



# PROJECT PIPELINE

Route 60 (Semmes Avenue)

City of Richmond



## TABLE OF CONTENTS

<b>Chapter 1 – Needs Evaluation and Diagnosis</b> .....	<b>2</b>
1.1 Introduction .....	2
1.2 VTrans .....	5
1.3 Existing Conditions .....	5
a. Safety Performance .....	5
b. Field Visit .....	8
c. Data Collection and Traffic Operations Analysis .....	8
d. Corridor Level Analysis .....	11
e. MetroQuest Survey Results .....	12
f. City Completed Corridor Improvements .....	14
1.4 Traffic Forecast .....	15
a. Model Outputs .....	15
b. Growth Rate Comparison .....	15
c. Future Year 2045 Forecast .....	15
<b>Chapter 2 – Alternative Development and Refinement</b> .....	<b>18</b>
a. Future Year 2045 No-Build Operational Analysis .....	19
b. VJuST Screening .....	21
c. Build Concepts & Cost Estimate .....	22
d. Build Operational Analysis .....	28
e. Anticipated Safety Performance .....	29
<b>Chapter 3 – Public and Stakeholder Outreach and Feedback</b> .....	<b>30</b>
<b>Chapter 4 – Investment Strategy</b> .....	<b>32</b>
a. SMART SCALE .....	32
b. Transportation Alternatives (TAP) .....	32
c. Revenue Sharing (RS) .....	32

d. Central Virginia Transportation Authority (CVTA) .....	32
e. Other Funding Sources .....	32
<b>Appendix A – Turning Movement Counts</b> .....	<b>A</b>
<b>Appendix B – Synchro Analysis Reports</b> .....	<b>B</b>
<b>Appendix C – Model Output Volumes</b> .....	<b>B</b>
<b>Appendix D – Preliminary Cost Estimate</b> .....	<b>B</b>

# Chapter 1 – Needs Evaluation and Diagnosis

## 1.1 Introduction

As part of the Statewide Planning and Preliminary Design Studies Under the STARS Program (Phase IV), a Statewide Project Pipeline Program was initiated to study VTRANS Priority 1 locations for identification and assessment of performance-based solutions to address the specific VTRANS needs and to be competitive for multiple funding sources. It is expected that this study will have recommendations and well-defined and scoped projects prepared for SMART SCALE Round 5 in the Spring of 2022. This chapter summarizes the existing condition and traffic forecasting efforts conducted for RI01 – Route 60 (Semmes Avenue). **Figure 1-1** shows the location of the Route 60 (Semmes Avenue) study corridor within the City of Richmond.

The Route 60 (Semmes Avenue) corridor study extends from Forest Hill Avenue to U.S. Route 1 / U.S. Route 360 (Cowardin Avenue). Multiple segments along the corridor are identified by VDOT as needing safety, bicycle access, and demand management improvements. **Figure 1-2** presents the study area and below is a list of intersections along the Route 60 study corridor:

- Roanoke Street / Forest Hill Avenue – Signalized
- Dundee Avenue – Signalized
- W 34<sup>th</sup> Street – Unsignalized
- W 31<sup>st</sup> Street – Unsignalized
- W 28<sup>th</sup> Street - Unsignalized
- W 26<sup>th</sup> Street – Signalized

- W 22<sup>nd</sup> Street - Unsignalized
- Cowardin Avenue – Signalized

Route 60 is a two-lane undivided roadway south of Forest Hill Avenue and west of Brookside Road, a three-lane undivided roadway from Brookside Road to Dundee Avenue, and a four-lane divided roadway from Dundee Avenue to the east of Cowardin Avenue. The speed limit along Route 60 (W Roanoke Street) south of Forest Hill Avenue is 25 MPH. East of Roanoke Street, the Route 60 speed limit increases to 30 MPH. The Route 60 speed limit increases to 35 miles per hour (MPH) east of Cowardin Avenue. The study corridor is classified as “Other Principal Arterial” per the 2014 VDOT Roadway Classification. Based on the VDOT’s published 2019 Average Annual Daily Traffic (AADT) estimates, Route 60 carried an AADT of 22,000 vehicles per day (vpd) between its intersections with Forest Hill Avenue and with Cowardin Avenue. The roadway terrain is majorly flat, with horizontal alignment approaching Dundee Avenue. Land use immediately adjacent to Route 60 is primarily residential. For this study, Route 60 is assumed to be oriented in an east-west direction.

Cowardin Avenue is a six-lane divided roadway with a posted speed limit of 25 MPH. The roadway is classified as “Other Principal Arterial” per the 2014 VDOT Roadway Classification. 2019 estimated AADTs for Cowardin Avenue are 36,000 and 24,000 vpd north and south of Route 60, respectively. The roadway terrain approaching the Route 60 intersection is flat. Land use along Cowardin Avenue at the intersection of Route 60 is a mixture of residential and commercial. For this study, Cowardin Avenue is assumed to be oriented in a north-south direction.

Forest Hill Avenue is a two-lane undivided “Minor Arterial” with a posted speed limit of 30 MPH within the study area. West of Route 60, the roadway carried an approximate AADT of 18,000 vpd in 2019. The roadway terrain is flat approaching the Route 60 intersection. Land use adjacent to Forest Hill Road in the study area is primarily recreational on the north and residential on the south. For this study, Forest Hill Avenue is assumed to be oriented in an east-west direction.

Figure 1-1. Route 60 - Study Corridor

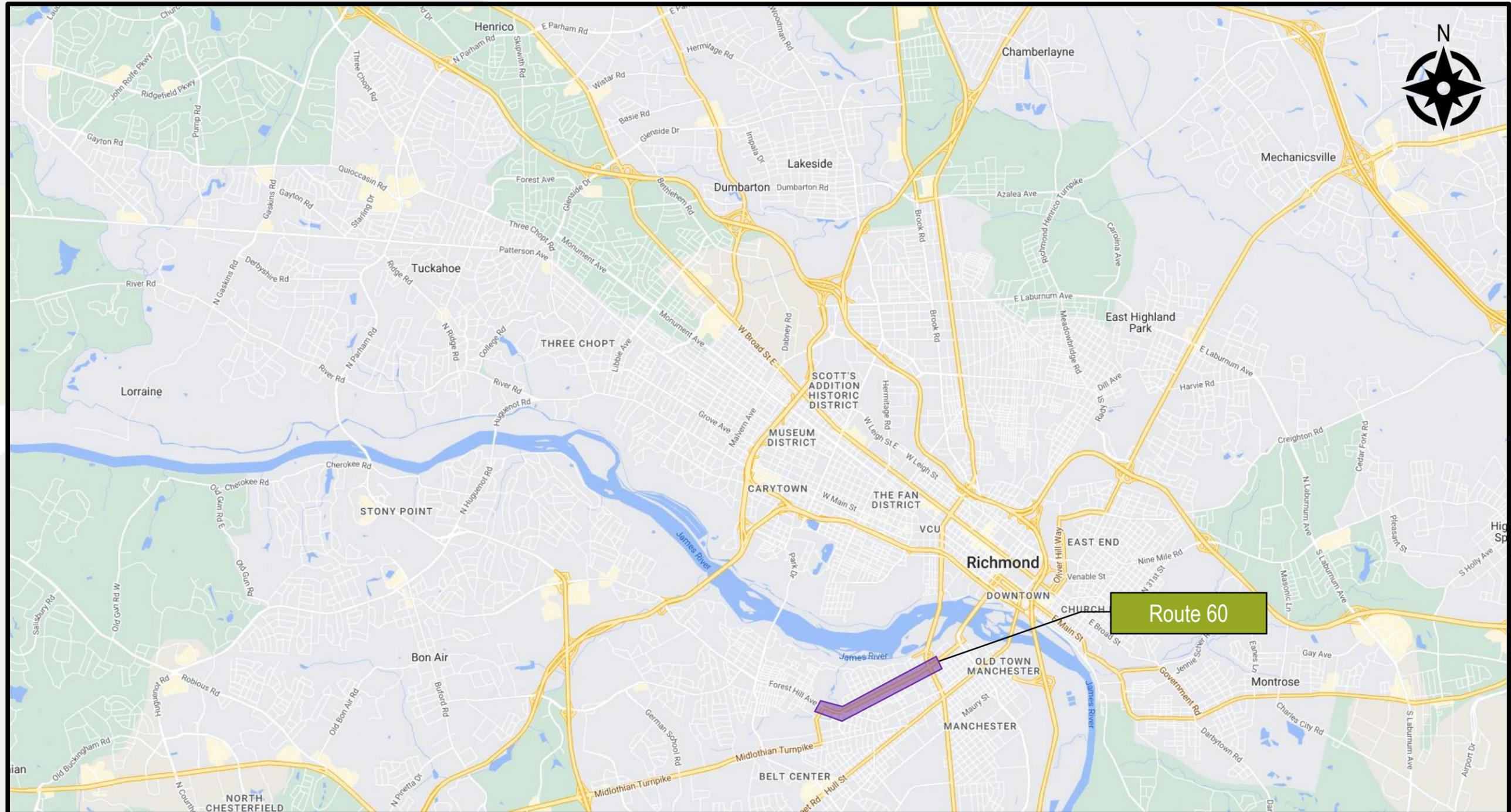
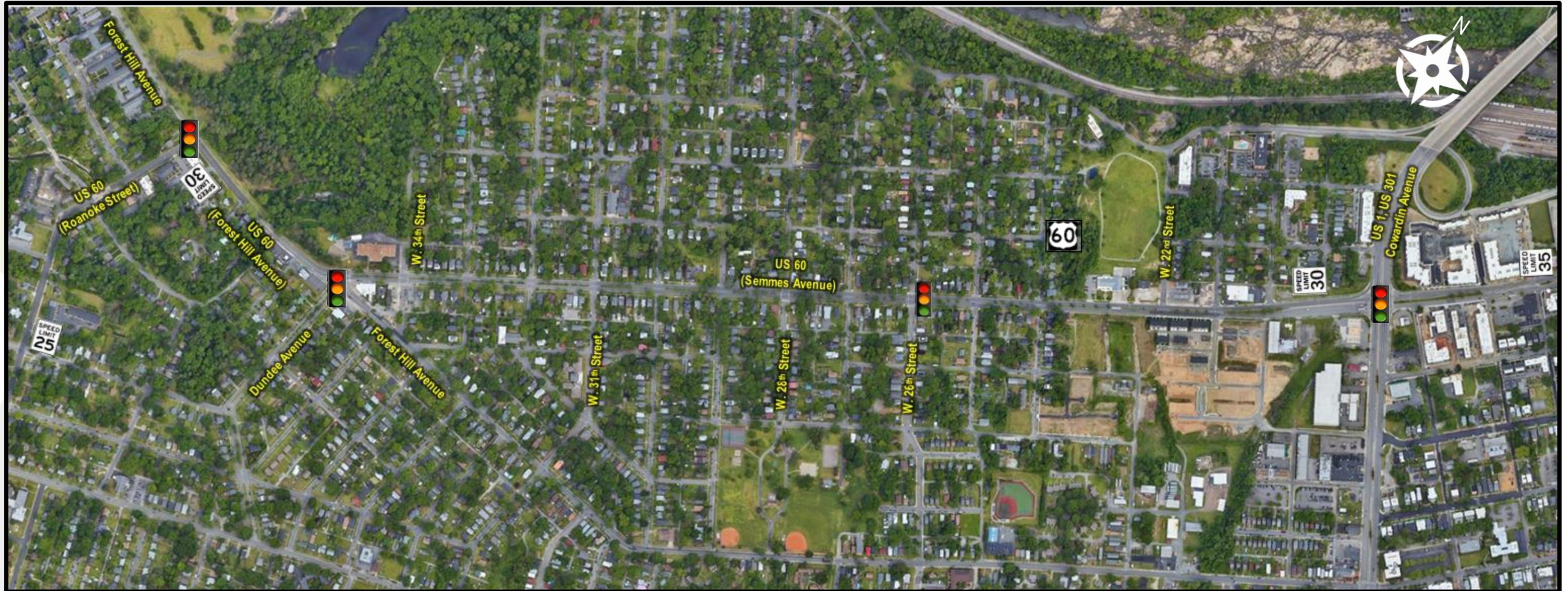


Figure 1-2. Route 60 – Study Area



## 1.2 VTrans

VTrans is Virginia's statewide transportation plan. It is prepared for the Commonwealth Transportation Board (CTB) by the Office of Intermodal Planning and Investment (OIPI). VTrans lays out the overarching vision and goals for transportation in the Commonwealth and plans to achieve those goals. The VTRANS needs for the Route 60 corridor are presented in **Table 1-1**. Safety improvement, bicycle access, transit access, and transportation demand management (TDM) are categorized as very high priority needs, and congestion management is categorized as a low priority need.

Table 1-1: Route 60 Corridor – VTrans Needs

<b>Very High Priority</b>	Safety Improvement, Bicycle Access, Transit Access, TDM
<b>High Priority</b>	-
<b>Medium Priority</b>	-
<b>Low Priority</b>	Congestion Mitigation

## 1.3 Existing Conditions

Existing conditions evaluations were performed for the corridor with the main goal to identify safety, operations and mobility issues that could be addressed within the Pipeline initiative scope of work. The existing conditions analysis for the corridor includes the following items:

- a) Safety Performance
- b) Field Visit
- c) Data Collection and Traffic Operations
- d) Corridor Level Analysis
- e) MetroQuest Survey Results

### a. Safety Performance

A 5-year (2015 - 2019) safety analysis for the study area was conducted using the historical FR-300 crash data provided by VDOT. During the study period, two hundred and eighty-nine (289) crashes were reported in the study area. A summary of the Route 60 crash analysis is presented in **Table 1-2** and the corridor's crash map is shown in **Figure 1-3**.

- The reported crash history includes one hundred and eighty-nine (189) Property Damage Only (PDO) related incidents, eighty-three (83) injury-related, and one (1) fatal incident.
- The reported fatal collision that occurred in February 2016 occurred on eastbound Route 60 just west of Cowardin Avenue. The fatality was a hit and run involving a pedestrian where alcohol was also involved. The crash also occurred during the day under no adverse conditions.
- The Reported crash incidents include one hundred and thirty-one (131) rear-end collisions, eighty (80) angle collisions, eighteen (18) sideswipe collisions, seventeen (17) fixed object off-road collisions, and thirteen (13) head-on collisions.
- Below is a breakdown of crashes that occurred along Route 60 and the corresponding study intersections:
  - Roanoke Avenue Crashes – 45
  - Forest Hill Avenue/Dundee Avenue Crashes – 9
  - 34<sup>th</sup> Street Crashes – 18
  - 31<sup>st</sup> Street Crashes – 10
  - 28<sup>th</sup> Street Crashes – 3

- 26<sup>th</sup> Street Crashes – 15
- 22<sup>nd</sup> Street Crashes – 20
- Cowardin Avenue Crashes – 81

- “Following too close” was listed as the most probable cause attributing to one hundred and nineteen (119) crashes; all these crashes except three (3) were rear-ended incidents. Other causes including “Did not have right-of-way” and “Hit and run” contributed to sixty-three (63) and eighteen (18) crashes, respectively. Other contributing factors included “Failure to maintain proper control” and “Improper and unsafe lane change”.
- Eighty-seven (87) crashes occurred during the PM peak periods (between 3 AM to 6 PM), while sixty-one (61) crashes occurred during the mid-day nonpeak periods (12 PM to 3 PM). Thirty-three (33) crashes also occurred during both the AM peak (6 AM to 9 AM) and AM nonpeak (6 AM to 9 PM) periods.
- Speeding was not found to be a significant (16 of 289 crashes) contributing factor to crashes.
- Nine (9) crashes involved drivers under the influence, and forty-seven (47) crashes occurred during adverse weather conditions.
- Most crashes, two hundred and thirty-four (234), occurred during the daytime hours.
- It should be noted that a total of fifty-one (51) crashes were reported for the year 2020; However, for this study, these crashes were dropped from further consideration due to the COVID-19 pandemic.

Table 1-2. Route 60 - Crash Summary

Route 60 - Crash Information for the Entire Corridor and Side Streets		Number of Crashes per Year					5 Year Total Crashes	Average Crashes Per Year	%	
		2015	2016	2017	2018	2019				
CRASH TYPE	1. Rear End	18	24	31	30	23	126	25.2	47%	
	2. Angle	15	13	15	13	21	77	15.4	29%	
	3. Head On	0	3	1	4	5	13	2.6	5%	
	4. Sideswipe - Same Direction	5	3	2	0	8	18	3.6	7%	
	5. Sideswipe - Opposite Direction	1	1	0	0	0	2	0.4	1%	
	6. Fixed Object in Road	2	0	0	2	1	5	1.0	2%	
	8. Non-Collision	0	0	0	1	0	1	0.2	0%	
	9. Fixed Object - Off Road	4	3	0	4	3	14	2.8	5%	
	10. Deer	0	0	0	1	1	2	0.4	1%	
	12. Ped	3	1	0	0	0	4	0.8	1%	
	13. Bicyclist	0	0	0	0	0	0	0.0	0%	
	14. Motorcyclist	0	0	0	0	0	0	0.0	0%	
	16. Other	0	0	2	3	1	6	1.2	2%	
	<b>Total Crashes</b>	<b>48</b>	<b>48</b>	<b>51</b>	<b>58</b>	<b>63</b>	<b>268</b>	<b>53.6</b>	<b>100%</b>	
	SEVERITY	A. Severe Injury	3	0	0	2	1	6	1.2	2%
		B. Visible Injury	13	12	20	21	11	77	15.4	29%
C. Nonvisible Injury		4	1	2	0	3	10	2.0	4%	
K. Fatal Injury		0	1	0	0	0	1	0.2	0%	
PDO. Property Damage Only		28	34	29	35	48	174	34.8	65%	
<b>KAB</b>		<b>16</b>	<b>13</b>	<b>20</b>	<b>23</b>	<b>12</b>	<b>84</b>	<b>16.8</b>	<b>31%</b>	
LIGHTING CONDITIONS	0AM TO 3AM	1	1	2	1	2	7	1.4	3%	
	3AM TO 6AM	3	3	0	3	3	12	2.4	4%	
	6AM TO 9AM	5	5	4	7	7	28	5.6	10%	
	9AM TO 12PM	4	8	7	5	9	33	6.6	12%	
	12PM TO 3PM	7	10	15	12	13	57	11.4	21%	
	3PM TO 6PM	18	15	14	20	19	86	17.2	32%	
	6PM TO 9PM	6	2	5	9	6	28	5.6	10%	
	9PM TO 12AM	4	4	4	1	4	17	3.4	6%	
WEATHER CONDITIONS	No Adverse Condition (Clear/Cloudy)	43	43	38	48	53	225	45.0	84%	
	Mist	1	0	2	1	2	6	1.2	2%	
	Rain	2	4	10	8	7	31	6.2	12%	
	Sleet/Hail	1	0	0	0	1	2	0.4	1%	
	Snow	1	1	0	1	0	3	0.6	1%	
	Fog	0	0	1	0	0	1	0.2	0%	

Figure 1-3: Route 60 Corridor Crash Map



## b. Field Visit

A field visit to the project corridor was performed on Thursday, October 14, 2021, from 9:00 AM to 11:00 AM. The following observations were noted for the corridor:

- Forest Hill Avenue at W Roanoke Street
  - The bus stop along Forest Hill Avenue is very close to the intersection.
- Forest Hill Avenue / Semmes Avenue at Dundee Avenue
  - The ramps on the south and east legs do not meet ADA standards and should be upgraded.
  - There are access driveways on the northeast and southwest corners that are very close to the intersection.
  - The marking paint is poor, and the yellow median marking on the west leg is missing paint.
- Semmes Avenue at W 34<sup>th</sup> Street
  - There are access driveways very close to the intersection that should be looked at.
  - Drivers do not seem to stop at the pedestrian crossing (30 MPH speed limit).
- Semmes Avenue at W 31<sup>st</sup> Street
  - Crosswalk markings are missing for all four directions.
  - There is poor sight distance for left turns on Semmes Avenue.
- Semmes Avenue at W 28<sup>th</sup> Street
  - The bike crossing mark is missing on the eastbound side of Semmes Avenue.
- Semmes Avenue at W 26<sup>th</sup> Street
  - The bus stop is very close to the intersection.
- Semmes Avenue at W 22<sup>nd</sup> Street
  - Crosswalk markings are missing.
- Semmes Avenue at Cowardin Avenue
  - Crosswalk markings are barely visible at the north and south legs of the intersection.
  - The ramps do not meet ADA standards. Few pedestrians were observed at the intersection.
  - There is a pedestrian sign at the northwest slip lane but no crosswalk markings.

## c. Data Collection and Traffic Operations Analysis

Existing conditions 13-hour (6:00 AM – 7:00 PM) turning movement counts (TMCs) at the study intersections along Route 60 were conducted in August 2021. **Appendix A** includes the turning movement counts for each of the study intersections. The TMCs were adjusted to account for demand variations due to the COVID-19 pandemic using 2021 and 2019 Streetlight data. Adjustment factors of 1.20 and 1.30 were applied to the 2021 AM and PM peak hour volumes, respectively. **Figure 1-4** presents the volume diagrams for the existing year.

*Synchro* (Version 11) was utilized to evaluate the average intersection delay per vehicle and level of service (LOS). *SimTraffic* was utilized to perform queueing analysis to determine maximum queue length. The results were based on an average of ten (10) simulation runs. **Appendix B** provides the *Synchro/SimTraffic* output reports.

The *Synchro/SimTraffic* analysis results for the existing conditions, presented in **Table 1-3**, indicate that:

- All the signalized intersections operate, overall, at a level of service (LOS) D or better during the AM and PM peak hours.
- For all the unsignalized intersections, the southbound approach operates at LOS E or F during one of the peak hours.

Figure 1-4: Route 60 – Existing Year (2021) Peak Hour Volumes



Table 1-3. Route 60 – Existing Conditions Intersection Analysis Results

Intersection	Movement	Storage (ft.)	AM Peak Hour			PM Peak Hour		
			2021 Volume (vph)	HCM Delay (s/veh)	Max Q (Feet)	2021 Volume (vph)	HCM Delay (s/veh)	Max Q (Feet)
Route 60 (Roanoke Street, N-S) at Forest Hill Avenue, E-W <b>Signalized</b>	EBT	-	623	28.1	1,111	584	35.1	687
	EBR	-	18			47		
	EB	-	641	28.1	-	631	35.1	-
	WBL	Full	348	30.6	329	593	23.7	647
	WBT	-	583	8.5	285	965	3.3	406
	WB	-	931	16.7	-	1,558	11.1	-
	NBL	225	51	40.9	225	53	61.1	214
	NBR	Full	381	25.8	382	422	24.2	350
	NB	-	432	27.6	-	475	28.3	-
	<b>Overall</b>	-	-	<b>2,004</b>	<b>22.7</b>	-	<b>2,664</b>	<b>19.8</b>
Route 60 (Semmes Avenue, E-W) at Dundee Avenue, N-S <b>Signalized</b>	EBL	Full	880	55.6	1,106	790	19.5	896
	EBT	120	117	11.4	120	205	11.9	120
	EBR	-	7			10		
	EB	-	1,004	50.1	-	1,005	17.9	-
	WBL	-	7	44.9	237	5	54.4	285
	WBT	-	172			218		
	WBR	110	9	35.5	79	10	39.6	110
	WB	-	188	44.5	-	233	53.8	-
	NBT	-	75	46.4	160	30	52.6	91
	NBR	-	41			21		
	NB	-	116	46.4	-	51	52.6	-
	SBR	-	761	1.3	179	1,340	12.1	299
	SB	-	761	1.3	-	1,340	12.1	-
<b>Overall</b>	-	-	<b>2,069</b>	<b>31.4</b>	-	<b>2,629</b>	<b>18.8</b>	-
Route 60 (Semmes Avenue, E-W) at W 34 Street, N-S <b>Unsignalized</b>	EBL	-	21	9.6	62	7	13.0	52
	EBT	-	933	0.0		820	0.0	
	EBR	-	11	0.0		2	0.0	
	EB	-	965	0.2	-	829	0.1	-
	WBL	-	12	10.4	126	36	10.0	170
	WBT	-	732	0.0		1,328	0.0	
	WBR	-	30	0.0		7	0.0	
	WB	-	774	0.2	-	1,371	0.3	-
	NBL	-	0			2		
	NBT	-	7	24.0	65	0	23.8	46
	NBR	-	43			17		
	NB	-	50	24.0	-	19	23.8	-
	SBL	-	28	58.2	67	4	133.5	51
	SBT	-	2			4		
	SBR	-	29			10		
SB	-	59	58.2	-	18	133.5	-	
<b>Overall</b>	-	-	<b>1,848</b>	-	-	<b>2,237</b>	-	-

Table 1-3. Route 60 – Existing Conditions Intersection Analysis Results (Continued)

Intersection	Movement	Storage (ft.)	AM Peak Hour			PM Peak Hour		
			2021 Volume (vph)	HCM Delay (s/veh)	Max Q (Feet)	2021 Volume (vph)	HCM Delay (s/veh)	Max Q (Feet)
Route 60 (Semmes Avenue, E-W) at W 31 Street, N-S <b>Unsignalized</b>	EBL	-	4	9.5	28	12	12.9	64
	EBT	-	953	0.0		825	0.0	
	EBR	-	48	0.0		4	0.0	
	EB	-	1,005	0.0	-	841	0.2	-
	WBL	-	9	10.6	56	43	10.0	72
	WBT	-	767	0.0		1,359	0.0	
	WBR	-	3	0.0		4	0.0	
	WB	-	779	0.1	-	1,406	0.3	-
	NBL	-	0			2		
	NBT	-	3	16.6	67	1	22.3	60
	NBR	-	82			43		
	NB	-	85	16.6	-	46	22.3	-
	<b>Overall</b>	-	-	<b>1,881</b>	-	-	<b>2,307</b>	-
Route 60 (Semmes Avenue, E-W) at W 28 Street, N-S <b>Unsignalized</b>	EBL	-	1	9.4	3	10	13.1	79
	EBT	-	1,036	0.0		852	0.0	
	EBR	-	3	0.0		10	0.0	
	EB	-	1,040	0.0	-	872	0.2	-
	WBL	-	8	10.7	86	6	9.8	69
	WBT	-	771	0.0		1,396	0.0	
	WBR	-	3	0.0		6	0.0	
	WB	-	782	0.1	-	1,408	0.0	-
	NBL	-	0			2		
	NBT	-	0	12.5	31	1	37.9	37
	NBR	-	4			7		
	NB	-	4	12.5	-	10	37.9	-
	SBL	-	0			1		
SBT	-	0	11.2	33	1	41.6	37	
SBR	-	8			7			
SB	-	8	11.2	-	9	41.6	-	
<b>Overall</b>	-	-	<b>1,834</b>	-	-	<b>2,299</b>	-	-

Note 1: HCM Delay for signalized intersections represents Average Control Delay reported from the HCM 2000 module within Synchro.  
 Note 2: HCM Delay for unsignalized intersections represents Average Control Delay reported from the HCM 6th module within Synchro.  
 Note 3: Delay values highlighted in Green, Yellow, Orange, and Red indicated LOS A-C, D, E and F, respectively.  
 Note 4: Storage lengths noted as "Full" represent a movement without a storage bay, vehicles can queue using the full link distance.

Note 1: HCM Delay for signalized intersections represents Average Control Delay reported from the HCM 2000 module within Synchro.  
 Note 2: HCM Delay for unsignalized intersections represents Average Control Delay reported from the HCM 6th module within Synchro.  
 Note 3: Delay values highlighted in Green, Yellow, Orange, and Red indicated LOS A-C, D, E and F, respectively.  
 Note 4: Storage lengths noted as "Full" represent a movement without a storage bay, vehicles can queue using the full link distance.

Table 1-3. Route 60 – Existing Conditions Intersection Analysis Results (Continued)

Intersection	Movement	Storage (ft.)	AM Peak Hour			PM Peak Hour		
			2021 Volume (vph)	HCM Delay (s/veh)	Max Q (Feet)	2021 Volume (vph)	HCM Delay (s/veh)	Max Q (Feet)
Route 60 (Semmes Avenue, E-W) at W 26 Street, N-S  <i>Signalized</i>	EBL	-	0	1.0	98	4	0.5	98
	EBT	-	1,038	1.0	98	853	0.5	98
	EBR	-	3	1.0	98	5	0.5	98
	EB	-	1,041	1.0	-	862	0.5	-
	WBL	-	21	13.8	180	31	2.9	140
	WBT	-	764	13.8	180	1,390	2.9	140
	WBR	-	4	13.8	180	10	2.9	140
	WB	-	789	13.8	-	1,431	2.9	-
	NBL	-	9	43.3	88	11	54.5	88
	NBT	-	1	43.3	88	5	54.5	88
	NBR	-	41	43.3	-	22	54.5	-
	NB	-	51	43.3	-	38	54.5	-
	SBL	-	13	43.6	68	9	53.8	60
	SBT	-	5	43.6	68	1	53.8	60
	SBR	-	9	43.6	68	7	53.8	60
SB	-	27	43.6	-	17	53.8	-	
<b>Overall</b>	-	-	<b>1,908</b>	<b>8.0</b>	-	<b>2,348</b>	<b>3.2</b>	-
Route 60 (Semmes Avenue, E-W) at W 22 Street, N-S  <i>Unsignalized</i>	EBL	-	46	9.9	181	52	14.3	366
	EBT	-	1,046	0.8	181	831	1.6	366
	EB	-	1,092	1.2	-	883	2.3	-
	WBT	-	763	0.0	20	1,384	0.0	35
	WBR	-	11	0.0	20	15	0.0	35
	WB	-	774	0.0	-	1,399	0.0	-
	SBL	-	24	40.4	85	30	253.1	277
	SBR	-	25	40.4	85	47	253.1	277
SB	-	49	40.4	-	77	253.1	-	
<b>Overall</b>	-	-	<b>1,915</b>	-	-	<b>2,359</b>	-	-
Route 60 (Semmes Avenue, E-W) at Cowardin Avenue, N-S  <i>Signalized</i>	EBL	480	526	28.8	224	466	89.6	448
	EBT	-	467	17.5	175	303	39.8	576
	EBR	350	75	25.0	74	92	41.1	86
	EB	-	1,068	23.6	-	861	66.9	-
	WBL	220	67	63.0	156	159	43.4	219
	WBT	-	247	47.5	204	503	41.0	283
	WBR	Full	63	40.3	81	75	33.2	80
	WB	-	377	49.0	-	737	40.7	-
	NBL	280	125	57.3	280	198	62.9	269
	NBT	-	1,127	52.7	488	998	33.3	295
	NBR	210	197	30.8	210	127	26.3	197
	NB	-	1,449	50.1	-	1,323	37.1	-
	SBL	200	78	48.8	185	112	74.0	200
	SBT	-	713	35.7	264	1,197	49.7	459
	SBR	750	401	0.5	92	697	1.1	388
SB	-	1,192	24.7	-	2,006	34.2	-	
<b>Overall</b>	-	-	<b>4,086</b>	<b>35.7</b>	-	<b>4,927</b>	<b>41.6</b>	-

Note 1: HCM Delay for signalized intersections represents Average Control Delay reported from the HCM 2000 module within Synchro.  
 Note 2: HCM Delay for unsignalized intersections represents Average Control Delay reported from the HCM 6th module within Synchro.  
 Note 3: Delay values highlighted in Green, Yellow, Orange, and Red indicated LOS A-C, D, E and F, respectively.  
 Note 4: Storage lengths noted as "Full" represent a movement without a storage bay, vehicles can queue using the full link distance.

d. Corridor Level Analysis

The analysis utilized data from the RITIS platform to estimate the average weekday travel time index and average speed profiles along the eastbound and westbound directions of the Semmes Avenue study corridor for the year 2019 (pre-Covid 19) conditions. The months of February, May, September, and October were assumed as the best representative of the travel conditions during the year; therefore, the metrics were collected for these months.

The corridor analysis results, presented in Figure 1-5 and Figure 1-6, indicate that along the eastbound travel direction, the travel time is approximately 40% higher than the free-flow conditions during the AM peak hour. Along westbound, the travel time is approximately 20% higher than the free-flow conditions during the PM peak hour. Consequently, average speeds along the corridor drop to lower than 19 and 22 MPH on the eastbound (AM peak) and westbound (PM peak), respectively.

Figure 1-5. Route 60 - Average Travel Time Index

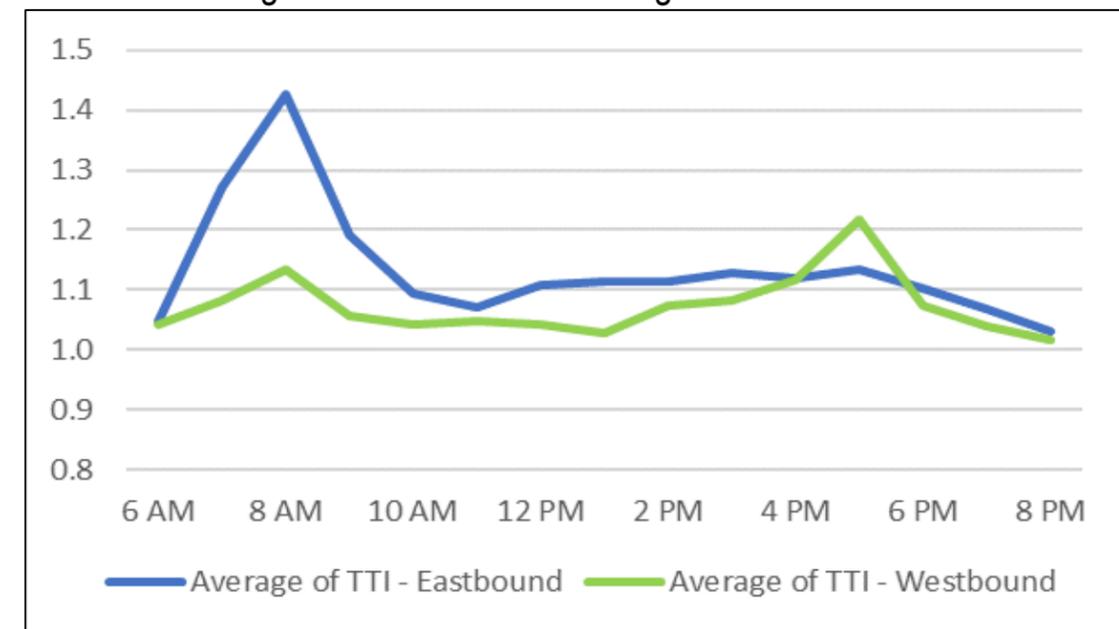
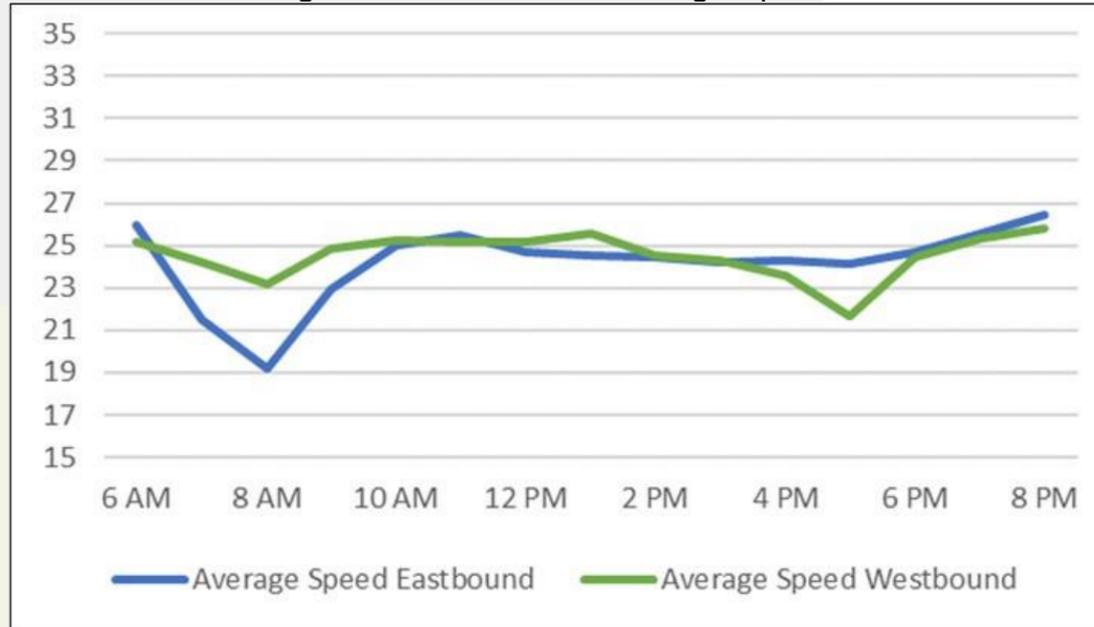


Figure 1-6. Route 60 - Average Speeds



### e. MetroQuest Survey Results

A public survey was conducted to identify safety and mobility concerns for the Semmes Avenue corridor. The survey was available online through the MetroQuest platform and was accessible from April 1<sup>st</sup> to the 22<sup>nd</sup>, 2022. Most survey takers (approximately 75%) are residents, the rests are employees and visitors to the area. The community ranked traffic concerns as listed below, 1 being the most concerned about and 6 being the least.

Figure 1-7 presents a chart with the survey responses.

1. Pedestrian/Bicycle Safety
2. Vehicular Safety
3. Traffic Congestion
4. Lack of ADA Compliant Facilities
5. Transit Accommodation
6. Access Management

The respondents were then asked to rate the existing conditions of each traffic concern along the corridor as shown in Figure 1-8 and summarized below:

- Roughly 54% of the responses indicate that traffic safety is perceived as “poor” in the area.
- Approximately 20% of the responses indicate that current traffic congestion along the corridor is unsatisfactory, while 10% indicate that it is “great” and 70% indicate that it is average.
- The majority of responses (80%) indicate that the pedestrian and bicycle accommodations are in poor condition within the study area.
- The majority of responses (63% for transit and 66% for access) indicate that the current access management and transit accommodation conditions are average.

Figure 1-7. Route 60 – Ranking of the Community Traffic Concerns

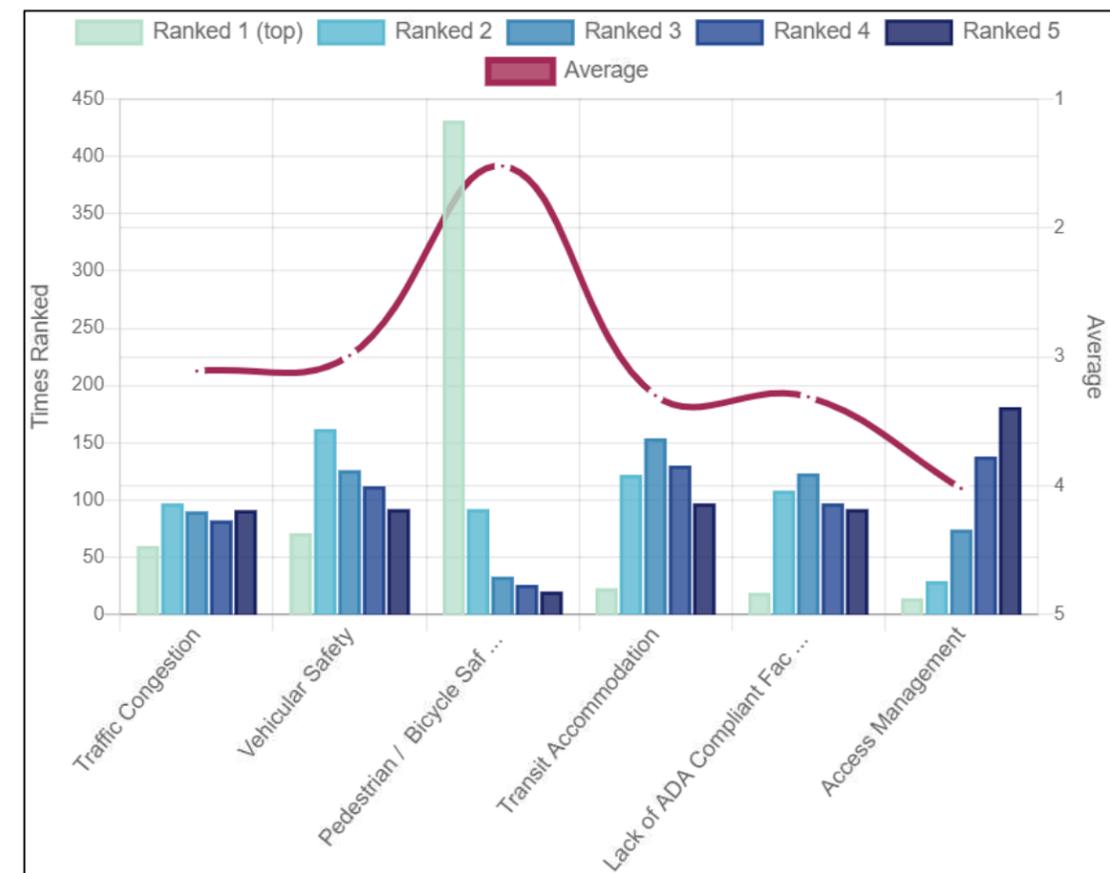
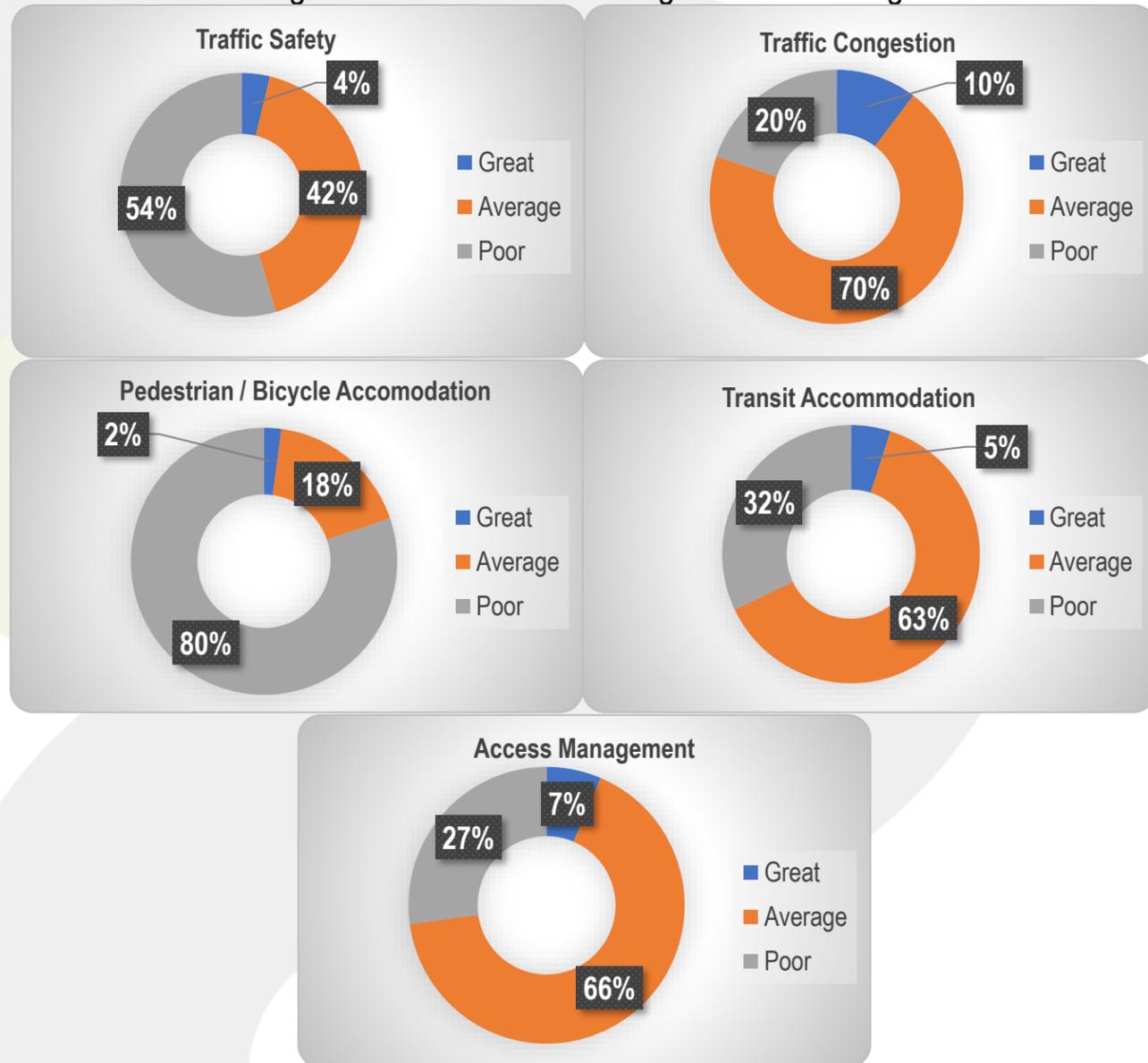
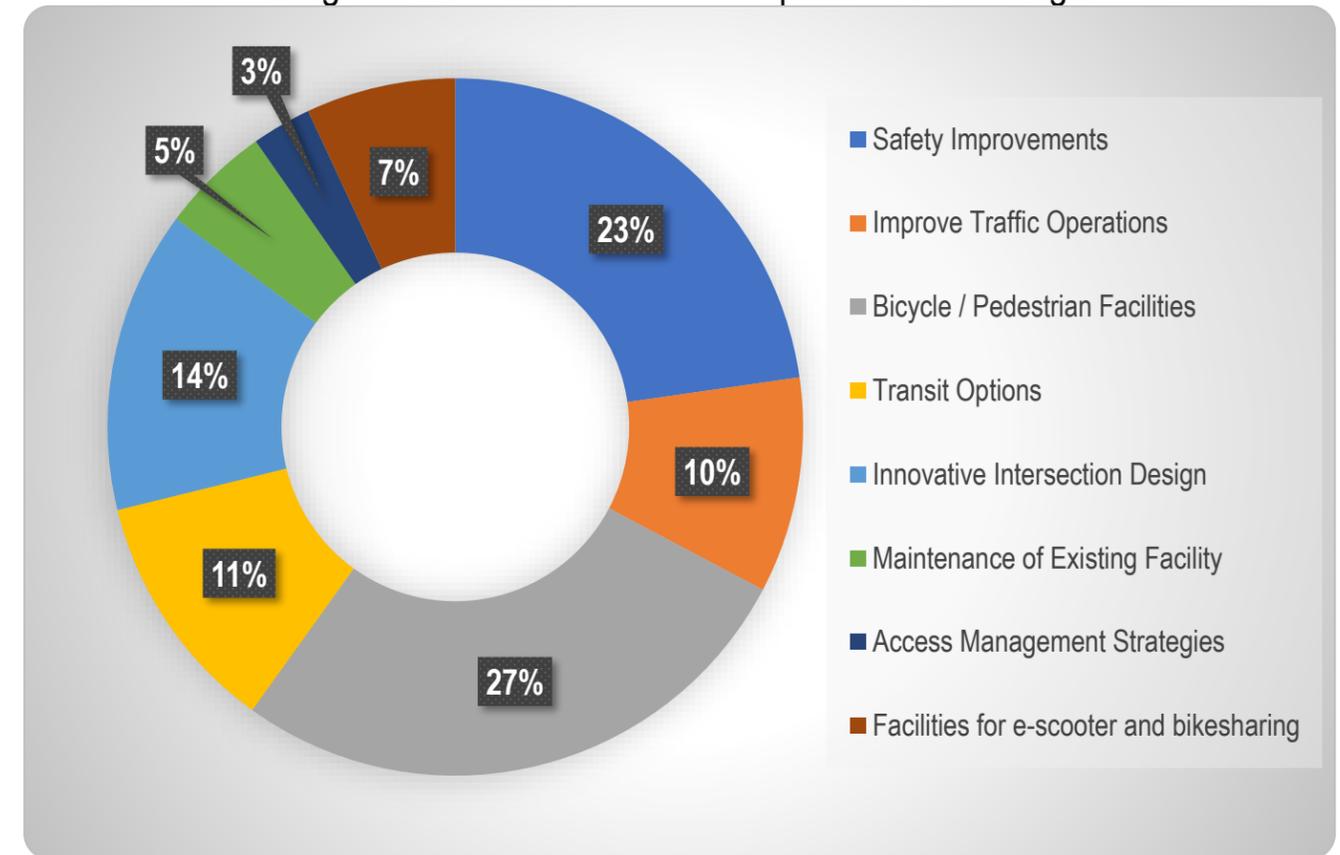


Figure 1-8. Route 60 – Existing Condition Rating



The survey also included a ranking system for the desirability of future improvements within the study area. The community ranked “Bicycle / Pedestrian Facilities”, “Safety Improvements”, “Innovative Intersection Design, and “Improve Transit Options” as the top future improvements for the corridor. **Figure 1-9** shows the future improvement ranking results.

Figure 1-9. Route 60 – Future Improvement Ranking



## **f. City Completed Corridor Improvements**

The city of Richmond has recently completed the following projects, most of which are aimed at improving safety, and bicycle and transit access.

- The speed limit was reduced from 35 MPH to 30 MPH.
- Added buffered bicycle lanes to both directions of the corridor.
- Implemented high visibility crosswalks
- Modified signal timings by including pedestrian recall and pedestrian clearance time intervals.
- Enhanced the GRTC service along the corridor so that it operates at 15-minute time intervals.

High-density developments have taken place from 22<sup>nd</sup> Street to 14<sup>th</sup> Street.

## 1.4 Traffic Forecast

Three traffic data sources were reviewed to develop recommended growth rates:

- 2045 Richmond-Tri Cities Travel Demand Model
- Statewide Planning System (SPS) Data, and
- Historical Growth Trends

Recommended growth rates were used to develop average daily traffic (ADT) and AM and PM peak hour volumes for the Design (2045) year conditions. The future year conditions were based on improvements and socio-economic data coded into the (2045) travel demand model network. Given that the proposed improvements are focused on spot improvements and addressing operational and safety concerns and capacity expansion was not anticipated, one set of future year volumes was developed for both No Build and Build conditions.

### a. Model Outputs

Model volume outputs for model years 2017 and 2045 were tabulated and a growth rate was calculated for the segment. Detailed AM, PM, mid-day, and daily model output volumes for the Route 60 project segment are included in **Appendix C**.

### b. Growth Rate Comparison

Growth rates from the model outputs were compared to growth rates from SPS and the historical trends. Engineering judgment was used to determine the recommended growth rates. Growth rate comparisons and the final recommended growth rates for the Route 60 project segment are presented in **Table 1-4**

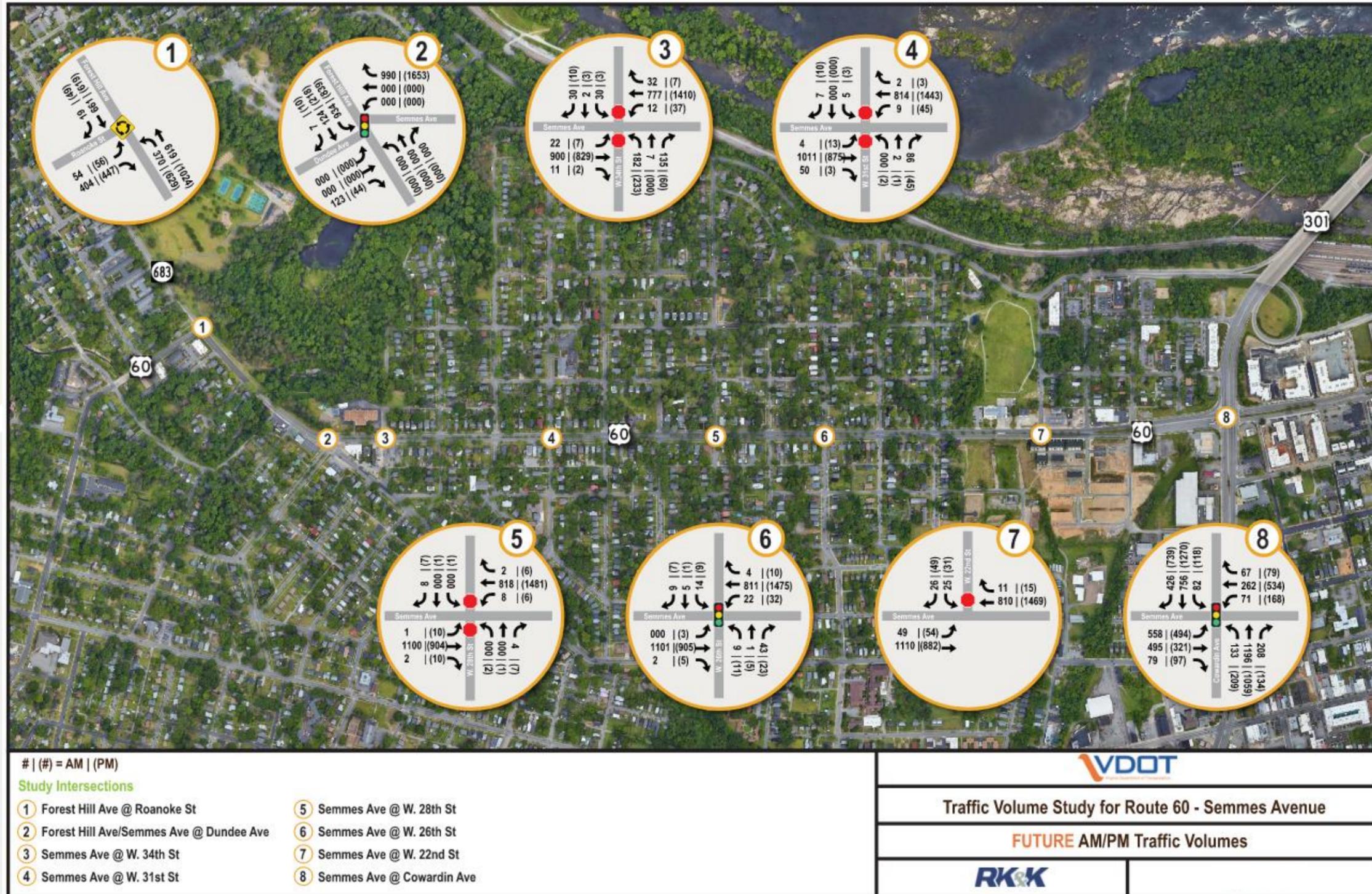
### c. Future Year 2045 Forecast

Design year volumes were calculated by applying the recommended growth rate to the existing volumes and balancing through each corridor. The 2045 Forecast Volumes are shown in **Figure 1-10**.

Table 1-4: Route 60 – Growth Rate Comparison & Recommended Growth Rate

Corridor	Segment	CAGR Growth Rates					Final Recommended Growth Rate
		VDOT Historical Data		Richmond Model Outputs		VDOT SPS Data	
		2010-2015	2010-2020	2017-2045		2019-2045	
		Daily Avg	Daily Avg	Daily Avg	PH Avg	Daily Avg	
US 60	West of W Roanoke St	-2.3%	-1.8%	0.2%	0.4%	0.9%	<b>0.3%</b>
	West of Dundee Ave	0.0%	-1.8%	0.1%	0.2%	0.7%	
	East of Dundee Ave	-3.6%	-2.8%	0.2%	0.2%	0.5%	
	West of US 1 (Cowardin Ave)	-3.6%	-2.8%	0.2%	0.3%	0.5%	
	East of US 1 (Cowardin Ave)	-4.4%	-3.1%	0.2%	0.2%	2.5%	
W Roanoke St	South of Forest Hill Ave	-1.6%	-1.4%	0.0%	-0.1%	0.5%	<b>0.3%</b>
Forest Hill Ave	East of US 60 / Dundee Ave	1.9%	2.2%	0.4%	0.5%	0.1%	<b>0.3%</b>
US 1 (Cowardin Ave)	North of US 60	-0.6%	-0.9%	0.3%	0.4%	0.5%	<b>0.3%</b>
	South of US 60	1.9%	1.8%	0.3%	0.4%	1.4%	

Figure 1-10. Route 60 – 2045 Balanced Volumes



## Chapter 2 – Alternative Development and Refinement

A future year 2045 No-Build analysis was performed for the study corridor in Synchro 11, utilizing the 2045 volumes developed in Section 1.4. The No-Build model included background improvements specific to the study corridor, and optimization to signalized intersections' cycle length, timing and phasing. Additionally, VDOT's Junction Screening Tool (VJuST) was utilized to evaluate innovative intersection configurations at specific locations along the study corridor. The intent of using this tool was to identify innovative intersection configurations that have the potential for reducing congestion and improving safety. Congestion results are based on existing peak hour volumes, the number of lanes and lane configurations, while safety results are based on conflict points. Results from the tool are not meant to replicate results obtained from more detailed traffic operations, safety and design analyses.

The findings from the existing and no-build conditions analyses as well as community feedback were utilized to develop build concepts for the study corridor. As the nature of the future build concepts is to address spot operational and safety concerns, it is assumed that capacity is not being added to the facilities. Therefore, the future no-build and build conditions will have the same peak hour volumes, with the exception that the volume may be redistributed in a build concept if necessary.

The following recommendations from City of Richmond were considered during the concept development phase for this study:

- Install 3 new pedestrian hybrid beacons (PHB) at the corridor intersections with Brand Street, 28th Street, and 22nd Street. As a result of these improvements, crossing spacing for pedestrians would range between 650-2200 linear feet throughout the study corridor. These planned improvements are presented in **Figure 2-1**.
- Remove the intersection at Forest Hill Avenue at Dundee Avenue and signalize the corridor intersection with W 34th Street. The planned improvement is presented in **Figure 2-2**.

Figure 2-1. Route 60 - Planned PHBs along the Corridor

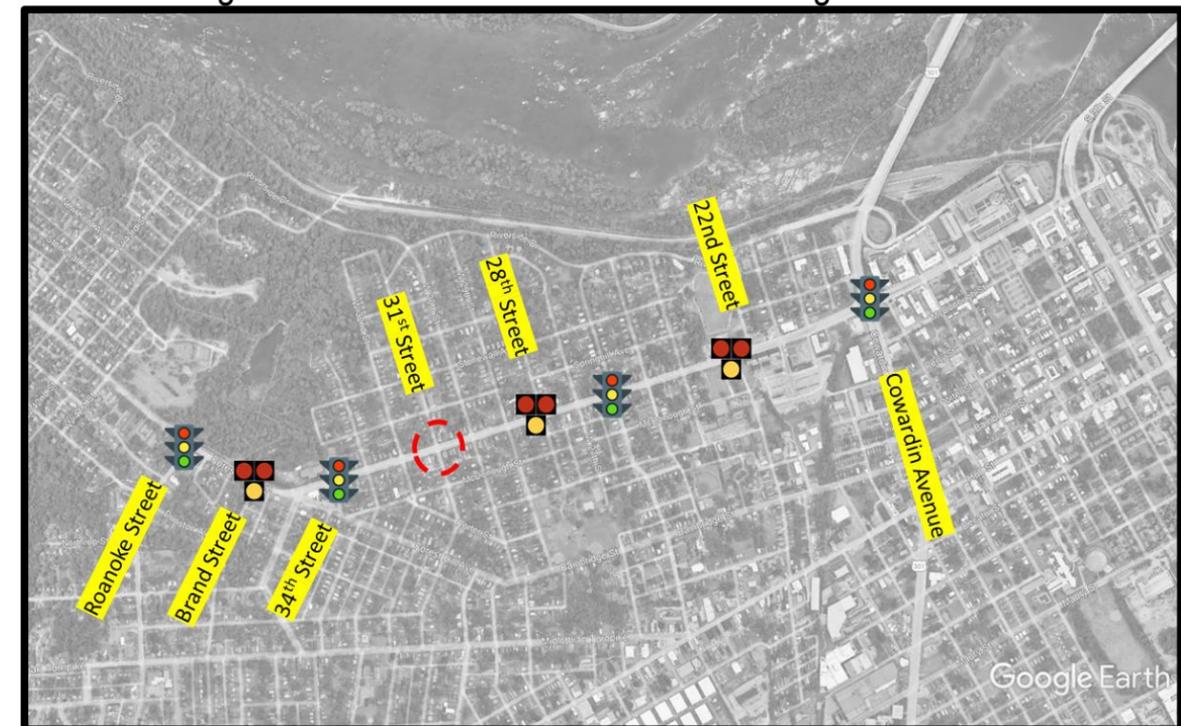
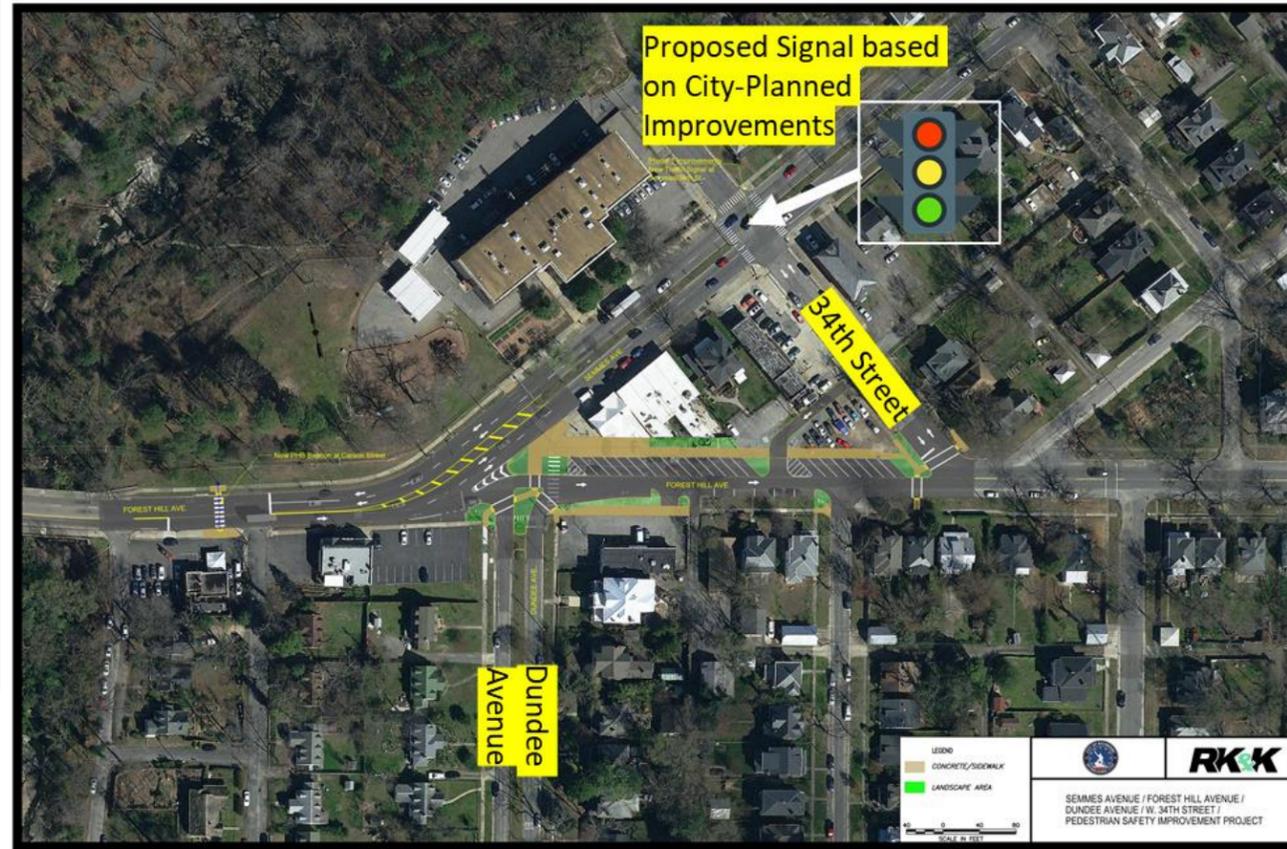


Figure 2-2. Route 60 - Planned Improvements between Dundee Avenue and 34th Street



- All signalized intersections are expected to operate the same LOS as in the existing conditions.
- Signalization of the intersection of Route 60 at W 34th Street is expected to improve the side streets operations. The side streets will operate at LOD D / E during the AM / PM peak hours, compared to the existing operations at LOS F during both peak hours
- For all the other unsignalized intersections, the worst-performing movements will operate at the same LOS as in the existing conditions.

Table 2-1. Route 60 – 2045 No Build Conditions Intersection Analysis Results

Intersection	Movement	Storage (ft.)	AM Peak Hour			PM Peak Hour		
			2021 Volume (vph)	HCM Delay (s/veh)	Max Q (Feet)	2021 Volume (vph)	HCM Delay (s/veh)	Max Q (Feet)
Route 60 (Roanoke Street, N-S) at Forest Hill Avenue, E-W <b>Signalized</b>	EBT	-	661	30.5	592	620	38.2	753
	EBR	-	20			50		
	EB	-	681	30.5	-	670	38.2	-
	WBL	Full	370	18.7	373	629	21.5	772
	WBT	-	619	5.2	328	1,025	3.4	615
	WB	-	989	10.3	-	1,654	10.3	-
	NBL	225	55	41.1	223	56	61.9	200
	NBR	Full	405	26.9	330	448	25.2	388
	NB	-	460	28.6	-	504	29.3	-
<b>Overall</b>	-	-	<b>2,130</b>	<b>20.7</b>	-	<b>2,828</b>	<b>20.3</b>	-
Route 60 (Semmes Avenue, E-W) at Dundee Avenue, N-S <b>Signalized</b>	EBL	Full	934	0.0	130	839	0.0	99
	EBT	100	125	0.0	29	218	0.0	38
	EBR	-	7	0.0	-	10	0.0	-
	EB	-	1,066	0.0	-	1,067	0.0	-
	NBR	-	124	9.6	64	44	9.7	51
	NB	-	124	9.6	-	44	9.7	-
	SBR	-	990	0.0	58	1,654	0.0	233
SB	-	990	0.0	-	1,654	0.0	-	
Route 60 (Semmes Avenue, E-W) at W 34 Street, N-S <b>Signalized</b>	EBL	-	22			8		
	EBT	-	901	15.5	290	829	10.1	217
	EBR	-	11			3		
	EB	-	934	15.5	-	840	10.1	-
	WBL	-	13			38		
	WBT	-	777	8.8	178	1,410	7.2	366
	WBR	-	32			8		
	WB	-	822	8.8	-	1,456	7.2	-
	NBL	-	182			234		
	NBT	-	7	53.9	247	0	69.9	236
	NBR	-	136			60		
	NB	-	325	53.9	-	294	69.9	-
	SBL	-	30			4		
	SBT	-	2	50.8	125	4	58.2	65
	SBR	-	31			10		
SB	-	63	50.8	-	18	58.2	-	
<b>Overall</b>	-	-	<b>2,144</b>	<b>19.8</b>	-	<b>2,608</b>	<b>15.5</b>	-

**a. Future Year 2045 No-Build Operational Analysis**

A future year 2045 no-build analysis was performed for the Route 60 corridor utilizing the 2045 volumes developed in **Section 1.4**. *Synchro* (Version 11) was utilized to evaluate the average intersection delay per vehicle and level of service (LOS). *SimTraffic* was utilized to perform queueing analysis to determine the maximum queue lengths. The results were based on an average of ten (10) simulation runs. **Appendix B** provides the *Synchro/SimTraffic* output reports. For the future no-build conditions, phase splits were optimized while cycle length and offsets were assumed to remain the same as the existing year. The *Synchro/SimTraffic* analysis results for the year 2045 no-build conditions, presented in **Table 2-1**, indicate that:

Table 2-1. Route 60 – 2045 No Build Conditions Intersection Analysis Results (Cont.)

Intersection	Movement	Storage (ft.)	AM Peak Hour			PM Peak Hour		
			2021 Volume (vph)	HCM Delay (s/veh)	Max Q (Feet)	2021 Volume (vph)	HCM Delay (s/veh)	Max Q (Feet)
Route 60 (Semmes Avenue, E-W) at W 31 Street, N-S  <i>Unsignalized</i>	EBL	-	4	9.7	38	13	13.6	92
	EBT	-	1,012	0.0	38	876	0.0	92
	EBR	-	51	0.0	38	4	0.0	92
	EB	-	1,067	0.0	-	893	0.2	-
	WBL	-	10	10.9	62	46	10.3	123
	WBT	-	815	0.0	62	1,443	0.0	123
	WBR	-	3	0.0	62	4	0.0	123
	WB	-	828	0.1	-	1,493	0.3	-
	NBL	-	0	-	82	3	-	65
	NBT	-	3	18.0	82	1	34.7	65
	NBR	-	87	-	82	46	-	65
	NB	-	90	18.0	-	50	34.7	-
	SBL	-	6	-	40	4	-	50
	SBT	-	0	36.3	40	0	124.6	50
	SBR	-	7	-	40	10	-	50
SB	-	13	36.3	-	14	124.6	-	
<b>Overall</b>	-	-	<b>1,998</b>	-	-	<b>2,450</b>	-	-
Route 60 (Semmes Avenue, E-W) at W 28 Street, N-S  <i>Unsignalized</i>	EBL	-	1	9.6	14	10	13.8	88
	EBT	-	1,100	0.0	14	905	0.0	88
	EBR	-	3	0.0	14	10	0.0	88
	EB	-	1,104	0.0	-	925	0.1	-
	WBL	-	8	11.0	89	7	10.1	56
	WBT	-	819	0.0	89	1,482	0.0	56
	WBR	-	3	0.0	89	7	0.0	56
	WB	-	830	0.1	-	1,496	0.0	-
	NBL	-	0	-	31	3	-	40
	NBT	-	0	12.9	31	1	48.7	40
	NBR	-	4	-	31	8	-	40
	NB	-	4	12.9	-	12	48.7	-
	SBL	-	0	-	31	1	-	33
	SBT	-	0	11.4	31	1	47.6	33
	SBR	-	8	-	31	8	-	33
SB	-	8	11.4	-	10	47.6	-	
<b>Overall</b>	-	-	<b>1,946</b>	-	-	<b>2,443</b>	-	-

Note 1: HCM Delay for signalized intersections represents Average Control Delay reported from the HCM 2000 module within Synchro.  
 Note 2: HCM Delay for unsignalized intersections represents Average Control Delay reported from the HCM 6th module within Synchro.  
 Note 3: Delay values highlighted in Green, Yellow, Orange, and Red indicated LOS A-C, D, E and F, respectively.  
 Note 4: Storage lengths noted as "Full" represent a movement without a storage bay, vehicles can queue using the full link distance.

Table 2-1. Route 60 – 2045 No Build Conditions Intersection Analysis Results (Cont.)

Intersection	Movement	Storage (ft.)	AM Peak Hour			PM Peak Hour		
			2021 Volume (vph)	HCM Delay (s/veh)	Max Q (Feet)	2021 Volume (vph)	HCM Delay (s/veh)	Max Q (Feet)
Route 60 (Semmes Avenue, E-W) at W 26 Street, N-S  <i>Signalized</i>	EBL	-	0	-	139	4	-	124
	EBT	-	1,102	2.9	139	905	1.0	124
	EBR	-	3	-	139	5	-	124
	EB	-	1,105	2.9	-	914	1.0	-
	WBL	-	22	-	159	33	-	181
	WBT	-	811	9.6	159	1,476	6.8	181
	WBR	-	4	-	159	10	-	181
	WB	-	837	9.6	-	1,519	6.8	-
	NBL	-	10	-	101	12	-	85
	NBT	-	1	41.6	101	5	52.8	85
	NBR	-	43	-	101	24	-	85
	NB	-	54	41.6	-	41	52.8	-
	SBL	-	14	-	74	9	-	58
	SBT	-	6	41.7	74	1	51.3	58
	SBR	-	9	-	74	8	-	58
SB	-	29	41.7	-	18	51.3	-	
<b>Overall</b>	-	-	<b>2,025</b>	<b>7.3</b>	-	<b>2,492</b>	<b>5.8</b>	-
Route 60 (Semmes Avenue, E-W) at W 22 Street, N-S  <i>Unsignalized</i>	EBL	-	49	10.1	241	55	15.3	376
	EBT	-	1,110	1.0	241	883	2.1	376
	EB	-	1,159	1.4	-	938	2.9	-
	WBT	-	811	0.0	21	1,469	0.0	65
	WBR	-	11	0.0	21	16	0.0	65
	WB	-	822	0.0	-	1,485	0.0	-
	SBL	-	25	49.1	92	31	406.5	509
	SBR	-	27	-	92	49	-	509
	SB	-	52	49.1	-	80	406.5	-
	<b>Overall</b>	-	-	<b>2,033</b>	-	-	<b>2,503</b>	-
Route 60 (Semmes Avenue, E-W) at Cowardin Avenue, N-S  <i>Signalized</i>	EBL	480	559	25.5	260	494	104.2	478
	EBT	-	496	21.2	206	321	36.6	788
	EBR	350	80	25.0	83	98	41.1	102
	EB	-	1,135	23.6	-	913	73.7	-
	WBL	220	71	62.6	162	168	44.0	220
	WBT	-	262	47.4	207	534	41.8	314
	WBR	Full	67	40.3	79	80	33.2	70
	WB	-	400	48.9	-	782	41.4	-
	NBL	280	133	57.3	280	210	66.5	274
	NBT	-	1,197	51.8	427	1,059	34.1	350
	NBR	210	209	30.8	210	135	26.4	210
	NB	-	1,539	49.4	-	1,404	38.2	-
	SBL	200	83	48.7	198	119	78.4	200
	SBT	-	757	35.6	285	1,271	56.0	551
	SBR	750	426	0.5	131	740	1.3	542
SB	-	1,266	24.6	-	2,130	38.2	-	
<b>Overall</b>	-	-	<b>4,340</b>	<b>35.4</b>	-	<b>5,229</b>	<b>44.9</b>	-

Note 1: HCM Delay for signalized intersections represents Average Control Delay reported from the HCM 2000 module within Synchro.  
 Note 2: HCM Delay for unsignalized intersections represents Average Control Delay reported from the HCM 6th module within Synchro.  
 Note 3: Delay values highlighted in Green, Yellow, Orange, and Red indicated LOS A-C, D, E and F, respectively.  
 Note 4: Storage lengths noted as "Full" represent a movement without a storage bay, vehicles can queue using the full link distance.

## b. VJuST Screening

The corridor intersections with Forest Hill Avenue and with Cowardin Avenue include the highest number of crashes in the study area. Multiple innovative designs were screened for these intersections using the VJuST screening tool. The results, presented in **Table 2-2 and Table 2-3**, indicate that:

- Route 60 (Roanoke Street) at Forest Hill Avenue intersection would operate at lower v/c ratios under the Partial Median U-Turn, Quadrant Roadway (S-W), and Restricted Crossing U-Turn (R-CUT) than the existing signalized intersection. The Continuous Green-T, Median U-Turn, and Roundabout designs are expected to operate at relatively similar v/c ratios ( $\pm 0.03$ ).
- Several scenarios were examined for Route 60 at the Cowardin Avenue intersection. The Median U-Turn, Quadrant Roadway (N-E), R-CUT, and Roundabout designs would operate at v/c ratios higher than 1.00 during at least one peak hour.
  - The analysis results indicate that the Full Displaced Left Turn, Partial Displaced Left Turn, and Single Loop designs would accommodate pedestrians poorer than the existing signalized intersection.
  - Center Turn Overpass, Echelon, and Partial Median U-Turn designs would accommodate pedestrians better than the existing signalized intersection. The v/c ratios for these designs are expected to be under 0.70, and they offer a safer operation than the existing intersection due to lower conflict points.
  - The Quadrant N-W, Quadrant S-E, Split Intersection, and Thru-Cut designs are anticipated to perform at acceptable v/c ratios ( $< 0.90$ ). However, the results indicate that these options do not provide additional pedestrian benefits compared to the existing signalized intersection.

Considering the operational, safety, and multi-modal access needs at the corridor intersections with Forest Hill Avenue and Cowardin Avenue, converting the Forest Hill Avenue/Roanoke Street intersection to a roundabout and keeping the intersection of Cowardin Avenue as a signalized intersection with lane modifications were the two designs selected for including in the build concepts. Several lane configurations were evaluated in Synchro for the Cowardin Avenue intersections, as described in the next sections.

Table 2-2. Route 60 (Roanoke Street) at Forest Hill Avenue VJUST Analysis Results

Peak Hour	Type	Dir	Maximum V/C	Accommodation Compared to Conventional	Weighted Total Conflict Points
AM	Conventional	-	0.70		48
	Bowtie	-	1.00	+	24
	Continuous Green-T	-	0.69	-	12*
	Median U-Turn	-	0.64	+	20
	Partial Median U-Turn	-	0.59	+	28
	Quadrant Roadway	S-W	0.59		40
	Restricted Crossing U-Turn	-	0.53		20
	Roundabout	-	0.70		8
	Two-Way Stop Control	-	N/A*		48
PM	Conventional	-	0.83		48
	Bowtie	-	1.47	+	24
	Continuous Green-T	-	0.80	-	12*
	Median U-Turn	-	0.86	+	20
	Partial Median U-Turn	-	0.80	+	28
	Quadrant Roadway	S-W	0.80		40
	Restricted Crossing U-Turn	-	0.58		20
	Roundabout	-	0.85		8
	Two-Way Stop Control	-	N/A*		48

Table 2-3. Route 60 (Semmes Avenue) at Cowardin Avenue VJUST Analysis Results

Peak Hour	Type	Dir	Maximum V/C	Accommodation Compared to Conventional	Weighted Total Conflict Points	
AM	Conventional	-	0.56		48	
	Center Turn Overpass	-	0.47	+	32	
	Echelon	-	0.43	+	28	
	Full Displaced Left Turn	-	0.42	-	40	
	Median U-Turn	-	0.86	+	20	
	Partial Displaced Left Turn	-	0.51	-	44	
	Partial Median U-Turn	-	0.66	+	28	
	Quadrant Roadway	N-W		0.62		40
		N-E		0.82		40
		S-E		0.68		40
		S-W		0.65		40
	Restricted Crossing U-Turn	-	1.39		20	
	Single Loop	-	0.69	-	28	
	Split Intersection	-	0.67		36	
Thru-Cut	-	0.65		28		
Roundabout	-	1.65		8		
PM	Conventional	-	0.82		48	
	Bowtie	-	2.60	+	24	
	Center Turn Overpass	-	0.68	+	32	
	Continuous Green-T	-	0.90	-	12*	
	Echelon	-	0.68	+	28	
	Full Displaced Left Turn	-	0.42	-	40	
	Median U-Turn	-	1.09	+	20	
	Partial Displaced Left Turn	-	0.57	-	44	
	Partial Median U-Turn	-	0.64	+	28	
	Quadrant Roadway	N-W		0.83		40
		N-E		0.97		40
		S-E		0.77		40
		S-W		0.90		40
	Restricted Crossing U-Turn	-	1.22		20	
Single Loop	-	0.73	-	28		
Split Intersection	-	0.87		36		
Thru-Cut	-	0.82		28		
Roundabout	-	2.22		8		

### c. Build Concepts & Cost Estimate

The following concepts are proposed to improve multi-modal operations, safety, and access within the study area:

- **Concept 1 (mid-term improvement)** - converts the Route 60 (W Roanoke Street) and Forest Hill Avenue intersection from a conventional signalized intersection to a multi-lane roundabout. This is an operationally viable option that would reduce crashes and manage vehicular speeds. The layout for Concept 1 is presented in **Figure 2-3**.
- **Concept 2 (short-term improvement)** - adds a pedestrian hybrid beacon (PHB) at the Route 60 (Semmes Avenue) intersection with W 31st Street, across the east leg. As a result, the worst-case crossing spacing for pedestrians decrease to 1100 linear feet throughout the study corridor, compared to the No-Build 2200 linear foot. The layout for Concept 2 is presented in **Figure 2-4**.
- **Concept 3** - removes the current Cowardin Avenue Southbound right-turn slip lane and protects the movements on this right-turn via the protected-overlap phase. This concept also removes one through lane per direction from Route 60 and adds protected bicycle lanes along the westbound travel direction of Route 60 east of Cowardin Avenue and along both travel directions of Route 60 west of Cowardin Avenue. The proposed modification is considered a mid-term improvement. To develop this concept, three different lane configurations were evaluated in Synchro for the year 2045. As presented in **Table 2-4**, the intersection delay is expected to increase in all scenarios because of the reduced number of lanes and proposed changes to the signal phasing. The "Southbound Right-Signalized" option would be the most viable and feasible option because of the following:
  - Safety benefits for vulnerable users because of shorter crossing distances and protected areas for peds/cyclists
  - Enhanced bicycle connectivity
  - Can be contained within the existing intersection footprint

Table 2-4. Route 60 - Concept 3 Overall Intersection Analysis Results

Scenario	LOS (Delay)	
	AM	PM
Existing Configuration	D (35.4)	D (44.9)
Shared EB/WB/NB Rights	E (55.5)	E (56.2)
<b>SB Right - Signalized</b>	<b>C (33.7)</b>	<b>D (54.4)</b>
SB Dual Rights - Signalized	D (55.0)	E (61.2)

The layout for concept 3 is presented in **Figure 2-5**.

- **Concept 4** (long-term improvement outside the scope of Smart Scale) - proposes a road diet and converts the Route 60 (Semmes Avenue) 4-lane segments to one vehicular lane and one shared bike/transit lane per direction, wider sidewalks, and a center left-turn lane. The layout for concept 4 is presented in **Figure 2-6**.

Cost estimates for Build Concepts 1 through 3 were developed utilizing the methodologies from the 2021 *VDOT Cost Estimating Manual* and are presented in **Table 2-5**. Details of these estimates are provided in **Appendix D**.

Table 2-5. Route 60 – Cost Estimate for Build Concepts

Cost Description	Concept 1	Concept 2	Concept 3
Preliminary Engineering	\$765,000	\$456,000	\$964,000
Right of Way and Utility	\$1,153,000	\$56,000	\$129,000
Construction	\$2,167,000	\$814,000	\$3,349,000
<b>Total Cost</b>	<b>\$4,085,000</b>	<b>\$1,326,000</b>	<b>\$4,442,000</b>

Figure 2-3. Route 60 – Layout for Concept 1

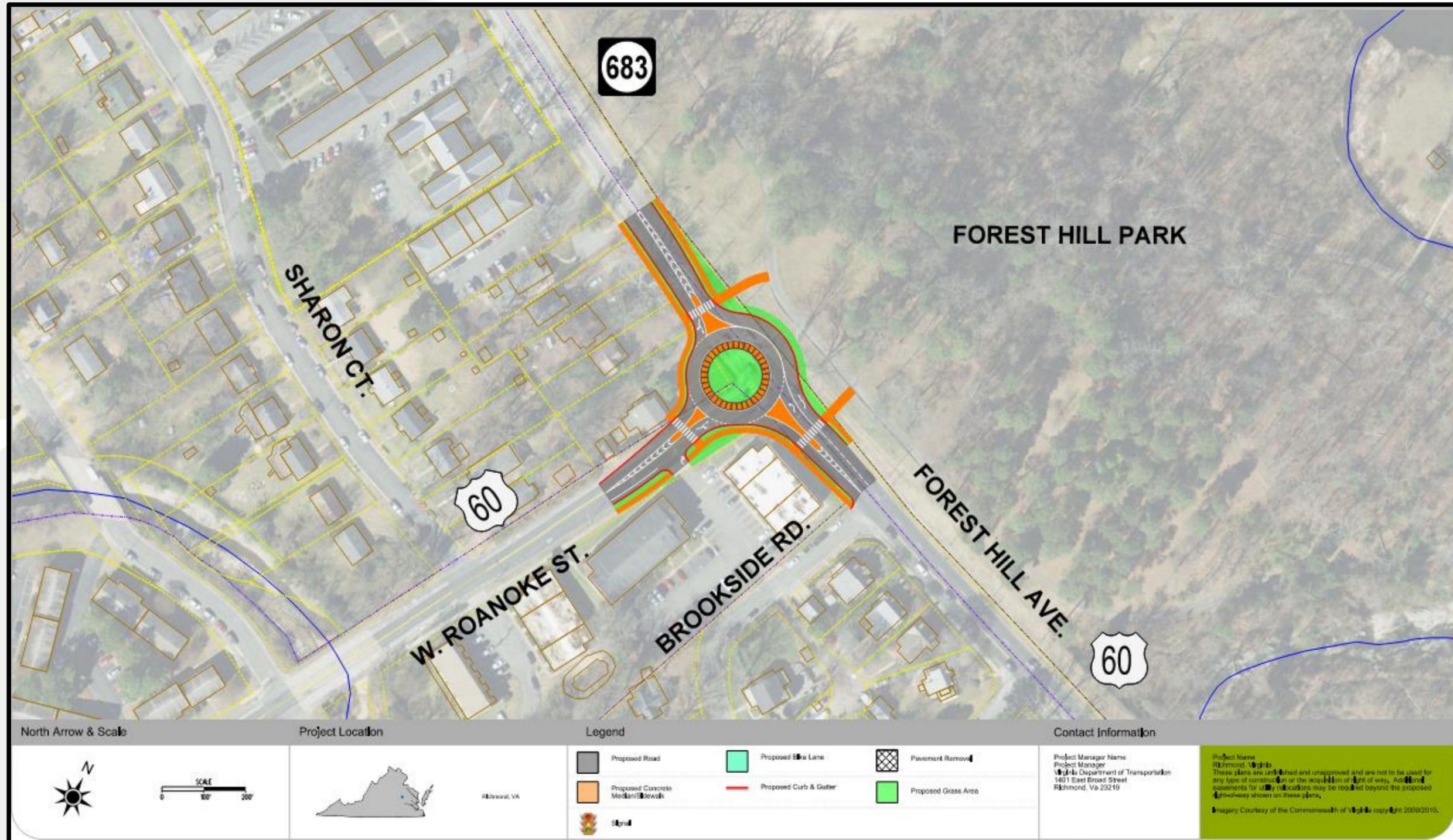


Figure 2-4. Route 60 – Layout for Concept 2

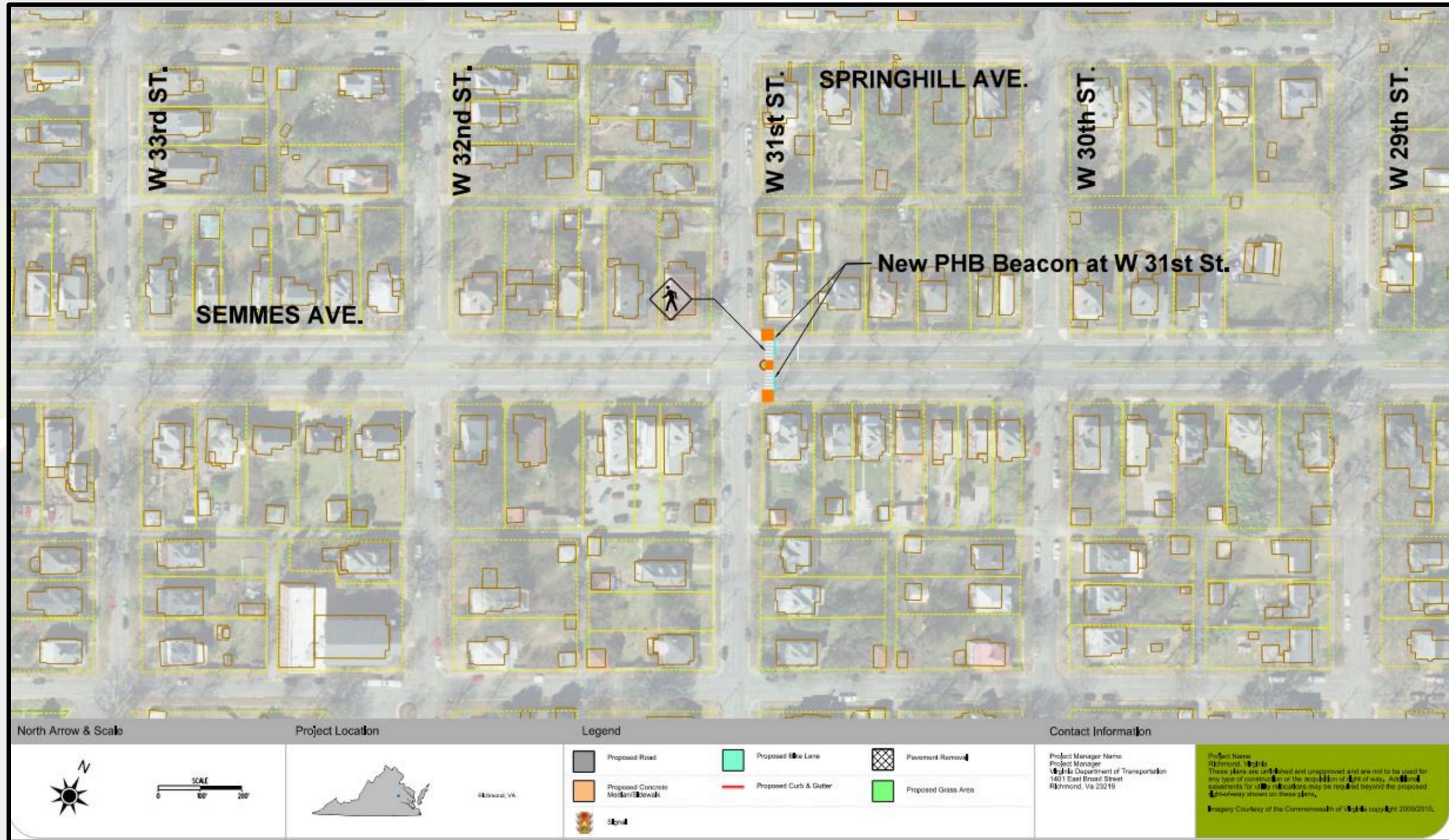


Figure 2-5. Route 60 – Layout for Concept 3

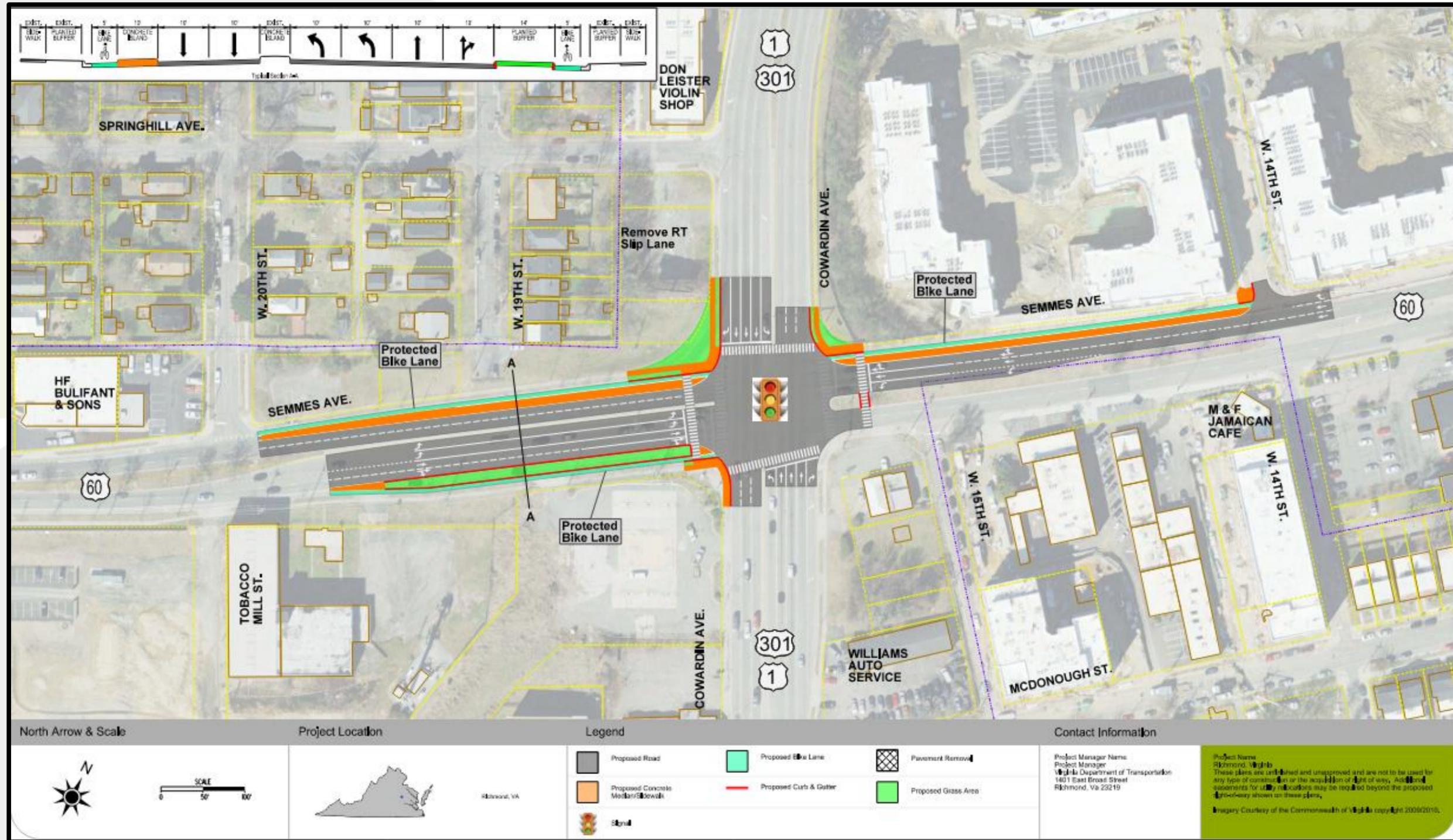
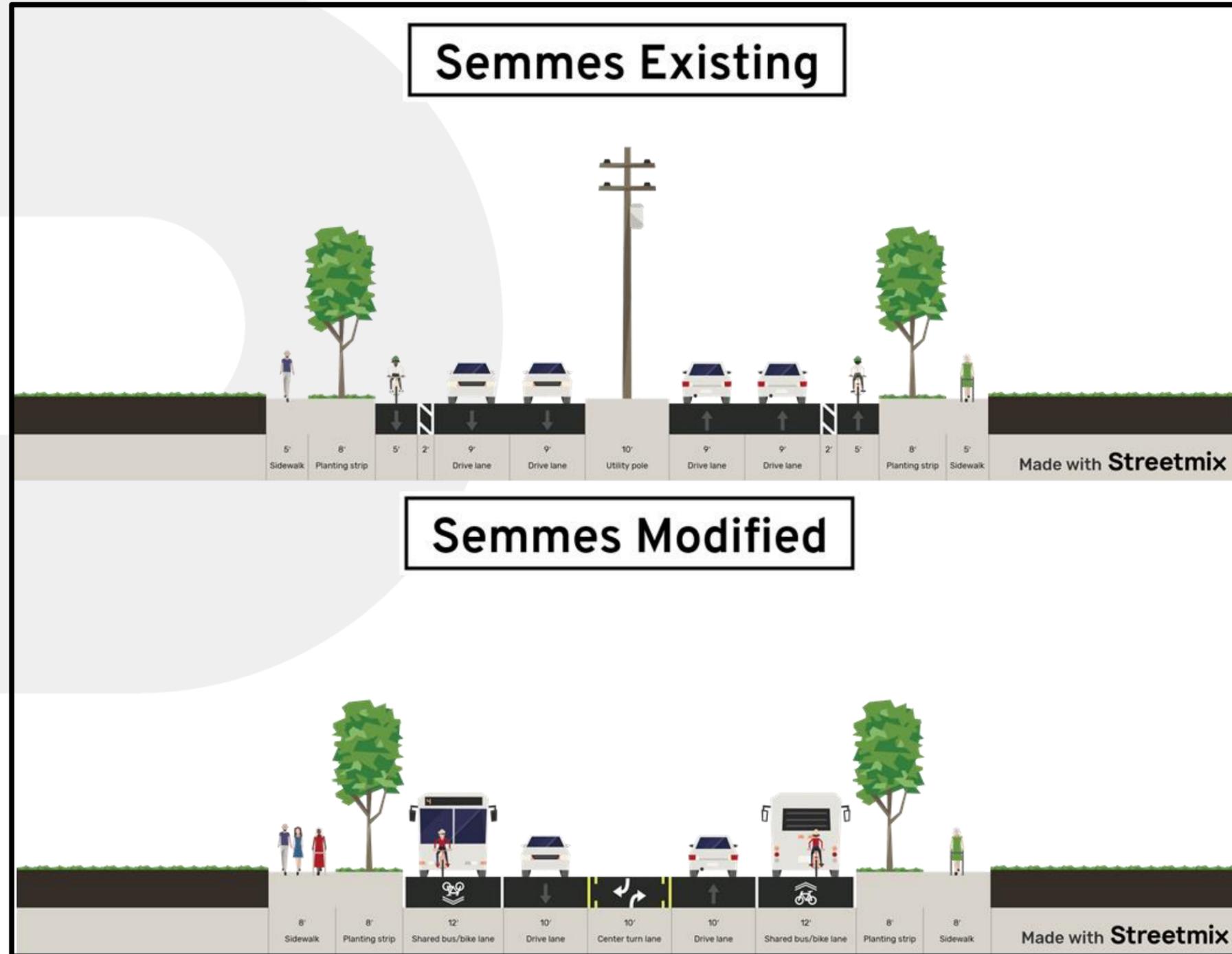


Figure 2-6. Route 60 (Semmes) – Layout for Concept 4



### d. Build Operational Analysis

*Synchro* (Version 11) was utilized to evaluate the average intersection delay per vehicle and level of service (LOS). *SimTraffic* was utilized to perform queueing analysis to determine the maximum queue lengths. The results were based on an average of ten (10) simulation runs. **Appendix B** provides the *Synchro/SimTraffic* output reports. The proposed roundabout at the intersection of Route 60 (W Roanoke Street) at Forest Hill Avenue under Concept 1 was modeled in the SIDRA Intersection 9 analysis software. The 2045 no-build models were modified to evaluate the performance of the proposed configuration at the intersection of Route 60 at Cowardin Avenue under Concept 3; cycle lengths, offsets, and phase splits were optimized as deemed necessary. Operational analysis was not conducted for Concept 2 (proposed PHB at the corridor intersection with W 31<sup>st</sup> Street).

**Concept 1:** The analysis results for Route 60 (Roanoke Street) at Forest Hill Avenue, presented in **Table 2-6**, can be summarized as follows:

- The proposed roundabout will operate, overall, at LOS C or better during both AM and PM peak hours, the same as in the 2045 no-build conditions. The northbound left-turn movement will operate at LOS B or better during both peak hours, an improvement when compared to the 2045 no-build conditions at LOS D / E during the AM / PM peak hours. The northbound left-turn maximum queue lengths will fit comfortably within the proposed storage pocket.

**Concept 3:** The analysis results for Route 60 at Cowardin Avenue, presented in **Table 2-6**, can be summarized as follows:

- During the AM peak hour: the overall intersection delay will decrease by less than 2 seconds per vehicle (sec/veh); all movements are expected to operate at the same LOS as the 2045 no-build conditions, except the southbound left-turn (Cowardin Avenue), which will operate at LOS E compared to the no-build operation at LOS D. Maximum queues are expected to be the same length (within 50 feet difference) as the no-build conditions across the board.

- During the PM peak hour: the overall intersection delay is expected to increase by about 10 sec/veh; however, it will operate at the same LOS D as the no-build conditions. When compared to the no-build conditions, the southbound right-turn movement LOS will deteriorate from LOS C to LOS F, the eastbound approach is expected to improve from LOS E to LOS D, and the southbound approach is expected to deteriorate from LOS E to LOS D.

Table 2-6. Route 60 - Year 2045 Build Intersection Analysis Results

Intersection	Movement	Storage (ft.)	AM Peak Hour			PM Peak Hour		
			2021 Volume (vph)	HCM Delay (s/veh)	Max Q (Feet)	2021 Volume (vph)	HCM Delay (s/veh)	Max Q (Feet)
Route 60 (Roanoke Street, N-S) at Forest Hill Avenue, E-W	EBT	-	661	30.1	590	620	26.0	430
	EBR	-	20			50		
	EB	-	681	30.1	-	670	26.0	-
	WBL	Full	370	6.1	65	629	7.4	120
	WBT	-	619	7.4	120	1,025	9.4	215
	WB	-	989	6.9	-	1,654	8.6	-
	NBL	175	55	11.3	25	56	6.5	15
	NBR	Full	405	18.0	215	448	9.9	125
	NB	-	460	17.2	-	504	9.6	-
	<b>Overall</b>	-	<b>2,130</b>	<b>16.5</b>	-	<b>2,828</b>	<b>12.9</b>	-
Route 60 (Semmes Avenue, E-W) at Cowardin Avenue, N-S	EBL	480	559	30.8	300	494	48.2	309
	EBT	-	496			321		
	EBR	-	80	18.6	238	98	25.3	208
	EB	-	1,135	24.6	-	913	37.7	-
	WBL	220	71	62.6	175	168	55.9	219
	WBT	-	262			534		
	WBR	-	67	45.3	217	80	44.6	346
	WB	-	400	48.3	-	782	47.0	-
	NBL	280	133	57.3	275	210	152.0	279
	NBT	-	1,197	38.2	362	1,059	37.2	680
	NBR	210	209	20.7	210	135	16.4	210
	NB	-	1,539	37.5	-	1,404	52.4	-
	SBL	200	83	64.6	199	119	109.2	200
	SBT	-	757	35.6	296	1,271	51.7	638
	SBR	750	426	20.6	182	740	82.1	610
SB	-	1,266	32.4	-	2,130	65.5	-	
<b>Overall</b>	-	<b>4,340</b>	<b>33.7</b>	-	<b>5,229</b>	<b>54.4</b>	-	

Note 1: HCM Delay for signalized intersections represents Average Control Delay reported from the HCM 2000 module within Synchro.

Note 2: HCM Delay for roundabouts represents Average Control Delay reported from SIDRA

Note 3: Delay values highlighted in Green, Yellow, Orange, and Red indicated LOS A-C, D, E and F, respectively.

Note 4: Storage lengths noted as "Full" represent a movement without a storage bay, vehicles can queue using the full link distance.

### e. Anticipated Safety Performance

To estimate the safety benefits of the proposed concepts, a combination of crash modification factors (CMF's) from FHWA's Clearinghouse was utilized. These factors are based on the results from multiple research studies, which looked at the safety benefits of the following countermeasures:

1. Countermeasure 1: Convert a signalized intersection to a roundabout
2. Countermeasure 2: Install a PHB
3. Countermeasure 3: Convert a right-turn slip lane to a signalized right-turn lane
4. Countermeasure 4: Install bike lanes

**Table 2-7** presents the expected CMFs for each countermeasure and the intersections to which these countermeasures apply under each concept. The table indicates that:

- Crashes at the intersection of Roanoke Street at Forest Hill Avenue are expected to reduce at least by approximately 35% under Concept 1 (all crash severity types).
- Crashes at the intersection of 31<sup>st</sup> Street are expected to reduce by approximately 12-18% under Concept 2.
- Under Concept 3, combining the crash factors associated with converting a slip right turn to a signalized lane, and installing bike lanes would result in a minimum crash reduction rate of at least 28%.
- The proposed road diet under Concept 4 is expected to reduce crashes by at least 19% throughout the Semmes Avenue corridor within the study area.

Table 2-7. Route 60 - CMF Matrix for Build Concepts

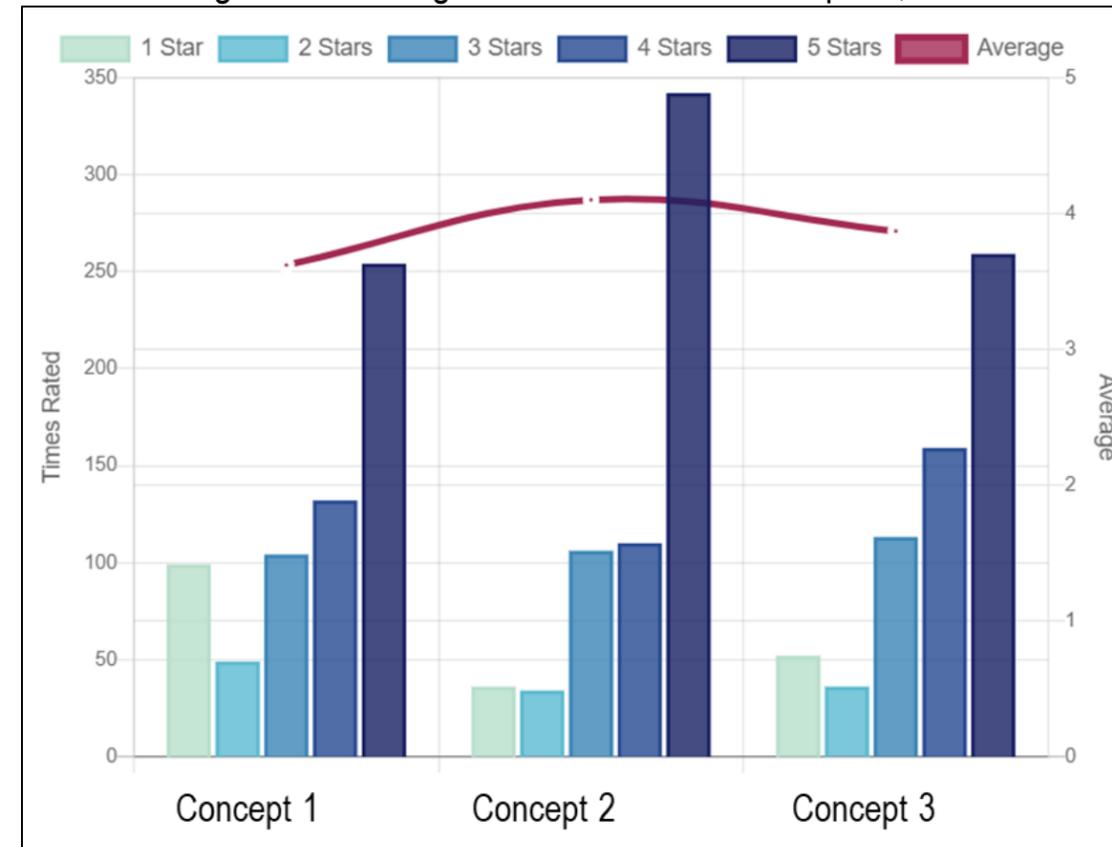
Build Concept	Countermeasure #:	1	2	3	4	5
	CMF Range:	0.65	0.82 – 0.88	1.03 – 1.06	0.68	0.53 – 0.81
Concept 1	Roanoke Street	✓	-	-	-	-
Concept 2	31 <sup>st</sup> Street	-	✓	-	-	-
Concept 3	Cowardin Avenue	-	-	✓	✓	-
Concept 4	Road Diet Along Semmes Avenue	-	-	-	-	✓

# Chapter 3 – Public and Stakeholder Outreach and Feedback

The online survey presented the community with the improvement concepts described under the “Description of Build Concepts” section. The public was asked to rank these concepts by assigning star values one (1) through five (5); with one (1) star representing least desirable and five (5) stars for most desirable. The survey included improvements in Concepts 1 through 4 in the following locations as shown in Figures 12 through 15:

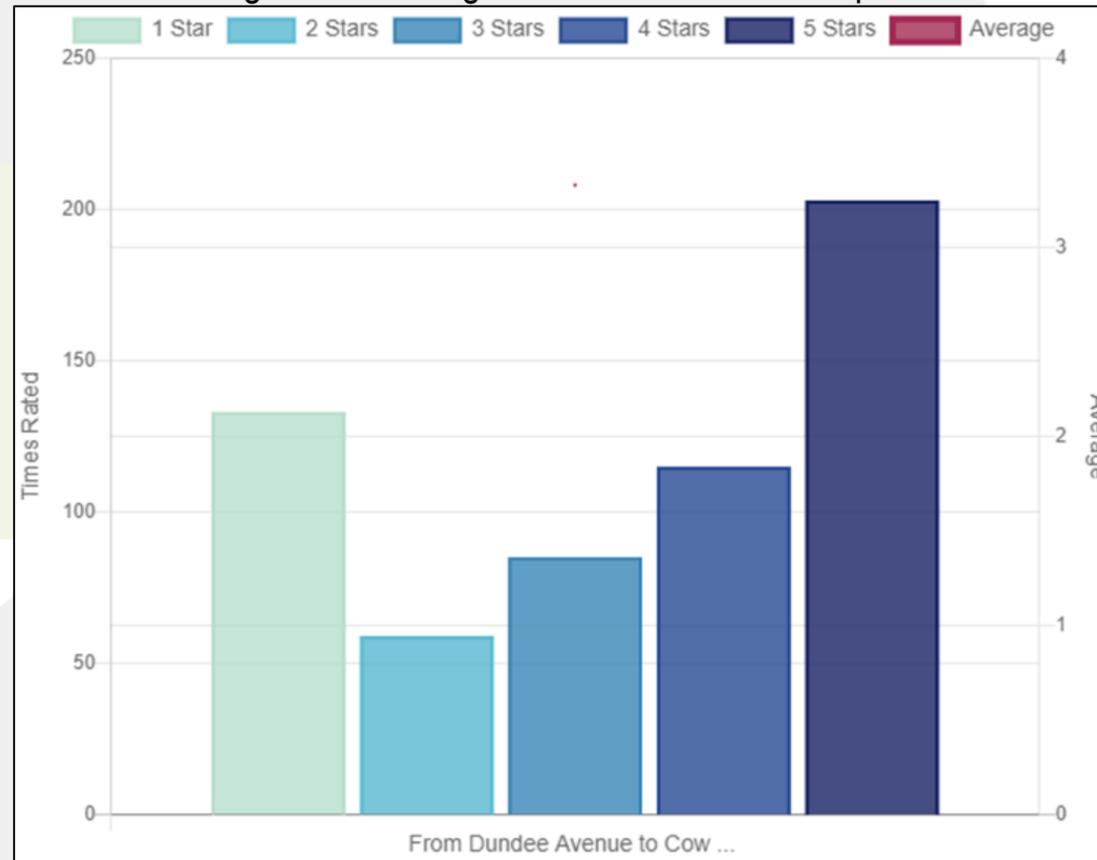
1. The proposed roundabout at the corridor intersection with Forest Hill Avenue/Roanoke Street
  2. Proposed PHB on the east leg of the corridor intersection with W 31st intersection
  3. Proposed lane modification at the intersection of Cowardin Avenue
  4. Proposed a road diet along Route 60 from 34th Street to Cowardin Avenue
- **Figure 3-1** shows the survey results for the proposed improvements at each intersection under Concept 1. As shown in the bar graph, the responses rated the improvements under Concepts 1 through 3 with an approximate average of 3.6, 4.1, and 3.9 stars, respectively.

Figure 3-1. Voting Result - Route 60 Concepts 1, 2 & 3



- **Figure 3-2** shows the results for the proposed road diet under Concept 4. The respondents rated this at 3.3 stars, indicating that it is less desirable than the other three concepts.

Figure 3-2. Voting Result - Route 60 Concept 4



# Chapter 4 – Investment Strategy

VDOT facilitates access to multiple funding sources for transportation improvement projects, below is a description of the most relevant to the Pipeline Initiative. Additionally, **Table 4-1** shows potential funding sources for the study recommendations..

## a. SMART SCALE

- A statewide program that distributes funding based on a transparent and objective evaluation of projects that will determine how effectively they help the state achieve its transportation goals
- Two main pathways to funding within the SMART SCALE process, the Construction District Grant Program (DGP) and the High Priority Projects Program (HPPP).
- Applications may be submitted through the SMART Portal by regional entities including Metropolitan Planning Organizations (MPOS) and Planning District Commissions (PDCs), along with public transit agencies, and counties, cities, and towns that maintain their own infrastructure
- Approximately \$500-600 million in each program is expected to be available per funding cycle. Funding includes both state and federal sources.

## b. Transportation Alternatives (TAP)

- This program is intended to help sponsors fund projects that expand non-motorized travel choices and enhance the transportation experience It focuses on providing pedestrian and bicycle facilities and other community improvements.
- TAP funds are only available on a reimbursement basis. The program will reimburse up to a maximum of 80% of the eligible project costs and requires a minimum 20%

local match. It requires strict adherence to federal and state regulations including Americans with Disability Act (ADA) design standards.

- Approximately \$20 million is available per year with a maximum request of \$1 million per year (\$2 million per application). All funding is federal.

## c. Revenue Sharing (RS)

- This program provides additional funding for use by a county, city, or town to construct, reconstruct, improve, or maintain the highway systems within such county, city, or town, and for eligible rural additions in certain counties of the Commonwealth.
- The RS program will match, dollar for dollar, eligible project costs up to limitations specified in CTB Policy.
- Approximately \$100 million in state funding is available per year. All funding is non-federal.

## d. Central Virginia Transportation Authority (CVTA)

- The CVTA provides transportation funding to member localities from revenues collected by special taxes within the CVTA localities.
- Funding for projects is directed by CVTA through the Technical Advisory Committee which consists of 15 members from the localities and other regional and state organizations.
- 50% of funding is distributed to member localities, 35% for regional projects and 15% for GRTC projects.
- Over \$130 million in revenues were created in the first year of the implementation of CVTA.

## e. Other Funding Sources

- **Local Funds:** Localities may also direct funds themselves in order to procure transportation projects. This ability may vary depending on the locality, the amount of transportation-related funding allocated to the locality by the state, and other funding availability for transportation projects.

- **Federal Grant Programs:** Additional discretionary grant funding opportunities are available through the recent Infrastructure Investment and Jobs Act (Public Law 117-58).

Table 4-1. Richmond Pipeline Projects – Potential Funding Sources

Project	Funding Sources				
	SMART SCALE	TAP	RS	CVTA	Locality Funding
Route 60	✓		✓	✓	✓

# Appendix A – Turning Movement Counts

Peggy Malone & Associates  
(888) 247-8602

File Name : 55-Forest Hill Ave & W Roanoke St  
 Site Code :  
 Start Date : 8/25/2021  
 Page No : 1

**Groups Printed- Cars**

Start Time	Forest Hill Ave Westbound				W Roanoke St Northbound				Forest Hill Ave Eastbound				Int. Total
	Thru	Left	Peds	App. Total	Right	Left	Peds	App. Total	Right	Thru	Peds	App. Total	
06:00 AM	19	24	0	43	47	3	0	50	2	51	0	53	146
06:15 AM	32	22	0	54	44	4	0	48	1	29	0	30	132
06:30 AM	42	33	0	75	51	12	0	63	1	65	0	66	204
06:45 AM	53	39	0	92	59	6	0	65	2	64	0	66	223
Total	146	118	0	264	201	25	0	226	6	209	0	215	705
07:00 AM	56	37	0	93	57	9	0	66	4	83	0	87	246
07:15 AM	80	47	0	127	62	7	0	69	6	105	0	111	307
07:30 AM	100	76	0	176	71	5	0	76	4	120	0	124	376
07:45 AM	110	61	0	171	54	16	0	70	4	112	0	116	357
Total	346	221	0	567	244	37	0	281	18	420	0	438	1286
08:00 AM	128	63	0	191	66	5	0	71	2	88	0	90	352
08:15 AM	79	60	0	139	66	12	0	78	4	99	0	103	320
08:30 AM	105	64	0	169	71	12	0	83	2	113	0	115	367
08:45 AM	81	57	0	138	55	13	0	68	4	107	0	111	317
Total	393	244	0	637	258	42	0	300	12	407	0	419	1356
09:00 AM	77	39	0	116	49	13	0	62	7	75	0	82	260
09:15 AM	81	42	0	123	55	11	0	66	3	82	0	85	274
09:30 AM	74	36	0	110	46	14	0	60	9	88	0	97	267
09:45 AM	81	47	0	128	49	10	0	59	2	60	0	62	249
Total	313	164	0	477	199	48	0	247	21	305	0	326	1050
10:00 AM	76	50	0	126	50	10	0	60	7	80	0	87	273
10:15 AM	91	45	0	136	49	5	0	54	3	77	0	80	270
10:30 AM	88	37	0	125	46	11	0	57	5	71	0	76	258
10:45 AM	85	54	0	139	51	6	0	57	6	71	0	77	273
Total	340	186	0	526	196	32	0	228	21	299	0	320	1074
11:00 AM	81	42	0	123	35	9	0	44	2	75	0	77	244
11:15 AM	98	55	0	153	44	4	0	48	6	76	0	82	283
11:30 AM	94	61	0	155	49	10	0	59	10	89	0	99	313
11:45 AM	98	42	0	140	58	15	0	73	1	105	0	106	319
Total	371	200	0	571	186	38	0	224	19	345	0	364	1159
12:00 PM	104	72	0	176	48	9	0	57	9	82	0	91	324
12:15 PM	118	57	0	175	54	13	0	67	6	79	0	85	327
12:30 PM	110	49	0	159	55	15	0	70	7	108	0	115	344
12:45 PM	100	71	0	171	62	10	0	72	5	102	0	107	350
Total	432	249	0	681	219	47	0	266	27	371	0	398	1345
01:00 PM	104	66	0	170	51	15	0	66	6	87	0	93	329
01:15 PM	123	53	0	176	67	11	0	78	12	127	0	139	393
01:30 PM	85	61	0	146	61	6	0	67	13	112	0	125	338
01:45 PM	99	54	0	153	53	6	0	59	10	114	0	124	336
Total	411	234	0	645	232	38	0	270	41	440	0	481	1396
02:00 PM	108	74	0	182	49	9	0	58	15	108	0	123	363
02:15 PM	109	59	0	168	47	9	0	56	10	108	0	118	342
02:30 PM	99	65	0	164	72	12	0	84	6	116	0	122	370
02:45 PM	149	85	0	234	42	11	0	53	7	81	0	88	375
Total	465	283	0	748	210	41	0	251	38	413	0	451	1450
03:00 PM	116	65	0	181	71	8	0	79	11	95	0	106	366
03:15 PM	120	61	0	181	83	5	0	88	8	89	0	97	366
03:30 PM	128	89	0	217	79	15	0	94	9	114	0	123	434
03:45 PM	141	91	0	232	81	11	0	92	11	106	0	117	441
Total	505	306	0	811	314	39	0	353	39	404	0	443	1607
04:00 PM	146	95	0	241	66	9	0	75	9	128	0	137	453
04:15 PM	151	115	0	266	98	7	0	105	10	131	0	141	512
04:30 PM	163	109	0	272	75	11	0	86	5	108	0	113	471
04:45 PM	185	123	0	308	76	8	0	84	13	121	0	134	526
Total	645	442	0	1087	315	35	0	350	37	488	0	525	1962
05:00 PM	187	108	0	295	87	11	0	98	10	127	0	137	530
05:15 PM	206	110	0	316	87	12	0	99	5	131	0	136	551
05:30 PM	177	123	0	300	89	12	0	101	10	122	0	132	533
05:45 PM	175	76	0	251	73	14	0	87	8	134	0	142	480
Total	745	417	0	1162	336	49	0	385	33	514	0	547	2094

# Peggy Malone & Associates

## (888) 247-8602

File Name : 55-Forest Hill Ave & W Roanoke St  
 Site Code :  
 Start Date : 8/25/2021  
 Page No : 2

### Groups Printed- Cars

Start Time	Forest Hill Ave Westbound				W Roanoke St Northbound				Forest Hill Ave Eastbound				Int. Total
	Thru	Left	Peds	App. Total	Right	Left	Peds	App. Total	Right	Thru	Peds	App. Total	
06:00 PM	138	85	0	223	78	11	0	89	11	118	0	129	441
06:15 PM	146	87	0	233	65	21	0	86	9	126	0	135	454
06:30 PM	148	64	0	212	76	10	0	86	7	130	0	137	435
06:45 PM	133	79	0	212	60	13	0	73	10	113	0	123	408
<b>Total</b>	<b>565</b>	<b>315</b>	<b>0</b>	<b>880</b>	<b>279</b>	<b>55</b>	<b>0</b>	<b>334</b>	<b>37</b>	<b>487</b>	<b>0</b>	<b>524</b>	<b>1738</b>
<b>Grand Total</b>	<b>5677</b>	<b>3379</b>	<b>0</b>	<b>9056</b>	<b>3189</b>	<b>526</b>	<b>0</b>	<b>3715</b>	<b>349</b>	<b>5102</b>	<b>0</b>	<b>5451</b>	<b>18222</b>
Apprch %	62.7	37.3	0		85.8	14.2	0		6.4	93.6	0		
Total %	31.2	18.5	0	49.7	17.5	2.9	0	20.4	1.9	28	0	29.9	

Start Time	Forest Hill Ave Westbound			W Roanoke St Northbound			Forest Hill Ave Eastbound			Int. Total
	Thru	Left	App. Total	Right	Left	App. Total	Right	Thru	App. Total	
Peak Hour Analysis From 06:00 AM to 11:45 AM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 07:30 AM										
07:30 AM	100	<b>76</b>	176	<b>71</b>	5	76	<b>4</b>	<b>120</b>	<b>124</b>	<b>376</b>
07:45 AM	110	61	171	54	<b>16</b>	70	4	112	116	357
08:00 AM	<b>128</b>	63	<b>191</b>	66	5	71	2	88	90	352
08:15 AM	79	60	139	66	12	<b>78</b>	4	99	103	320
Total Volume	417	260	677	257	38	295	14	419	433	1405
% App. Total	61.6	38.4		87.1	12.9		3.2	96.8		
PHF	.814	.855	.886	.905	.594	.946	.875	.873	.873	.934

Start Time	Forest Hill Ave Westbound			W Roanoke St Northbound			Forest Hill Ave Eastbound			Int. Total
	Thru	Left	App. Total	Right	Left	App. Total	Right	Thru	App. Total	
Peak Hour Analysis From 12:00 PM to 06:45 PM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 04:45 PM										
04:45 PM	185	<b>123</b>	308	76	8	84	<b>13</b>	121	134	526
05:00 PM	187	108	295	87	11	98	10	127	<b>137</b>	530
05:15 PM	<b>206</b>	110	<b>316</b>	87	<b>12</b>	99	5	<b>131</b>	136	<b>551</b>
05:30 PM	177	123	300	<b>89</b>	12	<b>101</b>	10	122	132	533
Total Volume	755	464	1219	339	43	382	38	501	539	2140
% App. Total	61.9	38.1		88.7	11.3		7.1	92.9		
PHF	.916	.943	.964	.952	.896	.946	.731	.956	.984	.971

# Peggy Malone & Associates

## (888) 247-8602

File Name : 55-Forest Hill Ave & W Roanoke St  
 Site Code :  
 Start Date : 8/25/2021  
 Page No : 1

### Groups Printed- Trucks

Start Time	Forest Hill Ave Westbound				W Roanoke St Northbound				Forest Hill Ave Eastbound				Int. Total
	Thru	Left	Peds	App. Total	Right	Left	Peds	App. Total	Right	Thru	Peds	App. Total	
06:00 AM	2	0	0	2	1	0	0	1	0	3	0	3	6
06:15 AM	0	1	0	1	0	0	0	0	0	0	0	0	1
06:30 AM	1	1	0	2	1	0	0	1	0	1	0	1	4
06:45 AM	0	0	0	0	1	0	0	1	0	2	0	2	3
<b>Total</b>	<b>3</b>	<b>2</b>	<b>0</b>	<b>5</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>0</b>	<b>6</b>	<b>0</b>	<b>6</b>	<b>14</b>
07:00 AM	2	0	0	2	1	0	0	1	0	1	0	1	4
07:15 AM	4	0	0	4	0	0	0	0	0	4	0	4	8
07:30 AM	1	0	0	1	3	0	0	3	0	2	0	2	6
07:45 AM	3	3	0	6	2	1	0	3	0	3	0	3	12
<b>Total</b>	<b>10</b>	<b>3</b>	<b>0</b>	<b>13</b>	<b>6</b>	<b>1</b>	<b>0</b>	<b>7</b>	<b>0</b>	<b>10</b>	<b>0</b>	<b>10</b>	<b>30</b>
08:00 AM	4	0	0	4	3	0	0	3	0	2	0	2	9
08:15 AM	4	1	0	5	1	0	0	1	0	1	0	1	7
08:30 AM	1	2	0	3	1	0	0	1	0	1	0	1	5
08:45 AM	8	2	0	10	2	0	0	2	0	2	0	2	14
<b>Total</b>	<b>17</b>	<b>5</b>	<b>0</b>	<b>22</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>0</b>	<b>6</b>	<b>0</b>	<b>6</b>	<b>35</b>
09:00 AM	3	1	0	4	2	1	0	3	0	2	0	2	9
09:15 AM	2	2	0	4	2	0	0	2	1	1	0	2	8
09:30 AM	2	3	0	5	3	1	0	4	0	4	0	4	13
09:45 AM	5	1	0	6	3	1	0	4	0	4	0	4	14
<b>Total</b>	<b>12</b>	<b>7</b>	<b>0</b>	<b>19</b>	<b>10</b>	<b>3</b>	<b>0</b>	<b>13</b>	<b>1</b>	<b>11</b>	<b>0</b>	<b>12</b>	<b>44</b>
10:00 AM	1	1	0	2	1	0	0	1	1	3	0	4	7
10:15 AM	2	0	0	2	2	0	0	2	0	1	0	1	5
10:30 AM	2	1	0	3	4	0	0	4	0	5	0	5	12
10:45 AM	2	6	0	8	0	0	0	0	0	5	0	5	13
<b>Total</b>	<b>7</b>	<b>8</b>	<b>0</b>	<b>15</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>1</b>	<b>14</b>	<b>0</b>	<b>15</b>	<b>37</b>
11:00 AM	5	0	0	5	0	1	0	1	0	2	0	2	8
11:15 AM	4	2	0	6	4	0	0	4	0	2	0	2	12
11:30 AM	3	4	0	7	4	0	0	4	0	7	0	7	18
11:45 AM	2	0	0	2	0	0	0	0	0	2	0	2	4
<b>Total</b>	<b>14</b>	<b>6</b>	<b>0</b>	<b>20</b>	<b>8</b>	<b>1</b>	<b>0</b>	<b>9</b>	<b>0</b>	<b>13</b>	<b>0</b>	<b>13</b>	<b>42</b>
12:00 PM	1	1	0	2	2	0	0	2	0	2	0	2	6
12:15 PM	2	3	0	5	1	0	0	1	0	2	0	2	8
12:30 PM	4	0	0	4	1	1	0	2	0	2	0	2	8
12:45 PM	2	2	0	4	2	0	0	2	0	0	0	0	6
<b>Total</b>	<b>9</b>	<b>6</b>	<b>0</b>	<b>15</b>	<b>6</b>	<b>1</b>	<b>0</b>	<b>7</b>	<b>0</b>	<b>6</b>	<b>0</b>	<b>6</b>	<b>28</b>
01:00 PM	3	1	0	4	5	0	0	5	0	2	0	2	11
01:15 PM	2	3	0	5	0	0	0	0	1	2	0	3	8
01:30 PM	4	0	0	4	2	0	0	2	0	4	0	4	10
01:45 PM	2	2	0	4	1	0	0	1	0	2	0	2	7
<b>Total</b>	<b>11</b>	<b>6</b>	<b>0</b>	<b>17</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>1</b>	<b>10</b>	<b>0</b>	<b>11</b>	<b>36</b>
02:00 PM	1	1	0	2	5	0	0	5	0	3	0	3	10
02:15 PM	3	5	0	8	2	0	0	2	0	4	0	4	14
02:30 PM	1	1	0	2	1	0	0	1	0	4	0	4	7
02:45 PM	2	7	0	9	1	0	0	1	0	3	0	3	13
<b>Total</b>	<b>7</b>	<b>14</b>	<b>0</b>	<b>21</b>	<b>9</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>0</b>	<b>14</b>	<b>0</b>	<b>14</b>	<b>44</b>
03:00 PM	4	2	0	6	2	0	0	2	0	1	0	1	9
03:15 PM	2	3	0	5	0	1	0	1	0	4	0	4	10
03:30 PM	2	1	0	3	1	0	0	1	0	3	0	3	7
03:45 PM	0	0	0	0	0	0	0	0	1	6	0	7	7
<b>Total</b>	<b>8</b>	<b>6</b>	<b>0</b>	<b>14</b>	<b>3</b>	<b>1</b>	<b>0</b>	<b>4</b>	<b>1</b>	<b>14</b>	<b>0</b>	<b>15</b>	<b>33</b>
04:00 PM	6	3	0	9	0	0	0	0	0	2	0	2	11
04:15 PM	1	1	0	2	1	0	0	1	0	7	0	7	10
04:30 PM	2	2	0	4	2	0	0	2	0	2	0	2	8
04:45 PM	1	0	0	1	1	0	0	1	0	2	0	2	4
<b>Total</b>	<b>10</b>	<b>6</b>	<b>0</b>	<b>16</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>0</b>	<b>13</b>	<b>0</b>	<b>13</b>	<b>33</b>
05:00 PM	2	2	0	4	0	0	0	0	0	2	0	2	6
05:15 PM	3	1	0	4	1	0	0	1	0	1	0	1	6
05:30 PM	1	1	0	2	2	0	0	2	0	1	0	1	5
05:45 PM	2	0	0	2	0	0	0	0	0	1	0	1	3
<b>Total</b>	<b>8</b>	<b>4</b>	<b>0</b>	<b>12</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>0</b>	<b>5</b>	<b>0</b>	<b>5</b>	<b>20</b>

# Peggy Malone & Associates

## (888) 247-8602

File Name : 55-Forest Hill Ave & W Roanoke St  
 Site Code :  
 Start Date : 8/25/2021  
 Page No : 2

### Groups Printed- Trucks

Start Time	Forest Hill Ave Westbound				W Roanoke St Northbound				Forest Hill Ave Eastbound				Int. Total
	Thru	Left	Peds	App. Total	Right	Left	Peds	App. Total	Right	Thru	Peds	App. Total	
06:00 PM	4	0	0	4	0	0	0	0	0	1	0	1	5
06:15 PM	3	1	0	4	0	0	0	0	0	0	0	0	4
06:30 PM	2	0	0	2	1	0	0	1	0	2	0	2	5
06:45 PM	1	1	0	2	0	0	0	0	0	0	0	0	2
<b>Total</b>	<b>10</b>	<b>2</b>	<b>0</b>	<b>12</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>3</b>	<b>0</b>	<b>3</b>	<b>16</b>
<b>Grand Total</b>	<b>126</b>	<b>75</b>	<b>0</b>	<b>201</b>	<b>75</b>	<b>7</b>	<b>0</b>	<b>82</b>	<b>4</b>	<b>125</b>	<b>0</b>	<b>129</b>	<b>412</b>
Apprch %	62.7	37.3	0		91.5	8.5	0		3.1	96.9	0		
Total %	30.6	18.2	0	48.8	18.2	1.7	0	19.9	1	30.3	0	31.3	

Start Time	Forest Hill Ave Westbound			W Roanoke St Northbound			Forest Hill Ave Eastbound			Int. Total
	Thru	Left	App. Total	Right	Left	App. Total	Right	Thru	App. Total	
Peak Hour Analysis From 06:00 AM to 11:45 AM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 10:45 AM										
10:45 AM	2	6	8	0	0	0	0	5	5	13
11:00 AM	5	0	5	0	1	1	0	2	2	8
11:15 AM	4	2	6	4	0	4	0	2	2	12
11:30 AM	3	4	7	4	0	4	0	7	7	18
<b>Total Volume</b>	<b>14</b>	<b>12</b>	<b>26</b>	<b>8</b>	<b>1</b>	<b>9</b>	<b>0</b>	<b>16</b>	<b>16</b>	<b>51</b>
% App. Total	53.8	46.2		88.9	11.1		0	100		
PHF	.700	.500	.813	.500	.250	.563	.000	.571	.571	.708

Start Time	Forest Hill Ave Westbound			W Roanoke St Northbound			Forest Hill Ave Eastbound			Int. Total
	Thru	Left	App. Total	Right	Left	App. Total	Right	Thru	App. Total	
Peak Hour Analysis From 12:00 PM to 06:45 PM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 02:00 PM										
02:00 PM	1	1	2	5	0	5	0	3	3	10
02:15 PM	3	5	8	2	0	2	0	4	4	14
02:30 PM	1	1	2	1	0	1	0	4	4	7
02:45 PM	2	7	9	1	0	1	0	3	3	13
<b>Total Volume</b>	<b>7</b>	<b>14</b>	<b>21</b>	<b>9</b>	<b>0</b>	<b>9</b>	<b>0</b>	<b>14</b>	<b>14</b>	<b>44</b>
% App. Total	33.3	66.7		100	0		0	100		
PHF	.583	.500	.583	.450	.000	.450	.000	.875	.875	.786

# Peggy Malone & Associates

## (888) 247-8602

File Name : 55-Forest Hill Ave & W Roanoke St  
 Site Code :  
 Start Date : 8/25/2021  
 Page No : 1

### Groups Printed- Cars - Trucks

Start Time	Forest Hill Ave Westbound				W Roanoke St Northbound				Forest Hill Ave Eastbound				Int. Total
	Thru	Left	Peds	App. Total	Right	Left	Peds	App. Total	Right	Thru	Peds	App. Total	
06:00 AM	21	24	0	45	48	3	0	51	2	54	0	56	152
06:15 AM	32	23	0	55	44	4	0	48	1	29	0	30	133
06:30 AM	43	34	0	77	52	12	0	64	1	66	0	67	208
06:45 AM	53	39	0	92	60	6	0	66	2	66	0	68	226
<b>Total</b>	<b>149</b>	<b>120</b>	<b>0</b>	<b>269</b>	<b>204</b>	<b>25</b>	<b>0</b>	<b>229</b>	<b>6</b>	<b>215</b>	<b>0</b>	<b>221</b>	<b>719</b>
07:00 AM	58	37	0	95	58	9	0	67	4	84	0	88	250
07:15 AM	84	47	0	131	62	7	0	69	6	109	0	115	315
07:30 AM	101	76	0	177	74	5	0	79	4	122	0	126	382
07:45 AM	113	64	0	177	56	17	0	73	4	115	0	119	369
<b>Total</b>	<b>356</b>	<b>224</b>	<b>0</b>	<b>580</b>	<b>250</b>	<b>38</b>	<b>0</b>	<b>288</b>	<b>18</b>	<b>430</b>	<b>0</b>	<b>448</b>	<b>1316</b>
08:00 AM	132	63	0	195	69	5	0	74	2	90	0	92	361
08:15 AM	83	61	0	144	67	12	0	79	4	100	0	104	327
08:30 AM	106	66	0	172	72	12	0	84	2	114	0	116	372
08:45 AM	89	59	0	148	57	13	0	70	4	109	0	113	331
<b>Total</b>	<b>410</b>	<b>249</b>	<b>0</b>	<b>659</b>	<b>265</b>	<b>42</b>	<b>0</b>	<b>307</b>	<b>12</b>	<b>413</b>	<b>0</b>	<b>425</b>	<b>1391</b>
09:00 AM	80	40	0	120	51	14	0	65	7	77	0	84	269
09:15 AM	83	44	0	127	57	11	0	68	4	83	0	87	282
09:30 AM	76	39	0	115	49	15	0	64	9	92	0	101	280
09:45 AM	86	48	0	134	52	11	0	63	2	64	0	66	263
<b>Total</b>	<b>325</b>	<b>171</b>	<b>0</b>	<b>496</b>	<b>209</b>	<b>51</b>	<b>0</b>	<b>260</b>	<b>22</b>	<b>316</b>	<b>0</b>	<b>338</b>	<b>1094</b>
10:00 AM	77	51	0	128	51	10	0	61	8	83	0	91	280
10:15 AM	93	45	0	138	51	5	0	56	3	78	0	81	275
10:30 AM	90	38	0	128	50	11	0	61	5	76	0	81	270
10:45 AM	87	60	0	147	51	6	0	57	6	76	0	82	286
<b>Total</b>	<b>347</b>	<b>194</b>	<b>0</b>	<b>541</b>	<b>203</b>	<b>32</b>	<b>0</b>	<b>235</b>	<b>22</b>	<b>313</b>	<b>0</b>	<b>335</b>	<b>1111</b>
11:00 AM	86	42	0	128	35	10	0	45	2	77	0	79	252
11:15 AM	102	57	0	159	48	4	0	52	6	78	0	84	295
11:30 AM	97	65	0	162	53	10	0	63	10	96	0	106	331
11:45 AM	100	42	0	142	58	15	0	73	1	107	0	108	323
<b>Total</b>	<b>385</b>	<b>206</b>	<b>0</b>	<b>591</b>	<b>194</b>	<b>39</b>	<b>0</b>	<b>233</b>	<b>19</b>	<b>358</b>	<b>0</b>	<b>377</b>	<b>1201</b>
12:00 PM	105	73	0	178	50	9	0	59	9	84	0	93	330
12:15 PM	120	60	0	180	55	13	0	68	6	81	0	87	335
12:30 PM	114	49	0	163	56	16	0	72	7	110	0	117	352
12:45 PM	102	73	0	175	64	10	0	74	5	102	0	107	356
<b>Total</b>	<b>441</b>	<b>255</b>	<b>0</b>	<b>696</b>	<b>225</b>	<b>48</b>	<b>0</b>	<b>273</b>	<b>27</b>	<b>377</b>	<b>0</b>	<b>404</b>	<b>1373</b>
01:00 PM	107	67	0	174	56	15	0	71	6	89	0	95	340
01:15 PM	125	56	0	181	67	11	0	78	13	129	0	142	401
01:30 PM	89	61	0	150	63	6	0	69	13	116	0	129	348
01:45 PM	101	56	0	157	54	6	0	60	10	116	0	126	343
<b>Total</b>	<b>422</b>	<b>240</b>	<b>0</b>	<b>662</b>	<b>240</b>	<b>38</b>	<b>0</b>	<b>278</b>	<b>42</b>	<b>450</b>	<b>0</b>	<b>492</b>	<b>1432</b>
02:00 PM	109	75	0	184	54	9	0	63	15	111	0	126	373
02:15 PM	112	64	0	176	49	9	0	58	10	112	0	122	356
02:30 PM	100	66	0	166	73	12	0	85	6	120	0	126	377
02:45 PM	151	92	0	243	43	11	0	54	7	84	0	91	388
<b>Total</b>	<b>472</b>	<b>297</b>	<b>0</b>	<b>769</b>	<b>219</b>	<b>41</b>	<b>0</b>	<b>260</b>	<b>38</b>	<b>427</b>	<b>0</b>	<b>465</b>	<b>1494</b>
03:00 PM	120	67	0	187	73	8	0	81	11	96	0	107	375
03:15 PM	122	64	0	186	83	6	0	89	8	93	0	101	376
03:30 PM	130	90	0	220	80	15	0	95	9	117	0	126	441
03:45 PM	141	91	0	232	81	11	0	92	12	112	0	124	448
<b>Total</b>	<b>513</b>	<b>312</b>	<b>0</b>	<b>825</b>	<b>317</b>	<b>40</b>	<b>0</b>	<b>357</b>	<b>40</b>	<b>418</b>	<b>0</b>	<b>458</b>	<b>1640</b>
04:00 PM	152	98	0	250	66	9	0	75	9	130	0	139	464
04:15 PM	152	116	0	268	99	7	0	106	10	138	0	148	522
04:30 PM	165	111	0	276	77	11	0	88	5	110	0	115	479
04:45 PM	186	123	0	309	77	8	0	85	13	123	0	136	530
<b>Total</b>	<b>655</b>	<b>448</b>	<b>0</b>	<b>1103</b>	<b>319</b>	<b>35</b>	<b>0</b>	<b>354</b>	<b>37</b>	<b>501</b>	<b>0</b>	<b>538</b>	<b>1995</b>
05:00 PM	189	110	0	299	87	11	0	98	10	129	0	139	536
05:15 PM	209	111	0	320	88	12	0	100	5	132	0	137	557
05:30 PM	178	124	0	302	91	12	0	103	10	123	0	133	538
05:45 PM	177	76	0	253	73	14	0	87	8	135	0	143	483
<b>Total</b>	<b>753</b>	<b>421</b>	<b>0</b>	<b>1174</b>	<b>339</b>	<b>49</b>	<b>0</b>	<b>388</b>	<b>33</b>	<b>519</b>	<b>0</b>	<b>552</b>	<b>2114</b>

Peggy Malone & Associates  
(888) 247-8602

File Name : 55-Forest Hill Ave & W Roanoke St  
 Site Code :  
 Start Date : 8/25/2021  
 Page No : 2

Groups Printed- Cars - Trucks

Start Time	Forest Hill Ave Westbound				W Roanoke St Northbound				Forest Hill Ave Eastbound				Int. Total
	Thru	Left	Peds	App. Total	Right	Left	Peds	App. Total	Right	Thru	Peds	App. Total	
06:00 PM	142	85	0	227	78	11	0	89	11	119	0	130	446
06:15 PM	149	88	0	237	65	21	0	86	9	126	0	135	458
06:30 PM	150	64	0	214	77	10	0	87	7	132	0	139	440
06:45 PM	134	80	0	214	60	13	0	73	10	113	0	123	410
<b>Total</b>	<b>575</b>	<b>317</b>	<b>0</b>	<b>892</b>	<b>280</b>	<b>55</b>	<b>0</b>	<b>335</b>	<b>37</b>	<b>490</b>	<b>0</b>	<b>527</b>	<b>1754</b>
<b>Grand Total</b>	<b>5803</b>	<b>3454</b>	<b>0</b>	<b>9257</b>	<b>3264</b>	<b>533</b>	<b>0</b>	<b>3797</b>	<b>353</b>	<b>5227</b>	<b>0</b>	<b>5580</b>	<b>18634</b>
Apprch %	62.7	37.3	0		86	14	0		6.3	93.7	0		
Total %	31.1	18.5	0	49.7	17.5	2.9	0	20.4	1.9	28.1	0	29.9	
Cars	5677	3379	0	9056	3189	526	0	3715	349	5102	0	5451	18222
% Cars	97.8	97.8	0	97.8	97.7	98.7	0	97.8	98.9	97.6	0	97.7	97.8
Trucks	126	75	0	201	75	7	0	82	4	125	0	129	412
% Trucks	2.2	2.2	0	2.2	2.3	1.3	0	2.2	1.1	2.4	0	2.3	2.2

Start Time	Forest Hill Ave Westbound			W Roanoke St Northbound			Forest Hill Ave Eastbound			Int. Total
	Thru	Left	App. Total	Right	Left	App. Total	Right	Thru	App. Total	
Peak Hour Analysis From 06:00 AM to 11:45 AM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 07:30 AM										
07:30 AM	101	<b>76</b>	177	<b>74</b>	5	<b>79</b>	<b>4</b>	<b>122</b>	<b>126</b>	<b>382</b>
07:45 AM	113	64	177	56	<b>17</b>	73	4	115	119	369
08:00 AM	<b>132</b>	63	<b>195</b>	69	5	74	2	90	92	361
08:15 AM	83	61	144	67	12	79	4	100	104	327
Total Volume	429	264	693	266	39	305	14	427	441	1439
% App. Total	61.9	38.1		87.2	12.8		3.2	96.8		
PHF	.813	.868	.888	.899	.574	.965	.875	.875	.875	.942

Start Time	Forest Hill Ave Westbound			W Roanoke St Northbound			Forest Hill Ave Eastbound			Int. Total
	Thru	Left	App. Total	Right	Left	App. Total	Right	Thru	App. Total	
Peak Hour Analysis From 12:00 PM to 06:45 PM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 04:45 PM										
04:45 PM	186	123	309	77	8	85	<b>13</b>	123	136	530
05:00 PM	189	110	299	87	11	98	10	129	<b>139</b>	536
05:15 PM	<b>209</b>	111	<b>320</b>	88	<b>12</b>	100	5	<b>132</b>	137	<b>557</b>
05:30 PM	178	<b>124</b>	302	<b>91</b>	12	<b>103</b>	10	123	133	538
Total Volume	762	468	1230	343	43	386	38	507	545	2161
% App. Total	62	38		88.9	11.1		7	93		
PHF	.911	.944	.961	.942	.896	.937	.731	.960	.980	.970

# Peggy Malone & Associates

## (888) 247-8602

File Name : 55-Forest Hill Ave & W Roanoke St  
 Site Code :  
 Start Date : 8/25/2021  
 Page No : 1

### Groups Printed- Bicycles on Crosswalk

Start Time	Forest Hill Ave Westbound				W Roanoke St Northbound				Forest Hill Ave Eastbound				Int. Total
	Thru	Left	Peds	App. Total	Right	Left	Peds	App. Total	Right	Thru	Peds	App. Total	
06:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
06:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
06:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
06:45 AM	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
07:00 AM	0	0	0	0	0	0	1	1	0	0	0	0	1
07:15 AM	0	0	0	0	0	0	1	1	0	0	0	0	1
07:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45 AM	0	0	0	0	0	0	1	1	0	0	0	0	1
Total	0	0	0	0	0	0	3	3	0	0	0	0	3
08:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
08:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
08:30 AM	0	0	0	0	0	0	1	1	0	0	0	0	1
08:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	1	1	0	0	0	0	1
09:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
09:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
09:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
09:45 AM	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
10:00 AM	0	0	0	0	0	0	1	1	0	0	0	0	1
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
10:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	1	1	0	0	0	0	1
11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15 AM	0	0	0	0	0	0	1	1	0	0	0	0	1
11:30 AM	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
Total	0	0	0	0	0	0	1	1	0	0	0	0	1
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
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
01:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
01:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
01:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
01:45 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
02:00 PM	0	0	0	0	0	0	1	1	0	0	0	0	1
02:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
02:30 PM	0	0	0	0	0	0	1	1	0	0	0	0	1
02:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	2	2	0	0	0	0	2
03:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
03:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
03:30 PM	0	0	0	0	0	0	0	0	0	0	1	1	1
03:45 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	1	1	1
04:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
04:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
04:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
04:45 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
05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
05:15 PM	0	0	0	0	0	0	1	1	0	0	0	0	1
05:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
05:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	1	1	0	0	0	0	1



# Peggy Malone & Associates

## (888) 247-8602

File Name : 55-Forest Hill Ave & W Roanoke St  
 Site Code :  
 Start Date : 8/25/2021  
 Page No : 1

### Groups Printed- Pedestrians

Start Time	Forest Hill Ave Westbound				W Roanoke St Northbound				Forest Hill Ave Eastbound				Int. Total
	Thru	Left	Peds	App. Total	Right	Left	Peds	App. Total	Right	Thru	Peds	App. Total	
06:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
06:15 AM	0	0	1	1	0	0	1	1	0	0	0	0	2
06:30 AM	0	0	0	0	0	0	0	0	0	0	1	1	1
06:45 AM	0	0	0	0	0	0	1	1	0	0	0	0	1
<b>Total</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>1</b>	<b>4</b>
07:00 AM	0	0	0	0	0	0	1	1	0	0	0	0	1
07:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
07:30 AM	0	0	0	0	0	0	1	1	0	0	0	0	1
07:45 AM	0	0	0	0	0	0	3	3	0	0	0	0	3
<b>Total</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>5</b>
08:00 AM	0	0	1	1	0	0	3	3	0	0	0	0	4
08:15 AM	0	0	0	0	0	0	2	2	0	0	1	1	3
08:30 AM	0	0	0	0	0	0	1	1	0	0	0	0	1
08:45 AM	0	0	0	0	0	0	0	0	0	0	1	1	1
<b>Total</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>2</b>	<b>9</b>
09:00 AM	0	0	0	0	0	0	2	2	0	0	0	0	2
09:15 AM	0	0	0	0	0	0	4	4	0	0	2	2	6
09:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
09:45 AM	0	0	0	0	0	0	3	3	0	0	2	2	5
<b>Total</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>9</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>4</b>	<b>13</b>
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	2	2	0	0	2	2	4
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	2	2	0	0	0	0	2
<b>Total</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>2</b>	<b>6</b>
11:00 AM	0	0	0	0	0	0	1	1	0	0	1	1	2
11:15 AM	0	0	1	1	0	0	1	1	0	0	0	0	2
11:30 AM	0	0	0	0	0	0	4	4	0	0	3	3	7
11:45 AM	0	0	0	0	0	0	1	1	0	0	0	0	1
<b>Total</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>4</b>	<b>12</b>
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
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
<b>Total</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
01:00 PM	0	0	0	0	0	0	1	1	0	0	0	0	1
01:15 PM	0	0	0	0	0	0	1	1	0	0	0	0	1
01:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
01:45 PM	0	0	0	0	0	0	0	0	0	0	1	1	1
<b>Total</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>1</b>	<b>3</b>
02:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
02:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
02:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
02:45 PM	0	0	0	0	0	0	1	1	0	0	0	0	1
<b>Total</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>
03:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
03:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
03:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
03:45 PM	0	0	0	0	0	0	1	1	0	0	0	0	1
<b>Total</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>
04:00 PM	0	0	0	0	0	0	1	1	0	0	0	0	1
04:15 PM	0	0	0	0	0	0	1	1	0	0	0	0	1
04:30 PM	0	0	0	0	0	0	1	1	0	0	0	0	1
04:45 PM	0	0	0	0	0	0	1	1	0	0	2	2	3
<b>Total</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>2</b>	<b>6</b>
05:00 PM	0	0	0	0	0	0	1	1	0	0	1	1	2
05:15 PM	0	0	0	0	0	0	1	1	0	0	2	2	3
05:30 PM	0	0	0	0	0	0	0	0	0	0	4	4	4
05:45 PM	0	0	0	0	0	0	2	2	0	0	2	2	4
<b>Total</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>9</b>	<b>13</b>



# Peggy Malone & Associates

## (888) 247-8602

File Name : 54-Semmes Ave & Forrest Hill Ave\_Dundee Ave  
 Site Code :  
 Start Date : 8/25/2021  
 Page No : 1

### Groups Printed- Cars

Start Time	Semmes Ave Southbound					Forest Hill Ave Westbound					Dundee Ave Northbound					Forest Hill Ave Eastbound					Int. Total
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	
06:00 AM	37	0	0	0	37	0	5	0	0	5	2	2	0	0	4	0	6	78	0	84	130
06:15 AM	44	0	0	0	44	0	10	0	0	10	1	5	0	0	6	0	8	74	0	82	142
06:30 AM	58	0	0	0	58	0	16	0	0	16	2	1	0	0	3	0	17	102	0	119	196
06:45 AM	80	0	0	0	80	1	16	0	0	17	3	4	0	0	7	0	17	97	0	114	218
<b>Total</b>	<b>219</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>219</b>	<b>1</b>	<b>47</b>	<b>0</b>	<b>0</b>	<b>48</b>	<b>8</b>	<b>12</b>	<b>0</b>	<b>0</b>	<b>20</b>	<b>0</b>	<b>48</b>	<b>351</b>	<b>0</b>	<b>399</b>	<b>686</b>
07:00 AM	82	0	0	0	82	0	13	0	0	13	3	5	0	0	8	1	20	118	0	139	242
07:15 AM	109	0	0	0	109	2	19	0	0	21	0	13	0	0	13	1	19	137	0	157	300
07:30 AM	156	0	0	0	156	0	17	0	0	17	9	6	0	0	15	1	16	168	0	185	373
07:45 AM	137	0	0	0	137	5	30	0	0	35	8	15	0	0	23	1	29	153	0	183	378
<b>Total</b>	<b>484</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>484</b>	<b>7</b>	<b>79</b>	<b>0</b>	<b>0</b>	<b>86</b>	<b>20</b>	<b>39</b>	<b>0</b>	<b>0</b>	<b>59</b>	<b>4</b>	<b>84</b>	<b>576</b>	<b>0</b>	<b>664</b>	<b>1293</b>
08:00 AM	151	0	0	0	151	1	47	1	0	49	7	13	0	0	20	1	22	126	0	149	369
08:15 AM	106	0	0	0	106	1	32	3	0	36	7	8	0	0	15	2	20	153	0	175	332
08:30 AM	139	0	0	0	139	0	33	0	0	33	5	15	0	0	20	3	28	151	0	182	374
08:45 AM	121	0	0	0	121	0	18	1	0	19	5	16	0	0	21	1	19	141	0	161	322
<b>Total</b>	<b>517</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>517</b>	<b>2</b>	<b>130</b>	<b>5</b>	<b>0</b>	<b>137</b>	<b>24</b>	<b>52</b>	<b>0</b>	<b>0</b>	<b>76</b>	<b>7</b>	<b>89</b>	<b>571</b>	<b>0</b>	<b>667</b>	<b>1397</b>
09:00 AM	104	0	0	0	104	3	15	0	0	18	3	3	0	0	6	4	20	108	0	132	260
09:15 AM	100	0	0	0	100	2	18	0	0	20	3	10	0	0	13	2	16	117	0	135	268
09:30 AM	97	0	0	0	97	1	18	2	0	21	4	3	0	0	7	0	11	123	0	134	259
09:45 AM	110	0	0	0	110	2	22	1	0	25	3	7	0	0	10	2	26	95	0	123	268
<b>Total</b>	<b>411</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>411</b>	<b>8</b>	<b>73</b>	<b>3</b>	<b>0</b>	<b>84</b>	<b>13</b>	<b>23</b>	<b>0</b>	<b>0</b>	<b>36</b>	<b>8</b>	<b>73</b>	<b>443</b>	<b>0</b>	<b>524</b>	<b>1055</b>
10:00 AM	113	1	0	0	114	3	19	2	0	24	3	2	0	0	5	2	31	96	0	129	272
10:15 AM	108	0	0	0	108	2	23	0	0	25	3	7	0	0	10	1	23	104	0	128	271
10:30 AM	107	0	0	0	107	0	21	0	0	21	4	1	0	0	5	2	17	100	0	119	252
10:45 AM	109	0	0	0	109	1	29	0	0	30	3	2	0	0	5	2	30	88	0	120	264
<b>Total</b>	<b>437</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>438</b>	<b>6</b>	<b>92</b>	<b>2</b>	<b>0</b>	<b>100</b>	<b>13</b>	<b>12</b>	<b>0</b>	<b>0</b>	<b>25</b>	<b>7</b>	<b>101</b>	<b>388</b>	<b>0</b>	<b>496</b>	<b>1059</b>
11:00 AM	119	0	0	0	119	0	16	0	0	16	5	3	0	0	8	0	22	86	0	108	251
11:15 AM	127	0	0	0	127	1	22	2	0	25	4	2	0	0	6	2	37	85	0	124	282
11:30 AM	126	0	0	0	126	3	26	1	0	30	3	0	0	0	3	1	27	109	0	137	296
11:45 AM	125	0	0	0	125	1	21	1	0	23	1	3	2	0	6	2	24	130	0	156	310
<b>Total</b>	<b>497</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>497</b>	<b>5</b>	<b>85</b>	<b>4</b>	<b>0</b>	<b>94</b>	<b>13</b>	<b>8</b>	<b>2</b>	<b>0</b>	<b>23</b>	<b>5</b>	<b>110</b>	<b>410</b>	<b>0</b>	<b>525</b>	<b>1139</b>
12:00 PM	142	0	0	0	142	0	30	1	0	31	3	5	0	0	8	0	21	112	0	133	314
12:15 PM	143	0	0	0	143	1	37	0	0	38	3	11	0	0	14	2	22	109	0	133	328
12:30 PM	147	0	0	0	147	4	25	2	0	31	2	6	0	0	8	1	35	117	0	153	339
12:45 PM	137	0	0	0	137	1	26	2	0	29	2	5	0	0	7	5	37	129	0	171	344
<b>Total</b>	<b>569</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>569</b>	<b>6</b>	<b>118</b>	<b>5</b>	<b>0</b>	<b>129</b>	<b>10</b>	<b>27</b>	<b>0</b>	<b>0</b>	<b>37</b>	<b>8</b>	<b>115</b>	<b>467</b>	<b>0</b>	<b>590</b>	<b>1325</b>
01:00 PM	139	0	0	0	139	1	29	1	0	31	5	1	0	0	6	1	26	107	0	134	310
01:15 PM	164	0	0	0	164	0	22	0	0	22	6	8	0	0	14	1	39	150	0	190	390
01:30 PM	134	0	0	0	134	0	18	1	0	19	2	5	0	0	7	4	30	139	0	173	333
01:45 PM	131	1	1	0	133	0	22	1	0	23	0	6	0	0	6	4	43	133	0	180	342
<b>Total</b>	<b>568</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>570</b>	<b>1</b>	<b>91</b>	<b>3</b>	<b>0</b>	<b>95</b>	<b>13</b>	<b>20</b>	<b>0</b>	<b>0</b>	<b>33</b>	<b>10</b>	<b>138</b>	<b>529</b>	<b>0</b>	<b>677</b>	<b>1375</b>
02:00 PM	169	0	1	0	170	1	18	2	0	21	3	6	0	0	9	0	36	121	0	157	357
02:15 PM	135	0	1	0	136	1	26	0	0	27	6	2	0	0	8	3	33	121	0	157	328
02:30 PM	144	0	0	0	144	0	29	0	0	29	5	7	0	0	12	3	31	148	0	182	367
02:45 PM	196	0	0	0	196	1	32	2	0	35	3	11	0	0	14	0	31	94	0	125	370
<b>Total</b>	<b>644</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>646</b>	<b>3</b>	<b>105</b>	<b>4</b>	<b>0</b>	<b>112</b>	<b>17</b>	<b>26</b>	<b>0</b>	<b>0</b>	<b>43</b>	<b>6</b>	<b>131</b>	<b>484</b>	<b>0</b>	<b>621</b>	<b>1422</b>
03:00 PM	153	0	1	0	154	1	26	1	0	28	3	3	0	0	6	1	37	120	0	158	346
03:15 PM	167	0	0	0	167	0	29	1	0	30	9	6	0	0	15	2	25	158	0	185	397
03:30 PM	186	0	0	0	186	0	27	1	0	28	4	4	0	0	8	2	41	151	0	194	416
03:45 PM	221	0	0	0	221	1	31	0	0	32	3	1	0	0	4	2	23	159	0	184	441
<b>Total</b>	<b>727</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>728</b>	<b>2</b>	<b>113</b>	<b>3</b>	<b>0</b>	<b>118</b>	<b>19</b>	<b>14</b>	<b>0</b>	<b>0</b>	<b>33</b>	<b>7</b>	<b>126</b>	<b>588</b>	<b>0</b>	<b>721</b>	<b>1600</b>
04:00 PM	210	0	0	0	210	2	35	1	0	38	2	6	1	0	9	1	43	146	0	190	447
04:15 PM	229	0	0	0	229	2	45	1	0	48	3	9	0	0	12	2	38	190	0	230	519
04:30 PM	225	0	0	0	225	2	40	1	0	43	7	6	0	0	13	3	35	153	0	191	472
04:45 PM	272	0	0	0	272	3	50	0	0	53	5	7	0	0	12	1	34	156	0	191	528
<b>Total</b>	<b>936</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>936</b>	<b>9</b>	<b>170</b>	<b>3</b>	<b>0</b>	<b>182</b>	<b>17</b>	<b>28</b>	<b>1</b>	<b>0</b>	<b>46</b>	<b>7</b>	<b>150</b>	<b>645</b>	<b>0</b>	<b>802</b>	<b>1966</b>
05:00 PM	242	0	0	0	242	1	47	1	0	49	3	7	0	0	10	2	51	157	0	210	511
05:15 PM	294	0	0	0	294	1	33	2	0	36	4	8	0	0	12	3	35	167	0	205	547
05:30 PM	243	0	0	0	243	2	46	1	0	49	5	2	0	0	7	2	46	161	0	209	508
05:45 PM	237	0	0	0	237	2	32	0	0	34	5	9	2	0	16	3	32	173	0	208	495
<b>Total</b>	<b>1016</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1016</b>	<b>6</b>	<b>158</b>	<b>4</b>	<b>0</b>	<b>168</b>	<b>17</b>	<b>26</b>	<b>2</b>	<b>0</b>	<b>45</b>	<b>10</b>	<b>164</b>	<b>658</b>	<b>0</b>	<b>832</b>	<b>2061</b>

# Peggy Malone & Associates

## (888) 247-8602

File Name : 54-Semmes Ave & Forrest Hill Ave\_Dundee Ave  
 Site Code :  
 Start Date : 8/25/2021  
 Page No : 2

### Groups Printed- Cars

Start Time	Semmes Ave Southbound					Forest Hill Ave Westbound					Dundee Ave Northbound					Forest Hill Ave Eastbound					Int. Total
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	
06:00 PM	193	0	0	0	193	0	24	1	0	25	5	7	0	0	12	5	49	140	0	194	424
06:15 PM	196	0	0	0	196	1	39	1	0	41	5	7	0	0	12	4	26	159	0	189	438
06:30 PM	182	0	0	0	182	0	29	2	0	31	1	4	0	0	5	5	45	159	0	209	427
06:45 PM	167	0	0	0	167	1	42	0	0	43	7	15	0	0	22	1	38	138	0	177	409
<b>Total</b>	<b>738</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>738</b>	<b>2</b>	<b>134</b>	<b>4</b>	<b>0</b>	<b>140</b>	<b>18</b>	<b>33</b>	<b>0</b>	<b>0</b>	<b>51</b>	<b>15</b>	<b>158</b>	<b>596</b>	<b>0</b>	<b>769</b>	<b>1698</b>
<b>Grand Total</b>	<b>7763</b>	<b>2</b>	<b>4</b>	<b>0</b>	<b>7769</b>	<b>58</b>	<b>1395</b>	<b>40</b>	<b>0</b>	<b>1493</b>	<b>202</b>	<b>320</b>	<b>5</b>	<b>0</b>	<b>527</b>	<b>94</b>	<b>1487</b>	<b>6706</b>	<b>0</b>	<b>8287</b>	<b>18076</b>
Apprch %	99.9	0	0.1	0		3.9	93.4	2.7	0		38.3	60.7	0.9	0		1.1	17.9	80.9	0		
Total %	42.9	0	0	0	43	0.3	7.7	0.2	0	8.3	1.1	1.8	0	0	2.9	0.5	8.2	37.1	0	45.8	

Start Time	Semmes Ave Southbound					Forest Hill Ave Westbound					Dundee Ave Northbound					Forest Hill Ave Eastbound					Int. Total
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	
Peak Hour Analysis From 06:00 AM to 11:45 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 07:45 AM																					
07:45 AM	137	0	0	0	137	5	30	0	0	35	8	15	0	0	23	1	29	153	0	183	378
08:00 AM	151	0	0	0	151	1	47	1	0	49	7	13	0	0	20	1	22	126	0	149	369
08:15 AM	106	0	0	0	106	1	32	3	0	36	7	8	0	0	15	2	20	153	0	175	332
08:30 AM	139	0	0	0	139	0	33	0	0	33	5	15	0	0	20	3	28	151	0	182	374
Total Volume	533	0	0	0	533	7	142	4	0	153	27	51	0	0	78	7	99	583	0	689	1453
% App. Total	100	0	0	0		4.6	92.8	2.6	0		34.6	65.4	0	0		1	14.4	84.6	0		
PHF	.882	.000	.000	.000	.882	.350	.755	.333	.781		.844	.850	.000	.848		.583	.853	.953	.941		.961

Start Time	Semmes Ave Southbound					Forest Hill Ave Westbound					Dundee Ave Northbound					Forest Hill Ave Eastbound					Int. Total
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	
Peak Hour Analysis From 12:00 PM to 06:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 04:45 PM																					
04:45 PM	272	0	0	0	272	3	50	0	0	53	5	7	0	0	12	1	34	156	0	191	528
05:00 PM	242	0	0	0	242	1	47	1	0	49	3	7	0	0	10	2	51	157	0	210	511
05:15 PM	294	0	0	0	294	1	33	2	0	36	4	8	0	0	12	3	35	167	0	205	547
05:30 PM	243	0	0	0	243	2	46	1	0	49	5	2	0	0	7	2	46	161	0	209	508
Total Volume	1051	0	0	0	1051	7	176	4	0	187	17	24	0	0	41	8	166	641	0	815	2094
% App. Total	100	0	0	0		3.7	94.1	2.1	0		41.5	58.5	0	0		1	20.4	78.7	0		
PHF	.894	.000	.000	.000	.894	.583	.880	.500	.882		.850	.750	.000	.854		.667	.814	.960	.970		.957

# Peggy Malone & Associates

## (888) 247-8602

File Name : 54-Semmes Ave & Forrest Hill Ave\_Dundee Ave  
 Site Code :  
 Start Date : 8/25/2021  
 Page No : 1

### Groups Printed- Trucks

Start Time	Semmes Ave Southbound					Forest Hill Ave Westbound					Dundee Ave Northbound					Forest Hill Ave Eastbound					Int. Total
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	
06:00 AM	2	0	0	0	2	0	0	0	0	0	0	1	0	0	1	0	0	4	0	4	7
06:15 AM	1	0	0	0	1	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	2
06:30 AM	2	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	2	0	2	4
06:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	2	2
<b>Total</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>0</b>	<b>8</b>	<b>15</b>
07:00 AM	2	0	0	0	2	0	0	0	0	0	0	1	0	0	1	0	0	2	0	2	5
07:15 AM	3	0	0	0	3	0	1	0	0	1	0	0	0	0	0	0	1	1	0	2	6
07:30 AM	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1	5	0	6	7
07:45 AM	4	0	0	0	4	0	2	0	0	2	0	0	0	0	0	0	0	4	0	4	10
<b>Total</b>	<b>10</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>0</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>2</b>	<b>12</b>	<b>0</b>	<b>14</b>	<b>28</b>
08:00 AM	3	0	0	0	3	0	1	0	0	1	0	0	0	0	0	0	0	4	0	4	8
08:15 AM	4	0	0	0	4	0	1	1	0	2	0	0	0	0	0	0	1	3	0	4	10
08:30 AM	5	0	0	0	5	0	1	0	0	1	0	0	0	0	0	0	0	3	0	3	9
08:45 AM	7	0	0	0	7	0	2	0	0	2	0	0	0	0	0	0	0	4	0	4	13
<b>Total</b>	<b>19</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>19</b>	<b>0</b>	<b>5</b>	<b>1</b>	<b>0</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>14</b>	<b>0</b>	<b>15</b>	<b>40</b>
09:00 AM	4	0	0	0	4	0	0	0	0	0	0	0	0	0	0	1	0	3	0	4	8
09:15 AM	3	0	0	0	3	0	1	0	0	1	0	0	0	0	0	0	1	3	0	4	8
09:30 AM	6	0	0	0	6	0	0	0	0	0	0	0	0	0	0	0	0	7	0	7	13
09:45 AM	3	0	0	0	3	0	1	0	0	1	0	0	0	0	0	0	1	6	0	7	11
<b>Total</b>	<b>16</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>16</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>2</b>	<b>19</b>	<b>0</b>	<b>22</b>	<b>40</b>
10:00 AM	2	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	2	2	0	4	6
10:15 AM	1	0	0	0	1	0	1	0	0	1	0	0	0	0	0	0	0	4	0	4	6
10:30 AM	3	0	0	0	3	0	0	0	0	0	0	0	0	0	0	0	2	8	0	10	13
10:45 AM	8	0	0	0	8	0	0	0	0	0	0	0	0	0	0	0	0	5	0	5	13
<b>Total</b>	<b>14</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>14</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>19</b>	<b>0</b>	<b>23</b>	<b>38</b>
11:00 AM	5	0	0	0	5	0	1	0	0	1	0	0	0	0	0	0	0	5	0	5	11
11:15 AM	4	0	0	0	4	0	2	0	0	2	0	1	0	0	1	0	0	5	0	5	12
11:30 AM	6	0	0	0	6	0	0	0	0	0	0	0	0	0	0	0	1	9	0	10	16
11:45 AM	2	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	3	0	3	5
<b>Total</b>	<b>17</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>17</b>	<b>0</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>1</b>	<b>22</b>	<b>0</b>	<b>23</b>	<b>44</b>
12:00 PM	2	0	0	0	2	0	0	1	0	1	0	0	0	0	0	0	0	3	0	3	6
12:15 PM	3	0	0	0	3	0	0	0	0	0	0	1	0	0	1	0	2	3	0	5	9
12:30 PM	3	0	0	0	3	0	2	0	0	2	0	0	0	0	0	0	0	3	0	3	8
12:45 PM	4	0	0	0	4	0	0	0	0	0	0	0	0	0	0	0	1	1	0	2	6
<b>Total</b>	<b>12</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>12</b>	<b>0</b>	<b>2</b>	<b>1</b>	<b>0</b>	<b>3</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>3</b>	<b>10</b>	<b>0</b>	<b>13</b>	<b>29</b>
01:00 PM	4	0	0	0	4	0	0	0	0	0	0	0	0	0	0	0	1	6	0	7	11
01:15 PM	5	0	0	0	5	1	0	0	0	1	0	0	0	0	0	0	0	2	0	2	8
01:30 PM	6	0	0	0	6	0	1	0	0	1	0	0	0	0	0	0	0	6	0	6	13
01:45 PM	2	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	2	0	2	4
<b>Total</b>	<b>17</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>17</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>16</b>	<b>0</b>	<b>17</b>	<b>36</b>
02:00 PM	2	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	5	0	5	7
02:15 PM	7	0	0	0	7	0	0	0	0	0	0	0	0	0	0	1	0	7	0	8	15
02:30 PM	3	0	0	0	3	0	0	0	0	0	0	1	0	0	1	0	0	4	0	4	8
02:45 PM	7	0	0	0	7	0	0	0	0	0	0	0	0	0	0	0	0	3	0	3	10
<b>Total</b>	<b>19</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>19</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>19</b>	<b>0</b>	<b>20</b>	<b>40</b>
03:00 PM	7	0	0	0	7	0	0	0	0	0	1	1	0	0	2	0	1	3	0	4	13
03:15 PM	5	0	0	0	5	0	0	0	0	0	0	1	0	0	1	0	0	2	0	2	8
03:30 PM	2	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	6	0	6	8
03:45 PM	1	0	0	0	1	1	0	0	0	1	0	0	0	0	0	0	3	4	0	7	9
<b>Total</b>	<b>15</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>15</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>1</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>0</b>	<b>4</b>	<b>15</b>	<b>0</b>	<b>19</b>	<b>38</b>
04:00 PM	6	0	0	0	6	0	1	0	0	1	0	0	0	0	0	0	0	2	0	2	9
04:15 PM	2	0	0	0	2	0	0	0	0	0	0	2	0	0	2	0	0	6	0	6	10
04:30 PM	4	0	0	0	4	0	0	0	0	0	0	0	0	0	0	0	0	8	0	8	12
04:45 PM	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1	1	0	2	3
<b>Total</b>	<b>13</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>13</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>1</b>	<b>17</b>	<b>0</b>	<b>18</b>	<b>34</b>
05:00 PM	3	0	0	0	3	1	0	0	0	1	0	0	0	0	0	0	0	1	0	1	5
05:15 PM	4	0	0	0	4	0	0	0	0	0	0	0	0	0	0	0	0	2	0	2	6
05:30 PM	1	0	0	0	1	0	1	0	0	1	0	0	0	0	0	0	0	4	0	4	6
05:45 PM	2	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	3
<b>Total</b>	<b>10</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>0</b>	<b>8</b>	<b>20</b>

# Peggy Malone & Associates

## (888) 247-8602

File Name : 54-Semmes Ave & Forrest Hill Ave\_Dundee Ave  
 Site Code :  
 Start Date : 8/25/2021  
 Page No : 2

### Groups Printed- Trucks

Start Time	Semmes Ave Southbound					Forest Hill Ave Westbound					Dundee Ave Northbound					Forest Hill Ave Eastbound					Int. Total
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	
06:00 PM	4	0	0	0	4	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	5
06:15 PM	3	0	0	0	3	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	4
06:30 PM	2	0	0	0	2	0	1	0	0	1	0	0	0	0	0	0	0	2	0	2	5
06:45 PM	3	0	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	4
<b>Total</b>	12	0	0	0	12	0	2	0	0	2	0	0	0	0	0	0	0	4	0	4	18
<b>Grand Total</b>	179	0	0	0	179	3	21	2	0	26	1	10	0	0	11	2	19	183	0	204	420
Apprch %	100	0	0	0		11.5	80.8	7.7	0		9.1	90.9	0	0		1	9.3	89.7	0		
Total %	42.6	0	0	0	42.6	0.7	5	0.5	0	6.2	0.2	2.4	0	0	2.6	0.5	4.5	43.6	0	48.6	

Start Time	Semmes Ave Southbound					Forest Hill Ave Westbound					Dundee Ave Northbound					Forest Hill Ave Eastbound					Int. Total
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	
Peak Hour Analysis From 06:00 AM to 11:45 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 10:45 AM																					
10:45 AM	8	0	0	0	8	0	0	0	0	0	0	0	0	0	0	0	0	5	5	10	13
11:00 AM	5	0	0	0	5	0	1	0	0	1	0	0	0	0	0	0	0	5	5	10	11
11:15 AM	4	0	0	0	4	0	2	0	0	2	0	1	0	0	1	0	0	5	5	10	12
11:30 AM	6	0	0	0	6	0	0	0	0	0	0	0	0	0	0	0	1	9	10	20	16
Total Volume	23	0	0	0	23	0	3	0	0	3	0	1	0	0	1	0	1	24	25	50	52
% App. Total	100	0	0	0		0	100	0	0		0	100	0	0		0	4	96			
PHF	.719	.000	.000	.000	.719	.000	.375	.000	.000	.375	.000	.250	.000	.000	.250	.000	.250	.667	.625	1.250	.813

Start Time	Semmes Ave Southbound					Forest Hill Ave Westbound					Dundee Ave Northbound					Forest Hill Ave Eastbound					Int. Total
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	
Peak Hour Analysis From 12:00 PM to 06:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 02:15 PM																					
02:15 PM	7	0	0	0	7	0	0	0	0	0	0	0	0	0	0	1	0	7	8	15	15
02:30 PM	3	0	0	0	3	0	0	0	0	0	0	1	0	0	1	0	0	4	4	8	8
02:45 PM	7	0	0	0	7	0	0	0	0	0	0	0	0	0	0	0	0	3	3	6	10
03:00 PM	7	0	0	0	7	0	0	0	0	0	1	1	0	0	2	0	1	3	4	8	13
Total Volume	24	0	0	0	24	0	0	0	0	0	1	2	0	0	3	1	1	17	19	37	46
% App. Total	100	0	0	0		0	0	0	0		33.3	66.7	0	0		5.3	5.3	89.5			
PHF	.857	.000	.000	.000	.857	.000	.000	.000	.000	.000	.250	.500	.000	.000	.375	.250	.250	.607	.594	1.194	.767

# Peggy Malone & Associates

## (888) 247-8602

File Name : 54-Semmes Ave & Forrest Hill Ave\_Dundee Ave  
 Site Code :  
 Start Date : 8/25/2021  
 Page No : 1

### Groups Printed- Cars - Trucks

Start Time	Semmes Ave Southbound					Forest Hill Ave Westbound					Dundee Ave Northbound					Forest Hill Ave Eastbound					Int. Total
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	
06:00 AM	39	0	0	0	39	0	5	0	0	5	2	3	0	0	5	0	6	82	0	88	137
06:15 AM	45	0	0	0	45	0	10	0	0	10	1	6	0	0	7	0	8	74	0	82	144
06:30 AM	60	0	0	0	60	0	16	0	0	16	2	1	0	0	3	0	17	104	0	121	200
06:45 AM	80	0	0	0	80	1	16	0	0	17	3	4	0	0	7	0	17	99	0	116	220
<b>Total</b>	<b>224</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>224</b>	<b>1</b>	<b>47</b>	<b>0</b>	<b>0</b>	<b>48</b>	<b>8</b>	<b>14</b>	<b>0</b>	<b>0</b>	<b>22</b>	<b>0</b>	<b>48</b>	<b>359</b>	<b>0</b>	<b>407</b>	<b>701</b>
07:00 AM	84	0	0	0	84	0	13	0	0	13	3	6	0	0	9	1	20	120	0	141	247
07:15 AM	112	0	0	0	112	2	20	0	0	22	0	13	0	0	13	1	20	138	0	159	306
07:30 AM	157	0	0	0	157	0	17	0	0	17	9	6	0	0	15	1	17	173	0	191	380
07:45 AM	141	0	0	0	141	5	32	0	0	37	8	15	0	0	23	1	29	157	0	187	388
<b>Total</b>	<b>494</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>494</b>	<b>7</b>	<b>82</b>	<b>0</b>	<b>0</b>	<b>89</b>	<b>20</b>	<b>40</b>	<b>0</b>	<b>0</b>	<b>60</b>	<b>4</b>	<b>86</b>	<b>588</b>	<b>0</b>	<b>678</b>	<b>1321</b>
08:00 AM	154	0	0	0	154	1	48	1	0	50	7	13	0	0	20	1	22	130	0	153	377
08:15 AM	110	0	0	0	110	1	33	4	0	38	7	8	0	0	15	2	21	156	0	179	342
08:30 AM	144	0	0	0	144	0	34	0	0	34	5	15	0	0	20	3	28	154	0	185	383
08:45 AM	128	0	0	0	128	0	20	1	0	21	5	16	0	0	21	1	19	145	0	165	335
<b>Total</b>	<b>536</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>536</b>	<b>2</b>	<b>135</b>	<b>6</b>	<b>0</b>	<b>143</b>	<b>24</b>	<b>52</b>	<b>0</b>	<b>0</b>	<b>76</b>	<b>7</b>	<b>90</b>	<b>585</b>	<b>0</b>	<b>682</b>	<b>1437</b>
09:00 AM	108	0	0	0	108	3	15	0	0	18	3	3	0	0	6	5	20	111	0	136	268
09:15 AM	103	0	0	0	103	2	19	0	0	21	3	10	0	0	13	2	17	120	0	139	276
09:30 AM	103	0	0	0	103	1	18	2	0	21	4	3	0	0	7	0	11	130	0	141	272
09:45 AM	113	0	0	0	113	2	23	1	0	26	3	7	0	0	10	2	27	101	0	130	279
<b>Total</b>	<b>427</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>427</b>	<b>8</b>	<b>75</b>	<b>3</b>	<b>0</b>	<b>86</b>	<b>13</b>	<b>23</b>	<b>0</b>	<b>0</b>	<b>36</b>	<b>9</b>	<b>75</b>	<b>462</b>	<b>0</b>	<b>546</b>	<b>1095</b>
10:00 AM	115	1	0	0	116	3	19	2	0	24	3	2	0	0	5	2	33	98	0	133	278
10:15 AM	109	0	0	0	109	2	24	0	0	26	3	7	0	0	10	1	23	108	0	132	277
10:30 AM	110	0	0	0	110	0	21	0	0	21	4	1	0	0	5	2	19	108	0	129	265
10:45 AM	117	0	0	0	117	1	29	0	0	30	3	2	0	0	5	2	30	93	0	125	277
<b>Total</b>	<b>451</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>452</b>	<b>6</b>	<b>93</b>	<b>2</b>	<b>0</b>	<b>101</b>	<b>13</b>	<b>12</b>	<b>0</b>	<b>0</b>	<b>25</b>	<b>7</b>	<b>105</b>	<b>407</b>	<b>0</b>	<b>519</b>	<b>1097</b>
11:00 AM	124	0	0	0	124	0	17	0	0	17	5	3	0	0	8	0	22	91	0	113	262
11:15 AM	131	0	0	0	131	1	24	2	0	27	4	3	0	0	7	2	37	90	0	129	294
11:30 AM	132	0	0	0	132	3	26	1	0	30	3	0	0	0	3	1	28	118	0	147	312
11:45 AM	127	0	0	0	127	1	21	1	0	23	1	3	2	0	6	2	24	133	0	159	315
<b>Total</b>	<b>514</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>514</b>	<b>5</b>	<b>88</b>	<b>4</b>	<b>0</b>	<b>97</b>	<b>13</b>	<b>9</b>	<b>2</b>	<b>0</b>	<b>24</b>	<b>5</b>	<b>111</b>	<b>432</b>	<b>0</b>	<b>548</b>	<b>1183</b>
12:00 PM	144	0	0	0	144	0	30	2	0	32	3	5	0	0	8	0	21	115	0	136	320
12:15 PM	146	0	0	0	146	1	37	0	0	38	3	12	0	0	15	2	24	112	0	138	337
12:30 PM	150	0	0	0	150	4	27	2	0	33	2	6	0	0	8	1	35	120	0	156	347
12:45 PM	141	0	0	0	141	1	26	2	0	29	2	5	0	0	7	5	38	130	0	173	350
<b>Total</b>	<b>581</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>581</b>	<b>6</b>	<b>120</b>	<b>6</b>	<b>0</b>	<b>132</b>	<b>10</b>	<b>28</b>	<b>0</b>	<b>0</b>	<b>38</b>	<b>8</b>	<b>118</b>	<b>477</b>	<b>0</b>	<b>603</b>	<b>1354</b>
01:00 PM	143	0	0	0	143	1	29	1	0	31	5	1	0	0	6	1	27	113	0	141	321
01:15 PM	169	0	0	0	169	1	22	0	0	23	6	8	0	0	14	1	39	152	0	192	398
01:30 PM	140	0	0	0	140	0	19	1	0	20	2	5	0	0	7	4	30	145	0	179	346
01:45 PM	133	1	1	0	135	0	22	1	0	23	0	6	0	0	6	4	43	135	0	182	346
<b>Total</b>	<b>585</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>587</b>	<b>2</b>	<b>92</b>	<b>3</b>	<b>0</b>	<b>97</b>	<b>13</b>	<b>20</b>	<b>0</b>	<b>0</b>	<b>33</b>	<b>10</b>	<b>139</b>	<b>545</b>	<b>0</b>	<b>694</b>	<b>1411</b>
02:00 PM	171	0	1	0	172	1	18	2	0	21	3	6	0	0	9	0	36	126	0	162	364
02:15 PM	142	0	1	0	143	1	26	0	0	27	6	2	0	0	8	4	33	128	0	165	343
02:30 PM	147	0	0	0	147	0	29	0	0	29	5	8	0	0	13	3	31	152	0	186	375
02:45 PM	203	0	0	0	203	1	32	2	0	35	3	11	0	0	14	0	31	97	0	128	380
<b>Total</b>	<b>663</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>665</b>	<b>3</b>	<b>105</b>	<b>4</b>	<b>0</b>	<b>112</b>	<b>17</b>	<b>27</b>	<b>0</b>	<b>0</b>	<b>44</b>	<b>7</b>	<b>131</b>	<b>503</b>	<b>0</b>	<b>641</b>	<b>1462</b>
03:00 PM	160	0	1	0	161	1	26	1	0	28	4	4	0	0	8	1	38	123	0	162	359
03:15 PM	172	0	0	0	172	0	29	1	0	30	9	7	0	0	16	2	25	160	0	187	405
03:30 PM	188	0	0	0	188	0	27	1	0	28	4	4	0	0	8	2	41	157	0	200	424
03:45 PM	222	0	0	0	222	2	31	0	0	33	3	1	0	0	4	2	26	163	0	191	450
<b>Total</b>	<b>742</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>743</b>	<b>3</b>	<b>113</b>	<b>3</b>	<b>0</b>	<b>119</b>	<b>20</b>	<b>16</b>	<b>0</b>	<b>0</b>	<b>36</b>	<b>7</b>	<b>130</b>	<b>603</b>	<b>0</b>	<b>740</b>	<b>1638</b>
04:00 PM	216	0	0	0	216	2	36	1	0	39	2	6	1	0	9	1	43	148	0	192	456
04:15 PM	231	0	0	0	231	2	45	1	0	48	3	11	0	0	14	2	38	196	0	236	529
04:30 PM	229	0	0	0	229	2	40	1	0	43	7	6	0	0	13	3	35	161	0	199	484
04:45 PM	273	0	0	0	273	3	50	0	0	53	5	7	0	0	12	1	35	157	0	193	531
<b>Total</b>	<b>949</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>949</b>	<b>9</b>	<b>171</b>	<b>3</b>	<b>0</b>	<b>183</b>	<b>17</b>	<b>30</b>	<b>1</b>	<b>0</b>	<b>48</b>	<b>7</b>	<b>151</b>	<b>662</b>	<b>0</b>	<b>820</b>	<b>2000</b>
05:00 PM	245	0	0	0	245	2	47	1	0	50	3	7	0	0	10	2	51	158	0	211	516
05:15 PM	298	0	0	0	298	1	33	2	0	36	4	8	0	0	12	3	35	169	0	207	553
05:30 PM	244	0	0	0	244	2	47	1	0	50	5	2	0	0	7	2	46	165	0	213	514
05:45 PM	239	0	0	0	239	2	32	0	0	34	5	9	2	0	16	3	32	174	0	209	498
<b>Total</b>	<b>1026</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1026</b>	<b>7</b>	<b>159</b>	<b>4</b>	<b>0</b>	<b>170</b>	<b>17</b>	<b>26</b>	<b>2</b>	<b>0</b>	<b>45</b>	<b>10</b>	<b>164</b>	<b>666</b>	<b>0</b>	<b>840</b>	<b>2081</b>

# Peggy Malone & Associates

## (888) 247-8602

File Name : 54-Semmes Ave & Forrest Hill Ave\_Dundee Ave  
 Site Code :  
 Start Date : 8/25/2021  
 Page No : 2

### Groups Printed- Cars - Trucks

Start Time	Semmes Ave Southbound					Forest Hill Ave Westbound					Dundee Ave Northbound					Forest Hill Ave Eastbound					Int. Total
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	
06:00 PM	197	0	0	0	197	0	24	1	0	25	5	7	0	0	12	5	49	141	0	195	429
06:15 PM	199	0	0	0	199	1	40	1	0	42	5	7	0	0	12	4	26	159	0	189	442
06:30 PM	184	0	0	0	184	0	30	2	0	32	1	4	0	0	5	5	45	161	0	211	432
06:45 PM	170	0	0	0	170	1	42	0	0	43	7	15	0	0	22	1	38	139	0	178	413
<b>Total</b>	<b>750</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>750</b>	<b>2</b>	<b>136</b>	<b>4</b>	<b>0</b>	<b>142</b>	<b>18</b>	<b>33</b>	<b>0</b>	<b>0</b>	<b>51</b>	<b>15</b>	<b>158</b>	<b>600</b>	<b>0</b>	<b>773</b>	<b>1716</b>
<b>Grand Total</b>	<b>7942</b>	<b>2</b>	<b>4</b>	<b>0</b>	<b>7948</b>	<b>61</b>	<b>1416</b>	<b>42</b>	<b>0</b>	<b>1519</b>	<b>203</b>	<b>330</b>	<b>5</b>	<b>0</b>	<b>538</b>	<b>96</b>	<b>1506</b>	<b>6889</b>	<b>0</b>	<b>8491</b>	<b>18496</b>
Apprch %	99.9	0	0.1	0		4	93.2	2.8	0		37.7	61.3	0.9	0		1.1	17.7	81.1	0		
Total %	42.9	0	0	0	43	0.3	7.7	0.2	0	8.2	1.1	1.8	0	0	2.9	0.5	8.1	37.2	0	45.9	
Cars	7763	2	4	0	7769	58	1395	40	0	1493	202	320	5	0	527	94	1487	6706	0	8287	18076
% Cars	97.7	100	100	0	97.7	95.1	98.5	95.2	0	98.3	99.5	97	100	0	98	97.9	98.7	97.3	0	97.6	97.7
Trucks	179	0	0	0	179	3	21	2	0	26	1	10	0	0	11	2	19	183	0	204	420
% Trucks	2.3	0	0	0	2.3	4.9	1.5	4.8	0	1.7	0.5	3	0	0	2	2.1	1.3	2.7	0	2.4	2.3

Start Time	Semmes Ave Southbound					Forest Hill Ave Westbound					Dundee Ave Northbound					Forest Hill Ave Eastbound					Int. Total
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	
07:45 AM	141	0	0	0	141	5	32	0	0	37	8	15	0	0	23	1	29	157	0	187	388
08:00 AM	154	0	0	0	154	1	48	1	0	50	7	13	0	0	20	1	22	130	0	153	377
08:15 AM	110	0	0	0	110	1	33	4	0	38	7	8	0	0	15	2	21	156	0	179	342
08:30 AM	144	0	0	0	144	0	34	0	0	34	5	15	0	0	20	3	28	154	0	185	383
Total Volume	549	0	0	0	549	7	147	5	0	159	27	51	0	0	78	7	100	597	0	704	1490
% App. Total	100	0	0	0		4.4	92.5	3.1	0		34.6	65.4	0	0		1	14.2	84.8	0		
PHF	.891	.000	.000	.000	.891	.350	.766	.313	.795		.844	.850	.000	.848		.583	.862	.951	.941		.960

Peak Hour Analysis From 12:00 PM to 06:45 PM - Peak 1 of 1

Peak Hour for Entire Intersection Begins at 04:45 PM

04:45 PM	273	0	0	0	273	3	50	0	0	53	5	7	0	0	12	1	35	157	0	193	531
05:00 PM	245	0	0	0	245	2	47	1	0	50	3	7	0	0	10	2	51	158	0	211	516
05:15 PM	298	0	0	0	298	1	33	2	0	36	4	8	0	0	12	3	35	169	0	207	553
05:30 PM	244	0	0	0	244	2	47	1	0	50	5	2	0	0	7	2	46	165	0	213	514
Total Volume	1060	0	0	0	1060	8	177	4	0	189	17	24	0	0	41	8	167	649	0	824	2114
% App. Total	100	0	0	0		4.2	93.7	2.1	0		41.5	58.5	0	0		1	20.3	78.8	0		
PHF	.889	.000	.000	.000	.889	.667	.885	.500	.892		.850	.750	.000	.854		.667	.819	.960	.967		.956

# Peggy Malone & Associates

## (888) 247-8602

File Name : 54-Semmes Ave & Forrest Hill Ave\_Dundee Ave  
 Site Code :  
 Start Date : 8/25/2021  
 Page No : 1

### Groups Printed- Bicycles on Crosswalk

Start Time	Semmes Ave Southbound					Forest Hill Ave Westbound					Dundee Ave Northbound					Forest Hill Ave Eastbound					Int. Total	
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total		
06:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	1
06:45 AM	0	0	0	0	0	0	0	0	0	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	1	1	0	0	0	0	0	0	1
07:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15 AM	0	0	0	1	1	0	0	0	2	2	0	0	0	2	2	0	0	0	0	0	0	5
07:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45 AM	0	0	0	0	0	0	0	0	2	2	0	0	0	2	2	0	0	0	0	0	0	4
Total	0	0	0	1	1	0	0	0	4	4	0	0	0	4	4	0	0	0	0	0	0	9
08:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:45 AM	0	0	0	0	0	0	0	0	0	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	0	0	0	0	0	0	0	0	0
09:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:45 AM	0	0	0	0	0	0	0	0	0	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	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
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
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
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
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15 AM	0	0	0	0	0	0	0	0	1	1	0	0	0	1	1	0	0	0	0	0	0	2
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
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
Total	0	0	0	0	0	0	0	0	1	1	0	0	0	1	1	0	0	0	0	0	0	2
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
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
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
12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	1
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	1
01:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:45 PM	0	0	0	0	0	0	0	0	0	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	0	0	0	0	0	0	0	0	0
02:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:30 PM	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
02:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
03:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:15 PM	0	0	0	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
03:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	1
03:45 PM	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	1
Total	0	0	0	2	2	0	0	0	1	1	0	0	0	1	1	0	0	0	0	0	0	4
04:00 PM	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
04:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:30 PM	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	2	2	0	0	0	0	0	0	0	2
Total	0	0	0	2	2	0	0	0	0	0	0	0	2	2	0	0	0	0	0	0	0	4
05:00 PM	0	0	0	4	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4
05:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	1
05:30 PM	0	0	0	3	3	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	4
05:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	7	7	0	0	0	1	1	0	0	0	1	1	0	0	0	0	0	0	9

# Peggy Malone & Associates

## (888) 247-8602

File Name : 54-Semmes Ave & Forrest Hill Ave\_Dundee Ave  
 Site Code :  
 Start Date : 8/25/2021  
 Page No : 2

### Groups Printed- Bicycles on Crosswalk

Start Time	Semmes Ave Southbound					Forest Hill Ave Westbound					Dundee Ave Northbound					Forest Hill Ave Eastbound					Int. Total
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	
06:00 PM	0	0	0	5	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	1
06:45 PM	0	0	0	2	2	0	0	0	1	1	0	0	0	2	2	0	0	0	0	0	5
<b>Total</b>	0	0	0	7	7	0	0	0	1	1	0	0	0	3	3	0	0	0	0	0	11
<b>Grand Total</b>	0	0	0	20	20	0	0	0	8	8	0	0	0	14	14	0	0	0	0	0	42
Apprch %	0	0	0	100		0	0	0	100		0	0	0	100		0	0	0	0	0	
Total %	0	0	0	47.6	47.6	0	0	0	19	19	0	0	0	33.3	33.3	0	0	0	0	0	

Peak Hour Analysis From 06:00 AM to 11:45 AM - Peak 1 of 1  
 Peak Hour for Entire Intersection Begins at 06:00 AM

Start Time	Semmes Ave Southbound				Forest Hill Ave Westbound				Dundee Ave Northbound				Forest Hill Ave Eastbound				Int. Total
	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	
06:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
06:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
06:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
06:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
<b>Total Volume</b>	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
<b>% App. Total</b>	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
PHF	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	

Peak Hour Analysis From 12:00 PM to 06:45 PM - Peak 1 of 1  
 Peak Hour for Entire Intersection Begins at 12:00 PM

12:00 PM	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
12:30 PM	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
<b>Total Volume</b>	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
<b>% App. Total</b>	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PHF	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000

# Peggy Malone & Associates

## (888) 247-8602

File Name : 54-Semmes Ave & Forrest Hill Ave\_Dundee Ave  
 Site Code :  
 Start Date : 8/25/2021  
 Page No : 1

### Groups Printed- Pedestrians

Start Time	Semmes Ave Southbound					Forest Hill Ave Westbound					Dundee Ave Northbound					Forest Hill Ave Eastbound					Int. Total	
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total		
06:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	1
06:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:45 AM	0	0	0	0	0	0	0	0	1	1	0	0	0	1	1	0	0	0	0	0	0	2
Total	0	0	0	0	0	0	0	0	1	1	0	0	0	2	2	0	0	0	0	0	0	3
07:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	2	2	0	0	0	0	0	0	0	2
07:15 AM	0	0	0	1	1	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	2
07:30 AM	0	0	0	0	0	0	0	0	2	2	0	0	0	2	2	0	0	0	0	0	0	4
07:45 AM	0	0	0	4	4	0	0	0	3	3	0	0	0	3	3	0	0	0	0	0	0	10
Total	0	0	0	5	5	0	0	0	5	5	0	0	0	8	8	0	0	0	0	0	0	18
08:00 AM	0	0	0	1	1	0	0	0	3	3	0	0	0	4	4	0	0	0	0	0	0	8
08:15 AM	0	0	0	0	0	0	0	0	1	1	0	0	0	3	3	0	0	0	0	0	0	4
08:30 AM	0	0	0	0	0	0	0	0	2	2	0	0	0	3	3	0	0	0	0	0	0	5
08:45 AM	0	0	0	0	0	0	0	0	2	2	0	0	0	3	3	0	0	0	0	0	0	5
Total	0	0	0	1	1	0	0	0	8	8	0	0	0	13	13	0	0	0	0	0	0	22
09:00 AM	0	0	0	0	0	0	0	0	1	1	0	0	0	4	4	0	0	0	1	1	1	6
09:15 AM	0	0	0	1	1	0	0	0	0	0	0	0	3	3	0	0	0	0	0	0	0	4
09:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	3	3	0	0	0	0	0	0	0	3
09:45 AM	0	0	0	1	1	0	0	0	0	0	0	0	2	2	0	0	0	0	0	0	0	3
Total	0	0	0	2	2	0	0	0	1	1	0	0	0	12	12	0	0	0	1	1	1	16
10:00 AM	0	0	0	1	1	0	0	0	0	0	0	0	2	2	0	0	0	0	0	0	0	3
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
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
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
Total	0	0	0	1	1	0	0	0	0	0	0	0	2	2	0	0	0	0	0	0	0	3
11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	1
11:15 AM	0	0	0	2	2	0	0	0	0	0	0	0	3	3	0	0	0	0	0	0	0	5
11:30 AM	0	0	0	3	3	0	0	0	1	1	0	0	0	3	3	0	0	0	0	0	0	7
11:45 AM	0	0	0	0	0	0	0	0	2	2	0	0	0	4	4	0	0	0	0	0	0	6
Total	0	0	0	5	5	0	0	0	3	3	0	0	0	11	11	0	0	0	0	0	0	19
12:00 PM	0	0	0	1	1	0	0	0	1	1	0	0	0	1	1	0	0	0	0	0	0	3
12:15 PM	0	0	0	0	0	0	0	0	2	2	0	0	0	3	3	0	0	0	0	0	0	5
12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	1
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
Total	0	0	0	1	1	0	0	0	3	3	0	0	0	5	5	0	0	0	0	0	0	9
01:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	2	2	0	0	0	0	0	0	0	2
01:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	1
Total	0	0	0	0	0	0	0	0	0	0	0	0	3	3	0	0	0	0	0	0	0	3
02:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:15 PM	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	1
02:30 PM	0	0	0	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
02:45 PM	0	0	0	0	0	0	0	0	1	1	0	0	0	1	1	0	0	0	0	0	0	2
Total	0	0	0	2	2	0	0	0	2	2	0	0	0	1	1	0	0	0	0	0	0	5
03:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:15 PM	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	1
03:30 PM	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
03:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	1
Total	0	0	0	1	1	0	0	0	1	1	0	0	0	1	1	0	0	0	0	0	0	3
04:00 PM	0	0	0	0	0	0	0	0	1	1	0	0	0	1	1	0	0	0	0	0	0	2
04:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	1
04:30 PM	0	0	0	1	1	0	0	0	2	2	0	0	0	2	2	0	0	0	0	0	0	5
04:45 PM	0	0	0	0	0	0	0	0	1	1	0	0	0	1	1	0	0	0	0	0	0	2
Total	0	0	0	1	1	0	0	0	4	4	0	0	0	5	5	0	0	0	0	0	0	10
05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	2	2	0	0	0	0	0	0	0	2
05:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:30 PM	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
05:45 PM	0	0	0	0	0	0	0	0	2	2	0	0	0	2	2	0	0	0	0	0	0	4
Total	0	0	0	1	1	0	0	0	2	2	0	0	0	4	4	0	0	0	0	0	0	7

# Peggy Malone & Associates

## (888) 247-8602

File Name : 54-Semmes Ave & Forrest Hill Ave\_Dundee Ave  
 Site Code :  
 Start Date : 8/25/2021  
 Page No : 2

### Groups Printed- Pedestrians

Start Time	Semmes Ave Southbound					Forest Hill Ave Westbound					Dundee Ave Northbound					Forest Hill Ave Eastbound					Int. Total	
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total		
06:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
06:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	2	0	0	0	0	0	2
06:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	3	0	0	0	0	0	3
06:45 PM	0	0	0	0	0	0	0	0	1	1	0	0	0	1	1	0	0	0	0	0	2	
Total	0	0	0	0	0	0	0	0	1	1	0	0	0	6	6	0	0	0	0	0	7	
Grand Total	0	0	0	20	20	0	0	0	31	31	0	0	0	73	73	0	0	0	1	1	125	
Apprch %	0	0	0	100		0	0	0	100		0	0	0	100		0	0	0	100			
Total %	0	0	0	16	16	0	0	0	24.8	24.8	0	0	0	58.4	58.4	0	0	0	0.8	0.8		

Peak Hour Analysis From 06:00 AM to 11:45 AM - Peak 1 of 1  
 Peak Hour for Entire Intersection Begins at 06:00 AM

Start Time	Semmes Ave Southbound					Forest Hill Ave Westbound					Dundee Ave Northbound					Forest Hill Ave Eastbound					Int. Total
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	
06:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% App. Total	0	0	0	0		0	0	0	0		0	0	0	0		0	0	0	0		
PHF	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000

Peak Hour Analysis From 12:00 PM to 06:45 PM - Peak 1 of 1  
 Peak Hour for Entire Intersection Begins at 12:00 PM

12:00 PM	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
12:30 PM	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
Total Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% App. Total	0	0	0	0		0	0	0	0		0	0	0	0		0	0	0	0		
PHF	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000

# Peggy Malone & Associates

## (888) 247-8602

File Name : 53-Semmes Ave & W 34th St  
 Site Code :  
 Start Date : 8/25/2021  
 Page No : 1

### Groups Printed- Cars

Start Time	W 34th St Southbound					Semmes Ave Westbound					W 34th St Northbound					Semmes Ave Eastbound					Int. Total
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	
06:00 AM	0	0	0	0	0	1	36	0	0	37	2	0	1	0	3	0	86	0	0	86	126
06:15 AM	0	0	0	0	0	0	44	0	0	44	1	0	0	0	1	0	75	0	0	75	120
06:30 AM	0	0	0	0	0	1	60	1	0	62	4	0	0	0	4	0	104	0	0	104	170
06:45 AM	0	0	0	0	0	1	82	2	0	85	2	0	0	0	2	1	102	1	0	104	191
<b>Total</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>222</b>	<b>3</b>	<b>0</b>	<b>228</b>	<b>9</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>10</b>	<b>1</b>	<b>367</b>	<b>1</b>	<b>0</b>	<b>369</b>	<b>607</b>
07:00 AM	0	0	1	0	1	4	77	4	0	85	4	0	1	0	5	1	120	1	0	122	213
07:15 AM	0	0	0	0	0	7	110	0	0	117	1	2	0	0	3	0	141	7	0	148	268
07:30 AM	0	0	0	0	0	9	153	0	0	162	4	2	0	0	6	2	170	5	0	177	345
07:45 AM	12	2	10	0	24	8	122	3	0	133	9	0	0	0	9	4	156	6	0	166	332
<b>Total</b>	<b>12</b>	<b>2</b>	<b>11</b>	<b>0</b>	<b>25</b>	<b>28</b>	<b>462</b>	<b>7</b>	<b>0</b>	<b>497</b>	<b>18</b>	<b>4</b>	<b>1</b>	<b>0</b>	<b>23</b>	<b>7</b>	<b>587</b>	<b>19</b>	<b>0</b>	<b>613</b>	<b>1158</b>
08:00 AM	8	0	3	0	11	5	132	5	0	142	8	2	0	0	10	2	136	4	0	142	305
08:15 AM	2	0	1	0	3	1	107	1	0	109	3	1	0	0	4	0	160	1	0	161	277
08:30 AM	1	0	1	0	2	0	137	3	0	140	2	0	0	0	2	0	163	2	0	165	309
08:45 AM	1	0	0	0	1	0	115	3	0	118	1	0	2	0	3	2	150	1	0	153	275
<b>Total</b>	<b>12</b>	<b>0</b>	<b>5</b>	<b>0</b>	<b>17</b>	<b>6</b>	<b>491</b>	<b>12</b>	<b>0</b>	<b>509</b>	<b>14</b>	<b>3</b>	<b>2</b>	<b>0</b>	<b>19</b>	<b>4</b>	<b>609</b>	<b>8</b>	<b>0</b>	<b>621</b>	<b>1166</b>
09:00 AM	0	1	0	0	1	0	101	1	0	102	1	2	0	0	3	2	111	1	0	114	220
09:15 AM	1	0	0	0	1	0	100	4	0	104	2	0	1	0	3	0	128	1	0	129	237
09:30 AM	0	0	1	0	1	1	96	2	0	99	0	0	0	0	0	1	123	2	0	126	226
09:45 AM	0	0	0	0	0	2	107	6	0	115	1	0	0	0	1	1	100	0	0	101	217
<b>Total</b>	<b>1</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>3</b>	<b>3</b>	<b>404</b>	<b>13</b>	<b>0</b>	<b>420</b>	<b>4</b>	<b>2</b>	<b>1</b>	<b>0</b>	<b>7</b>	<b>4</b>	<b>462</b>	<b>4</b>	<b>0</b>	<b>470</b>	<b>900</b>
10:00 AM	1	0	0	0	1	0	112	4	0	116	4	0	0	0	4	0	97	2	0	99	220
10:15 AM	2	0	0	0	2	0	97	3	0	100	3	0	0	0	3	1	113	1	0	115	220
10:30 AM	0	1	0	0	1	1	107	1	0	109	2	0	1	0	3	0	104	0	0	104	217
10:45 AM	1	0	0	0	1	2	101	6	0	109	1	0	0	0	1	0	93	0	0	93	204
<b>Total</b>	<b>4</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>3</b>	<b>417</b>	<b>14</b>	<b>0</b>	<b>434</b>	<b>10</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>11</b>	<b>1</b>	<b>407</b>	<b>3</b>	<b>0</b>	<b>411</b>	<b>861</b>
11:00 AM	1	0	1	0	2	0	115	2	0	117	1	0	0	0	1	0	86	3	0	89	209
11:15 AM	1	0	0	0	1	1	130	1	0	132	1	1	1	0	3	2	90	0	0	92	228
11:30 AM	0	1	0	0	1	0	124	4	0	128	2	0	2	0	4	1	113	0	0	114	247
11:45 AM	0	0	1	0	1	0	123	4	0	127	4	0	0	0	4	1	145	2	0	148	280
<b>Total</b>	<b>2</b>	<b>1</b>	<b>2</b>	<b>0</b>	<b>5</b>	<b>1</b>	<b>492</b>	<b>11</b>	<b>0</b>	<b>504</b>	<b>8</b>	<b>1</b>	<b>3</b>	<b>0</b>	<b>12</b>	<b>4</b>	<b>434</b>	<b>5</b>	<b>0</b>	<b>443</b>	<b>964</b>
12:00 PM	1	0	1	0	2	0	136	3	0	139	5	1	0	0	6	3	115	0	0	118	265
12:15 PM	1	0	0	0	1	0	142	6	0	148	6	0	0	0	6	1	115	1	0	117	272
12:30 PM	1	0	1	0	2	1	139	8	0	148	1	0	1	0	2	1	124	5	0	130	282
12:45 PM	3	0	1	0	4	0	139	3	0	142	1	0	0	0	1	0	130	1	0	131	278
<b>Total</b>	<b>6</b>	<b>0</b>	<b>3</b>	<b>0</b>	<b>9</b>	<b>1</b>	<b>556</b>	<b>20</b>	<b>0</b>	<b>577</b>	<b>13</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>15</b>	<b>5</b>	<b>484</b>	<b>7</b>	<b>0</b>	<b>496</b>	<b>1097</b>
01:00 PM	0	0	0	0	0	1	133	7	0	141	5	0	0	0	5	1	110	1	0	112	258
01:15 PM	4	0	0	0	4	0	151	6	0	157	2	0	1	0	3	1	151	5	0	157	321
01:30 PM	1	0	0	0	1	0	129	3	0	132	2	0	0	0	2	1	143	0	0	144	279
01:45 PM	1	0	0	0	1	1	125	2	0	128	1	0	5	0	6	3	132	3	0	138	273
<b>Total</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>2</b>	<b>538</b>	<b>18</b>	<b>0</b>	<b>558</b>	<b>10</b>	<b>0</b>	<b>6</b>	<b>0</b>	<b>16</b>	<b>6</b>	<b>536</b>	<b>9</b>	<b>0</b>	<b>551</b>	<b>1131</b>
02:00 PM	0	0	1	0	1	2	169	3	0	174	3	1	0	0	4	2	121	3	0	126	305
02:15 PM	1	0	1	0	2	6	135	0	0	141	2	0	0	0	2	4	122	2	0	128	273
02:30 PM	1	0	0	0	1	6	145	3	0	154	1	1	0	0	2	1	143	5	0	149	306
02:45 PM	13	1	9	0	23	2	171	1	0	174	8	0	1	0	9	4	110	3	0	117	323
<b>Total</b>	<b>15</b>	<b>1</b>	<b>11</b>	<b>0</b>	<b>27</b>	<b>16</b>	<b>620</b>	<b>7</b>	<b>0</b>	<b>643</b>	<b>14</b>	<b>2</b>	<b>1</b>	<b>0</b>	<b>17</b>	<b>11</b>	<b>496</b>	<b>13</b>	<b>0</b>	<b>520</b>	<b>1207</b>
03:00 PM	3	0	1	0	4	0	155	2	0	157	2	0	0	0	2	1	121	1	0	123	286
03:15 PM	0	0	0	0	0	0	165	5	0	170	2	0	0	0	2	2	166	0	0	168	340
03:30 PM	5	1	2	0	8	2	181	7	0	190	3	0	0	0	3	1	155	0	0	156	357
03:45 PM	5	0	3	0	8	0	214	5	0	219	1	0	1	0	2	1	165	0	0	166	395
<b>Total</b>	<b>13</b>	<b>1</b>	<b>6</b>	<b>0</b>	<b>20</b>	<b>2</b>	<b>715</b>	<b>19</b>	<b>0</b>	<b>736</b>	<b>8</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>9</b>	<b>5</b>	<b>607</b>	<b>1</b>	<b>0</b>	<b>613</b>	<b>1378</b>
04:00 PM	2	2	3	0	7	1	205	9	0	215	4	0	0	0	4	0	153	0	0	153	379
04:15 PM	1	0	3	0	4	1	229	7	0	237	1	1	1	0	3	1	198	0	0	199	443
04:30 PM	3	0	1	0	4	2	224	4	0	230	6	0	0	0	6	0	158	2	0	160	400
04:45 PM	3	1	0	0	4	0	268	6	0	274	4	0	1	0	5	0	162	2	0	164	447
<b>Total</b>	<b>9</b>	<b>3</b>	<b>7</b>	<b>0</b>	<b>19</b>	<b>4</b>	<b>926</b>	<b>26</b>	<b>0</b>	<b>956</b>	<b>15</b>	<b>1</b>	<b>2</b>	<b>0</b>	<b>18</b>	<b>1</b>	<b>671</b>	<b>4</b>	<b>0</b>	<b>676</b>	<b>1669</b>
05:00 PM	2	1	1	0	4	1	238	7	0	246	6	0	0	0	6	0	162	2	0	164	420
05:15 PM	0	1	1	0	2	4	297	9	0	310	3	0	0	0	3	1	174	1	0	176	491
05:30 PM	3	0	1	0	4	1	234	7	0	242	1	0	1	0	2	1	161	1	0	163	411
05:45 PM	1	0	1	0	2	0	236	5	0	241	3	0	2	0	5	1	173	2	0	176	424
<b>Total</b>	<b>6</b>	<b>2</b>	<b>4</b>	<b>0</b>	<b>12</b>	<b>6</b>	<b>1005</b>	<b>28</b>	<b>0</b>	<b>1039</b>	<b>13</b>	<b>0</b>	<b>3</b>	<b>0</b>	<b>16</b>	<b>3</b>	<b>670</b>	<b>6</b>	<b>0</b>	<b>679</b>	<b>1746</b>

# Peggy Malone & Associates

## (888) 247-8602

File Name : 53-Semmes Ave & W 34th St  
 Site Code :  
 Start Date : 8/25/2021  
 Page No : 2

### Groups Printed- Cars

Start Time	W 34th St Southbound					Semmes Ave Westbound					W 34th St Northbound					Semmes Ave Eastbound					Int. Total
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	
06:00 PM	1	0	1	0	2	1	189	5	0	195	2	0	2	0	4	0	144	1	0	145	346
06:15 PM	0	0	0	0	0	0	191	6	0	197	2	0	1	0	3	0	166	0	0	166	366
06:30 PM	1	1	0	0	2	0	177	4	0	181	1	0	0	0	1	2	161	0	0	163	347
06:45 PM	0	0	1	0	1	1	166	5	0	172	3	0	1	0	4	0	151	0	0	151	328
<b>Total</b>	<b>2</b>	<b>1</b>	<b>2</b>	<b>0</b>	<b>5</b>	<b>2</b>	<b>723</b>	<b>20</b>	<b>0</b>	<b>745</b>	<b>8</b>	<b>0</b>	<b>4</b>	<b>0</b>	<b>12</b>	<b>2</b>	<b>622</b>	<b>1</b>	<b>0</b>	<b>625</b>	<b>1387</b>
<b>Grand Total</b>	<b>88</b>	<b>13</b>	<b>52</b>	<b>0</b>	<b>153</b>	<b>77</b>	<b>7571</b>	<b>198</b>	<b>0</b>	<b>7846</b>	<b>144</b>	<b>14</b>	<b>27</b>	<b>0</b>	<b>185</b>	<b>54</b>	<b>6952</b>	<b>81</b>	<b>0</b>	<b>7087</b>	<b>15271</b>
Apprch %	57.5	8.5	34	0	1	0.5	96.5	2.5	0	51.4	77.8	7.6	14.6	0	1.2	0.8	98.1	1.1	0	46.4	
Total %	0.6	0.1	0.3	0	1	0.5	49.6	1.3	0	51.4	0.9	0.1	0.2	0	1.2	0.4	45.5	0.5	0	46.4	

Peak Hour Analysis From 06:00 AM to 11:45 AM - Peak 1 of 1  
 Peak Hour for Entire Intersection Begins at 07:30 AM

Start Time	W 34th St Southbound					Semmes Ave Westbound					W 34th St Northbound					Semmes Ave Eastbound					Int. Total
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	
07:30 AM	0	0	0	0	0	<b>9</b>	<b>153</b>	0	<b>162</b>	4	2	0	6	2	<b>170</b>	5	<b>177</b>			<b>345</b>	
07:45 AM	<b>12</b>	<b>2</b>	<b>10</b>	<b>24</b>	8	122	3	133	<b>9</b>	0	0	9	<b>4</b>	156	<b>6</b>	166			332		
08:00 AM	8	0	3	11	5	132	<b>5</b>	142	<b>10</b>	8	2	0	<b>10</b>	2	136	4	142			305	
08:15 AM	2	0	1	3	1	107	1	109	3	1	0	4	0	160	1	161			277		
Total Volume	22	2	14	38	23	514	9	546	24	5	0	29	8	622	16	646			1259		
% App. Total	57.9	5.3	36.8		4.2	94.1	1.6		82.8	17.2	0		1.2	96.3	2.5						
PHF	.458	.250	.350	.396	.639	.840	.450	.843	.667	.625	.000	.725	.500	.915	.667	.912			.912		

Peak Hour Analysis From 12:00 PM to 06:45 PM - Peak 1 of 1  
 Peak Hour for Entire Intersection Begins at 04:45 PM

04:45 PM	<b>3</b>	<b>1</b>	0	<b>4</b>	0	268	6	274	4	0	<b>1</b>	5	0	162	<b>2</b>	164			447
05:00 PM	2	1	<b>1</b>	4	1	238	7	246	<b>6</b>	0	0	<b>6</b>	0	162	2	164			420
05:15 PM	0	1	1	2	<b>4</b>	<b>297</b>	<b>9</b>	<b>310</b>	3	0	0	3	<b>1</b>	<b>174</b>	1	<b>176</b>			<b>491</b>
05:30 PM	3	0	1	4	1	234	7	242	1	0	1	2	1	161	1	163			411
Total Volume	8	3	3	14	6	1037	29	1072	14	0	2	16	2	659	6	667			1769
% App. Total	57.1	21.4	21.4		0.6	96.7	2.7		87.5	0	12.5		0.3	98.8	0.9				
PHF	.667	.750	.750	.875	.375	.873	.806	.865	.583	.000	.500	.667	.500	.947	.750	.947			.901

# Peggy Malone & Associates

## (888) 247-8602

File Name : 53-Semmes Ave & W 34th St  
 Site Code :  
 Start Date : 8/25/2021  
 Page No : 1

### Groups Printed- Trucks

Start Time	W 34th St Southbound					Semmes Ave Westbound					W 34th St Northbound					Semmes Ave Eastbound					Int. Total
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	
06:00 AM	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	5	0	0	5	7
06:15 AM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	1	0	0	1	2
06:30 AM	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	2	0	0	2	4
06:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0	0	3	3
<b>Total</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>16</b>
07:00 AM	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	2	1	0	3	5
07:15 AM	0	0	1	0	1	0	3	0	0	3	0	0	0	0	0	0	1	0	0	1	5
07:30 AM	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	5	0	0	5	7
07:45 AM	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	0	5	0	0	5	8
<b>Total</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>10</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>13</b>	<b>1</b>	<b>0</b>	<b>14</b>	<b>25</b>
08:00 AM	0	0	0	0	0	0	3	0	0	3	1	0	0	0	1	0	4	0	0	4	8
08:15 AM	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	0	2	0	0	2	5
08:30 AM	0	0	0	0	0	0	4	0	0	4	0	0	0	0	0	0	2	0	0	2	6
08:45 AM	0	0	0	0	0	0	6	0	0	6	0	0	0	0	0	0	5	0	0	5	11
<b>Total</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>16</b>	<b>0</b>	<b>0</b>	<b>16</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>13</b>	<b>0</b>	<b>0</b>	<b>13</b>	<b>30</b>
09:00 AM	0	0	0	0	0	0	4	0	0	4	0	0	0	0	0	0	4	0	0	4	8
09:15 AM	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	4	0	0	4	6
09:30 AM	0	0	0	0	0	0	7	0	0	7	0	0	0	0	0	0	7	0	0	7	14
09:45 AM	0	0	0	0	0	0	4	1	0	5	0	0	0	0	0	0	7	0	0	7	12
<b>Total</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>17</b>	<b>1</b>	<b>0</b>	<b>18</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>22</b>	<b>0</b>	<b>0</b>	<b>22</b>	<b>40</b>
10:00 AM	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	0	2	0	0	2	5
10:15 AM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	4	0	0	4	5
10:30 AM	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	0	7	1	0	8	11
10:45 AM	1	0	0	0	1	0	7	0	0	7	0	0	0	0	0	0	5	0	0	5	13
<b>Total</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>14</b>	<b>0</b>	<b>0</b>	<b>14</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>18</b>	<b>1</b>	<b>0</b>	<b>19</b>	<b>34</b>
11:00 AM	0	0	0	0	0	0	6	0	0	6	0	0	0	0	0	0	3	0	0	3	9
11:15 AM	0	0	0	0	0	0	4	0	0	4	0	0	0	0	0	0	6	0	0	6	10
11:30 AM	0	0	0	0	0	0	6	1	0	7	0	0	0	0	0	0	8	0	0	8	15
11:45 AM	0	0	0	0	0	0	2	1	0	3	0	0	0	0	0	0	1	0	0	1	4
<b>Total</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>18</b>	<b>2</b>	<b>0</b>	<b>20</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>18</b>	<b>0</b>	<b>0</b>	<b>18</b>	<b>38</b>
12:00 PM	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	4	0	0	4	6
12:15 PM	0	0	0	0	0	0	4	0	0	4	0	0	0	0	0	0	3	0	0	3	7
12:30 PM	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	0	4	0	0	4	7
12:45 PM	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	0	2	0	0	2	5
<b>Total</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>12</b>	<b>0</b>	<b>0</b>	<b>12</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>13</b>	<b>0</b>	<b>0</b>	<b>13</b>	<b>25</b>
01:00 PM	0	0	0	0	0	0	4	0	0	4	0	0	0	0	0	0	6	0	0	6	10
01:15 PM	0	0	0	0	0	0	5	0	0	5	0	0	0	0	0	0	3	0	0	3	8
01:30 PM	0	0	0	0	0	0	7	0	0	7	0	0	0	0	0	0	6	0	0	6	13
01:45 PM	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	3	0	0	3	5
<b>Total</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>18</b>	<b>0</b>	<b>0</b>	<b>18</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>18</b>	<b>0</b>	<b>0</b>	<b>18</b>	<b>36</b>
02:00 PM	0	0	0	0	0	1	3	0	0	4	0	0	0	0	0	0	4	0	0	4	8
02:15 PM	0	0	0	0	0	0	7	0	0	7	0	0	0	0	0	0	6	0	0	6	13
02:30 PM	0	0	0	0	0	0	5	0	0	5	0	0	0	0	0	0	4	0	0	4	9
02:45 PM	0	0	0	0	0	0	5	0	0	5	0	0	0	0	0	0	2	0	0	2	7
<b>Total</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>20</b>	<b>0</b>	<b>0</b>	<b>21</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>16</b>	<b>0</b>	<b>0</b>	<b>16</b>	<b>37</b>
03:00 PM	0	0	0	0	0	0	7	0	0	7	0	0	0	0	0	0	3	0	0	3	10
03:15 PM	0	0	0	0	0	0	4	0	0	4	0	0	0	0	0	0	3	0	0	3	7
03:30 PM	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	1	5	0	0	6	8
03:45 PM	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	5	0	0	5	7
<b>Total</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>15</b>	<b>0</b>	<b>0</b>	<b>15</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>16</b>	<b>0</b>	<b>0</b>	<b>17</b>	<b>32</b>
04:00 PM	0	0	0	0	0	0	5	0	0	5	0	0	0	0	0	0	2	0	0	2	7
04:15 PM	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	8	0	0	8	10
04:30 PM	0	0	0	0	0	0	3	0	0	3	0	0	1	0	1	0	7	0	0	7	11
04:45 PM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	1	0	0	1	2
<b>Total</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>18</b>	<b>0</b>	<b>0</b>	<b>18</b>	<b>30</b>
05:00 PM	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	0	2	0	0	2	5
05:15 PM	0	0	0	0	0	0	5	0	0	5	0	0	0	0	0	0	2	0	0	2	7
05:30 PM	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	3	0	0	3	5
05:45 PM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	1	0	0	1	2
<b>Total</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>19</b>

# Peggy Malone & Associates

## (888) 247-8602

File Name : 53-Semmes Ave & W 34th St  
 Site Code :  
 Start Date : 8/25/2021  
 Page No : 2

### Groups Printed- Trucks

Start Time	W 34th St Southbound					Semmes Ave Westbound					W 34th St Northbound					Semmes Ave Eastbound					Int. Total
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	
06:00 PM	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	0	1	0	0	1	4
06:15 PM	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	0	0	0	0	0	3
06:30 PM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	2	0	0	2	3
06:45 PM	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	0	1	0	0	1	4
<b>Total</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>14</b>
<b>Grand Total</b>	<b>1</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>2</b>	<b>1</b>	<b>177</b>	<b>3</b>	<b>0</b>	<b>181</b>	<b>1</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>2</b>	<b>1</b>	<b>188</b>	<b>2</b>	<b>0</b>	<b>191</b>	<b>376</b>
Apprch %	50	0	50	0		0.6	97.8	1.7	0		50	0	50	0		0.5	98.4	1	0		
Total %	0.3	0	0.3	0	0.5	0.3	47.1	0.8	0	48.1	0.3	0	0.3	0	0.5	0.3	50	0.5	0	50.8	

Start Time	W 34th St Southbound					Semmes Ave Westbound					W 34th St Northbound					Semmes Ave Eastbound					Int. Total
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	
Peak Hour Analysis From 06:00 AM to 11:45 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 10:45 AM																					
10:45 AM	1	0	0	0	1	0	7	0	0	7	0	0	0	0	0	0	5	0	0	5	13
11:00 AM	0	0	0	0	0	0	6	0	0	6	0	0	0	0	0	0	3	0	0	3	9
11:15 AM	0	0	0	0	0	0	4	0	0	4	0	0	0	0	0	0	6	0	0	6	10
11:30 AM	0	0	0	0	0	0	6	1	0	7	0	0	0	0	0	0	8	0	0	8	15
Total Volume	1	0	0	0	1	0	23	1	0	24	0	0	0	0	0	0	22	0	0	22	47
% App. Total	100	0	0	0		0	95.8	4.2	0		0	0	0	0		0	100	0	0		
PHF	.250	.000	.000	.000	.250	.000	.821	.250	.857		.000	.000	.000	.000		.000	.688	.000	.688	.783	

Start Time	W 34th St Southbound					Semmes Ave Westbound					W 34th St Northbound					Semmes Ave Eastbound					Int. Total
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	
Peak Hour Analysis From 12:00 PM to 06:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 01:30 PM																					
01:30 PM	0	0	0	0	0	0	7	0	0	7	0	0	0	0	0	0	6	0	0	6	13
01:45 PM	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	3	0	0	3	5
02:00 PM	0	0	0	0	0	1	3	0	0	4	0	0	0	0	0	0	4	0	0	4	8
02:15 PM	0	0	0	0	0	0	7	0	0	7	0	0	0	0	0	0	6	0	0	6	13
Total Volume	0	0	0	0	0	1	19	0	0	20	0	0	0	0	0	0	19	0	0	19	39
% App. Total	0	0	0	0		5	95	0	0		0	0	0	0		0	100	0	0		
PHF	.000	.000	.000	.000	.000	.250	.679	.000	.714		.000	.000	.000	.000		.000	.792	.000	.792	.750	

# Peggy Malone & Associates

## (888) 247-8602

File Name : 53-Semmes Ave & W 34th St  
 Site Code :  
 Start Date : 8/25/2021  
 Page No : 1

### Groups Printed- Cars - Trucks

Start Time	W 34th St Southbound					Semmes Ave Westbound					W 34th St Northbound					Semmes Ave Eastbound					Int. Total
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	
06:00 AM	0	0	0	0	0	1	38	0	0	39	2	0	1	0	3	0	91	0	0	91	133
06:15 AM	0	0	0	0	0	0	45	0	0	45	1	0	0	0	1	0	76	0	0	76	122
06:30 AM	0	0	0	0	0	1	62	1	0	64	4	0	0	0	4	0	106	0	0	106	174
06:45 AM	0	0	0	0	0	1	82	2	0	85	2	0	0	0	2	1	105	1	0	107	194
<b>Total</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>227</b>	<b>3</b>	<b>0</b>	<b>233</b>	<b>9</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>10</b>	<b>1</b>	<b>378</b>	<b>1</b>	<b>0</b>	<b>380</b>	<b>623</b>
07:00 AM	0	0	1	0	1	4	79	4	0	87	4	0	1	0	5	1	122	2	0	125	218
07:15 AM	0	0	1	0	1	7	113	0	0	120	1	2	0	0	3	0	142	7	0	149	273
07:30 AM	0	0	0	0	0	9	155	0	0	164	4	2	0	0	6	2	175	5	0	182	352
07:45 AM	12	2	10	0	24	8	125	3	0	136	9	0	0	0	9	4	161	6	0	171	340
<b>Total</b>	<b>12</b>	<b>2</b>	<b>12</b>	<b>0</b>	<b>26</b>	<b>28</b>	<b>472</b>	<b>7</b>	<b>0</b>	<b>507</b>	<b>18</b>	<b>4</b>	<b>1</b>	<b>0</b>	<b>23</b>	<b>7</b>	<b>600</b>	<b>20</b>	<b>0</b>	<b>627</b>	<b>1183</b>
08:00 AM	8	0	3	0	11	5	135	5	0	145	9	2	0	0	11	2	140	4	0	146	313
08:15 AM	2	0	1	0	3	1	110	1	0	112	3	1	0	0	4	0	162	1	0	163	282
08:30 AM	1	0	1	0	2	0	141	3	0	144	2	0	0	0	2	0	165	2	0	167	315
08:45 AM	1	0	0	0	1	0	121	3	0	124	1	0	2	0	3	2	155	1	0	158	286
<b>Total</b>	<b>12</b>	<b>0</b>	<b>5</b>	<b>0</b>	<b>17</b>	<b>6</b>	<b>507</b>	<b>12</b>	<b>0</b>	<b>525</b>	<b>15</b>	<b>3</b>	<b>2</b>	<b>0</b>	<b>20</b>	<b>4</b>	<b>622</b>	<b>8</b>	<b>0</b>	<b>634</b>	<b>1196</b>
09:00 AM	0	1	0	0	1	0	105	1	0	106	1	2	0	0	3	2	115	1	0	118	228
09:15 AM	1	0	0	0	1	0	102	4	0	106	2	0	1	0	3	0	132	1	0	133	243
09:30 AM	0	0	1	0	1	1	103	2	0	106	0	0	0	0	0	1	130	2	0	133	240
09:45 AM	0	0	0	0	0	2	111	7	0	120	1	0	0	0	1	1	107	0	0	108	229
<b>Total</b>	<b>1</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>3</b>	<b>3</b>	<b>421</b>	<b>14</b>	<b>0</b>	<b>438</b>	<b>4</b>	<b>2</b>	<b>1</b>	<b>0</b>	<b>7</b>	<b>4</b>	<b>484</b>	<b>4</b>	<b>0</b>	<b>492</b>	<b>940</b>
10:00 AM	1	0	0	0	1	0	115	4	0	119	4	0	0	0	4	0	99	2	0	101	225
10:15 AM	2	0	0	0	2	0	98	3	0	101	3	0	0	0	3	1	117	1	0	119	225
10:30 AM	0	1	0	0	1	1	110	1	0	112	2	0	1	0	3	0	111	1	0	112	228
10:45 AM	2	0	0	0	2	2	108	6	0	116	1	0	0	0	1	0	98	0	0	98	217
<b>Total</b>	<b>5</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>3</b>	<b>431</b>	<b>14</b>	<b>0</b>	<b>448</b>	<b>10</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>11</b>	<b>1</b>	<b>425</b>	<b>4</b>	<b>0</b>	<b>430</b>	<b>895</b>
11:00 AM	1	0	1	0	2	0	121	2	0	123	1	0	0	0	1	0	89	3	0	92	218
11:15 AM	1	0	0	0	1	1	134	1	0	136	1	1	1	0	3	2	96	0	0	98	238
11:30 AM	0	1	0	0	1	0	130	5	0	135	2	0	2	0	4	1	121	0	0	122	262
11:45 AM	0	0	1	0	1	0	125	5	0	130	4	0	0	0	4	1	146	2	0	149	284
<b>Total</b>	<b>2</b>	<b>1</b>	<b>2</b>	<b>0</b>	<b>5</b>	<b>1</b>	<b>510</b>	<b>13</b>	<b>0</b>	<b>524</b>	<b>8</b>	<b>1</b>	<b>3</b>	<b>0</b>	<b>12</b>	<b>4</b>	<b>452</b>	<b>5</b>	<b>0</b>	<b>461</b>	<b>1002</b>
12:00 PM	1	0	1	0	2	0	138	3	0	141	5	1	0	0	6	3	119	0	0	122	271
12:15 PM	1	0	0	0	1	0	146	6	0	152	6	0	0	0	6	1	118	1	0	120	279
12:30 PM	1	0	1	0	2	1	142	8	0	151	1	0	1	0	2	1	128	5	0	134	289
12:45 PM	3	0	1	0	4	0	142	3	0	145	1	0	0	0	1	0	132	1	0	133	283
<b>Total</b>	<b>6</b>	<b>0</b>	<b>3</b>	<b>0</b>	<b>9</b>	<b>1</b>	<b>568</b>	<b>20</b>	<b>0</b>	<b>589</b>	<b>13</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>15</b>	<b>5</b>	<b>497</b>	<b>7</b>	<b>0</b>	<b>509</b>	<b>1122</b>
01:00 PM	0	0	0	0	0	1	137	7	0	145	5	0	0	0	5	1	116	1	0	118	268
01:15 PM	4	0	0	0	4	0	156	6	0	162	2	0	1	0	3	1	154	5	0	160	329
01:30 PM	1	0	0	0	1	0	136	3	0	139	2	0	0	0	2	1	149	0	0	150	292
01:45 PM	1	0	0	0	1	1	127	2	0	130	1	0	5	0	6	3	135	3	0	141	278
<b>Total</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>2</b>	<b>556</b>	<b>18</b>	<b>0</b>	<b>576</b>	<b>10</b>	<b>0</b>	<b>6</b>	<b>0</b>	<b>16</b>	<b>6</b>	<b>554</b>	<b>9</b>	<b>0</b>	<b>569</b>	<b>1167</b>
02:00 PM	0	0	1	0	1	3	172	3	0	178	3	1	0	0	4	2	125	3	0	130	313
02:15 PM	1	0	1	0	2	6	142	0	0	148	2	0	0	0	2	4	128	2	0	134	286
02:30 PM	1	0	0	0	1	6	150	3	0	159	1	1	0	0	2	1	147	5	0	153	315
02:45 PM	13	1	9	0	23	2	176	1	0	179	8	0	1	0	9	4	112	3	0	119	330
<b>Total</b>	<b>15</b>	<b>1</b>	<b>11</b>	<b>0</b>	<b>27</b>	<b>17</b>	<b>640</b>	<b>7</b>	<b>0</b>	<b>664</b>	<b>14</b>	<b>2</b>	<b>1</b>	<b>0</b>	<b>17</b>	<b>11</b>	<b>512</b>	<b>13</b>	<b>0</b>	<b>536</b>	<b>1244</b>
03:00 PM	3	0	1	0	4	0	162	2	0	164	2	0	0	0	2	1	124	1	0	126	296
03:15 PM	0	0	0	0	0	0	169	5	0	174	2	0	0	0	2	2	169	0	0	171	347
03:30 PM	5	1	2	0	8	2	183	7	0	192	3	0	0	0	3	2	160	0	0	162	365
03:45 PM	5	0	3	0	8	0	216	5	0	221	1	0	1	0	2	1	170	0	0	171	402
<b>Total</b>	<b>13</b>	<b>1</b>	<b>6</b>	<b>0</b>	<b>20</b>	<b>2</b>	<b>730</b>	<b>19</b>	<b>0</b>	<b>751</b>	<b>8</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>9</b>	<b>6</b>	<b>623</b>	<b>1</b>	<b>0</b>	<b>630</b>	<b>1410</b>
04:00 PM	2	2	3	0	7	1	210	9	0	220	4	0	0	0	4	0	155	0	0	155	386
04:15 PM	1	0	3	0	4	1	231	7	0	239	1	1	1	0	3	1	206	0	0	207	453
04:30 PM	3	0	1	0	4	2	227	4	0	233	6	0	1	0	7	0	165	2	0	167	411
04:45 PM	3	1	0	0	4	0	269	6	0	275	4	0	1	0	5	0	163	2	0	165	449
<b>Total</b>	<b>9</b>	<b>3</b>	<b>7</b>	<b>0</b>	<b>19</b>	<b>4</b>	<b>937</b>	<b>26</b>	<b>0</b>	<b>967</b>	<b>15</b>	<b>1</b>	<b>3</b>	<b>0</b>	<b>19</b>	<b>1</b>	<b>689</b>	<b>4</b>	<b>0</b>	<b>694</b>	<b>1699</b>
05:00 PM	2	1	1	0	4	1	241	7	0	249	6	0	0	0	6	0	164	2	0	166	425
05:15 PM	0	1	1	0	2	4	302	9	0	315	3	0	0	0	3	1	176	1	0	178	498
05:30 PM	3	0	1	0	4	1	236	7	0	244	1	0	1	0	2	1	164	1	0	166	416
05:45 PM	1	0	1	0	2	0	237	5	0	242	3	0	2	0	5	1	174	2	0	177	426
<b>Total</b>	<b>6</b>	<b>2</b>	<b>4</b>	<b>0</b>	<b>12</b>	<b>6</b>	<b>1016</b>	<b>28</b>	<b>0</b>	<b>1050</b>	<b>13</b>	<b>0</b>	<b>3</b>	<b>0</b>	<b>16</b>	<b>3</b>	<b>678</b>	<b>6</b>	<b>0</b>	<b>687</b>	<b>1765</b>

# Peggy Malone & Associates

## (888) 247-8602

File Name : 53-Semmes Ave & W 34th St  
 Site Code :  
 Start Date : 8/25/2021  
 Page No : 2

### Groups Printed- Cars - Trucks

Start Time	W 34th St Southbound					Semmes Ave Westbound					W 34th St Northbound					Semmes Ave Eastbound					Int. Total
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	
06:00 PM	1	0	1	0	2	1	192	5	0	198	2	0	2	0	4	0	145	1	0	146	350
06:15 PM	0	0	0	0	0	0	194	6	0	200	2	0	1	0	3	0	166	0	0	166	369
06:30 PM	1	1	0	0	2	0	178	4	0	182	1	0	0	0	1	2	163	0	0	165	350
06:45 PM	0	0	1	0	1	1	169	5	0	175	3	0	1	0	4	0	152	0	0	152	332
<b>Total</b>	<b>2</b>	<b>1</b>	<b>2</b>	<b>0</b>	<b>5</b>	<b>2</b>	<b>733</b>	<b>20</b>	<b>0</b>	<b>755</b>	<b>8</b>	<b>0</b>	<b>4</b>	<b>0</b>	<b>12</b>	<b>2</b>	<b>626</b>	<b>1</b>	<b>0</b>	<b>629</b>	<b>1401</b>
<b>Grand Total</b>	<b>89</b>	<b>13</b>	<b>53</b>	<b>0</b>	<b>155</b>	<b>78</b>	<b>7748</b>	<b>201</b>	<b>0</b>	<b>8027</b>	<b>145</b>	<b>14</b>	<b>28</b>	<b>0</b>	<b>187</b>	<b>55</b>	<b>7140</b>	<b>83</b>	<b>0</b>	<b>7278</b>	<b>15647</b>
Apprch %	57.4	8.4	34.2	0		1	96.5	2.5	0		77.5	7.5	15	0		0.8	98.1	1.1	0		
Total %	0.6	0.1	0.3	0	1	0.5	49.5	1.3	0	51.3	0.9	0.1	0.2	0	1.2	0.4	45.6	0.5	0	46.5	
Cars	88	13	52	0	153	77	7571	198	0	7846	144	14	27	0	185	54	6952	81	0	7087	15271
% Cars	98.9	100	98.1	0	98.7	98.7	97.7	98.5	0	97.7	99.3	100	96.4	0	98.9	98.2	97.4	97.6	0	97.4	97.6
Trucks	1	0	1	0	2	1	177	3	0	181	1	0	1	0	2	1	188	2	0	191	376
% Trucks	1.1	0	1.9	0	1.3	1.3	2.3	1.5	0	2.3	0.7	0	3.6	0	1.1	1.8	2.6	2.4	0	2.6	2.4

Start Time	W 34th St Southbound					Semmes Ave Westbound					W 34th St Northbound					Semmes Ave Eastbound					Int. Total
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	
07:30 AM	0	0	0	0	0	9	155	0	0	164	4	2	0	0	6	2	175	5	0	182	352
07:45 AM	12	2	10	0	24	8	125	3	0	136	9	0	0	0	9	4	161	6	0	171	340
08:00 AM	8	0	3	0	11	5	135	5	0	145	9	2	0	0	11	2	140	4	0	146	313
08:15 AM	2	0	1	0	3	1	110	1	0	112	3	1	0	0	4	0	162	1	0	163	282
Total Volume	22	2	14	0	38	23	525	9	0	557	25	5	0	0	30	8	638	16	0	662	1287
% App. Total	57.9	5.3	36.8	0		4.1	94.3	1.6	0		83.3	16.7	0	0		1.2	96.4	2.4	0		
PHF	.458	.250	.350	0	.396	.639	.847	.450	0	.849	.694	.625	.000	0	.682	.500	.911	.667	0	.909	.914

Peak Hour Analysis From 12:00 PM to 06:45 PM - Peak 1 of 1  
 Peak Hour for Entire Intersection Begins at 04:45 PM

04:45 PM	3	1	0	0	4	0	269	6	0	275	4	0	1	5	0	163	2	0	165	449	
05:00 PM	2	1	1	0	4	1	241	7	0	249	6	0	0	6	0	164	2	0	166	425	
05:15 PM	0	1	1	0	2	4	302	9	0	315	3	0	0	3	1	176	1	0	178	498	
05:30 PM	3	0	1	0	4	1	236	7	0	244	1	0	1	2	1	164	1	0	166	416	
Total Volume	8	3	3	0	14	6	1048	29	0	1083	14	0	2	16	2	667	6	0	675	1788	
% App. Total	57.1	21.4	21.4	0		0.6	96.8	2.7	0		87.5	0	12.5	0		0.3	98.8	0.9	0		
PHF	.667	.750	.750	0	.875	.375	.868	.806	0	.860	.583	.000	.500	0	.667	.500	.947	.750	0	.948	.898

# Peggy Malone & Associates

## (888) 247-8602

File Name : 53-Semmes Ave & W 34th St  
 Site Code :  
 Start Date : 8/25/2021  
 Page No : 1

### Groups Printed- Bicycles on Crosswalk

Start Time	W 34th St Southbound					Semmes Ave Westbound					W 34th St Northbound					Semmes Ave Eastbound					Int. Total	
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total		
06:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:45 AM	0	0	0	0	0	0	0	0	0	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	0	0	0	0	0	0	0	0	0
07:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	1
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	1
08:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	1
08:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:45 AM	0	0	0	0	0	0	0	0	0	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	1	1	0	0	0	0	0	0	1
09:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	1	1
09:30 AM	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
09:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	1	2
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
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
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
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
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15 AM	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
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
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
Total	0	0	0	1	1	0	0	0	0	0	0	0	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	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
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
12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	1	1	1	2
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	1	1	1	2
01:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	1
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	1
02:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:45 PM	0	0	0	0	0	0	0	0	0	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	0	0	0	0	0	0	0	0	0
03:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	1
03:45 PM	0	0	0	0	0	0	0	0	0	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	1	1	0	0	0	0	0	0	1
04:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:45 PM	0	0	0	0	0	0	0	0	0	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	0	0	0	0	0	0	0	0	0
05:00 PM	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
05:15 PM	0	0	0	1	1	0	0	0	1	1	0	0	0	1	1	0	0	0	0	0	0	3
05:30 PM	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
05:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	3	3	0	0	0	1	1	0	0	0	1	1	0	0	0	0	0	0	5



# Peggy Malone & Associates

## (888) 247-8602

File Name : 53-Semmes Ave & W 34th St  
 Site Code :  
 Start Date : 8/25/2021  
 Page No : 1

### Groups Printed- Pedestrians

Start Time	W 34th St Southbound					Semmes Ave Westbound					W 34th St Northbound					Semmes Ave Eastbound					Int. Total	
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total		
06:00 AM	0	0	0	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
06:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:30 AM	0	0	0	2	2	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	3
06:45 AM	0	0	0	1	1	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	2
<b>Total</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>7</b>
07:00 AM	0	0	0	2	2	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	3
07:15 AM	0	0	0	5	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5
07:30 AM	0	0	0	3	3	0	0	0	0	0	0	0	0	2	2	0	0	0	13	13	13	18
07:45 AM	0	0	0	6	6	0	0	0	1	1	0	0	0	9	9	0	0	0	76	76	76	92
<b>Total</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>16</b>	<b>16</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>11</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>89</b>	<b>89</b>	<b>118</b>	
08:00 AM	0	0	0	5	5	0	0	0	0	0	0	0	3	3	0	0	0	16	16	16	24	
08:15 AM	0	0	0	4	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4
08:30 AM	0	0	0	7	7	0	0	0	2	2	0	0	0	1	1	0	0	0	4	4	4	14
08:45 AM	0	0	0	1	1	0	0	0	1	1	0	0	0	2	2	0	0	0	0	0	0	4
<b>Total</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>17</b>	<b>17</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>20</b>	<b>20</b>	<b>46</b>	
09:00 AM	0	0	0	1	1	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	2
09:15 AM	0	0	0	2	2	0	0	0	0	0	0	0	1	1	0	0	0	1	1	1	1	4
09:30 AM	0	0	0	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	1	3
09:45 AM	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
<b>Total</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>2</b>	<b>10</b>	
10:00 AM	0	0	0	1	1	0	0	0	0	0	0	0	1	1	0	0	0	1	1	1	1	3
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
10:30 AM	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
10:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	2	2	0	0	0	0	0	0	0	2
<b>Total</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>1</b>	<b>1</b>	<b>6</b>	
11:00 AM	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	2	2	2	2	3
11:15 AM	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	1	1	1	1	2
11:30 AM	0	0	0	0	0	0	0	0	1	1	0	0	0	1	1	0	0	0	0	0	0	2
11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	2	2	0	0	0	0	0	0	0	2
<b>Total</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>3</b>	<b>3</b>	<b>9</b>	
12:00 PM	0	0	0	0	0	0	0	0	1	1	0	0	0	2	2	0	0	0	2	2	2	5
12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	1	1
12:30 PM	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	1	2
12:45 PM	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
<b>Total</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>4</b>	<b>4</b>	<b>9</b>	
01:00 PM	0	0	0	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
01:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	1
01:45 PM	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
<b>Total</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>4</b>	
02:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:15 PM	0	0	0	2	2	0	0	0	2	2	0	0	0	3	3	0	0	0	14	14	14	21
02:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	2	2	0	0	0	48	48	48	50	
02:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	5	5	0	0	0	42	42	42	47	
<b>Total</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>10</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>104</b>	<b>104</b>	<b>104</b>	<b>118</b>	
03:00 PM	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
03:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:30 PM	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
03:45 PM	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
<b>Total</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>3</b>	
04:00 PM	0	0	0	0	0	0	0	0	2	2	0	0	0	2	2	0	0	0	1	1	1	5
04:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:30 PM	0	0	0	2	2	0	0	0	0	0	0	0	2	2	0	0	0	0	0	0	0	4
04:45 PM	0	0	0	3	3	0	0	0	1	1	0	0	0	0	0	0	0	3	3	3	3	7
<b>Total</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>4</b>	<b>4</b>	<b>16</b>	
05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	1	1	1	1	2
05:30 PM	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	1	1	1	1	2
05:45 PM	0	0	0	3	3	0	0	0	3	3	0	0	0	2	2	0	0	0	0	0	0	8
<b>Total</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>2</b>	<b>2</b>	<b>12</b>	

# Peggy Malone & Associates

## (888) 247-8602

File Name : 53-Semmes Ave & W 34th St  
 Site Code :  
 Start Date : 8/25/2021  
 Page No : 2

### Groups Printed- Pedestrians

Start Time	W 34th St Southbound					Semmes Ave Westbound					W 34th St Northbound					Semmes Ave Eastbound					Int. Total
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	
06:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	2	2	0	0	0	0	0	0
06:15 PM	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:30 PM	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0
06:45 PM	0	0	0	3	3	0	0	0	0	0	0	0	0	0	0	0	0	0	3	3	6
<b>Total</b>	0	0	0	4	4	0	0	0	1	1	0	0	0	2	2	0	0	0	3	3	10
<b>Grand Total</b>	0	0	0	71	71	0	0	0	18	18	0	0	0	47	47	0	0	0	232	232	368
Apprch %	0	0	0	100		0	0	0	100		0	0	0	100		0	0	0	100		
Total %	0	0	0	19.3	19.3	0	0	0	4.9	4.9	0	0	0	12.8	12.8	0	0	0	63	63	

Peak Hour Analysis From 06:00 AM to 11:45 AM - Peak 1 of 1  
 Peak Hour for Entire Intersection Begins at 06:00 AM

Start Time	W 34th St Southbound				Semmes Ave Westbound				W 34th St Northbound				Semmes Ave Eastbound				Int. Total
	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	
06:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
06:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
06:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
06:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
<b>Total Volume</b>	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
<b>% App. Total</b>	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
PHF	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	

Peak Hour Analysis From 12:00 PM to 06:45 PM - Peak 1 of 1  
 Peak Hour for Entire Intersection Begins at 12:00 PM

12:00 PM	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
12:30 PM	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
<b>Total Volume</b>	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
<b>% App. Total</b>	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PHF	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000

# Peggy Malone & Associates

## (888) 247-8602

File Name : 52-Semmes Ave & W 31st St  
 Site Code :  
 Start Date : 8/25/2021  
 Page No : 1

### Groups Printed- Cars

Start Time	W 31st St Southbound					Semmes Ave Westbound					W 31st St Northbound					Semmes Ave Eastbound					Int. Total
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	
06:00 AM	1	0	0	0	1	0	35	1	0	36	1	0	0	0	1	0	85	0	0	85	123
06:15 AM	0	0	4	0	4	0	43	1	0	44	0	0	1	0	1	0	80	0	0	80	129
06:30 AM	3	0	3	0	6	0	56	0	0	56	6	0	0	0	6	0	114	1	0	115	183
06:45 AM	0	0	1	0	1	0	84	0	0	84	2	0	1	0	3	0	109	0	0	109	197
<b>Total</b>	<b>4</b>	<b>0</b>	<b>8</b>	<b>0</b>	<b>12</b>	<b>0</b>	<b>218</b>	<b>2</b>	<b>0</b>	<b>220</b>	<b>9</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>11</b>	<b>0</b>	<b>388</b>	<b>1</b>	<b>0</b>	<b>389</b>	<b>632</b>
07:00 AM	1	0	0	0	1	1	83	1	0	85	2	0	0	0	2	0	135	0	0	135	223
07:15 AM	4	0	0	0	4	0	117	2	0	119	15	0	1	0	16	0	148	0	0	148	287
07:30 AM	1	0	1	0	2	0	173	1	0	174	17	0	0	0	17	0	173	1	0	174	367
07:45 AM	1	0	1	0	2	2	152	0	0	154	16	0	0	0	16	0	191	0	0	191	363
<b>Total</b>	<b>7</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>9</b>	<b>3</b>	<b>525</b>	<b>4</b>	<b>0</b>	<b>532</b>	<b>50</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>51</b>	<b>0</b>	<b>647</b>	<b>1</b>	<b>0</b>	<b>648</b>	<b>1240</b>
08:00 AM	2	0	2	0	4	0	132	5	0	137	15	2	0	1	18	0	159	1	0	160	319
08:15 AM	1	0	0	0	1	0	109	1	0	110	14	0	0	0	14	0	185	1	0	186	311
08:30 AM	0	0	2	0	2	0	136	0	0	136	10	0	0	0	10	1	156	0	0	157	305
08:45 AM	1	0	2	0	3	0	118	2	0	120	11	0	0	0	11	0	148	1	0	149	283
<b>Total</b>	<b>4</b>	<b>0</b>	<b>6</b>	<b>0</b>	<b>10</b>	<b>0</b>	<b>495</b>	<b>8</b>	<b>0</b>	<b>503</b>	<b>50</b>	<b>2</b>	<b>0</b>	<b>1</b>	<b>53</b>	<b>1</b>	<b>648</b>	<b>3</b>	<b>0</b>	<b>652</b>	<b>1218</b>
09:00 AM	0	0	0	0	0	0	99	5	0	104	7	0	0	0	7	0	109	0	0	109	220
09:15 AM	2	0	3	0	5	1	102	1	0	104	6	0	0	0	6	0	124	0	0	124	239
09:30 AM	3	0	0	0	3	1	94	4	0	99	7	0	0	0	7	1	128	1	0	130	239
09:45 AM	0	0	0	0	0	0	115	1	0	116	3	0	1	0	4	0	99	1	0	100	220
<b>Total</b>	<b>5</b>	<b>0</b>	<b>3</b>	<b>0</b>	<b>8</b>	<b>2</b>	<b>410</b>	<b>11</b>	<b>0</b>	<b>423</b>	<b>23</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>24</b>	<b>1</b>	<b>460</b>	<b>2</b>	<b>0</b>	<b>463</b>	<b>918</b>
10:00 AM	0	0	0	0	0	0	119	2	0	121	3	0	0	0	3	0	97	1	0	98	222
10:15 AM	1	0	0	0	1	1	99	1	0	101	4	0	1	0	5	0	119	1	0	120	227
10:30 AM	2	0	0	0	2	0	106	5	0	111	4	0	0	0	4	1	105	3	0	109	226
10:45 AM	0	0	0	0	0	1	116	1	0	118	7	0	1	0	8	0	98	0	0	98	224
<b>Total</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>2</b>	<b>440</b>	<b>9</b>	<b>0</b>	<b>451</b>	<b>18</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>20</b>	<b>1</b>	<b>419</b>	<b>5</b>	<b>0</b>	<b>425</b>	<b>899</b>
11:00 AM	3	0	0	0	3	1	115	2	0	118	0	0	0	0	0	0	87	1	0	88	209
11:15 AM	0	0	0	0	0	0	132	3	0	135	5	1	0	0	6	0	86	1	0	87	228
11:30 AM	1	0	0	0	1	0	123	1	0	124	3	0	0	0	3	0	112	0	0	112	240
11:45 AM	3	0	0	0	3	0	129	3	0	132	4	0	0	0	4	0	141	2	0	143	282
<b>Total</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>1</b>	<b>499</b>	<b>9</b>	<b>0</b>	<b>509</b>	<b>12</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>13</b>	<b>0</b>	<b>426</b>	<b>4</b>	<b>0</b>	<b>430</b>	<b>959</b>
12:00 PM	3	0	0	0	3	0	137	3	0	140	4	1	1	0	6	1	114	1	0	116	265
12:15 PM	2	0	1	0	3	1	147	3	0	151	6	0	1	0	7	0	115	2	0	117	278
12:30 PM	1	0	0	0	1	1	146	2	0	149	5	0	2	0	7	2	117	0	0	119	276
12:45 PM	1	0	0	0	1	0	134	3	0	137	7	0	0	0	7	0	125	2	0	127	272
<b>Total</b>	<b>7</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>8</b>	<b>2</b>	<b>564</b>	<b>11</b>	<b>0</b>	<b>577</b>	<b>22</b>	<b>1</b>	<b>4</b>	<b>0</b>	<b>27</b>	<b>3</b>	<b>471</b>	<b>5</b>	<b>0</b>	<b>479</b>	<b>1091</b>
01:00 PM	2	0	1	0	3	1	141	1	0	143	7	0	0	0	7	0	114	0	0	114	267
01:15 PM	3	0	0	0	3	0	149	4	0	153	5	1	1	0	7	0	145	5	0	150	313
01:30 PM	0	0	2	0	2	1	129	0	0	130	6	0	1	0	7	2	133	0	0	135	274
01:45 PM	4	0	0	0	4	0	126	0	0	126	4	0	0	0	4	0	137	1	0	138	272
<b>Total</b>	<b>9</b>	<b>0</b>	<b>3</b>	<b>0</b>	<b>12</b>	<b>2</b>	<b>545</b>	<b>5</b>	<b>0</b>	<b>552</b>	<b>22</b>	<b>1</b>	<b>2</b>	<b>0</b>	<b>25</b>	<b>2</b>	<b>529</b>	<b>6</b>	<b>0</b>	<b>537</b>	<b>1126</b>
02:00 PM	1	0	1	0	2	1	179	1	0	181	9	0	0	0	9	1	123	0	0	124	316
02:15 PM	1	0	0	0	1	0	143	6	0	149	8	0	0	0	8	0	125	1	0	126	284
02:30 PM	2	0	1	0	3	1	167	3	0	171	3	0	0	0	3	1	136	4	0	141	318
02:45 PM	3	0	0	0	3	1	164	4	0	169	8	1	0	0	9	0	128	1	0	129	310
<b>Total</b>	<b>7</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>9</b>	<b>3</b>	<b>653</b>	<b>14</b>	<b>0</b>	<b>670</b>	<b>28</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>29</b>	<b>2</b>	<b>512</b>	<b>6</b>	<b>0</b>	<b>520</b>	<b>1228</b>
03:00 PM	1	0	0	0	1	1	157	3	0	161	3	0	0	0	3	0	126	3	0	129	294
03:15 PM	2	0	0	0	2	0	173	3	0	176	8	0	0	0	8	1	148	0	0	149	335
03:30 PM	1	0	0	0	1	1	183	1	0	185	11	0	0	0	11	0	171	1	0	172	369
03:45 PM	2	0	0	0	2	0	222	5	0	227	3	0	0	0	3	2	148	0	0	150	382
<b>Total</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>2</b>	<b>735</b>	<b>12</b>	<b>0</b>	<b>749</b>	<b>25</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>25</b>	<b>3</b>	<b>593</b>	<b>4</b>	<b>0</b>	<b>600</b>	<b>1380</b>
04:00 PM	1	1	0	0	2	0	212	3	0	215	12	2	1	0	15	1	160	2	0	163	395
04:15 PM	1	0	1	0	2	0	241	2	0	243	7	0	0	0	7	0	187	0	0	187	439
04:30 PM	3	0	0	0	3	0	230	2	0	232	8	0	0	0	8	0	169	3	0	172	415
04:45 PM	2	0	1	0	3	0	272	9	0	281	6	1	0	0	7	0	158	0	0	158	449
<b>Total</b>	<b>7</b>	<b>1</b>	<b>2</b>	<b>0</b>	<b>10</b>	<b>0</b>	<b>955</b>	<b>16</b>	<b>0</b>	<b>971</b>	<b>33</b>	<b>3</b>	<b>1</b>	<b>0</b>	<b>37</b>	<b>1</b>	<b>674</b>	<b>5</b>	<b>0</b>	<b>680</b>	<b>1698</b>
05:00 PM	2	0	2	0	4	0	254	9	0	263	15	0	0	0	15	2	174	5	0	181	463
05:15 PM	2	0	0	0	2	1	316	7	0	324	6	0	2	0	8	1	161	2	0	164	498
05:30 PM	2	0	0	0	2	2	252	10	0	264	8	0	0	0	8	0	171	3	0	174	448
05:45 PM	1	0	1	0	2	0	245	10	0	255	7	0	0	0	7	1	168	3	0	172	436
<b>Total</b>	<b>7</b>	<b>0</b>	<b>3</b>	<b>0</b>	<b>10</b>	<b>3</b>	<b>1067</b>	<b>36</b>	<b>0</b>	<b>1106</b>	<b>36</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>38</b>	<b>4</b>	<b>674</b>	<b>13</b>	<b>0</b>	<b>691</b>	<b>1845</b>

# Peggy Malone & Associates

## (888) 247-8602

File Name : 52-Semmes Ave & W 31st St  
 Site Code :  
 Start Date : 8/25/2021  
 Page No : 2

### Groups Printed- Cars

Start Time	W 31st St Southbound					Semmes Ave Westbound					W 31st St Northbound					Semmes Ave Eastbound					Int. Total
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	
06:00 PM	1	0	0	0	1	1	190	8	0	199	3	0	1	0	4	1	150	2	0	153	357
06:15 PM	2	0	0	0	2	2	197	6	0	205	7	1	0	0	8	1	162	0	0	163	378
06:30 PM	0	0	2	0	2	0	182	8	0	190	9	0	0	0	9	2	166	2	0	170	371
06:45 PM	3	1	1	0	5	0	174	4	0	178	6	0	0	0	6	2	145	0	0	147	336
<b>Total</b>	<b>6</b>	<b>1</b>	<b>3</b>	<b>0</b>	<b>10</b>	<b>3</b>	<b>743</b>	<b>26</b>	<b>0</b>	<b>772</b>	<b>25</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>27</b>	<b>6</b>	<b>623</b>	<b>4</b>	<b>0</b>	<b>633</b>	<b>1442</b>
<b>Grand Total</b>	<b>79</b>	<b>2</b>	<b>33</b>	<b>0</b>	<b>114</b>	<b>23</b>	<b>7849</b>	<b>163</b>	<b>0</b>	<b>8035</b>	<b>353</b>	<b>10</b>	<b>16</b>	<b>1</b>	<b>380</b>	<b>24</b>	<b>7064</b>	<b>59</b>	<b>0</b>	<b>7147</b>	<b>15676</b>
Apprch %	69.3	1.8	28.9	0		0.3	97.7	2	0		92.9	2.6	4.2	0.3		0.3	98.8	0.8	0		
Total %	0.5	0	0.2	0	0.7	0.1	50.1	1	0	51.3	2.3	0.1	0.1	0	2.4	0.2	45.1	0.4	0	45.6	

Start Time	W 31st St Southbound					Semmes Ave Westbound					W 31st St Northbound					Semmes Ave Eastbound					Int. Total
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	
Peak Hour Analysis From 06:00 AM to 11:45 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 07:30 AM																					
07:30 AM	1	0	1		2	0	<b>173</b>	1		<b>174</b>	<b>17</b>	0	0	<b>17</b>	0	173	<b>1</b>		174	<b>367</b>	
07:45 AM	1	0	1		2	2	152	0		154	16	0	0	16	0	<b>191</b>	0		<b>191</b>	363	
08:00 AM	2	0	2		4	0	132	5		137	15	2	0	17	0	159	1		160	318	
08:15 AM	1	0	0		1	0	109	1		110	14	0	0	14	0	185	1		186	311	
Total Volume	5	0	4		9	2	566	7		575	62	2	0	64	0	708	3		711	1359	
% App. Total	55.6	0	44.4			0.3	98.4	1.2			96.9	3.1	0		0	99.6	0.4				
PHF	.625	.000	.500		.563	.250	.818	.350		.826	.912	.250	.000	.941	.000	.927	.750		.931	.926	

Start Time	W 31st St Southbound					Semmes Ave Westbound					W 31st St Northbound					Semmes Ave Eastbound					Int. Total
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	
Peak Hour Analysis From 12:00 PM to 06:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 04:45 PM																					
04:45 PM	2	0	1		3	0	272	9		281	6	<b>1</b>	0	7	0	158	0		158	449	
05:00 PM	2	0	2		4	0	254	9		263	<b>15</b>	0	0	<b>15</b>	2	<b>174</b>	<b>5</b>		<b>181</b>	463	
05:15 PM	2	0	0		2	1	<b>316</b>	7		<b>324</b>	6	0	2	8	1	161	2		164	<b>498</b>	
05:30 PM	2	0	0		2	2	252	<b>10</b>		264	8	0	0	8	0	171	3		174	448	
Total Volume	8	0	3		11	3	1094	35		1132	35	1	2	38	3	664	10		677	1858	
% App. Total	72.7	0	27.3			0.3	96.6	3.1			92.1	2.6	5.3		0.4	98.1	1.5				
PHF	1.00	.000	.375		.688	.375	.866	.875		.873	.583	.250	.250	.633	.375	.954	.500		.935	.933	

# Peggy Malone & Associates

## (888) 247-8602

File Name : 52-Semmes Ave & W 31st St  
 Site Code :  
 Start Date : 8/25/2021  
 Page No : 1

### Groups Printed- Trucks

Start Time	W 31st St Southbound					Semmes Ave Westbound					W 31st St Northbound					Semmes Ave Eastbound					Int. Total
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	
06:00 AM	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	5	0	0	5	7
06:15 AM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1
06:30 AM	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	3	0	0	3	5
06:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	2
<b>Total</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>15</b>
07:00 AM	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	3	0	0	3	5
07:15 AM	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	0	2	0	0	2	5
07:30 AM	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	4	0	0	4	6
07:45 AM	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	0	3	0	0	3	6
<b>Total</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>12</b>	<b>0</b>	<b>0</b>	<b>12</b>	<b>22</b>
08:00 AM	0	0	0	0	0	0	4	0	0	4	0	0	0	0	0	0	5	0	0	5	9
08:15 AM	0	0	0	0	0	0	4	0	0	4	0	0	0	0	0	0	2	0	0	2	6
08:30 AM	0	0	0	0	0	0	5	0	0	5	0	0	0	0	0	0	5	0	0	5	10
08:45 AM	0	0	0	0	0	0	8	0	0	8	0	0	0	0	0	1	5	0	0	6	14
<b>Total</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>21</b>	<b>0</b>	<b>0</b>	<b>21</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>17</b>	<b>0</b>	<b>0</b>	<b>18</b>	<b>39</b>
09:00 AM	0	0	0	0	0	0	5	0	0	5	0	0	0	0	0	0	4	0	0	4	9
09:15 AM	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	0	3	0	0	3	6
09:30 AM	0	0	0	0	0	0	6	0	0	6	0	0	0	0	0	0	5	1	0	6	12
09:45 AM	0	0	0	0	0	0	5	0	0	5	0	0	0	0	0	0	8	0	0	8	13
<b>Total</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>19</b>	<b>0</b>	<b>0</b>	<b>19</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>20</b>	<b>1</b>	<b>0</b>	<b>21</b>	<b>40</b>
10:00 AM	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	1	0	0	1	3
10:15 AM	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	3	0	0	3	5
10:30 AM	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	6	0	0	6	8
10:45 AM	0	0	0	0	0	0	7	0	0	7	1	0	0	0	1	0	3	0	0	3	11
<b>Total</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>13</b>	<b>0</b>	<b>0</b>	<b>13</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>13</b>	<b>0</b>	<b>0</b>	<b>13</b>	<b>27</b>
11:00 AM	0	0	0	0	0	0	5	0	0	5	0	0	0	0	0	0	3	0	0	3	8
11:15 AM	0	0	0	0	0	0	6	1	0	7	0	0	0	0	0	0	7	0	0	7	14
11:30 AM	0	0	0	0	0	0	6	0	0	6	0	0	0	0	0	0	6	0	0	6	12
11:45 AM	0	0	0	0	0	0	4	0	0	4	0	0	0	0	0	0	2	0	0	2	6
<b>Total</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>21</b>	<b>1</b>	<b>0</b>	<b>22</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>18</b>	<b>0</b>	<b>0</b>	<b>18</b>	<b>40</b>
12:00 PM	0	0	0	0	0	0	2	1	0	3	0	0	0	0	0	0	2	0	0	2	5
12:15 PM	0	0	0	0	0	0	4	0	0	4	0	0	0	0	0	0	4	0	0	4	8
12:30 PM	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	0	2	0	0	2	5
12:45 PM	0	0	0	0	0	0	4	1	0	5	0	0	0	0	0	0	2	0	0	2	7
<b>Total</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>13</b>	<b>2</b>	<b>0</b>	<b>15</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>25</b>
01:00 PM	0	0	0	0	0	0	4	0	0	4	0	0	0	0	0	0	6	0	0	6	10
01:15 PM	0	0	0	0	0	0	4	0	0	4	0	0	0	0	0	0	4	0	0	4	8
01:30 PM	0	0	0	0	0	0	7	0	0	7	0	0	0	0	0	0	7	0	0	7	14
01:45 PM	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	2	0	0	2	4
<b>Total</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>17</b>	<b>0</b>	<b>0</b>	<b>17</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>19</b>	<b>0</b>	<b>0</b>	<b>19</b>	<b>36</b>
02:00 PM	0	0	0	0	0	0	4	0	0	4	0	0	0	0	0	0	4	0	0	4	8
02:15 PM	0	0	0	0	0	0	7	0	0	7	0	0	0	0	0	0	6	0	0	6	13
02:30 PM	0	0	0	0	0	0	5	0	0	5	0	0	1	0	1	0	7	0	0	7	13
02:45 PM	0	0	0	0	0	0	4	0	0	4	2	1	0	0	3	1	1	0	0	2	9
<b>Total</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>20</b>	<b>0</b>	<b>0</b>	<b>20</b>	<b>2</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>4</b>	<b>1</b>	<b>18</b>	<b>0</b>	<b>0</b>	<b>19</b>	<b>43</b>
03:00 PM	0	0	0	0	0	0	6	0	0	6	0	0	0	0	0	0	4	0	0	4	10
03:15 PM	0	0	0	0	0	0	5	0	0	5	0	0	0	0	0	0	3	0	0	3	8
03:30 PM	0	0	0	0	0	0	2	1	0	3	0	0	0	0	0	0	5	0	0	5	8
03:45 PM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	5	0	0	5	6
<b>Total</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>14</b>	<b>1</b>	<b>0</b>	<b>15</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>17</b>	<b>0</b>	<b>0</b>	<b>17</b>	<b>32</b>
04:00 PM	0	0	0	0	0	0	3	1	0	4	0	0	0	0	0	0	2	0	0	2	6
04:15 PM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	9	0	0	9	10
04:30 PM	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	0	7	0	0	7	10
04:45 PM	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	1	0	0	1	3
<b>Total</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>1</b>	<b>0</b>	<b>10</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>19</b>	<b>0</b>	<b>0</b>	<b>19</b>	<b>29</b>
05:00 PM	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	0	2	0	0	2	5
05:15 PM	0	0	0	0	0	0	4	0	0	4	0	0	0	0	0	0	2	0	0	2	6
05:30 PM	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	4	0	0	4	6
05:45 PM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	1	0	0	1	2
<b>Total</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>19</b>

# Peggy Malone & Associates

## (888) 247-8602

File Name : 52-Semmes Ave & W 31st St  
 Site Code :  
 Start Date : 8/25/2021  
 Page No : 2

### Groups Printed- Trucks

Start Time	W 31st St Southbound					Semmes Ave Westbound					W 31st St Northbound					Semmes Ave Eastbound					Int. Total
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	
06:00 PM	0	0	0	0	0	0	5	0	0	5	0	0	0	0	0	0	1	0	0	1	6
06:15 PM	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	0	0	0	0	0	3
06:30 PM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	2	0	0	2	3
06:45 PM	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	0	2	0	0	2	5
<b>Total</b>	0	0	0	0	0	0	12	0	0	12	0	0	0	0	0	0	5	0	0	5	17
<b>Grand Total</b>	0	0	0	0	0	0	184	5	0	189	3	1	1	0	5	2	187	1	0	190	384
Apprch %	0	0	0	0	0	0	97.4	2.6	0	49.2	60	20	20	0	1.3	1.1	98.4	0.5	0	49.5	
Total %	0	0	0	0	0	0	47.9	1.3	0	49.2	0.8	0.3	0.3	0	1.3	0.5	48.7	0.3	0	49.5	

Peak Hour Analysis From 06:00 AM to 11:45 AM - Peak 1 of 1  
 Peak Hour for Entire Intersection Begins at 10:45 AM

Start Time	W 31st St Southbound					Semmes Ave Westbound					W 31st St Northbound					Semmes Ave Eastbound					Int. Total
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	
10:45 AM	0	0	0	0	0	0	7	0	0	7	1	0	0	0	1	0	3	0	0	3	11
11:00 AM	0	0	0	0	0	0	5	0	0	5	0	0	0	0	0	0	3	0	0	3	8
11:15 AM	0	0	0	0	0	0	6	1	0	7	0	0	0	0	0	0	7	0	0	7	14
11:30 AM	0	0	0	0	0	0	6	0	0	6	0	0	0	0	0	0	6	0	0	6	12
Total Volume	0	0	0	0	0	0	24	1	0	25	1	0	0	0	1	0	19	0	0	19	45
% App. Total	0	0	0	0	0	0	96	4	0	100	100	0	0	0	100	0	100	0	0	100	
PHF	.000	.000	.000	.000	.000	.000	.857	.250	.000	.893	.250	.000	.000	.250	.000	.679	.000	.000	.679	.804	

Peak Hour Analysis From 12:00 PM to 06:45 PM - Peak 1 of 1  
 Peak Hour for Entire Intersection Begins at 02:15 PM

02:15 PM	0	0	0	0	0	0	7	0	0	7	0	0	0	0	0	0	6	0	0	6	13
02:30 PM	0	0	0	0	0	0	5	0	0	5	0	0	1	0	1	0	7	0	0	7	13
02:45 PM	0	0	0	0	0	0	4	0	0	4	2	1	0	0	3	1	1	0	0	2	9
03:00 PM	0	0	0	0	0	0	6	0	0	6	0	0	0	0	0	0	4	0	0	4	10
Total Volume	0	0	0	0	0	0	22	0	0	22	2	1	1	0	4	1	18	0	0	19	45
% App. Total	0	0	0	0	0	0	100	0	0	100	50	25	25	0	100	5.3	94.7	0	0	100	
PHF	.000	.000	.000	.000	.000	.000	.786	.000	.000	.786	.250	.250	.250	.333	.250	.643	.000	.000	.679	.865	

# Peggy Malone & Associates

## (888) 247-8602

File Name : 52-Semmes Ave & W 31st St  
 Site Code :  
 Start Date : 8/25/2021  
 Page No : 1

### Groups Printed- Cars - Trucks

Start Time	W 31st St Southbound					Semmes Ave Westbound					W 31st St Northbound					Semmes Ave Eastbound					Int. Total
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	
06:00 AM	1	0	0	0	1	0	37	1	0	38	1	0	0	0	1	0	90	0	0	90	130
06:15 AM	0	0	4	0	4	0	44	1	0	45	0	0	1	0	1	0	80	0	0	80	130
06:30 AM	3	0	3	0	6	0	58	0	0	58	6	0	0	0	6	0	117	1	0	118	188
06:45 AM	0	0	1	0	1	0	84	0	0	84	2	0	1	0	3	0	111	0	0	111	199
<b>Total</b>	<b>4</b>	<b>0</b>	<b>8</b>	<b>0</b>	<b>12</b>	<b>0</b>	<b>223</b>	<b>2</b>	<b>0</b>	<b>225</b>	<b>9</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>11</b>	<b>0</b>	<b>398</b>	<b>1</b>	<b>0</b>	<b>399</b>	<b>647</b>
07:00 AM	1	0	0	0	1	1	85	1	0	87	2	0	0	0	2	0	138	0	0	138	228
07:15 AM	4	0	0	0	4	0	120	2	0	122	15	0	1	0	16	0	150	0	0	150	292
07:30 AM	1	0	1	0	2	0	175	1	0	176	17	0	0	0	17	0	177	1	0	178	373
07:45 AM	1	0	1	0	2	2	155	0	0	157	16	0	0	0	16	0	194	0	0	194	369
<b>Total</b>	<b>7</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>9</b>	<b>3</b>	<b>535</b>	<b>4</b>	<b>0</b>	<b>542</b>	<b>50</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>51</b>	<b>0</b>	<b>659</b>	<b>1</b>	<b>0</b>	<b>660</b>	<b>1262</b>
08:00 AM	2	0	2	0	4	0	136	5	0	141	15	2	0	1	18	0	164	1	0	165	328
08:15 AM	1	0	0	0	1	0	113	1	0	114	14	0	0	0	14	0	187	1	0	188	317
08:30 AM	0	0	2	0	2	0	141	0	0	141	10	0	0	0	10	1	161	0	0	162	315
08:45 AM	1	0	2	0	3	0	126	2	0	128	11	0	0	0	11	1	153	1	0	155	297
<b>Total</b>	<b>4</b>	<b>0</b>	<b>6</b>	<b>0</b>	<b>10</b>	<b>0</b>	<b>516</b>	<b>8</b>	<b>0</b>	<b>524</b>	<b>50</b>	<b>2</b>	<b>0</b>	<b>1</b>	<b>53</b>	<b>2</b>	<b>665</b>	<b>3</b>	<b>0</b>	<b>670</b>	<b>1257</b>
09:00 AM	0	0	0	0	0	0	104	5	0	109	7	0	0	0	7	0	113	0	0	113	229
09:15 AM	2	0	3	0	5	1	105	1	0	107	6	0	0	0	6	0	127	0	0	127	245
09:30 AM	3	0	0	0	3	1	100	4	0	105	7	0	0	0	7	1	133	2	0	136	251
09:45 AM	0	0	0	0	0	0	120	1	0	121	3	0	1	0	4	0	107	1	0	108	233
<b>Total</b>	<b>5</b>	<b>0</b>	<b>3</b>	<b>0</b>	<b>8</b>	<b>2</b>	<b>429</b>	<b>11</b>	<b>0</b>	<b>442</b>	<b>23</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>24</b>	<b>1</b>	<b>480</b>	<b>3</b>	<b>0</b>	<b>484</b>	<b>958</b>
10:00 AM	0	0	0	0	0	0	121	2	0	123	3	0	0	0	3	0	98	1	0	99	225
10:15 AM	1	0	0	0	1	1	101	1	0	103	4	0	1	0	5	0	122	1	0	123	232
10:30 AM	2	0	0	0	2	0	108	5	0	113	4	0	0	0	4	1	111	3	0	115	234
10:45 AM	0	0	0	0	0	1	123	1	0	125	8	0	1	0	9	0	101	0	0	101	235
<b>Total</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>2</b>	<b>453</b>	<b>9</b>	<b>0</b>	<b>464</b>	<b>19</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>21</b>	<b>1</b>	<b>432</b>	<b>5</b>	<b>0</b>	<b>438</b>	<b>926</b>
11:00 AM	3	0	0	0	3	1	120	2	0	123	0	0	0	0	0	0	90	1	0	91	217
11:15 AM	0	0	0	0	0	0	138	4	0	142	5	1	0	0	6	0	93	1	0	94	242
11:30 AM	1	0	0	0	1	0	129	1	0	130	3	0	0	0	3	0	118	0	0	118	252
11:45 AM	3	0	0	0	3	0	133	3	0	136	4	0	0	0	4	0	143	2	0	145	288
<b>Total</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>1</b>	<b>520</b>	<b>10</b>	<b>0</b>	<b>531</b>	<b>12</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>13</b>	<b>0</b>	<b>444</b>	<b>4</b>	<b>0</b>	<b>448</b>	<b>999</b>
12:00 PM	3	0	0	0	3	0	139	4	0	143	4	1	1	0	6	1	116	1	0	118	270
12:15 PM	2	0	1	0	3	1	151	3	0	155	6	0	1	0	7	0	119	2	0	121	286
12:30 PM	1	0	0	0	1	1	149	2	0	152	5	0	2	0	7	2	119	0	0	121	281
12:45 PM	1	0	0	0	1	0	138	4	0	142	7	0	0	0	7	0	127	2	0	129	279
<b>Total</b>	<b>7</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>8</b>	<b>2</b>	<b>577</b>	<b>13</b>	<b>0</b>	<b>592</b>	<b>22</b>	<b>1</b>	<b>4</b>	<b>0</b>	<b>27</b>	<b>3</b>	<b>481</b>	<b>5</b>	<b>0</b>	<b>489</b>	<b>1116</b>
01:00 PM	2	0	1	0	3	1	145	1	0	147	7	0	0	0	7	0	120	0	0	120	277
01:15 PM	3	0	0	0	3	0	153	4	0	157	5	1	1	0	7	0	149	5	0	154	321
01:30 PM	0	0	2	0	2	1	136	0	0	137	6	0	1	0	7	2	140	0	0	142	288
01:45 PM	4	0	0	0	4	0	128	0	0	128	4	0	0	0	4	0	139	1	0	140	276
<b>Total</b>	<b>9</b>	<b>0</b>	<b>3</b>	<b>0</b>	<b>12</b>	<b>2</b>	<b>562</b>	<b>5</b>	<b>0</b>	<b>569</b>	<b>22</b>	<b>1</b>	<b>2</b>	<b>0</b>	<b>25</b>	<b>2</b>	<b>548</b>	<b>6</b>	<b>0</b>	<b>556</b>	<b>1162</b>
02:00 PM	1	0	1	0	2	1	183	1	0	185	9	0	0	0	9	1	127	0	0	128	324
02:15 PM	1	0	0	0	1	0	150	6	0	156	8	0	0	0	8	0	131	1	0	132	297
02:30 PM	2	0	1	0	3	1	172	3	0	176	3	0	1	0	4	1	143	4	0	148	331
02:45 PM	3	0	0	0	3	1	168	4	0	173	10	2	0	0	12	1	129	1	0	131	319
<b>Total</b>	<b>7</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>9</b>	<b>3</b>	<b>673</b>	<b>14</b>	<b>0</b>	<b>690</b>	<b>30</b>	<b>2</b>	<b>1</b>	<b>0</b>	<b>33</b>	<b>3</b>	<b>530</b>	<b>6</b>	<b>0</b>	<b>539</b>	<b>1271</b>
03:00 PM	1	0	0	0	1	1	163	3	0	167	3	0	0	0	3	0	130	3	0	133	304
03:15 PM	2	0	0	0	2	0	178	3	0	181	8	0	0	0	8	1	151	0	0	152	343
03:30 PM	1	0	0	0	1	1	185	2	0	188	11	0	0	0	11	0	176	1	0	177	377
03:45 PM	2	0	0	0	2	0	223	5	0	228	3	0	0	0	3	2	153	0	0	155	388
<b>Total</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>2</b>	<b>749</b>	<b>13</b>	<b>0</b>	<b>764</b>	<b>25</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>25</b>	<b>3</b>	<b>610</b>	<b>4</b>	<b>0</b>	<b>617</b>	<b>1412</b>
04:00 PM	1	1	0	0	2	0	215	4	0	219	12	2	1	0	15	1	162	2	0	165	401
04:15 PM	1	0	1	0	2	0	242	2	0	244	7	0	0	0	7	0	196	0	0	196	449
04:30 PM	3	0	0	0	3	0	233	2	0	235	8	0	0	0	8	0	176	3	0	179	425
04:45 PM	2	0	1	0	3	0	274	9	0	283	6	1	0	0	7	0	159	0	0	159	452
<b>Total</b>	<b>7</b>	<b>1</b>	<b>2</b>	<b>0</b>	<b>10</b>	<b>0</b>	<b>964</b>	<b>17</b>	<b>0</b>	<b>981</b>	<b>33</b>	<b>3</b>	<b>1</b>	<b>0</b>	<b>37</b>	<b>1</b>	<b>693</b>	<b>5</b>	<b>0</b>	<b>699</b>	<b>1727</b>
05:00 PM	2	0	2	0	4	0	257	9	0	266	15	0	0	0	15	2	176	5	0	183	468
05:15 PM	2	0	0	0	2	1	320	7	0	328	6	0	2	0	8	1	163	2	0	166	504
05:30 PM	2	0	0	0	2	2	254	10	0	266	8	0	0	0	8	0	175	3	0	178	454
05:45 PM	1	0	1	0	2	0	246	10	0	256	7	0	0	0	7	1	169	3	0	173	438
<b>Total</b>	<b>7</b>	<b>0</b>	<b>3</b>	<b>0</b>	<b>10</b>	<b>3</b>	<b>1077</b>	<b>36</b>	<b>0</b>	<b>1116</b>	<b>36</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>38</b>	<b>4</b>	<b>683</b>	<b>13</b>	<b>0</b>	<b>700</b>	<b>1864</b>

# Peggy Malone & Associates

## (888) 247-8602

File Name : 52-Semmes Ave & W 31st St  
 Site Code :  
 Start Date : 8/25/2021  
 Page No : 2

### Groups Printed- Cars - Trucks

Start Time	W 31st St Southbound					Semmes Ave Westbound					W 31st St Northbound					Semmes Ave Eastbound					Int. Total
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	
06:00 PM	1	0	0	0	1	1	195	8	0	204	3	0	1	0	4	1	151	2	0	154	363
06:15 PM	2	0	0	0	2	2	200	6	0	208	7	1	0	0	8	1	162	0	0	163	381
06:30 PM	0	0	2	0	2	0	183	8	0	191	9	0	0	0	9	2	168	2	0	172	374
06:45 PM	3	1	1	0	5	0	177	4	0	181	6	0	0	0	6	2	147	0	0	149	341
<b>Total</b>	<b>6</b>	<b>1</b>	<b>3</b>	<b>0</b>	<b>10</b>	<b>3</b>	<b>755</b>	<b>26</b>	<b>0</b>	<b>784</b>	<b>25</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>27</b>	<b>6</b>	<b>628</b>	<b>4</b>	<b>0</b>	<b>638</b>	<b>1459</b>
<b>Grand Total</b>	<b>79</b>	<b>2</b>	<b>33</b>	<b>0</b>	<b>114</b>	<b>23</b>	<b>8033</b>	<b>168</b>	<b>0</b>	<b>8224</b>	<b>356</b>	<b>11</b>	<b>17</b>	<b>1</b>	<b>385</b>	<b>26</b>	<b>7251</b>	<b>60</b>	<b>0</b>	<b>7337</b>	<b>16060</b>
Apprch %	69.3	1.8	28.9	0		0.3	97.7	2	0		92.5	2.9	4.4	0.3		0.4	98.8	0.8	0		
Total %	0.5	0	0.2	0	0.7	0.1	50	1	0	51.2	2.2	0.1	0.1	0	2.4	0.2	45.1	0.4	0	45.7	
Cars	79	2	33	0	114	23	7849	163	0	8035	353	10	16	1	380	24	7064	59	0	7147	15676
% Cars	100	100	100	0	100	100	97.7	97	0	97.7	99.2	90.9	94.1	100	98.7	92.3	97.4	98.3	0	97.4	97.6
Trucks	0	0	0	0	0	0	184	5	0	189	3	1	1	0	5	2	187	1	0	190	384
% Trucks	0	0	0	0	0	0	2.3	3	0	2.3	0.8	9.1	5.9	0	1.3	7.7	2.6	1.7	0	2.6	2.4

Start Time	W 31st St Southbound					Semmes Ave Westbound					W 31st St Northbound					Semmes Ave Eastbound					Int. Total
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	
07:30 AM	1	0	1	1	2	0	175	1	1	176	17	0	0	0	17	0	177	1	1	178	373
07:45 AM	1	0	1	1	2	2	155	0	0	157	16	0	0	0	16	0	194	0	0	194	369
08:00 AM	2	0	2	2	4	0	136	5	1	141	15	2	0	0	17	0	164	1	1	165	327
08:15 AM	1	0	0	0	1	0	113	1	1	114	14	0	0	0	14	0	187	1	1	188	317
Total Volume	5	0	4	4	9	2	579	7	3	588	62	2	0	0	64	0	722	3	3	725	1386
% App. Total	55.6	0	44.4	0		0.3	98.5	1.2	0.3		96.9	3.1	0	0		0	99.6	0.4	0		
PHF	.625	.000	.500	.563		.250	.827	.350	.835		.912	.250	.000	.941		.000	.930	.750	.934		.929

Peak Hour Analysis From 12:00 PM to 06:45 PM - Peak 1 of 1

Peak Hour for Entire Intersection Begins at 04:45 PM

04:45 PM	2	0	1	3	0	274	9	283	6	1	0	7	0	159	0	159	452				
05:00 PM	2	0	2	4	0	257	9	266	15	0	0	15	2	176	5	183	468				
05:15 PM	2	0	0	2	1	320	7	328	6	0	2	8	1	163	2	166	504				
05:30 PM	2	0	0	2	2	254	10	266	8	0	0	8	0	175	3	178	454				
Total Volume	8	0	3	11	3	1105	35	1143	35	1	2	38	3	673	10	686	1878				
% App. Total	72.7	0	27.3	0.3		96.7	3.1		92.1	2.6	5.3		0.4	98.1	1.5						
PHF	1.00	.000	.375	.688		.375	.863	.875	.871		.583	.250	.250	.633		.375	.956	.500	.937		.932



# Peggy Malone & Associates

## (888) 247-8602

File Name : 52-Semmes Ave & W 31st St  
 Site Code :  
 Start Date : 8/25/2021  
 Page No : 2

### Groups Printed- Bicycles on Crosswalk

Start Time	W 31st St Southbound					Semmes Ave Westbound					W 31st St Northbound					Semmes Ave Eastbound					Int. Total		
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total			
06:00 PM	0	0	0	1	1	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	2
06:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
<b>Total</b>	0	0	0	1	1	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	2
<b>Grand Total</b>	0	0	0	2	2	0	0	0	1	1	0	0	0	7	7	0	0	0	0	0	0	0	10
Apprch %	0	0	0	100		0	0	0	100		0	0	0	100		0	0	0	0	0	0	0	
Total %	0	0	0	20	20	0	0	0	10	10	0	0	0	70	70	0	0	0	0	0	0	0	

Peak Hour Analysis From 06:00 AM to 11:45 AM - Peak 1 of 1  
 Peak Hour for Entire Intersection Begins at 06:00 AM

Start Time	W 31st St Southbound				Semmes Ave Westbound				W 31st St Northbound				Semmes Ave Eastbound				Int. Total
	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	
06:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
<b>Total Volume</b>	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
<b>% App. Total</b>	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PHF	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000

Peak Hour Analysis From 12:00 PM to 06:45 PM - Peak 1 of 1  
 Peak Hour for Entire Intersection Begins at 12:00 PM

12:00 PM	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
12:30 PM	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
<b>Total Volume</b>	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
<b>% App. Total</b>	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PHF	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000

# Peggy Malone & Associates

## (888) 247-8602

File Name : 52-Semmes Ave & W 31st St  
 Site Code :  
 Start Date : 8/25/2021  
 Page No : 1

### Groups Printed- Pedestrians

Start Time	W 31st St Southbound					Semmes Ave Westbound					W 31st St Northbound					Semmes Ave Eastbound					Int. Total	
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total		
06:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	
06:15 AM	0	0	0	2	2	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	3
06:30 AM	0	0	0	1	1	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	2
06:45 AM	0	0	0	2	2	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	3
<b>Total</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>1</b>	<b>9</b>	
07:00 AM	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
07:15 AM	0	0	0	2	2	0	0	0	0	0	0	0	0	1	1	0	0	0	2	2	2	5
07:30 AM	0	0	0	1	1	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	2
07:45 AM	0	0	0	2	2	0	0	0	0	0	0	0	0	1	1	0	0	0	1	1	1	4
<b>Total</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>3</b>	<b>12</b>	
08:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:15 AM	0	0	0	2	2	0	0	0	0	0	0	0	0	1	1	0	0	0	1	1	1	4
08:30 AM	0	0	0	1	1	0	0	0	0	0	0	0	0	1	1	0	0	0	1	1	1	3
08:45 AM	0	0	0	1	1	0	0	0	0	0	0	0	0	2	2	0	0	0	1	1	1	4
<b>Total</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>3</b>	<b>11</b>	
09:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	2	2	0	0	0	0	0	0	2
09:30 AM	0	0	0	1	1	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	2
09:45 AM	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	1
<b>Total</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>5</b>	
10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	1
10:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	2	2	0	0	0	0	0	0	0	2
10:30 AM	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
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
<b>Total</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>4</b>	
11:00 AM	0	0	0	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
11:15 AM	0	0	0	1	1	0	0	0	0	0	0	0	2	2	0	0	0	0	0	0	0	3
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
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
<b>Total</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>5</b>	
12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	1
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
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
12:45 PM	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
<b>Total</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2</b>	
01:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	1
01:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	1
<b>Total</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2</b>	
02:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
<b>Total</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	
03:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	1
03:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:45 PM	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
<b>Total</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2</b>	
04:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:15 PM	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
04:30 PM	0	0	0	2	2	0	0	0	0	0	0	0	2	2	0	0	0	0	0	0	0	4
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	2	2	2
<b>Total</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>2</b>	<b>2</b>	<b>7</b>	
05:00 PM	0	0	0	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
05:15 PM	0	0	0	0	0	0	0	0	1	1	0	0	0	1	1	0	0	0	0	0	0	2
05:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	2	2	2
05:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
<b>Total</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>2</b>	<b>2</b>	<b>6</b>	

# Peggy Malone & Associates

## (888) 247-8602

File Name : 52-Semmes Ave & W 31st St  
 Site Code :  
 Start Date : 8/25/2021  
 Page No : 2

### Groups Printed- Pedestrians

Start Time	W 31st St Southbound					Semmes Ave Westbound					W 31st St Northbound					Semmes Ave Eastbound					Int. Total
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	
06:00 PM	0	0	0	2	2	0	0	0	2	2	0	0	0	1	1	0	0	0	3	3	8
06:15 PM	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	2
06:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	1
06:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
<b>Total</b>	0	0	0	3	3	0	0	0	2	2	0	0	0	2	2	0	0	0	4	4	11
<b>Grand Total</b>	0	0	0	30	30	0	0	0	5	5	0	0	0	26	26	0	0	0	15	15	76
Apprch %	0	0	0	100		0	0	0	100		0	0	0	100		0	0	0	100		
Total %	0	0	0	39.5	39.5	0	0	0	6.6	6.6	0	0	0	34.2	34.2	0	0	0	19.7	19.7	

Peak Hour Analysis From 06:00 AM to 11:45 AM - Peak 1 of 1  
 Peak Hour for Entire Intersection Begins at 06:00 AM

Start Time	W 31st St Southbound				Semmes Ave Westbound				W 31st St Northbound				Semmes Ave Eastbound				Int. Total
	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	
06:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
<b>Total Volume</b>	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
<b>% App. Total</b>	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PHF	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000

Peak Hour Analysis From 12:00 PM to 06:45 PM - Peak 1 of 1  
 Peak Hour for Entire Intersection Begins at 12:00 PM

12:00 PM	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
12:30 PM	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
<b>Total Volume</b>	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
<b>% App. Total</b>	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PHF	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000

# Peggy Malone & Associates

## (888) 247-8602

File Name : 51-Semmes Ave & W 28th St  
 Site Code :  
 Start Date : 8/25/2021  
 Page No : 1

### Groups Printed- Cars

Start Time	W 28th St Southbound					Semmes Ave Westbound					W 28th St Northbound					Semmes Ave Eastbound					Int. Total
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	
06:00 AM	0	0	0	0	0	0	35	0	0	35	0	0	0	0	0	1	93	0	0	94	129
06:15 AM	0	0	0	0	0	0	44	1	0	45	1	0	0	0	1	0	89	0	0	89	135
06:30 AM	1	0	0	0	1	0	51	0	0	51	0	0	1	0	1	0	128	1	0	129	182
06:45 AM	1	0	1	0	2	0	90	1	0	91	2	0	0	0	2	0	122	0	0	122	217
<b>Total</b>	<b>2</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>3</b>	<b>0</b>	<b>220</b>	<b>2</b>	<b>0</b>	<b>222</b>	<b>3</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>4</b>	<b>1</b>	<b>432</b>	<b>1</b>	<b>0</b>	<b>434</b>	<b>663</b>
07:00 AM	0	0	0	0	0	1	91	0	0	92	1	0	0	0	1	0	147	2	0	149	242
07:15 AM	3	0	0	0	3	1	109	2	0	112	0	0	1	0	1	0	166	1	0	167	283
07:30 AM	2	0	0	0	2	1	167	0	0	168	1	0	0	0	1	0	201	0	0	201	372
07:45 AM	0	0	0	0	0	0	156	1	0	157	0	0	0	0	0	0	217	1	0	218	375
<b>Total</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>3</b>	<b>523</b>	<b>3</b>	<b>0</b>	<b>529</b>	<b>2</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>3</b>	<b>0</b>	<b>731</b>	<b>4</b>	<b>0</b>	<b>735</b>	<b>1272</b>
08:00 AM	3	0	0	0	3	1	127	2	0	130	0	0	0	0	0	1	190	0	0	191	324
08:15 AM	1	0	0	0	1	0	115	3	0	118	2	0	0	0	2	1	221	0	0	222	343
08:30 AM	2	0	1	0	3	1	129	0	0	130	1	0	0	0	1	0	188	2	0	190	324
08:45 AM	0	0	1	0	1	0	111	0	0	111	0	0	1	0	1	0	168	0	0	168	281
<b>Total</b>	<b>6</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>8</b>	<b>2</b>	<b>482</b>	<b>5</b>	<b>0</b>	<b>489</b>	<b>3</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>4</b>	<b>2</b>	<b>767</b>	<b>2</b>	<b>0</b>	<b>771</b>	<b>1272</b>
09:00 AM	1	0	1	0	2	1	104	2	0	107	1	0	1	0	2	0	124	0	0	124	235
09:15 AM	0	0	1	0	1	0	100	1	0	101	0	0	1	0	1	0	148	0	0	148	251
09:30 AM	2	0	0	0	2	0	104	0	0	104	1	0	0	0	1	1	131	0	0	132	239
09:45 AM	0	0	0	0	0	1	107	1	0	109	1	0	2	0	3	0	111	1	0	112	224
<b>Total</b>	<b>3</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>5</b>	<b>2</b>	<b>415</b>	<b>4</b>	<b>0</b>	<b>421</b>	<b>3</b>	<b>0</b>	<b>4</b>	<b>0</b>	<b>7</b>	<b>1</b>	<b>514</b>	<b>1</b>	<b>0</b>	<b>516</b>	<b>949</b>
10:00 AM	1	0	0	0	1	0	124	0	0	124	0	0	0	0	0	1	101	1	0	103	228
10:15 AM	0	0	0	0	0	0	98	0	0	98	2	0	1	0	3	1	121	1	0	123	224
10:30 AM	3	0	1	0	4	1	107	2	0	110	1	0	0	0	1	1	120	0	0	121	236
10:45 AM	0	0	1	0	1	0	114	1	0	115	0	0	0	0	0	0	98	2	0	100	216
<b>Total</b>	<b>4</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>6</b>	<b>1</b>	<b>443</b>	<b>3</b>	<b>0</b>	<b>447</b>	<b>3</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>4</b>	<b>3</b>	<b>440</b>	<b>4</b>	<b>0</b>	<b>447</b>	<b>904</b>
11:00 AM	1	0	1	0	2	0	120	0	0	120	0	0	0	0	0	1	93	0	0	94	216
11:15 AM	2	0	0	0	2	1	141	0	0	142	2	0	0	0	2	0	100	1	0	101	247
11:30 AM	0	1	1	0	2	0	129	1	0	130	0	0	0	0	0	1	126	0	0	127	259
11:45 AM	4	0	1	0	5	0	125	1	0	126	0	0	0	0	0	2	143	0	0	145	276
<b>Total</b>	<b>7</b>	<b>1</b>	<b>3</b>	<b>0</b>	<b>11</b>	<b>1</b>	<b>515</b>	<b>2</b>	<b>0</b>	<b>518</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>4</b>	<b>462</b>	<b>1</b>	<b>0</b>	<b>467</b>	<b>998</b>
12:00 PM	1	0	0	0	1	1	149	1	0	151	0	0	0	0	0	1	126	2	0	129	281
12:15 PM	0	0	0	0	0	1	154	0	0	155	1	0	0	0	1	0	133	0	0	133	289
12:30 PM	1	0	1	0	2	0	155	0	0	155	0	0	1	0	1	0	130	2	0	132	290
12:45 PM	2	0	0	0	2	0	134	0	0	134	0	1	0	0	1	0	129	3	0	132	269
<b>Total</b>	<b>4</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>5</b>	<b>2</b>	<b>592</b>	<b>1</b>	<b>0</b>	<b>595</b>	<b>1</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>3</b>	<b>1</b>	<b>518</b>	<b>7</b>	<b>0</b>	<b>526</b>	<b>1129</b>
01:00 PM	3	1	0	0	4	1	145	4	0	150	1	0	0	0	1	0	125	3	0	128	283
01:15 PM	2	0	1	0	3	0	144	1	0	145	1	0	0	0	1	1	158	1	0	160	309
01:30 PM	2	0	0	0	2	0	136	0	0	136	0	0	0	0	0	0	155	1	0	156	294
01:45 PM	1	0	0	0	1	1	134	0	0	135	0	0	1	0	1	0	148	1	0	149	286
<b>Total</b>	<b>8</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>10</b>	<b>2</b>	<b>559</b>	<b>5</b>	<b>0</b>	<b>566</b>	<b>2</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>3</b>	<b>1</b>	<b>586</b>	<b>6</b>	<b>0</b>	<b>593</b>	<b>1172</b>
02:00 PM	0	0	0	0	0	0	175	1	0	176	0	0	0	0	0	0	131	1	0	132	308
02:15 PM	0	0	0	0	0	0	137	1	0	138	1	0	0	0	1	2	137	1	0	140	279
02:30 PM	0	0	0	0	0	0	185	1	0	186	0	0	1	0	1	2	143	1	0	146	333
02:45 PM	1	1	2	0	4	0	173	0	0	173	0	0	1	0	1	0	137	2	0	139	317
<b>Total</b>	<b>1</b>	<b>1</b>	<b>2</b>	<b>0</b>	<b>4</b>	<b>0</b>	<b>670</b>	<b>3</b>	<b>0</b>	<b>673</b>	<b>1</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>3</b>	<b>4</b>	<b>548</b>	<b>5</b>	<b>0</b>	<b>557</b>	<b>1237</b>
03:00 PM	0	0	1	0	1	2	166	0	0	168	1	0	0	0	1	0	131	1	0	132	302
03:15 PM	0	0	0	0	0	2	174	3	0	179	0	0	0	0	0	0	167	1	0	168	347
03:30 PM	0	0	0	0	0	1	199	1	0	201	1	0	0	0	1	2	189	1	0	192	394
03:45 PM	1	0	1	0	2	0	222	1	0	223	1	0	0	0	1	0	152	2	0	154	380
<b>Total</b>	<b>1</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>3</b>	<b>5</b>	<b>761</b>	<b>5</b>	<b>0</b>	<b>771</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>2</b>	<b>639</b>	<b>5</b>	<b>0</b>	<b>646</b>	<b>1423</b>
04:00 PM	1	0	0	0	1	0	213	0	0	213	0	0	1	0	1	1	178	1	0	180	395
04:15 PM	0	0	1	0	1	2	242	2	0	246	0	0	1	0	1	0	210	0	0	210	458
04:30 PM	0	0	0	0	0	1	238	3	0	242	1	0	0	0	1	0	190	0	0	190	433
04:45 PM	2	0	0	0	2	2	277	2	0	281	1	1	0	0	2	0	176	2	0	178	463
<b>Total</b>	<b>3</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>4</b>	<b>5</b>	<b>970</b>	<b>7</b>	<b>0</b>	<b>982</b>	<b>2</b>	<b>1</b>	<b>2</b>	<b>0</b>	<b>5</b>	<b>1</b>	<b>754</b>	<b>3</b>	<b>0</b>	<b>758</b>	<b>1749</b>
05:00 PM	0	1	0	0	1	0	275	0	0	275	0	0	2	0	2	5	189	2	0	196	474
05:15 PM	3	0	0	0	3	2	313	1	0	316	3	0	0	0	3	0	177	4	0	181	503
05:30 PM	1	0	1	0	2	1	266	2	0	269	2	0	0	0	2	3	172	0	0	175	448
05:45 PM	4	0	1	0	5	0	241	1	0	242	0	0	0	0	0	1	186	4	0	191	438
<b>Total</b>	<b>8</b>	<b>1</b>	<b>2</b>	<b>0</b>	<b>11</b>	<b>3</b>	<b>1095</b>	<b>4</b>	<b>0</b>	<b>1102</b>	<b>5</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>7</b>	<b>9</b>	<b>724</b>	<b>10</b>	<b>0</b>	<b>743</b>	<b>1863</b>

# Peggy Malone & Associates

## (888) 247-8602

File Name : 51-Semmes Ave & W 28th St  
 Site Code :  
 Start Date : 8/25/2021  
 Page No : 2

### Groups Printed- Cars

Start Time	W 28th St Southbound					Semmes Ave Westbound					W 28th St Northbound					Semmes Ave Eastbound					Int. Total
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	
06:00 PM	0	0	1	0	1	2	204	4	0	210	0	0	1	0	1	1	157	1	0	159	371
06:15 PM	4	0	1	0	5	1	198	1	0	200	0	0	0	0	0	0	167	0	0	167	372
06:30 PM	3	0	0	0	3	1	193	2	0	196	0	0	0	0	0	0	173	2	0	175	374
06:45 PM	1	0	1	0	2	0	179	0	0	179	3	0	0	0	3	2	144	1	0	147	331
<b>Total</b>	<b>8</b>	<b>0</b>	<b>3</b>	<b>0</b>	<b>11</b>	<b>4</b>	<b>774</b>	<b>7</b>	<b>0</b>	<b>785</b>	<b>3</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>4</b>	<b>3</b>	<b>641</b>	<b>4</b>	<b>0</b>	<b>648</b>	<b>1448</b>
<b>Grand Total</b>	<b>60</b>	<b>4</b>	<b>22</b>	<b>0</b>	<b>86</b>	<b>30</b>	<b>8019</b>	<b>51</b>	<b>0</b>	<b>8100</b>	<b>33</b>	<b>2</b>	<b>17</b>	<b>0</b>	<b>52</b>	<b>32</b>	<b>7756</b>	<b>53</b>	<b>0</b>	<b>7841</b>	<b>16079</b>
Apprch %	69.8	4.7	25.6	0		0.4	99	0.6	0		63.5	3.8	32.7	0		0.4	98.9	0.7	0		
Total %	0.4	0	0.1	0	0.5	0.2	49.9	0.3	0	50.4	0.2	0	0.1	0	0.3	0.2	48.2	0.3	0	48.8	

Peak Hour Analysis From 06:00 AM to 11:45 AM - Peak 1 of 1  
 Peak Hour for Entire Intersection Begins at 07:30 AM

Start Time	W 28th St Southbound					Semmes Ave Westbound					W 28th St Northbound					Semmes Ave Eastbound					Int. Total
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	
07:30 AM	2	0	0	0	2	1	167	0	0	168	1	0	0	0	1	0	201	0	0	201	372
07:45 AM	0	0	0	0	0	0	156	1	0	157	0	0	0	0	0	0	217	1	0	218	375
08:00 AM	3	0	0	0	3	1	127	2	0	130	0	0	0	0	0	1	190	0	0	191	324
08:15 AM	1	0	0	0	1	0	115	3	0	118	2	0	0	0	2	1	221	0	0	222	343
Total Volume	6	0	0	0	6	2	565	6	0	573	3	0	0	0	3	2	829	1	0	832	1414
% App. Total	100	0	0	0		0.3	98.6	1	0		100	0	0	0		0.2	99.6	0.1	0		
PHF	.500	.000	.000	.000	.500	.500	.846	.500	.853	.375	.000	.000	.375	.500	.938	.250	.937	.937	.943		

Peak Hour Analysis From 12:00 PM to 06:45 PM - Peak 1 of 1  
 Peak Hour for Entire Intersection Begins at 04:45 PM

Start Time	W 28th St Southbound					Semmes Ave Westbound					W 28th St Northbound					Semmes Ave Eastbound					Int. Total
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	
04:45 PM	2	0	0	0	2	2	277	2	0	281	1	1	0	0	2	0	176	2	0	178	463
05:00 PM	0	1	0	0	1	0	275	0	0	275	0	0	2	0	2	5	189	2	0	196	474
05:15 PM	3	0	0	0	3	2	313	1	0	316	3	0	0	0	3	0	177	4	0	181	503
05:30 PM	1	0	1	0	2	1	266	2	0	269	2	0	0	0	2	3	172	0	0	175	448
Total Volume	6	1	1	0	8	5	1131	5	0	1141	6	1	2	0	9	8	714	8	0	730	1888
% App. Total	75	12.5	12.5	0		0.4	99.1	0.4	0		66.7	11.1	22.2	0		1.1	97.8	1.1	0		
PHF	.500	.250	.250	.000	.667	.625	.903	.625	.903	.500	.250	.250	.750	.400	.944	.500	.931	.931	.938		

# Peggy Malone & Associates

## (888) 247-8602

File Name : 51-Semmes Ave & W 28th St  
 Site Code :  
 Start Date : 8/25/2021  
 Page No : 1

### Groups Printed- Trucks

Start Time	W 28th St Southbound					Semmes Ave Westbound					W 28th St Northbound					Semmes Ave Eastbound					Int. Total
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	
06:00 AM	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	5	0	0	5	7
06:15 AM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1
06:30 AM	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	3	0	0	3	5
06:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1
<b>Total</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>14</b>
07:00 AM	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	0	3	0	0	3	6
07:15 AM	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	2	0	0	2	4
07:30 AM	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	0	5	0	0	5	8
07:45 AM	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	0	3	0	0	3	6
<b>Total</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>13</b>	<b>0</b>	<b>0</b>	<b>13</b>	<b>24</b>
08:00 AM	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	5	0	0	5	7
08:15 AM	0	0	0	0	0	0	5	0	0	5	0	0	0	0	0	0	3	0	0	3	8
08:30 AM	0	0	0	0	0	0	6	0	0	6	0	0	0	0	0	0	3	0	0	3	9
08:45 AM	0	0	0	0	0	0	6	0	0	6	0	0	0	0	0	0	5	0	0	5	11
<b>Total</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>19</b>	<b>0</b>	<b>0</b>	<b>19</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>16</b>	<b>0</b>	<b>0</b>	<b>16</b>	<b>35</b>
09:00 AM	0	0	0	0	0	1	5	0	0	6	0	0	0	0	0	0	3	0	0	3	9
09:15 AM	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	0	5	0	0	5	8
09:30 AM	0	0	0	0	0	0	6	0	0	6	0	0	0	0	0	0	5	0	0	5	11
09:45 AM	1	0	0	0	1	0	4	0	0	4	0	0	0	0	0	0	8	0	0	8	13
<b>Total</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>1</b>	<b>18</b>	<b>0</b>	<b>0</b>	<b>19</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>21</b>	<b>0</b>	<b>0</b>	<b>21</b>	<b>41</b>
10:00 AM	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	0	1	0	0	1	4
10:15 AM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	4	0	0	4	5
10:30 AM	0	0	0	0	0	0	2	0	0	2	1	0	0	0	1	0	7	0	0	7	10
10:45 AM	0	0	0	0	0	0	7	0	0	7	0	0	0	0	0	0	5	0	0	5	12
<b>Total</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>13</b>	<b>0</b>	<b>0</b>	<b>13</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>17</b>	<b>0</b>	<b>0</b>	<b>17</b>	<b>31</b>
11:00 AM	1	0	0	0	1	0	6	0	0	6	0	0	0	0	0	0	3	0	0	3	10
11:15 AM	1	0	0	0	1	0	5	0	0	5	0	0	0	0	0	0	5	0	0	5	11
11:30 AM	0	0	0	0	0	0	6	0	0	6	0	0	0	0	0	0	6	0	0	6	12
11:45 AM	0	0	0	0	0	0	4	0	0	4	0	0	0	0	0	0	4	0	0	4	8
<b>Total</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>21</b>	<b>0</b>	<b>0</b>	<b>21</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>18</b>	<b>0</b>	<b>0</b>	<b>18</b>	<b>41</b>
12:00 PM	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	0	2	0	0	2	5
12:15 PM	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	0	4	0	0	4	7
12:30 PM	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	0	2	0	0	2	5
12:45 PM	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	0	2	0	0	2	5
<b>Total</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>12</b>	<b>0</b>	<b>0</b>	<b>12</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>22</b>
01:00 PM	0	0	0	0	0	0	5	0	0	5	0	0	0	0	0	0	6	0	0	6	11
01:15 PM	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	0	2	0	0	2	5
01:30 PM	0	0	0	0	0	0	7	0	0	7	0	0	0	0	0	0	7	0	0	7	14
01:45 PM	0	0	1	0	1	0	2	0	0	2	0	0	0	0	0	0	3	0	0	3	6
<b>Total</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>17</b>	<b>0</b>	<b>0</b>	<b>17</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>18</b>	<b>0</b>	<b>0</b>	<b>18</b>	<b>36</b>
02:00 PM	0	0	0	0	0	0	5	0	0	5	0	0	0	0	0	0	3	1	0	4	9
02:15 PM	0	0	1	0	1	0	7	0	0	7	0	0	0	0	0	0	6	0	0	6	14
02:30 PM	0	0	0	0	0	0	6	0	0	6	0	0	0	0	0	0	5	0	0	5	11
02:45 PM	0	0	0	0	0	0	6	0	0	6	0	0	0	0	0	0	1	1	0	2	8
<b>Total</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>24</b>	<b>0</b>	<b>0</b>	<b>24</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>15</b>	<b>2</b>	<b>0</b>	<b>17</b>	<b>42</b>
03:00 PM	0	0	0	0	0	0	5	0	0	5	0	0	0	0	0	0	5	0	0	5	10
03:15 PM	0	0	0	0	0	0	4	0	0	4	0	0	0	0	0	1	3	0	0	4	8
03:30 PM	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	0	6	0	0	6	9
03:45 PM	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	5	0	0	5	7
<b>Total</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>14</b>	<b>0</b>	<b>0</b>	<b>14</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>19</b>	<b>0</b>	<b>0</b>	<b>20</b>	<b>34</b>
04:00 PM	0	0	0	0	0	0	6	0	0	6	0	0	0	0	0	0	2	0	0	2	8
04:15 PM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	7	0	0	7	8
04:30 PM	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	0	9	0	0	9	12
04:45 PM	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	1	0	0	1	3
<b>Total</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>12</b>	<b>0</b>	<b>0</b>	<b>12</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>19</b>	<b>0</b>	<b>0</b>	<b>19</b>	<b>31</b>
05:00 PM	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	0	2	0	0	2	5
05:15 PM	0	0	0	0	0	0	4	0	0	4	0	0	0	0	0	0	2	0	0	2	6
05:30 PM	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	4	0	0	4	6
05:45 PM	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	1	0	0	1	3
<b>Total</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>20</b>

# Peggy Malone & Associates

## (888) 247-8602

File Name : 51-Semmes Ave & W 28th St  
 Site Code :  
 Start Date : 8/25/2021  
 Page No : 2

### Groups Printed- Trucks

Start Time	W 28th St Southbound					Semmes Ave Westbound					W 28th St Northbound					Semmes Ave Eastbound					Int. Total
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	
06:00 PM	0	0	0	0	0	0	5	0	0	5	0	0	0	0	0	0	1	0	0	1	6
06:15 PM	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	0	0	0	0	0	3
06:30 PM	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	2	0	0	2	4
06:45 PM	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	2	0	0	2	4
<b>Total</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>12</b>	<b>0</b>	<b>0</b>	<b>12</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>17</b>
<b>Grand Total</b>	<b>3</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>5</b>	<b>1</b>	<b>189</b>	<b>0</b>	<b>0</b>	<b>190</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>1</b>	<b>189</b>	<b>2</b>	<b>0</b>	<b>192</b>	<b>388</b>
Apprch %	60	0	40	0		0.5	99.5	0	0		100	0	0	0		0.5	98.4	1	0		
Total %	0.8	0	0.5	0	1.3	0.3	48.7	0	0	49	0.3	0	0	0	0.3	0.3	48.7	0.5	0	49.5	

Peak Hour Analysis From 06:00 AM to 11:45 AM - Peak 1 of 1  
 Peak Hour for Entire Intersection Begins at 10:45 AM

Start Time	W 28th St Southbound					Semmes Ave Westbound					W 28th St Northbound					Semmes Ave Eastbound					Int. Total
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	
10:45 AM	0	0	0	0	0	0	7	0	0	7	0	0	0	0	0	0	5	0	0	5	12
11:00 AM	1	0	0	0	1	0	6	0	0	6	0	0	0	0	0	0	3	0	0	3	10
11:15 AM	1	0	0	0	1	0	5	0	0	5	0	0	0	0	0	0	5	0	0	5	11
11:30 AM	0	0	0	0	0	0	6	0	0	6	0	0	0	0	0	0	6	0	0	6	12
Total Volume	2	0	0	0	2	0	24	0	0	24	0	0	0	0	0	0	19	0	0	19	45
% App. Total	100	0	0	0		0	100	0	0		0	0	0	0		0	100	0	0		
PHF	.500	.000	.000	.000	.500	.000	.857	.000	.000	.857	.000	.000	.000	.000	.000	.000	.792	.000	.000	.792	.938

Peak Hour Analysis From 12:00 PM to 06:45 PM - Peak 1 of 1  
 Peak Hour for Entire Intersection Begins at 01:30 PM

01:30 PM	0	0	0	0	0	0	7	0	0	7	0	0	0	0	0	0	7	0	0	7	14
01:45 PM	0	0	1	0	1	0	2	0	0	2	0	0	0	0	0	0	3	0	0	3	6
02:00 PM	0	0	0	0	0	0	5	0	0	5	0	0	0	0	0	0	3	1	0	4	9
02:15 PM	0	0	1	0	1	0	7	0	0	7	0	0	0	0	0	0	6	0	0	6	14
Total Volume	0	0	2	0	2	0	21	0	0	21	0	0	0	0	0	0	19	1	0	20	43
% App. Total	0	0	100	0		0	100	0	0		0	0	0	0		0	95	5	0		
PHF	.000	.000	.500	.000	.500	.000	.750	.000	.000	.750	.000	.000	.000	.000	.000	.000	.679	.250	.000	.714	.768

# Peggy Malone & Associates

## (888) 247-8602

File Name : 51-Semmes Ave & W 28th St  
 Site Code :  
 Start Date : 8/25/2021  
 Page No : 1

### Groups Printed- Cars - Trucks

Start Time	W 28th St Southbound					Semmes Ave Westbound					W 28th St Northbound					Semmes Ave Eastbound					Int. Total
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	
06:00 AM	0	0	0	0	0	0	37	0	0	37	0	0	0	0	0	1	98	0	0	99	136
06:15 AM	0	0	0	0	0	0	45	1	0	46	1	0	0	0	1	0	89	0	0	89	136
06:30 AM	1	0	0	0	1	0	53	0	0	53	0	0	1	0	1	0	131	1	0	132	187
06:45 AM	1	0	1	0	2	0	90	1	0	91	2	0	0	0	2	0	123	0	0	123	218
<b>Total</b>	<b>2</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>3</b>	<b>0</b>	<b>225</b>	<b>2</b>	<b>0</b>	<b>227</b>	<b>3</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>4</b>	<b>1</b>	<b>441</b>	<b>1</b>	<b>0</b>	<b>443</b>	<b>677</b>
07:00 AM	0	0	0	0	0	1	94	0	0	95	1	0	0	0	1	0	150	2	0	152	248
07:15 AM	3	0	0	0	3	1	111	2	0	114	0	0	1	0	1	0	168	1	0	169	287
07:30 AM	2	0	0	0	2	1	170	0	0	171	1	0	0	0	1	0	206	0	0	206	380
07:45 AM	0	0	0	0	0	0	159	1	0	160	0	0	0	0	0	0	220	1	0	221	381
<b>Total</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>3</b>	<b>534</b>	<b>3</b>	<b>0</b>	<b>540</b>	<b>2</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>3</b>	<b>0</b>	<b>744</b>	<b>4</b>	<b>0</b>	<b>748</b>	<b>1296</b>
08:00 AM	3	0	0	0	3	1	129	2	0	132	0	0	0	0	0	1	195	0	0	196	331
08:15 AM	1	0	0	0	1	0	120	3	0	123	2	0	0	0	2	1	224	0	0	225	351
08:30 AM	2	0	1	0	3	1	135	0	0	136	1	0	0	0	1	0	191	2	0	193	333
08:45 AM	0	0	1	0	1	0	117	0	0	117	0	0	1	0	1	0	173	0	0	173	292
<b>Total</b>	<b>6</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>8</b>	<b>2</b>	<b>501</b>	<b>5</b>	<b>0</b>	<b>508</b>	<b>3</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>4</b>	<b>2</b>	<b>783</b>	<b>2</b>	<b>0</b>	<b>787</b>	<b>1307</b>
09:00 AM	1	0	1	0	2	2	109	2	0	113	1	0	1	0	2	0	127	0	0	127	244
09:15 AM	0	0	1	0	1	0	103	1	0	104	0	0	1	0	1	0	153	0	0	153	259
09:30 AM	2	0	0	0	2	0	110	0	0	110	1	0	0	0	1	1	136	0	0	137	250
09:45 AM	1	0	0	0	1	1	111	1	0	113	1	0	2	0	3	0	119	1	0	120	237
<b>Total</b>	<b>4</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>6</b>	<b>3</b>	<b>433</b>	<b>4</b>	<b>0</b>	<b>440</b>	<b>3</b>	<b>0</b>	<b>4</b>	<b>0</b>	<b>7</b>	<b>1</b>	<b>535</b>	<b>1</b>	<b>0</b>	<b>537</b>	<b>990</b>
10:00 AM	1	0	0	0	1	0	127	0	0	127	0	0	0	0	0	1	102	1	0	104	232
10:15 AM	0	0	0	0	0	0	99	0	0	99	2	0	1	0	3	1	125	1	0	127	229
10:30 AM	3	0	1	0	4	1	109	2	0	112	2	0	0	0	2	1	127	0	0	128	246
10:45 AM	0	0	1	0	1	0	121	1	0	122	0	0	0	0	0	0	103	2	0	105	228
<b>Total</b>	<b>4</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>6</b>	<b>1</b>	<b>456</b>	<b>3</b>	<b>0</b>	<b>460</b>	<b>4</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>5</b>	<b>3</b>	<b>457</b>	<b>4</b>	<b>0</b>	<b>464</b>	<b>935</b>
11:00 AM	2	0	1	0	3	0	126	0	0	126	0	0	0	0	0	1	96	0	0	97	226
11:15 AM	3	0	0	0	3	1	146	0	0	147	2	0	0	0	2	0	105	1	0	106	258
11:30 AM	0	1	1	0	2	0	135	1	0	136	0	0	0	0	0	1	132	0	0	133	271
11:45 AM	4	0	1	0	5	0	129	1	0	130	0	0	0	0	0	2	147	0	0	149	284
<b>Total</b>	<b>9</b>	<b>1</b>	<b>3</b>	<b>0</b>	<b>13</b>	<b>1</b>	<b>536</b>	<b>2</b>	<b>0</b>	<b>539</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>4</b>	<b>480</b>	<b>1</b>	<b>0</b>	<b>485</b>	<b>1039</b>
12:00 PM	1	0	0	0	1	1	152	1	0	154	0	0	0	0	0	1	128	2	0	131	286
12:15 PM	0	0	0	0	0	1	157	0	0	158	1	0	0	0	1	0	137	0	0	137	296
12:30 PM	1	0	1	0	2	0	158	0	0	158	0	0	1	0	1	0	132	2	0	134	295
12:45 PM	2	0	0	0	2	0	137	0	0	137	0	1	0	0	1	0	131	3	0	134	274
<b>Total</b>	<b>4</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>5</b>	<b>2</b>	<b>604</b>	<b>1</b>	<b>0</b>	<b>607</b>	<b>1</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>3</b>	<b>1</b>	<b>528</b>	<b>7</b>	<b>0</b>	<b>536</b>	<b>1151</b>
01:00 PM	3	1	0	0	4	1	150	4	0	155	1	0	0	0	1	0	131	3	0	134	294
01:15 PM	2	0	1	0	3	0	147	1	0	148	1	0	0	0	1	1	160	1	0	162	314
01:30 PM	2	0	0	0	2	0	143	0	0	143	0	0	0	0	0	0	162	1	0	163	308
01:45 PM	1	0	1	0	2	1	136	0	0	137	0	0	1	0	1	0	151	1	0	152	292
<b>Total</b>	<b>8</b>	<b>1</b>	<b>2</b>	<b>0</b>	<b>11</b>	<b>2</b>	<b>576</b>	<b>5</b>	<b>0</b>	<b>583</b>	<b>2</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>3</b>	<b>1</b>	<b>604</b>	<b>6</b>	<b>0</b>	<b>611</b>	<b>1208</b>
02:00 PM	0	0	0	0	0	0	180	1	0	181	0	0	0	0	0	0	134	2	0	136	317
02:15 PM	0	0	1	0	1	0	144	1	0	145	1	0	0	0	1	2	143	1	0	146	293
02:30 PM	0	0	0	0	0	0	191	1	0	192	0	0	1	0	1	2	148	1	0	151	344
02:45 PM	1	1	2	0	4	0	179	0	0	179	0	0	1	0	1	0	138	3	0	141	325
<b>Total</b>	<b>1</b>	<b>1</b>	<b>3</b>	<b>0</b>	<b>5</b>	<b>0</b>	<b>694</b>	<b>3</b>	<b>0</b>	<b>697</b>	<b>1</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>3</b>	<b>4</b>	<b>563</b>	<b>7</b>	<b>0</b>	<b>574</b>	<b>1279</b>
03:00 PM	0	0	1	0	1	2	171	0	0	173	1	0	0	0	1	0	136	1	0	137	312
03:15 PM	0	0	0	0	0	2	178	3	0	183	0	0	0	0	0	1	170	1	0	172	355
03:30 PM	0	0	0	0	0	1	202	1	0	204	1	0	0	0	1	2	195	1	0	198	403
03:45 PM	1	0	1	0	2	0	224	1	0	225	1	0	0	0	1	0	157	2	0	159	387
<b>Total</b>	<b>1</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>3</b>	<b>5</b>	<b>775</b>	<b>5</b>	<b>0</b>	<b>785</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>3</b>	<b>658</b>	<b>5</b>	<b>0</b>	<b>666</b>	<b>1457</b>
04:00 PM	1	0	0	0	1	0	219	0	0	219	0	0	1	0	1	1	180	1	0	182	403
04:15 PM	0	0	1	0	1	2	243	2	0	247	0	0	1	0	1	0	217	0	0	217	466
04:30 PM	0	0	0	0	0	1	241	3	0	245	1	0	0	0	1	0	199	0	0	199	445
04:45 PM	2	0	0	0	2	2	279	2	0	283	1	1	0	0	2	0	177	2	0	179	466
<b>Total</b>	<b>3</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>4</b>	<b>5</b>	<b>982</b>	<b>7</b>	<b>0</b>	<b>994</b>	<b>2</b>	<b>1</b>	<b>2</b>	<b>0</b>	<b>5</b>	<b>1</b>	<b>773</b>	<b>3</b>	<b>0</b>	<b>777</b>	<b>1780</b>
05:00 PM	0	1	0	0	1	0	278	0	0	278	0	0	2	0	2	5	191	2	0	198	479
05:15 PM	3	0	0	0	3	2	317	1	0	320	3	0	0	0	3	0	179	4	0	183	509
05:30 PM	1	0	1	0	2	1	268	2	0	271	2	0	0	0	2	3	176	0	0	179	454
05:45 PM	4	0	1	0	5	0	243	1	0	244	0	0	0	0	0	1	187	4	0	192	441
<b>Total</b>	<b>8</b>	<b>1</b>	<b>2</b>	<b>0</b>	<b>11</b>	<b>3</b>	<b>1106</b>	<b>4</b>	<b>0</b>	<b>1113</b>	<b>5</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>7</b>	<b>9</b>	<b>733</b>	<b>10</b>	<b>0</b>	<b>752</b>	<b>1883</b>

# Peggy Malone & Associates

## (888) 247-8602

File Name : 51-Semmes Ave & W 28th St  
 Site Code :  
 Start Date : 8/25/2021  
 Page No : 2

### Groups Printed- Cars - Trucks

Start Time	W 28th St Southbound					Semmes Ave Westbound					W 28th St Northbound					Semmes Ave Eastbound					Int. Total
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	
06:00 PM	0	0	1	0	1	2	209	4	0	215	0	0	1	0	1	1	158	1	0	160	377
06:15 PM	4	0	1	0	5	1	201	1	0	203	0	0	0	0	0	0	167	0	0	167	375
06:30 PM	3	0	0	0	3	1	195	2	0	198	0	0	0	0	0	0	175	2	0	177	378
06:45 PM	1	0	1	0	2	0	181	0	0	181	3	0	0	0	3	2	146	1	0	149	335
<b>Total</b>	<b>8</b>	<b>0</b>	<b>3</b>	<b>0</b>	<b>11</b>	<b>4</b>	<b>786</b>	<b>7</b>	<b>0</b>	<b>797</b>	<b>3</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>4</b>	<b>3</b>	<b>646</b>	<b>4</b>	<b>0</b>	<b>653</b>	<b>1465</b>
<b>Grand Total</b>	<b>63</b>	<b>4</b>	<b>24</b>	<b>0</b>	<b>91</b>	<b>31</b>	<b>8208</b>	<b>51</b>	<b>0</b>	<b>8290</b>	<b>34</b>	<b>2</b>	<b>17</b>	<b>0</b>	<b>53</b>	<b>33</b>	<b>7945</b>	<b>55</b>	<b>0</b>	<b>8033</b>	<b>16467</b>
Apprch %	69.2	4.4	26.4	0		0.4	99	0.6	0		64.2	3.8	32.1	0		0.4	98.9	0.7	0		
Total %	0.4	0	0.1	0	0.6	0.2	49.8	0.3	0	50.3	0.2	0	0.1	0	0.3	0.2	48.2	0.3	0	48.8	
Cars	60	4	22	0	86	30	8019	51	0	8100	33	2	17	0	52	32	7756	53	0	7841	16079
% Cars	95.2	100	91.7	0	94.5	96.8	97.7	100	0	97.7	97.1	100	100	0	98.1	97	97.6	96.4	0	97.6	97.6
Trucks	3	0	2	0	5	1	189	0	0	190	1	0	0	0	1	1	189	2	0	192	388
% Trucks	4.8	0	8.3	0	5.5	3.2	2.3	0	0	2.3	2.9	0	0	0	1.9	3	2.4	3.6	0	2.4	2.4

Start Time	W 28th St Southbound					Semmes Ave Westbound					W 28th St Northbound					Semmes Ave Eastbound					Int. Total
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	
Peak Hour Analysis From 06:00 AM to 11:45 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 07:30 AM																					
07:30 AM	2	0	0	0	2	1	170	0	0	171	1	0	0	0	1	0	206	0	0	206	380
07:45 AM	0	0	0	0	0	0	159	1	0	160	0	0	0	0	0	0	220	1	0	221	381
08:00 AM	3	0	0	0	3	1	129	2	0	132	0	0	0	0	0	1	195	0	0	196	331
08:15 AM	1	0	0	0	1	0	120	3	0	123	2	0	0	0	2	1	224	0	0	225	351
Total Volume	6	0	0	0	6	2	578	6	0	586	3	0	0	0	3	2	845	1	0	848	1443
% App. Total	100	0	0	0		0.3	98.6	1	0		100	0	0	0		0.2	99.6	0.1	0		
PHF	.500	.000	.000	.000	.500	.500	.850	.500	.000	.857	.375	.000	.000	.000	.375	.500	.943	.250	.000	.942	.947

Start Time	W 28th St Southbound					Semmes Ave Westbound					W 28th St Northbound					Semmes Ave Eastbound					Int. Total
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	
Peak Hour Analysis From 12:00 PM to 06:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 04:45 PM																					
04:45 PM	2	0	0	0	2	2	279	2	0	283	1	1	0	0	2	0	177	2	0	179	466
05:00 PM	0	1	0	0	1	0	278	0	0	278	0	0	2	0	2	5	191	2	0	198	479
05:15 PM	3	0	0	0	3	2	317	1	0	320	3	0	0	0	3	0	179	4	0	183	509
05:30 PM	1	0	1	0	2	1	268	2	0	271	2	0	0	0	2	3	176	0	0	179	454
Total Volume	6	1	1	0	8	5	1142	5	0	1152	6	1	2	0	9	8	723	8	0	739	1908
% App. Total	75	12.5	12.5	0		0.4	99.1	0.4	0		66.7	11.1	22.2	0		1.1	97.8	1.1	0		
PHF	.500	.250	.250	.000	.667	.625	.901	.625	.000	.900	.500	.250	.250	.000	.750	.400	.946	.500	.000	.933	.937



# Peggy Malone & Associates

## (888) 247-8602

File Name : 51-Semmes Ave & W 28th St  
 Site Code :  
 Start Date : 8/25/2021  
 Page No : 2

### Groups Printed- Bicycles on Crosswalk

Start Time	W 28th St Southbound					Semmes Ave Westbound					W 28th St Northbound					Semmes Ave Eastbound					Int. Total
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	
06:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0
06:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:45 PM	0	0	0	0	0	0	0	0	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	1	1	0	0	0	0	0	0
Grand Total	0	0	0	9	9	0	0	0	1	1	0	0	0	9	9	0	0	0	0	0	19
Apprch %	0	0	0	100		0	0	0	100		0	0	0	100		0	0	0	0	0	
Total %	0	0	0	47.4	47.4	0	0	0	5.3	5.3	0	0	0	47.4	47.4	0	0	0	0	0	

Peak Hour Analysis From 06:00 AM to 11:45 AM - Peak 1 of 1  
 Peak Hour for Entire Intersection Begins at 06:00 AM

Start Time	W 28th St Southbound				Semmes Ave Westbound				W 28th St Northbound				Semmes Ave Eastbound				Int. Total
	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	
06:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
06:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
06:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
06:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Total Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
% App. Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
PHF	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	

Peak Hour Analysis From 12:00 PM to 06:45 PM - Peak 1 of 1  
 Peak Hour for Entire Intersection Begins at 12:00 PM

12:00 PM	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
12:30 PM	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
Total Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% App. Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PHF	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000

# Peggy Malone & Associates

## (888) 247-8602

File Name : 51-Semmes Ave & W 28th St  
 Site Code :  
 Start Date : 8/25/2021  
 Page No : 1

### Groups Printed- Pedestrians

Start Time	W 28th St Southbound					Semmes Ave Westbound					W 28th St Northbound					Semmes Ave Eastbound					Int. Total	
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total		
06:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:30 AM	0	0	0	6	6	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	7	7
06:45 AM	0	0	0	2	2	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	3
<b>Total</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>1</b>	<b>10</b>	<b>10</b>	
07:00 AM	0	0	0	1	1	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	2
07:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	1
07:45 AM	0	0	0	1	1	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	2
<b>Total</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>5</b>
08:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	1
08:15 AM	0	0	0	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
08:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	3	3	0	0	0	0	0	0	0	3
08:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
<b>Total</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>6</b>
09:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	1
09:30 AM	0	0	0	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
09:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	1	1
<b>Total</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>1</b>	<b>4</b>	<b>4</b>	
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
10:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	1
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
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
<b>Total</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>1</b>
11:00 AM	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
11:15 AM	0	0	0	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
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
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
<b>Total</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>3</b>
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
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
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
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
<b>Total</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
01:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	1
01:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
<b>Total</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>1</b>
02:00 PM	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
02:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
<b>Total</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>1</b>
03:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:30 PM	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
03:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
<b>Total</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>1</b>
04:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:30 PM	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
<b>Total</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>1</b>
05:00 PM	0	0	0	1	1	0	0	0	2	2	0	0	0	0	0	0	0	0	0	0	0	3
05:15 PM	0	0	0	1	1	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	2
05:30 PM	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
05:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
<b>Total</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>6</b>

# Peggy Malone & Associates

## (888) 247-8602

File Name : 51-Semmes Ave & W 28th St  
 Site Code :  
 Start Date : 8/25/2021  
 Page No : 2

### Groups Printed- Pedestrians

Start Time	W 28th St Southbound					Semmes Ave Westbound					W 28th St Northbound					Semmes Ave Eastbound					Int. Total
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	
06:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0
06:15 PM	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:30 PM	0	0	0	1	1	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0
06:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
<b>Total</b>	0	0	0	2	2	0	0	0	0	0	0	0	0	2	2	0	0	0	0	0	0
<b>Grand Total</b>	0	0	0	25	25	0	0	0	2	2	0	0	0	14	14	0	0	0	2	2	43
Apprch %	0	0	0	100		0	0	0	100		0	0	0	100		0	0	0	100		
Total %	0	0	0	58.1	58.1	0	0	0	4.7	4.7	0	0	0	32.6	32.6	0	0	0	4.7	4.7	

Peak Hour Analysis From 06:00 AM to 11:45 AM - Peak 1 of 1  
 Peak Hour for Entire Intersection Begins at 06:00 AM

Start Time	W 28th St Southbound					Semmes Ave Westbound					W 28th St Northbound					Semmes Ave Eastbound					Int. Total
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	
06:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
<b>Total Volume</b>	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% App. Total	0	0	0	0		0	0	0	0		0	0	0	0		0	0	0	0		
PHF	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000

Peak Hour Analysis From 12:00 PM to 06:45 PM - Peak 1 of 1  
 Peak Hour for Entire Intersection Begins at 12:00 PM

12:00 PM	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
12:30 PM	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
<b>Total Volume</b>	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% App. Total	0	0	0	0		0	0	0	0		0	0	0	0		0	0	0	0		
PHF	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000

# Peggy Malone & Associates

## (888) 247-8602

File Name : 50-Semmes Ave & W 26th St  
 Site Code :  
 Start Date : 8/25/2021  
 Page No : 1

### Groups Printed- Cars

Start Time	W 26th St Southbound					Semmes Ave Westbound					W 26th St Northbound					Semmes Ave Eastbound					Int. Total
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	
06:00 AM	0	0	0	0	0	0	35	1	0	36	0	0	0	0	0	0	90	0	0	90	126
06:15 AM	1	0	0	0	1	0	44	3	0	47	3	1	1	0	5	1	85	0	0	86	139
06:30 AM	0	0	1	0	1	0	53	1	0	54	4	0	1	0	5	0	120	0	0	120	180
06:45 AM	0	0	0	0	0	0	90	4	0	94	7	0	0	0	7	0	126	0	0	126	227
<b>Total</b>	<b>1</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>222</b>	<b>9</b>	<b>0</b>	<b>231</b>	<b>14</b>	<b>1</b>	<b>2</b>	<b>0</b>	<b>17</b>	<b>1</b>	<b>421</b>	<b>0</b>	<b>0</b>	<b>422</b>	<b>672</b>
07:00 AM	1	0	1	0	2	0	89	1	0	90	3	1	1	0	5	2	139	0	0	141	238
07:15 AM	0	0	1	0	1	0	116	1	0	117	6	0	1	0	7	1	164	1	0	166	291
07:30 AM	3	2	3	0	8	0	158	3	0	161	5	0	4	0	9	1	204	0	0	205	383
07:45 AM	3	2	2	0	7	1	158	1	0	160	8	0	2	0	10	0	209	0	0	209	386
<b>Total</b>	<b>7</b>	<b>4</b>	<b>7</b>	<b>0</b>	<b>18</b>	<b>1</b>	<b>521</b>	<b>6</b>	<b>0</b>	<b>528</b>	<b>22</b>	<b>1</b>	<b>8</b>	<b>0</b>	<b>31</b>	<b>4</b>	<b>716</b>	<b>1</b>	<b>0</b>	<b>721</b>	<b>1298</b>
08:00 AM	0	0	4	0	4	0	136	4	0	140	5	0	0	0	5	1	187	0	0	188	337
08:15 AM	0	0	1	0	1	2	116	5	0	123	10	0	1	0	11	0	227	0	0	227	362
08:30 AM	0	1	2	0	3	0	134	1	0	135	6	0	1	0	7	0	183	0	0	183	328
08:45 AM	2	0	2	0	4	0	113	1	0	114	7	0	2	0	9	0	168	2	0	170	297
<b>Total</b>	<b>2</b>	<b>1</b>	<b>9</b>	<b>0</b>	<b>12</b>	<b>2</b>	<b>499</b>	<b>11</b>	<b>0</b>	<b>512</b>	<b>28</b>	<b>0</b>	<b>4</b>	<b>0</b>	<b>32</b>	<b>1</b>	<b>765</b>	<b>2</b>	<b>0</b>	<b>768</b>	<b>1324</b>
09:00 AM	2	0	2	0	4	1	106	3	0	110	4	1	0	0	5	1	115	1	0	117	236
09:15 AM	0	0	1	0	1	0	99	5	0	104	4	0	1	0	5	0	148	1	0	149	259
09:30 AM	0	0	4	0	4	0	105	1	0	106	5	1	2	0	8	2	132	0	0	134	252
09:45 AM	5	1	1	0	7	1	107	2	0	110	5	0	0	0	5	2	110	0	0	112	234
<b>Total</b>	<b>7</b>	<b>1</b>	<b>8</b>	<b>0</b>	<b>16</b>	<b>2</b>	<b>417</b>	<b>11</b>	<b>0</b>	<b>430</b>	<b>18</b>	<b>2</b>	<b>3</b>	<b>0</b>	<b>23</b>	<b>5</b>	<b>505</b>	<b>2</b>	<b>0</b>	<b>512</b>	<b>981</b>
10:00 AM	1	0	1	0	2	1	119	6	0	126	5	2	1	0	8	1	101	1	0	103	239
10:15 AM	0	0	0	0	0	1	97	2	0	100	5	0	1	0	6	0	118	0	0	118	224
10:30 AM	0	0	2	0	2	3	110	6	0	119	6	1	1	0	8	0	123	1	0	124	253
10:45 AM	4	0	2	0	6	2	111	5	0	118	5	3	2	0	10	0	102	0	0	102	236
<b>Total</b>	<b>5</b>	<b>0</b>	<b>5</b>	<b>0</b>	<b>10</b>	<b>7</b>	<b>437</b>	<b>19</b>	<b>0</b>	<b>463</b>	<b>21</b>	<b>6</b>	<b>5</b>	<b>0</b>	<b>32</b>	<b>1</b>	<b>444</b>	<b>2</b>	<b>0</b>	<b>447</b>	<b>952</b>
11:00 AM	0	0	2	0	2	0	112	3	0	115	6	2	2	0	10	0	95	0	0	95	222
11:15 AM	5	0	0	0	5	0	137	3	0	140	3	0	3	0	6	0	101	0	0	101	252
11:30 AM	1	1	1	0	3	0	121	2	0	123	7	0	1	0	8	1	122	0	0	123	257
11:45 AM	2	1	0	0	3	0	123	3	0	126	6	0	2	0	8	4	136	0	0	140	277
<b>Total</b>	<b>8</b>	<b>2</b>	<b>3</b>	<b>0</b>	<b>13</b>	<b>0</b>	<b>493</b>	<b>11</b>	<b>0</b>	<b>504</b>	<b>22</b>	<b>2</b>	<b>8</b>	<b>0</b>	<b>32</b>	<b>5</b>	<b>454</b>	<b>0</b>	<b>0</b>	<b>459</b>	<b>1008</b>
12:00 PM	2	1	1	0	4	0	150	4	0	154	5	0	1	0	6	0	131	0	0	131	295
12:15 PM	2	0	2	0	4	0	154	3	0	157	5	0	0	0	5	0	132	1	0	133	299
12:30 PM	1	1	1	0	3	1	150	1	0	152	5	1	1	0	7	2	133	0	0	135	297
12:45 PM	2	0	0	0	2	0	131	2	0	133	4	1	2	0	7	2	127	1	0	130	272
<b>Total</b>	<b>7</b>	<b>2</b>	<b>4</b>	<b>0</b>	<b>13</b>	<b>1</b>	<b>585</b>	<b>10</b>	<b>0</b>	<b>596</b>	<b>19</b>	<b>2</b>	<b>4</b>	<b>0</b>	<b>25</b>	<b>4</b>	<b>523</b>	<b>2</b>	<b>0</b>	<b>529</b>	<b>1163</b>
01:00 PM	1	1	4	0	6	2	154	3	0	159	8	0	0	0	8	0	120	1	0	121	294
01:15 PM	1	1	1	0	3	1	142	3	0	146	6	2	0	0	8	1	154	2	0	157	314
01:30 PM	1	0	0	0	1	1	138	5	0	144	6	1	0	0	7	2	154	0	0	156	308
01:45 PM	3	1	4	0	8	0	133	1	0	134	3	0	2	0	5	0	149	0	0	149	296
<b>Total</b>	<b>6</b>	<b>3</b>	<b>9</b>	<b>0</b>	<b>18</b>	<b>4</b>	<b>567</b>	<b>12</b>	<b>0</b>	<b>583</b>	<b>23</b>	<b>3</b>	<b>2</b>	<b>0</b>	<b>28</b>	<b>3</b>	<b>577</b>	<b>3</b>	<b>0</b>	<b>583</b>	<b>1212</b>
02:00 PM	1	0	2	0	3	3	169	3	0	175	6	0	2	0	8	1	129	0	0	130	316
02:15 PM	3	3	0	0	6	0	139	4	0	143	1	1	2	0	4	2	134	0	0	136	289
02:30 PM	2	1	1	0	4	0	181	5	0	186	5	2	0	0	7	0	142	3	0	145	342
02:45 PM	3	0	0	0	3	1	177	4	0	182	5	0	1	0	6	2	134	1	0	137	328
<b>Total</b>	<b>9</b>	<b>4</b>	<b>3</b>	<b>0</b>	<b>16</b>	<b>4</b>	<b>666</b>	<b>16</b>	<b>0</b>	<b>686</b>	<b>17</b>	<b>3</b>	<b>5</b>	<b>0</b>	<b>25</b>	<b>5</b>	<b>539</b>	<b>4</b>	<b>0</b>	<b>548</b>	<b>1275</b>
03:00 PM	1	1	1	0	3	3	165	5	0	173	7	1	0	0	8	2	130	2	0	134	318
03:15 PM	1	0	0	0	1	2	176	5	0	183	9	0	2	0	11	2	167	1	0	170	365
03:30 PM	0	1	1	0	2	0	204	2	0	206	7	0	0	0	7	2	185	1	0	188	403
03:45 PM	3	1	1	0	5	0	220	7	0	227	2	2	4	0	8	0	156	0	0	156	396
<b>Total</b>	<b>5</b>	<b>3</b>	<b>3</b>	<b>0</b>	<b>11</b>	<b>5</b>	<b>765</b>	<b>19</b>	<b>0</b>	<b>789</b>	<b>25</b>	<b>3</b>	<b>6</b>	<b>0</b>	<b>34</b>	<b>6</b>	<b>638</b>	<b>4</b>	<b>0</b>	<b>648</b>	<b>1482</b>
04:00 PM	2	0	1	0	3	0	230	4	0	234	4	0	0	0	4	0	176	0	0	176	417
04:15 PM	0	1	2	0	3	3	234	2	0	239	6	1	0	0	7	3	202	1	0	206	455
04:30 PM	4	1	0	0	5	2	260	4	0	266	8	1	0	0	9	1	192	1	0	194	474
04:45 PM	2	1	1	0	4	2	270	7	0	279	7	1	4	0	12	2	173	1	0	176	471
<b>Total</b>	<b>8</b>	<b>3</b>	<b>4</b>	<b>0</b>	<b>15</b>	<b>7</b>	<b>994</b>	<b>17</b>	<b>0</b>	<b>1018</b>	<b>25</b>	<b>3</b>	<b>4</b>	<b>0</b>	<b>32</b>	<b>6</b>	<b>743</b>	<b>3</b>	<b>0</b>	<b>752</b>	<b>1817</b>
05:00 PM	1	0	1	0	2	2	288	4	0	294	2	0	1	0	3	2	186	1	0	189	488
05:15 PM	0	0	4	0	4	4	310	9	0	323	6	3	2	0	11	0	178	1	0	179	517
05:30 PM	3	0	1	0	4	0	277	3	0	280	1	0	2	0	3	0	170	0	0	170	457
05:45 PM	4	2	2	0	8	1	225	2	0	228	8	1	5	0	14	2	187	2	0	191	441
<b>Total</b>	<b>8</b>	<b>2</b>	<b>8</b>	<b>0</b>	<b>18</b>	<b>7</b>	<b>1100</b>	<b>18</b>	<b>0</b>	<b>1125</b>	<b>17</b>	<b>4</b>	<b>10</b>	<b>0</b>	<b>31</b>	<b>4</b>	<b>721</b>	<b>4</b>	<b>0</b>	<b>729</b>	<b>1903</b>

# Peggy Malone & Associates

## (888) 247-8602

File Name : 50-Semmes Ave & W 26th St  
 Site Code :  
 Start Date : 8/25/2021  
 Page No : 2

### Groups Printed- Cars

Start Time	W 26th St Southbound					Semmes Ave Westbound					W 26th St Northbound					Semmes Ave Eastbound					Int. Total
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	
06:00 PM	3	1	1	0	5	0	212	3	0	215	5	0	0	0	5	1	153	1	0	155	380
06:15 PM	2	1	0	0	3	1	203	4	0	208	2	0	2	0	4	1	169	1	0	171	386
06:30 PM	2	0	1	0	3	0	198	5	0	203	5	0	1	0	6	1	167	0	0	168	380
06:45 PM	0	0	2	0	2	0	181	2	0	183	12	1	1	0	14	1	154	1	0	156	355
<b>Total</b>	<b>7</b>	<b>2</b>	<b>4</b>	<b>0</b>	<b>13</b>	<b>1</b>	<b>794</b>	<b>14</b>	<b>0</b>	<b>809</b>	<b>24</b>	<b>1</b>	<b>4</b>	<b>0</b>	<b>29</b>	<b>4</b>	<b>643</b>	<b>3</b>	<b>0</b>	<b>650</b>	<b>1501</b>
<b>Grand Total</b>	<b>80</b>	<b>27</b>	<b>68</b>	<b>0</b>	<b>175</b>	<b>41</b>	<b>8060</b>	<b>173</b>	<b>0</b>	<b>8274</b>	<b>275</b>	<b>31</b>	<b>65</b>	<b>0</b>	<b>371</b>	<b>49</b>	<b>7689</b>	<b>30</b>	<b>0</b>	<b>7768</b>	<b>16588</b>
Apprch %	45.7	15.4	38.9	0		0.5	97.4	2.1	0		74.1	8.4	17.5	0		0.6	99	0.4	0		
Total %	0.5	0.2	0.4	0	1.1	0.2	48.6	1	0	49.9	1.7	0.2	0.4	0	2.2	0.3	46.4	0.2	0	46.8	

Start Time	W 26th St Southbound					Semmes Ave Westbound					W 26th St Northbound					Semmes Ave Eastbound					Int. Total
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	
Peak Hour Analysis From 06:00 AM to 11:45 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 07:30 AM																					
07:30 AM	3	2	3		8	0	158	3		161	5	0	4	9	1	204	0		205	383	
07:45 AM	3	2	2		7	1	158	1		160	8	0	2	10	0	209	0		209	386	
08:00 AM	0	0	4		4	0	136	4		140	5	0	0	5	1	187	0		188	337	
08:15 AM	0	0	1		1	2	116	5		123	10	0	1	11	0	227	0		227	362	
Total Volume	6	4	10		20	3	568	13		584	28	0	7	35	2	827	0		829	1468	
% App. Total	30	20	50			0.5	97.3	2.2			80	0	20		0.2	99.8	0				
PHF	.500	.500	.625		.625	.375	.899	.650		.907	.700	.000	.438	.795	.500	.911	.000		.913	.951	

Start Time	W 26th St Southbound					Semmes Ave Westbound					W 26th St Northbound					Semmes Ave Eastbound					Int. Total
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	
Peak Hour Analysis From 12:00 PM to 06:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 04:30 PM																					
04:30 PM	4	1	0		5	2	260	4		266	8	1	0	9	1	192	1		194	474	
04:45 PM	2	1	1		4	2	270	7		279	7	1	4	12	2	173	1		176	471	
05:00 PM	1	0	1		2	2	288	4		294	2	0	1	3	2	186	1		189	488	
05:15 PM	0	0	4		4	4	310	9		323	6	3	2	11	0	178	1		179	517	
Total Volume	7	2	6		15	10	1128	24		1162	23	5	7	35	5	729	4		738	1950	
% App. Total	46.7	13.3	40			0.9	97.1	2.1			65.7	14.3	20		0.7	98.8	0.5				
PHF	.438	.500	.375		.750	.625	.910	.667		.899	.719	.417	.438	.729	.625	.949	1.00		.951	.943	

# Peggy Malone & Associates

## (888) 247-8602

File Name : 50-Semmes Ave & W 26th St  
 Site Code :  
 Start Date : 8/25/2021  
 Page No : 1

### Groups Printed- Trucks

Start Time	W 26th St Southbound					Semmes Ave Westbound					W 26th St Northbound					Semmes Ave Eastbound					Int. Total	
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total		
06:00 AM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	5	0	0	0	5	6
06:15 AM	0	0	0	0	0	0	1	0	0	1	1	0	0	0	1	0	0	0	0	0	0	2
06:30 AM	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	3	0	0	0	3	5
06:45 AM	0	0	0	0	0	0	0	1	0	1	1	0	0	0	1	0	1	0	0	0	1	3
<b>Total</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>1</b>	<b>0</b>	<b>5</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>9</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>16</b>	
07:00 AM	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	0	4	0	0	0	4	7
07:15 AM	0	0	0	0	0	0	2	1	0	3	0	0	0	0	0	0	2	0	0	0	2	5
07:30 AM	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	3	0	0	0	3	5
07:45 AM	0	0	0	0	0	0	3	1	0	4	1	0	0	0	1	0	5	0	0	0	5	10
<b>Total</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>2</b>	<b>0</b>	<b>12</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>14</b>	<b>0</b>	<b>0</b>	<b>14</b>	<b>27</b>	
08:00 AM	0	0	0	0	0	0	3	1	0	4	0	1	0	0	1	0	6	0	0	0	6	11
08:15 AM	0	0	0	0	0	0	3	1	0	4	2	0	0	0	2	0	2	0	0	0	2	8
08:30 AM	0	0	0	0	0	1	7	0	0	8	0	0	0	0	0	0	3	0	0	0	3	11
08:45 AM	0	0	0	0	0	0	6	1	0	7	1	0	0	0	1	0	4	0	0	0	4	12
<b>Total</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>19</b>	<b>3</b>	<b>0</b>	<b>23</b>	<b>3</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>0</b>	<b>15</b>	<b>0</b>	<b>0</b>	<b>15</b>	<b>42</b>	
09:00 AM	0	0	0	0	0	0	5	0	0	5	0	0	0	0	0	0	2	0	0	0	2	7
09:15 AM	0	0	0	0	0	0	4	1	0	5	1	1	0	0	2	0	4	0	0	0	4	11
09:30 AM	0	0	0	0	0	0	7	0	0	7	2	0	0	0	2	0	5	0	0	0	5	14
09:45 AM	0	0	0	0	0	0	2	2	0	4	0	0	0	0	0	0	7	0	0	0	7	11
<b>Total</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>18</b>	<b>3</b>	<b>0</b>	<b>21</b>	<b>3</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>0</b>	<b>18</b>	<b>0</b>	<b>0</b>	<b>18</b>	<b>43</b>	
10:00 AM	0	0	0	0	0	0	3	0	0	3	1	0	0	0	1	0	2	0	0	0	2	6
10:15 AM	0	0	0	0	0	0	1	1	0	2	1	0	0	0	1	0	4	0	0	0	4	7
10:30 AM	0	0	0	0	0	1	2	0	0	3	0	0	0	0	0	6	1	0	0	0	7	10
10:45 AM	1	0	0	0	1	0	9	1	0	10	1	0	0	0	1	1	3	0	0	0	4	16
<b>Total</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>1</b>	<b>15</b>	<b>2</b>	<b>0</b>	<b>18</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>1</b>	<b>15</b>	<b>1</b>	<b>0</b>	<b>17</b>	<b>39</b>	
11:00 AM	0	0	1	0	1	0	5	1	0	6	0	0	0	0	0	4	0	0	0	0	4	11
11:15 AM	0	0	0	0	0	0	7	1	0	8	1	0	0	0	1	0	7	0	0	0	7	16
11:30 AM	0	0	0	0	0	0	5	0	0	5	0	0	0	0	0	7	0	0	0	0	7	12
11:45 AM	0	1	1	0	2	0	4	2	0	6	1	0	0	0	1	1	1	1	0	0	3	12
<b>Total</b>	<b>0</b>	<b>1</b>	<b>2</b>	<b>0</b>	<b>3</b>	<b>0</b>	<b>21</b>	<b>4</b>	<b>0</b>	<b>25</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>1</b>	<b>19</b>	<b>1</b>	<b>0</b>	<b>21</b>	<b>51</b>	
12:00 PM	0	1	0	0	1	0	4	0	0	4	0	0	0	0	0	2	0	0	0	0	2	7
12:15 PM	0	0	0	0	0	0	3	2	0	5	1	0	0	0	1	0	3	0	0	0	3	9
12:30 PM	0	0	0	0	0	0	4	1	0	5	0	0	0	0	0	2	0	0	0	0	2	7
12:45 PM	0	0	1	0	1	0	2	1	0	3	2	0	0	0	2	0	2	0	0	0	2	8
<b>Total</b>	<b>0</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>13</b>	<b>4</b>	<b>0</b>	<b>17</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>0</b>	<b>9</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>31</b>	
01:00 PM	0	0	0	0	0	0	5	0	0	5	1	0	0	0	1	0	5	0	0	0	5	11
01:15 PM	0	0	0	0	0	0	3	1	0	4	1	0	0	0	1	0	2	0	0	0	2	7
01:30 PM	0	0	0	0	0	0	6	0	0	6	0	0	0	0	0	7	0	0	0	0	7	13
01:45 PM	0	0	0	0	0	0	2	1	0	3	2	0	0	0	2	0	2	0	0	0	2	7
<b>Total</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>16</b>	<b>2</b>	<b>0</b>	<b>18</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>0</b>	<b>16</b>	<b>0</b>	<b>0</b>	<b>16</b>	<b>38</b>	
02:00 PM	0	0	0	0	0	0	4	0	0	4	1	0	0	0	1	0	3	0	0	0	3	8
02:15 PM	0	0	0	0	0	0	8	0	0	8	0	0	0	0	0	6	0	0	0	0	6	14
02:30 PM	0	0	0	0	0	0	4	1	0	5	0	0	0	0	0	5	0	0	0	0	5	10
02:45 PM	0	0	0	0	0	0	6	1	0	7	2	0	0	0	2	0	2	0	0	0	2	11
<b>Total</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>22</b>	<b>2</b>	<b>0</b>	<b>24</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>0</b>	<b>16</b>	<b>0</b>	<b>0</b>	<b>16</b>	<b>43</b>	
03:00 PM	0	1	0	0	1	0	4	0	0	4	0	1	1	0	2	0	7	0	0	0	7	14
03:15 PM	0	2	0	0	2	0	5	1	0	6	2	1	0	0	3	0	2	0	0	0	2	13
03:30 PM	0	0	0	0	0	0	3	0	0	3	2	0	0	0	2	0	6	0	0	0	6	11
03:45 PM	0	0	0	0	0	1	1	0	0	2	1	0	0	0	1	0	5	0	0	0	5	8
<b>Total</b>	<b>0</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>1</b>	<b>13</b>	<b>1</b>	<b>0</b>	<b>15</b>	<b>5</b>	<b>2</b>	<b>1</b>	<b>0</b>	<b>8</b>	<b>0</b>	<b>20</b>	<b>0</b>	<b>0</b>	<b>20</b>	<b>46</b>	
04:00 PM	1	0	0	0	1	0	5	1	0	6	0	0	0	0	0	2	0	0	0	0	2	9
04:15 PM	0	0	0	0	0	0	1	1	0	2	3	0	0	0	3	0	8	0	0	0	8	13
04:30 PM	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	8	0	0	0	0	8	11
04:45 PM	0	0	0	0	0	0	1	1	0	2	1	0	0	0	1	0	1	0	0	0	1	4
<b>Total</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>10</b>	<b>3</b>	<b>0</b>	<b>13</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>0</b>	<b>19</b>	<b>0</b>	<b>0</b>	<b>19</b>	<b>37</b>	
05:00 PM	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	2	0	0	0	0	2	5
05:15 PM	0	0	0	0	0	0	5	1	0	6	1	0	0	0	1	0	2	0	0	0	2	9
05:30 PM	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	4	0	0	0	0	4	6
05:45 PM	0	0	0	0	0	0	2	2	0	4	1	0	0	0	1	0	1	0	0	0	1	6
<b>Total</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>12</b>	<b>3</b>	<b>0</b>	<b>15</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>9</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>26</b>	

# Peggy Malone & Associates

## (888) 247-8602

File Name : 50-Semmes Ave & W 26th St  
 Site Code :  
 Start Date : 8/25/2021  
 Page No : 2

### Groups Printed- Trucks

Start Time	W 26th St Southbound					Semmes Ave Westbound					W 26th St Northbound					Semmes Ave Eastbound					Int. Total
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	
06:00 PM	0	0	0	0	0	1	4	0	0	5	0	0	0	0	0	0	1	0	0	1	6
06:15 PM	0	0	0	0	0	0	3	1	0	4	1	0	0	0	1	0	0	0	0	0	5
06:30 PM	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	2	0	0	2	4
06:45 PM	0	0	0	0	0	0	2	1	0	3	1	0	0	0	1	0	2	0	0	2	6
<b>Total</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>11</b>	<b>2</b>	<b>0</b>	<b>14</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>21</b>
<b>Grand Total</b>	<b>2</b>	<b>5</b>	<b>3</b>	<b>0</b>	<b>10</b>	<b>4</b>	<b>184</b>	<b>32</b>	<b>0</b>	<b>220</b>	<b>37</b>	<b>4</b>	<b>1</b>	<b>0</b>	<b>42</b>	<b>2</b>	<b>184</b>	<b>2</b>	<b>0</b>	<b>188</b>	<b>460</b>
Apprch %	20	50	30	0		1.8	83.6	14.5	0		88.1	9.5	2.4	0		1.1	97.9	1.1	0		
Total %	0.4	1.1	0.7	0	2.2	0.9	40	7	0	47.8	8	0.9	0.2	0	9.1	0.4	40	0.4	0	40.9	

Peak Hour Analysis From 06:00 AM to 11:45 AM - Peak 1 of 1  
 Peak Hour for Entire Intersection Begins at 10:45 AM

Start Time	W 26th St Southbound					Semmes Ave Westbound					W 26th St Northbound					Semmes Ave Eastbound					Int. Total
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	
10:45 AM	1	0	0	0	1	0	9	1	0	10	1	0	0	0	1	1	3	0	0	4	16
11:00 AM	0	0	1	0	1	0	5	1	0	6	0	0	0	0	0	0	4	0	0	4	11
11:15 AM	0	0	0	0	0	0	7	1	0	8	1	0	0	0	1	0	7	0	0	7	16
11:30 AM	0	0	0	0	0	0	5	0	0	5	0	0	0	0	0	0	7	0	0	7	12
<b>Total Volume</b>	<b>1</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>26</b>	<b>3</b>	<b>0</b>	<b>29</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>1</b>	<b>21</b>	<b>0</b>	<b>0</b>	<b>22</b>	<b>55</b>
% App. Total	50	0	50	0		0	89.7	10.3	0		100	0	0	0		4.5	95.5	0	0		
PHF	.250	.000	.250	.000	.500	.000	.722	.750	.000	.725	.500	.000	.000	.000	.500	.250	.750	.000	.000	.786	.859

Peak Hour Analysis From 12:00 PM to 06:45 PM - Peak 1 of 1  
 Peak Hour for Entire Intersection Begins at 02:15 PM

02:15 PM	0	0	0	0	0	0	8	0	0	8	0	0	0	0	0	0	6	0	0	6	14
02:30 PM	0	0	0	0	0	0	4	1	0	5	0	0	0	0	0	0	5	0	0	5	10
02:45 PM	0	0	0	0	0	0	6	1	0	7	2	0	0	0	2	0	2	0	0	2	11
03:00 PM	0	1	0	0	1	0	4	0	0	4	0	1	1	1	2	0	7	0	0	7	14
<b>Total Volume</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>22</b>	<b>2</b>	<b>0</b>	<b>24</b>	<b>2</b>	<b>1</b>	<b>1</b>	<b>1</b>	<b>4</b>	<b>0</b>	<b>20</b>	<b>0</b>	<b>0</b>	<b>20</b>	<b>49</b>
% App. Total	0	100	0	0		0	91.7	8.3	0		50	25	25	25		0	100	0	0		
PHF	.000	.250	.000	.000	.250	.000	.688	.500	.000	.750	.250	.250	.250	.250	.500	.000	.714	.000	.000	.714	.875

# Peggy Malone & Associates

## (888) 247-8602

File Name : 50-Semmes Ave & W 26th St  
 Site Code :  
 Start Date : 8/25/2021  
 Page No : 1

### Groups Printed- Cars - Trucks

Start Time	W 26th St Southbound					Semmes Ave Westbound					W 26th St Northbound					Semmes Ave Eastbound					Int. Total
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	
06:00 AM	0	0	0	0	0	0	36	1	0	37	0	0	0	0	0	0	95	0	0	95	132
06:15 AM	1	0	0	0	1	0	45	3	0	48	4	1	1	0	6	1	85	0	0	86	141
06:30 AM	0	0	1	0	1	0	55	1	0	56	4	0	1	0	5	0	123	0	0	123	185
06:45 AM	0	0	0	0	0	0	90	5	0	95	8	0	0	0	8	0	127	0	0	127	230
<b>Total</b>	<b>1</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>226</b>	<b>10</b>	<b>0</b>	<b>236</b>	<b>16</b>	<b>1</b>	<b>2</b>	<b>0</b>	<b>19</b>	<b>1</b>	<b>430</b>	<b>0</b>	<b>0</b>	<b>431</b>	<b>688</b>
07:00 AM	1	0	1	0	2	0	92	1	0	93	3	1	1	0	5	2	143	0	0	145	245
07:15 AM	0	0	1	0	1	0	118	2	0	120	6	0	1	0	7	1	166	1	0	168	296
07:30 AM	3	2	3	0	8	0	160	3	0	163	5	0	4	0	9	1	207	0	0	208	388
07:45 AM	3	2	2	0	7	1	161	2	0	164	9	0	2	0	11	0	214	0	0	214	396
<b>Total</b>	<b>7</b>	<b>4</b>	<b>7</b>	<b>0</b>	<b>18</b>	<b>1</b>	<b>531</b>	<b>8</b>	<b>0</b>	<b>540</b>	<b>23</b>	<b>1</b>	<b>8</b>	<b>0</b>	<b>32</b>	<b>4</b>	<b>730</b>	<b>1</b>	<b>0</b>	<b>735</b>	<b>1325</b>
08:00 AM	0	0	4	0	4	0	139	5	0	144	5	1	0	0	6	1	193	0	0	194	348
08:15 AM	0	0	1	0	1	2	119	6	0	127	12	0	1	0	13	0	229	0	0	229	370
08:30 AM	0	1	2	0	3	1	141	1	0	143	6	0	1	0	7	0	186	0	0	186	339
08:45 AM	2	0	2	0	4	0	119	2	0	121	8	0	2	0	10	0	172	2	0	174	309
<b>Total</b>	<b>2</b>	<b>1</b>	<b>9</b>	<b>0</b>	<b>12</b>	<b>3</b>	<b>518</b>	<b>14</b>	<b>0</b>	<b>535</b>	<b>31</b>	<b>1</b>	<b>4</b>	<b>0</b>	<b>36</b>	<b>1</b>	<b>780</b>	<b>2</b>	<b>0</b>	<b>783</b>	<b>1366</b>
09:00 AM	2	0	2	0	4	1	111	3	0	115	4	1	0	0	5	1	117	1	0	119	243
09:15 AM	0	0	1	0	1	0	103	6	0	109	5	1	1	0	7	0	152	1	0	153	270
09:30 AM	0	0	4	0	4	0	112	1	0	113	7	1	2	0	10	2	137	0	0	139	266
09:45 AM	5	1	1	0	7	1	109	4	0	114	5	0	0	0	5	2	117	0	0	119	245
<b>Total</b>	<b>7</b>	<b>1</b>	<b>8</b>	<b>0</b>	<b>16</b>	<b>2</b>	<b>435</b>	<b>14</b>	<b>0</b>	<b>451</b>	<b>21</b>	<b>3</b>	<b>3</b>	<b>0</b>	<b>27</b>	<b>5</b>	<b>523</b>	<b>2</b>	<b>0</b>	<b>530</b>	<b>1024</b>
10:00 AM	1	0	1	0	2	1	122	6	0	129	6	2	1	0	9	1	103	1	0	105	245
10:15 AM	0	0	0	0	0	1	98	3	0	102	6	0	1	0	7	0	122	0	0	122	231
10:30 AM	0	0	2	0	2	4	112	6	0	122	6	1	1	0	8	0	129	2	0	131	263
10:45 AM	5	0	2	0	7	2	120	6	0	128	6	3	2	0	11	1	105	0	0	106	252
<b>Total</b>	<b>6</b>	<b>0</b>	<b>5</b>	<b>0</b>	<b>11</b>	<b>8</b>	<b>452</b>	<b>21</b>	<b>0</b>	<b>481</b>	<b>24</b>	<b>6</b>	<b>5</b>	<b>0</b>	<b>35</b>	<b>2</b>	<b>459</b>	<b>3</b>	<b>0</b>	<b>464</b>	<b>991</b>
11:00 AM	0	0	3	0	3	0	117	4	0	121	6	2	2	0	10	0	99	0	0	99	233
11:15 AM	5	0	0	0	5	0	144	4	0	148	4	0	3	0	7	0	108	0	0	108	268
11:30 AM	1	1	1	0	3	0	126	2	0	128	7	0	1	0	8	1	129	0	0	130	269
11:45 AM	2	2	1	0	5	0	127	5	0	132	7	0	2	0	9	5	137	1	0	143	289
<b>Total</b>	<b>8</b>	<b>3</b>	<b>5</b>	<b>0</b>	<b>16</b>	<b>0</b>	<b>514</b>	<b>15</b>	<b>0</b>	<b>529</b>	<b>24</b>	<b>2</b>	<b>8</b>	<b>0</b>	<b>34</b>	<b>6</b>	<b>473</b>	<b>1</b>	<b>0</b>	<b>480</b>	<b>1059</b>
12:00 PM	2	2	1	0	5	0	154	4	0	158	5	0	1	0	6	0	133	0	0	133	302
12:15 PM	2	0	2	0	4	0	157	5	0	162	6	0	0	0	6	0	135	1	0	136	308
12:30 PM	1	1	1	0	3	1	154	2	0	157	5	1	1	0	7	2	135	0	0	137	304
12:45 PM	2	0	1	0	3	0	133	3	0	136	6	1	2	0	9	2	129	1	0	132	280
<b>Total</b>	<b>7</b>	<b>3</b>	<b>5</b>	<b>0</b>	<b>15</b>	<b>1</b>	<b>598</b>	<b>14</b>	<b>0</b>	<b>613</b>	<b>22</b>	<b>2</b>	<b>4</b>	<b>0</b>	<b>28</b>	<b>4</b>	<b>532</b>	<b>2</b>	<b>0</b>	<b>538</b>	<b>1194</b>
01:00 PM	1	1	4	0	6	2	159	3	0	164	9	0	0	0	9	0	125	1	0	126	305
01:15 PM	1	1	1	0	3	1	145	4	0	150	7	2	0	0	9	1	156	2	0	159	321
01:30 PM	1	0	0	0	1	1	144	5	0	150	6	1	0	0	7	2	161	0	0	163	321
01:45 PM	3	1	4	0	8	0	135	2	0	137	5	0	2	0	7	0	151	0	0	151	303
<b>Total</b>	<b>6</b>	<b>3</b>	<b>9</b>	<b>0</b>	<b>18</b>	<b>4</b>	<b>583</b>	<b>14</b>	<b>0</b>	<b>601</b>	<b>27</b>	<b>3</b>	<b>2</b>	<b>0</b>	<b>32</b>	<b>3</b>	<b>593</b>	<b>3</b>	<b>0</b>	<b>599</b>	<b>1250</b>
02:00 PM	1	0	2	0	3	3	173	3	0	179	7	0	2	0	9	1	132	0	0	133	324
02:15 PM	3	3	0	0	6	0	147	4	0	151	1	1	2	0	4	2	140	0	0	142	303
02:30 PM	2	1	1	0	4	0	185	6	0	191	5	2	0	0	7	0	147	3	0	150	352
02:45 PM	3	0	0	0	3	1	183	5	0	189	7	0	1	0	8	2	136	1	0	139	339
<b>Total</b>	<b>9</b>	<b>4</b>	<b>3</b>	<b>0</b>	<b>16</b>	<b>4</b>	<b>688</b>	<b>18</b>	<b>0</b>	<b>710</b>	<b>20</b>	<b>3</b>	<b>5</b>	<b>0</b>	<b>28</b>	<b>5</b>	<b>555</b>	<b>4</b>	<b>0</b>	<b>564</b>	<b>1318</b>
03:00 PM	1	2	1	0	4	3	169	5	0	177	7	2	1	0	10	2	137	2	0	141	332
03:15 PM	1	2	0	0	3	2	181	6	0	189	11	1	2	0	14	2	169	1	0	172	378
03:30 PM	0	1	1	0	2	0	207	2	0	209	9	0	0	0	9	2	191	1	0	194	414
03:45 PM	3	1	1	0	5	1	221	7	0	229	3	2	4	0	9	0	161	0	0	161	404
<b>Total</b>	<b>5</b>	<b>6</b>	<b>3</b>	<b>0</b>	<b>14</b>	<b>6</b>	<b>778</b>	<b>20</b>	<b>0</b>	<b>804</b>	<b>30</b>	<b>5</b>	<b>7</b>	<b>0</b>	<b>42</b>	<b>6</b>	<b>658</b>	<b>4</b>	<b>0</b>	<b>668</b>	<b>1528</b>
04:00 PM	3	0	1	0	4	0	235	5	0	240	4	0	0	0	4	0	178	0	0	178	426
04:15 PM	0	1	2	0	3	3	235	3	0	241	9	1	0	0	10	3	210	1	0	214	468
04:30 PM	4	1	0	0	5	2	263	4	0	269	8	1	0	0	9	1	200	1	0	202	485
04:45 PM	2	1	1	0	4	2	271	8	0	281	8	1	4	0	13	2	174	1	0	177	475
<b>Total</b>	<b>9</b>	<b>3</b>	<b>4</b>	<b>0</b>	<b>16</b>	<b>7</b>	<b>1004</b>	<b>20</b>	<b>0</b>	<b>1031</b>	<b>29</b>	<b>3</b>	<b>4</b>	<b>0</b>	<b>36</b>	<b>6</b>	<b>762</b>	<b>3</b>	<b>0</b>	<b>771</b>	<b>1854</b>
05:00 PM	1	0	1	0	2	2	291	4	0	297	2	0	1	0	3	2	188	1	0	191	493
05:15 PM	0	0	4	0	4	4	315	10	0	329	7	3	2	0	12	0	180	1	0	181	526
05:30 PM	3	0	1	0	4	0	279	3	0	282	1	0	2	0	3	0	174	0	0	174	463
05:45 PM	4	2	2	0	8	1	227	4	0	232	9	1	5	0	15	2	188	2	0	192	447
<b>Total</b>	<b>8</b>	<b>2</b>	<b>8</b>	<b>0</b>	<b>18</b>	<b>7</b>	<b>1112</b>	<b>21</b>	<b>0</b>	<b>1140</b>	<b>19</b>	<b>4</b>	<b>10</b>	<b>0</b>	<b>33</b>	<b>4</b>	<b>730</b>	<b>4</b>	<b>0</b>	<b>738</b>	<b>1929</b>

# Peggy Malone & Associates

## (888) 247-8602

File Name : 50-Semmes Ave & W 26th St  
 Site Code :  
 Start Date : 8/25/2021  
 Page No : 2

### Groups Printed- Cars - Trucks

Start Time	W 26th St Southbound					Semmes Ave Westbound					W 26th St Northbound					Semmes Ave Eastbound					Int. Total
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	
06:00 PM	3	1	1	0	5	1	216	3	0	220	5	0	0	0	5	1	154	1	0	156	386
06:15 PM	2	1	0	0	3	1	206	5	0	212	3	0	2	0	5	1	169	1	0	171	391
06:30 PM	2	0	1	0	3	0	200	5	0	205	5	0	1	0	6	1	169	0	0	170	384
06:45 PM	0	0	2	0	2	0	183	3	0	186	13	1	1	0	15	1	156	1	0	158	361
<b>Total</b>	<b>7</b>	<b>2</b>	<b>4</b>	<b>0</b>	<b>13</b>	<b>2</b>	<b>805</b>	<b>16</b>	<b>0</b>	<b>823</b>	<b>26</b>	<b>1</b>	<b>4</b>	<b>0</b>	<b>31</b>	<b>4</b>	<b>648</b>	<b>3</b>	<b>0</b>	<b>655</b>	<b>1522</b>
<b>Grand Total</b>	<b>82</b>	<b>32</b>	<b>71</b>	<b>0</b>	<b>185</b>	<b>45</b>	<b>8244</b>	<b>205</b>	<b>0</b>	<b>8494</b>	<b>312</b>	<b>35</b>	<b>66</b>	<b>0</b>	<b>413</b>	<b>51</b>	<b>7873</b>	<b>32</b>	<b>0</b>	<b>7956</b>	<b>17048</b>
Apprch %	44.3	17.3	38.4	0		0.5	97.1	2.4	0		75.5	8.5	16	0		0.6	99	0.4	0		
Total %	0.5	0.2	0.4	0	1.1	0.3	48.4	1.2	0	49.8	1.8	0.2	0.4	0	2.4	0.3	46.2	0.2	0	46.7	
Cars	80	27	68	0	175	41	8060	173	0	8274	275	31	65	0	371	49	7689	30	0	7768	16588
% Cars	97.6	84.4	95.8	0	94.6	91.1	97.8	84.4	0	97.4	88.1	88.6	98.5	0	89.8	96.1	97.7	93.8	0	97.6	97.3
Trucks	2	5	3	0	10	4	184	32	0	220	37	4	1	0	42	2	184	2	0	188	460
% Trucks	2.4	15.6	4.2	0	5.4	8.9	2.2	15.6	0	2.6	11.9	11.4	1.5	0	10.2	3.9	2.3	6.2	0	2.4	2.7

Start Time	W 26th St Southbound					Semmes Ave Westbound					W 26th St Northbound					Semmes Ave Eastbound					Int. Total
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	
07:30 AM	3	2	3		8	0	160	3		163	5	0	4		9	1	207	0		208	388
07:45 AM	3	2	2		7	1	161	2		164	9	0	2		11	0	214	0		214	396
08:00 AM	0	0	4		4	0	139	5		144	5	1	0		6	1	193	0		194	348
08:15 AM	0	0	1		1	2	119	6		127	12	0	1		13	0	229	0		229	370
<b>Total Volume</b>	<b>6</b>	<b>4</b>	<b>10</b>		<b>20</b>	<b>3</b>	<b>579</b>	<b>16</b>		<b>598</b>	<b>31</b>	<b>1</b>	<b>7</b>		<b>39</b>	<b>2</b>	<b>843</b>	<b>0</b>		<b>845</b>	<b>1502</b>
% App. Total	30	20	50			0.5	96.8	2.7			79.5	2.6	17.9			0.2	99.8	0			
PHF	.500	.500	.625		.625	.375	.899	.667		.912	.646	.250	.438		.750	.500	.920	.000		.922	.948

Peak Hour Analysis From 12:00 PM to 06:45 PM - Peak 1 of 1

Peak Hour for Entire Intersection Begins at 04:30 PM

04:30 PM	4	1	0		5	2	263	4		269	8	1	0		9	1	200	1		202	485
04:45 PM	2	1	1		4	2	271	8		281	8	1	4		13	2	174	1		177	475
05:00 PM	1	0	1		2	2	291	4		297	2	0	1		3	2	188	1		191	493
05:15 PM	0	0	4		4	4	315	10		329	7	3	2		12	0	180	1		181	526
<b>Total Volume</b>	<b>7</b>	<b>2</b>	<b>6</b>		<b>15</b>	<b>10</b>	<b>1140</b>	<b>26</b>		<b>1176</b>	<b>25</b>	<b>5</b>	<b>7</b>		<b>37</b>	<b>5</b>	<b>742</b>	<b>4</b>		<b>751</b>	<b>1979</b>
% App. Total	46.7	13.3	40			0.9	96.9	2.2			67.6	13.5	18.9			0.7	98.8	0.5			
PHF	.438	.500	.375		.750	.625	.905	.650		.894	.781	.417	.438		.712	.625	.928	1.00		.929	.941



# Peggy Malone & Associates

## (888) 247-8602

File Name : 50-Semmes Ave & W 26th St  
 Site Code :  
 Start Date : 8/25/2021  
 Page No : 2

### Groups Printed- Bicycles on Crosswalk

Start Time	W 26th St Southbound					Semmes Ave Westbound					W 26th St Northbound					Semmes Ave Eastbound					Int. Total
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	
06:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0
06:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0
06:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	3	3	0	0	0	0	0	0
Grand Total	0	0	0	3	3	0	0	0	2	2	0	0	0	6	6	0	0	0	1	1	12
Apprch %	0	0	0	100		0	0	0	100		0	0	0	100		0	0	0	100		
Total %	0	0	0	25	25	0	0	0	16.7	16.7	0	0	0	50	50	0	0	0	8.3	8.3	

Peak Hour Analysis From 06:00 AM to 11:45 AM - Peak 1 of 1  
 Peak Hour for Entire Intersection Begins at 06:00 AM

Start Time	W 26th St Southbound					Semmes Ave Westbound					W 26th St Northbound					Semmes Ave Eastbound					Int. Total
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	
06:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% App. Total	0	0	0	0		0	0	0	0		0	0	0	0		0	0	0	0		
PHF	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000

Peak Hour Analysis From 12:00 PM to 06:45 PM - Peak 1 of 1  
 Peak Hour for Entire Intersection Begins at 12:00 PM

12:00 PM	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
12:30 PM	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
Total Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% App. Total	0	0	0	0		0	0	0	0		0	0	0	0		0	0	0	0		
PHF	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000

# Peggy Malone & Associates

## (888) 247-8602

File Name : 50-Semmes Ave & W 26th St  
 Site Code :  
 Start Date : 8/25/2021  
 Page No : 1

### Groups Printed- Pedestrians

Start Time	W 26th St Southbound					Semmes Ave Westbound					W 26th St Northbound					Semmes Ave Eastbound					Int. Total	
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total		
06:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:45 AM	0	0	0	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
Total	0	0	0	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
07:00 AM	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
07:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	1
07:45 AM	0	0	0	1	1	0	0	0	0	0	0	0	0	2	2	0	0	0	0	0	0	3
Total	0	0	0	2	2	0	0	0	0	0	0	0	3	3	0	0	0	0	0	0	0	5
08:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:15 AM	0	0	0	1	1	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	2
08:30 AM	0	0	0	1	1	0	0	0	1	1	0	0	0	3	3	0	0	0	3	3	0	8
08:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	1
Total	0	0	0	2	2	0	0	0	1	1	0	0	0	5	5	0	0	0	3	3	0	11
09:00 AM	0	0	0	1	1	0	0	0	0	0	0	0	1	1	0	0	0	1	1	0	0	3
09:15 AM	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	1
09:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	1	1	0	0	0	1	1	0	0	0	1	1	0	0	0	1	1	0	4
10:00 AM	0	0	0	0	0	0	0	0	2	2	0	0	0	0	0	0	0	0	0	0	0	2
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
10:30 AM	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	1
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
Total	0	0	0	0	0	0	0	0	3	3	0	0	0	0	0	0	0	0	0	0	0	3
11:00 AM	0	0	0	1	1	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	2
11:15 AM	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
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
11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	1
Total	0	0	0	2	2	0	0	0	0	0	0	0	2	2	0	0	0	0	0	0	0	4
12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	1
12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	1
12:30 PM	0	0	0	0	0	0	0	0	2	2	0	0	0	1	1	0	0	0	0	0	0	3
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
Total	0	0	0	0	0	0	0	0	2	2	0	0	0	3	3	0	0	0	0	0	0	5
01:00 PM	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
01:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	2	2	0	0	0	0	0	0	0	2
01:30 PM	0	0	0	1	1	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	2
01:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	1
Total	0	0	0	2	2	0	0	0	1	1	0	0	0	3	3	0	0	0	0	0	0	6
02:00 PM	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
02:15 PM	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
02:30 PM	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	1
02:45 PM	0	0	0	1	1	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	2
Total	0	0	0	3	3	0	0	0	1	1	0	0	0	1	1	0	0	0	0	0	0	5
03:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	2	2	0	0	0	0	0	0	0	2
03:30 PM	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
03:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	5	5	0	0	0	0	0	0	0	5
Total	0	0	0	1	1	0	0	0	0	0	0	0	7	7	0	0	0	0	0	0	0	8
04:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	1
04:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:30 PM	0	0	0	1	1	0	0	0	1	1	0	0	0	1	1	0	0	0	0	0	0	3
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	3	3	0	0	0	0	0	0	0	3
Total	0	0	0	1	1	0	0	0	1	1	0	0	0	5	5	0	0	0	0	0	0	7
05:00 PM	0	0	0	3	3	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	4
05:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:30 PM	0	0	0	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	4	4	0	6
05:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	1	1	0	0	2
Total	0	0	0	5	5	0	0	0	1	1	0	0	0	1	1	0	0	0	5	5	0	12

# Peggy Malone & Associates

## (888) 247-8602

File Name : 50-Semmes Ave & W 26th St  
 Site Code :  
 Start Date : 8/25/2021  
 Page No : 2

### Groups Printed- Pedestrians

Start Time	W 26th St Southbound					Semmes Ave Westbound					W 26th St Northbound					Semmes Ave Eastbound					Int. Total
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	
06:00 PM	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0
06:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0
06:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
<b>Total</b>	0	0	0	0	0	0	0	0	1	1	0	0	0	1	1	0	0	0	0	0	0
<b>Grand Total</b>	0	0	0	21	21	0	0	0	12	12	0	0	0	32	32	0	0	0	9	9	74
Apprch %	0	0	0	100		0	0	0	100		0	0	0	100		0	0	0	100		
Total %	0	0	0	28.4	28.4	0	0	0	16.2	16.2	0	0	0	43.2	43.2	0	0	0	12.2	12.2	

Peak Hour Analysis From 06:00 AM to 11:45 AM - Peak 1 of 1  
 Peak Hour for Entire Intersection Begins at 06:00 AM

Start Time	W 26th St Southbound					Semmes Ave Westbound					W 26th St Northbound					Semmes Ave Eastbound					Int. Total
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	
06:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
<b>Total Volume</b>	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% App. Total	0	0	0	0		0	0	0	0		0	0	0	0		0	0	0	0		
PHF	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000

Peak Hour Analysis From 12:00 PM to 06:45 PM - Peak 1 of 1  
 Peak Hour for Entire Intersection Begins at 12:00 PM

12:00 PM	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
12:30 PM	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
<b>Total Volume</b>	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% App. Total	0	0	0	0		0	0	0	0		0	0	0	0		0	0	0	0		
PHF	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000

# Peggy Malone & Associates

## (888) 247-8602

File Name : 49-Semmes Ave & W 22nd St  
 Site Code :  
 Start Date : 8/25/2021  
 Page No : 1

### Groups Printed- Cars

Start Time	W 22nd St Southbound				Semmes Ave Westbound					Semmes Ave Eastbound				Int. Total
	Right	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Thru	Left	Peds	App. Total	
06:00 AM	0	2	0	2	0	39	1	0	40	87	2	0	89	131
06:15 AM	2	2	0	4	0	47	1	0	48	90	4	0	94	146
06:30 AM	1	5	0	6	0	59	1	0	60	129	5	0	134	200
06:45 AM	2	1	0	3	1	90	1	0	92	137	0	0	137	232
Total	5	10	0	15	1	235	4	0	240	443	11	0	454	709
07:00 AM	4	3	0	7	0	86	3	0	89	140	5	0	145	241
07:15 AM	5	4	0	9	1	109	0	0	110	166	8	0	174	293
07:30 AM	5	3	0	8	1	163	0	0	164	204	6	0	210	382
07:45 AM	4	4	0	8	6	160	0	0	166	223	12	0	235	409
Total	18	14	0	32	8	518	3	0	529	733	31	0	764	1325
08:00 AM	4	3	0	7	0	130	2	0	132	188	5	0	193	332
08:15 AM	5	8	0	13	1	119	0	0	120	212	12	0	224	357
08:30 AM	4	1	0	5	1	132	2	0	135	181	5	0	186	326
08:45 AM	3	5	0	8	3	112	1	0	116	190	3	0	193	317
Total	16	17	0	33	5	493	5	0	503	771	25	0	796	1332
09:00 AM	8	4	0	12	2	112	2	0	116	129	6	0	135	263
09:15 AM	2	4	0	6	1	101	1	0	103	139	10	0	149	258
09:30 AM	6	1	0	7	0	102	1	0	103	133	6	0	139	249
09:45 AM	5	6	0	11	5	106	0	0	111	111	3	0	114	236
Total	21	15	0	36	8	421	4	0	433	512	25	0	537	1006
10:00 AM	5	4	0	9	2	121	1	0	124	104	1	0	105	238
10:15 AM	4	2	0	6	0	96	1	0	97	120	4	0	124	227
10:30 AM	6	5	0	11	0	113	0	0	113	134	5	0	139	263
10:45 AM	3	4	0	7	3	118	2	0	123	100	6	0	106	236
Total	18	15	0	33	5	448	4	0	457	458	16	0	474	964
11:00 AM	5	6	0	11	2	116	1	0	119	100	4	0	104	234
11:15 AM	3	3	0	6	2	139	0	0	141	106	3	0	109	256
11:30 AM	6	1	0	7	0	122	1	0	123	119	7	0	126	256
11:45 AM	3	5	0	8	2	127	3	0	132	138	8	0	146	286
Total	17	15	0	32	6	504	5	0	515	463	22	0	485	1032
12:00 PM	5	7	0	12	5	153	2	0	160	133	8	0	141	313
12:15 PM	15	8	0	23	4	147	0	0	151	135	8	0	143	317
12:30 PM	14	7	0	21	2	145	2	0	149	124	6	0	130	300
12:45 PM	5	7	0	12	2	125	2	0	129	132	12	0	144	285
Total	39	29	0	68	13	570	6	0	589	524	34	0	558	1215
01:00 PM	7	7	0	14	0	155	1	0	156	129	6	0	135	305
01:15 PM	5	6	0	11	3	148	2	0	153	153	6	0	159	323
01:30 PM	6	3	0	9	2	142	2	0	146	159	6	0	165	320
01:45 PM	6	7	0	13	4	130	1	0	135	141	8	0	149	297
Total	24	23	0	47	9	575	6	0	590	582	26	0	608	1245
02:00 PM	6	8	0	14	3	168	1	0	172	133	9	0	142	328
02:15 PM	4	8	0	12	1	138	2	0	141	117	7	0	124	277
02:30 PM	10	4	0	14	3	181	1	0	185	136	8	0	144	343
02:45 PM	7	3	0	10	1	175	0	0	176	136	6	0	142	328
Total	27	23	0	50	8	662	4	0	674	522	30	0	552	1276
03:00 PM	13	3	0	16	1	161	1	0	163	125	11	0	136	315
03:15 PM	4	4	0	8	3	192	0	0	195	176	9	0	185	388
03:30 PM	15	6	0	21	5	196	1	0	202	169	9	0	178	401
03:45 PM	14	6	0	20	5	221	3	0	229	165	11	0	176	425
Total	46	19	0	65	14	770	5	0	789	635	40	0	675	1529
04:00 PM	8	3	0	11	1	235	1	0	237	162	8	0	170	418
04:15 PM	8	7	0	15	2	234	2	0	238	208	12	0	220	473
04:30 PM	8	4	0	12	6	257	0	0	263	195	11	0	206	481
04:45 PM	16	8	0	24	2	267	3	0	272	172	7	0	179	475
Total	40	22	0	62	11	993	6	0	1010	737	38	0	775	1847
05:00 PM	8	2	0	10	5	290	2	0	297	176	11	0	187	494
05:15 PM	15	6	0	21	3	325	0	0	328	171	16	0	187	536
05:30 PM	7	6	0	13	1	272	1	0	274	167	8	0	175	462
05:45 PM	11	12	0	23	4	232	2	0	238	195	16	0	211	472
Total	41	26	0	67	13	1119	5	0	1137	709	51	0	760	1964

# Peggy Malone & Associates

## (888) 247-8602

File Name : 49-Semmes Ave & W 22nd St  
 Site Code :  
 Start Date : 8/25/2021  
 Page No : 2

### Groups Printed- Cars

Start Time	W 22nd St Southbound				Semmes Ave Westbound					Semmes Ave Eastbound				Int. Total
	Right	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Thru	Left	Peds	App. Total	
06:00 PM	7	8	0	15	4	217	2	0	223	141	9	0	150	388
06:15 PM	7	5	0	12	4	210	1	0	215	162	8	0	170	397
06:30 PM	3	5	0	8	3	206	1	0	210	156	8	0	164	382
06:45 PM	6	6	0	12	1	180	1	0	182	167	9	0	176	370
<b>Total</b>	<b>23</b>	<b>24</b>	<b>0</b>	<b>47</b>	<b>12</b>	<b>813</b>	<b>5</b>	<b>0</b>	<b>830</b>	<b>626</b>	<b>34</b>	<b>0</b>	<b>660</b>	<b>1537</b>
<b>Grand Total</b>	<b>335</b>	<b>252</b>	<b>0</b>	<b>587</b>	<b>113</b>	<b>8121</b>	<b>62</b>	<b>0</b>	<b>8296</b>	<b>7715</b>	<b>383</b>	<b>0</b>	<b>8098</b>	<b>16981</b>
<b>Apprch %</b>	<b>57.1</b>	<b>42.9</b>	<b>0</b>		<b>1.4</b>	<b>97.9</b>	<b>0.7</b>	<b>0</b>		<b>95.3</b>	<b>4.7</b>	<b>0</b>		
<b>Total %</b>	<b>2</b>	<b>1.5</b>	<b>0</b>	<b>3.5</b>	<b>0.7</b>	<b>47.8</b>	<b>0.4</b>	<b>0</b>	<b>48.9</b>	<b>45.4</b>	<b>2.3</b>	<b>0</b>	<b>47.7</b>	

Start Time	W 22nd St Southbound			Semmes Ave Westbound				Semmes Ave Eastbound			Int. Total
	Right	Left	App. Total	Right	Thru	Left	App. Total	Thru	Left	App. Total	
Peak Hour Analysis From 06:00 AM to 11:45 AM - Peak 1 of 1											
Peak Hour for Entire Intersection Begins at 07:30 AM											
07:30 AM	<b>5</b>	<b>3</b>	<b>8</b>	<b>1</b>	<b>163</b>	<b>0</b>	<b>164</b>	<b>204</b>	<b>6</b>	<b>210</b>	<b>382</b>
07:45 AM	<b>4</b>	<b>4</b>	<b>8</b>	<b>6</b>	<b>160</b>	<b>0</b>	<b>166</b>	<b>223</b>	<b>12</b>	<b>235</b>	<b>409</b>
08:00 AM	<b>4</b>	<b>3</b>	<b>7</b>	<b>0</b>	<b>130</b>	<b>2</b>	<b>132</b>	<b>188</b>	<b>5</b>	<b>193</b>	<b>332</b>
08:15 AM	<b>5</b>	<b>8</b>	<b>13</b>	<b>1</b>	<b>119</b>	<b>0</b>	<b>120</b>	<b>212</b>	<b>12</b>	<b>224</b>	<b>357</b>
Total Volume	18	18	36	8	572	2	582	827	35	862	1480
% App. Total	50	50		1.4	98.3	0.3		95.9	4.1		
PHF	.900	.563	.692	.333	.877	.250	.877	.927	.729	.917	.905

Start Time	W 22nd St Southbound			Semmes Ave Westbound				Semmes Ave Eastbound			Int. Total
	Right	Left	App. Total	Right	Thru	Left	App. Total	Thru	Left	App. Total	
Peak Hour Analysis From 12:00 PM to 06:45 PM - Peak 1 of 1											
Peak Hour for Entire Intersection Begins at 04:30 PM											
04:30 PM	<b>8</b>	<b>4</b>	<b>12</b>	<b>6</b>	<b>257</b>	<b>0</b>	<b>263</b>	<b>195</b>	<b>11</b>	<b>206</b>	<b>481</b>
04:45 PM	<b>16</b>	<b>8</b>	<b>24</b>	<b>2</b>	<b>267</b>	<b>3</b>	<b>272</b>	<b>172</b>	<b>7</b>	<b>179</b>	<b>475</b>
05:00 PM	<b>8</b>	<b>2</b>	<b>10</b>	<b>5</b>	<b>290</b>	<b>2</b>	<b>297</b>	<b>176</b>	<b>11</b>	<b>187</b>	<b>494</b>
05:15 PM	<b>15</b>	<b>6</b>	<b>21</b>	<b>3</b>	<b>325</b>	<b>0</b>	<b>328</b>	<b>171</b>	<b>16</b>	<b>187</b>	<b>536</b>
Total Volume	47	20	67	16	1139	5	1160	714	45	759	1986
% App. Total	70.1	29.9		1.4	98.2	0.4		94.1	5.9		
PHF	.734	.625	.698	.667	.876	.417	.884	.915	.703	.921	.926

# Peggy Malone & Associates

## (888) 247-8602

File Name : 49-Semmes Ave & W 22nd St  
 Site Code :  
 Start Date : 8/25/2021  
 Page No : 1

### Groups Printed- Trucks

Start Time	W 22nd St Southbound				Semmes Ave Westbound					Semmes Ave Eastbound				Int. Total
	Right	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Thru	Left	Peds	App. Total	
06:00 AM	0	0	0	0	0	2	0	0	2	6	0	0	6	8
06:15 AM	0	0	0	0	0	0	0	0	0	2	0	0	2	2
06:30 AM	0	2	0	2	0	2	0	0	2	2	1	0	3	7
06:45 AM	0	0	0	0	0	1	0	0	1	2	0	0	2	3
Total	0	2	0	2	0	5	0	0	5	12	1	0	13	20
07:00 AM	0	0	0	0	0	3	0	0	3	2	0	0	2	5
07:15 AM	0	0	0	0	1	3	0	0	4	3	0	0	3	7
07:30 AM	0	0	0	0	0	5	0	0	5	5	0	0	5	10
07:45 AM	0	0	0	0	0	3	0	0	3	5	0	0	5	8
Total	0	0	0	0	1	14	0	0	15	15	0	0	15	30
08:00 AM	1	0	0	1	0	5	0	0	5	5	0	0	5	11
08:15 AM	0	0	0	0	0	4	0	0	4	4	0	0	4	8
08:30 AM	0	0	0	0	0	6	0	0	6	3	0	0	3	9
08:45 AM	1	0	0	1	1	7	0	0	8	5	0	0	5	14
Total	2	0	0	2	1	22	0	0	23	17	0	0	17	42
09:00 AM	0	0	0	0	0	5	0	0	5	2	0	0	2	7
09:15 AM	0	0	0	0	1	4	0	0	5	7	0	0	7	12
09:30 AM	0	0	0	0	1	7	0	0	8	8	0	0	8	16
09:45 AM	0	0	0	0	0	4	0	0	4	6	1	0	7	11
Total	0	0	0	0	2	20	0	0	22	23	1	0	24	46
10:00 AM	0	0	0	0	0	3	0	0	3	4	0	0	4	7
10:15 AM	1	0	0	1	0	2	0	0	2	6	0	0	6	9
10:30 AM	0	0	0	0	0	2	0	0	2	7	0	0	7	9
10:45 AM	1	0	0	1	1	7	0	0	8	6	1	0	7	16
Total	2	0	0	2	1	14	0	0	15	23	1	0	24	41
11:00 AM	1	1	0	2	0	4	0	0	4	4	0	0	4	10
11:15 AM	1	0	0	1	0	7	0	0	7	6	0	0	6	14
11:30 AM	0	0	0	0	0	5	0	0	5	5	0	0	5	10
11:45 AM	1	1	0	2	0	4	0	0	4	4	1	0	5	11
Total	3	2	0	5	0	20	0	0	20	19	1	0	20	45
12:00 PM	0	0	0	0	0	4	0	0	4	2	0	0	2	6
12:15 PM	0	0	0	0	0	3	0	0	3	5	0	0	5	8
12:30 PM	0	0	0	0	0	4	0	0	4	3	0	0	3	7
12:45 PM	0	0	0	0	0	6	0	0	6	5	0	0	5	11
Total	0	0	0	0	0	17	0	0	17	15	0	0	15	32
01:00 PM	0	1	0	1	0	5	0	0	5	4	0	0	4	10
01:15 PM	0	0	0	0	1	4	0	0	5	5	0	0	5	10
01:30 PM	0	0	0	0	0	4	0	0	4	6	1	0	7	11
01:45 PM	0	0	0	0	0	4	0	0	4	4	0	0	4	8
Total	0	1	0	1	1	17	0	0	18	19	1	0	20	39
02:00 PM	0	1	0	1	1	4	0	0	5	5	0	0	5	11
02:15 PM	0	0	0	0	0	8	0	0	8	7	0	0	7	15
02:30 PM	0	0	0	0	0	4	0	0	4	6	0	0	6	10
02:45 PM	0	0	0	0	0	8	0	0	8	4	0	0	4	12
Total	0	1	0	1	1	24	0	0	25	22	0	0	22	48
03:00 PM	0	0	0	0	0	4	0	0	4	3	0	0	3	7
03:15 PM	0	0	0	0	0	7	0	0	7	5	0	0	5	12
03:30 PM	0	0	0	0	0	3	0	0	3	8	1	0	9	12
03:45 PM	0	0	0	0	0	2	0	0	2	5	1	0	6	8
Total	0	0	0	0	0	16	0	0	16	21	2	0	23	39
04:00 PM	0	0	0	0	1	4	0	0	5	2	0	0	2	7
04:15 PM	0	1	0	1	0	2	0	0	2	7	0	0	7	10
04:30 PM	0	0	0	0	0	4	0	0	4	9	0	0	9	13
04:45 PM	0	1	0	1	0	2	0	0	2	2	0	0	2	5
Total	0	2	0	2	1	12	0	0	13	20	0	0	20	35
05:00 PM	0	1	0	1	1	4	0	0	5	2	0	0	2	8
05:15 PM	0	0	0	0	0	5	0	0	5	3	0	0	3	8
05:30 PM	0	0	0	0	0	3	0	0	3	4	0	0	4	7
05:45 PM	0	0	0	0	0	3	0	0	3	2	0	0	2	5
Total	0	1	0	1	1	15	0	0	16	11	0	0	11	28

# Peggy Malone & Associates

## (888) 247-8602

File Name : 49-Semmes Ave & W 22nd St  
 Site Code :  
 Start Date : 8/25/2021  
 Page No : 2

### Groups Printed- Trucks

Start Time	W 22nd St Southbound				Semmes Ave Westbound					Semmes Ave Eastbound				Int. Total
	Right	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Thru	Left	Peds	App. Total	
06:00 PM	0	0	0	0	0	4	0	0	4	1	0	0	1	5
06:15 PM	0	0	0	0	0	3	0	0	3	1	0	0	1	4
06:30 PM	0	0	0	0	0	2	0	0	2	1	0	0	1	3
06:45 PM	0	0	0	0	0	3	0	0	3	3	0	0	3	6
<b>Total</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>12</b>	<b>0</b>	<b>0</b>	<b>12</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>18</b>
<b>Grand Total</b>	<b>7</b>	<b>9</b>	<b>0</b>	<b>16</b>	<b>9</b>	<b>208</b>	<b>0</b>	<b>0</b>	<b>217</b>	<b>223</b>	<b>7</b>	<b>0</b>	<b>230</b>	<b>463</b>
<b>Apprch %</b>	<b>43.8</b>	<b>56.2</b>	<b>0</b>		<b>4.1</b>	<b>95.9</b>	<b>0</b>	<b>0</b>		<b>97</b>	<b>3</b>	<b>0</b>		
<b>Total %</b>	<b>1.5</b>	<b>1.9</b>	<b>0</b>	<b>3.5</b>	<b>1.9</b>	<b>44.9</b>	<b>0</b>	<b>0</b>	<b>46.9</b>	<b>48.2</b>	<b>1.5</b>	<b>0</b>	<b>49.7</b>	

Start Time	W 22nd St Southbound			Semmes Ave Westbound				Semmes Ave Eastbound			Int. Total
	Right	Left	App. Total	Right	Thru	Left	App. Total	Thru	Left	App. Total	
Peak Hour Analysis From 06:00 AM to 11:45 AM - Peak 1 of 1											
Peak Hour for Entire Intersection Begins at 10:45 AM											
10:45 AM	1	0	1	1	7	0	8	6	1	7	16
11:00 AM	1	1	2	0	4	0	4	4	0	4	10
11:15 AM	1	0	1	0	7	0	7	6	0	6	14
11:30 AM	0	0	0	0	5	0	5	5	0	5	10
<b>Total Volume</b>	<b>3</b>	<b>1</b>	<b>4</b>	<b>1</b>	<b>23</b>	<b>0</b>	<b>24</b>	<b>21</b>	<b>1</b>	<b>22</b>	<b>50</b>
<b>% App. Total</b>	<b>75</b>	<b>25</b>		<b>4.2</b>	<b>95.8</b>	<b>0</b>		<b>95.5</b>	<b>4.5</b>		
<b>PHF</b>	<b>.750</b>	<b>.250</b>	<b>.500</b>	<b>.250</b>	<b>.821</b>	<b>.000</b>	<b>.750</b>	<b>.875</b>	<b>.250</b>	<b>.786</b>	<b>.781</b>

Peak Hour Analysis From 12:00 PM to 06:45 PM - Peak 1 of 1											
Peak Hour for Entire Intersection Begins at 02:00 PM											
02:00 PM	0	1	1	1	4	0	5	5	0	5	11
02:15 PM	0	0	0	0	8	0	8	7	0	7	15
02:30 PM	0	0	0	0	4	0	4	6	0	6	10
02:45 PM	0	0	0	0	8	0	8	4	0	4	12
<b>Total Volume</b>	<b>0</b>	<b>1</b>	<b>1</b>	<b>1</b>	<b>24</b>	<b>0</b>	<b>25</b>	<b>22</b>	<b>0</b>	<b>22</b>	<b>48</b>
<b>% App. Total</b>	<b>0</b>	<b>100</b>		<b>4</b>	<b>96</b>	<b>0</b>		<b>100</b>	<b>0</b>		
<b>PHF</b>	<b>.000</b>	<b>.250</b>	<b>.250</b>	<b>.250</b>	<b>.750</b>	<b>.000</b>	<b>.781</b>	<b>.786</b>	<b>.000</b>	<b>.786</b>	<b>.800</b>

Peggy Malone & Associates  
(888) 247-8602

File Name : 49-Semmes Ave & W 22nd St  
Site Code :  
Start Date : 8/25/2021  
Page No : 1

Groups Printed- Cars - Trucks

Start Time	W 22nd St Southbound				Semmes Ave Westbound					Semmes Ave Eastbound				Int. Total
	Right	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Thru	Left	Peds	App. Total	
06:00 AM	0	2	0	2	0	41	1	0	42	93	2	0	95	139
06:15 AM	2	2	0	4	0	47	1	0	48	92	4	0	96	148
06:30 AM	1	7	0	8	0	61	1	0	62	131	6	0	137	207
06:45 AM	2	1	0	3	1	91	1	0	93	139	0	0	139	235
Total	5	12	0	17	1	240	4	0	245	455	12	0	467	729
07:00 AM	4	3	0	7	0	89	3	0	92	142	5	0	147	246
07:15 AM	5	4	0	9	2	112	0	0	114	169	8	0	177	300
07:30 AM	5	3	0	8	1	168	0	0	169	209	6	0	215	392
07:45 AM	4	4	0	8	6	163	0	0	169	228	12	0	240	417
Total	18	14	0	32	9	532	3	0	544	748	31	0	779	1355
08:00 AM	5	3	0	8	0	135	2	0	137	193	5	0	198	343
08:15 AM	5	8	0	13	1	123	0	0	124	216	12	0	228	365
08:30 AM	4	1	0	5	1	138	2	0	141	184	5	0	189	335
08:45 AM	4	5	0	9	4	119	1	0	124	195	3	0	198	331
Total	18	17	0	35	6	515	5	0	526	788	25	0	813	1374
09:00 AM	8	4	0	12	2	117	2	0	121	131	6	0	137	270
09:15 AM	2	4	0	6	2	105	1	0	108	146	10	0	156	270
09:30 AM	6	1	0	7	1	109	1	0	111	141	6	0	147	265
09:45 AM	5	6	0	11	5	110	0	0	115	117	4	0	121	247
Total	21	15	0	36	10	441	4	0	455	535	26	0	561	1052
10:00 AM	5	4	0	9	2	124	1	0	127	108	1	0	109	245
10:15 AM	5	2	0	7	0	98	1	0	99	126	4	0	130	236
10:30 AM	6	5	0	11	0	115	0	0	115	141	5	0	146	272
10:45 AM	4	4	0	8	4	125	2	0	131	106	7	0	113	252
Total	20	15	0	35	6	462	4	0	472	481	17	0	498	1005
11:00 AM	6	7	0	13	2	120	1	0	123	104	4	0	108	244
11:15 AM	4	3	0	7	2	146	0	0	148	112	3	0	115	270
11:30 AM	6	1	0	7	0	127	1	0	128	124	7	0	131	266
11:45 AM	4	6	0	10	2	131	3	0	136	142	9	0	151	297
Total	20	17	0	37	6	524	5	0	535	482	23	0	505	1077
12:00 PM	5	7	0	12	5	157	2	0	164	135	8	0	143	319
12:15 PM	15	8	0	23	4	150	0	0	154	140	8	0	148	325
12:30 PM	14	7	0	21	2	149	2	0	153	127	6	0	133	307
12:45 PM	5	7	0	12	2	131	2	0	135	137	12	0	149	296
Total	39	29	0	68	13	587	6	0	606	539	34	0	573	1247
01:00 PM	7	8	0	15	0	160	1	0	161	133	6	0	139	315
01:15 PM	5	6	0	11	4	152	2	0	158	158	6	0	164	333
01:30 PM	6	3	0	9	2	146	2	0	150	165	7	0	172	331
01:45 PM	6	7	0	13	4	134	1	0	139	145	8	0	153	305
Total	24	24	0	48	10	592	6	0	608	601	27	0	628	1284
02:00 PM	6	9	0	15	4	172	1	0	177	138	9	0	147	339
02:15 PM	4	8	0	12	1	146	2	0	149	124	7	0	131	292
02:30 PM	10	4	0	14	3	185	1	0	189	142	8	0	150	353
02:45 PM	7	3	0	10	1	183	0	0	184	140	6	0	146	340
Total	27	24	0	51	9	686	4	0	699	544	30	0	574	1324
03:00 PM	13	3	0	16	1	165	1	0	167	128	11	0	139	322
03:15 PM	4	4	0	8	3	199	0	0	202	181	9	0	190	400
03:30 PM	15	6	0	21	5	199	1	0	205	177	10	0	187	413
03:45 PM	14	6	0	20	5	223	3	0	231	170	12	0	182	433
Total	46	19	0	65	14	786	5	0	805	656	42	0	698	1568
04:00 PM	8	3	0	11	2	239	1	0	242	164	8	0	172	425
04:15 PM	8	8	0	16	2	236	2	0	240	215	12	0	227	483
04:30 PM	8	4	0	12	6	261	0	0	267	204	11	0	215	494
04:45 PM	16	9	0	25	2	269	3	0	274	174	7	0	181	480
Total	40	24	0	64	12	1005	6	0	1023	757	38	0	795	1882
05:00 PM	8	3	0	11	6	294	2	0	302	178	11	0	189	502
05:15 PM	15	6	0	21	3	330	0	0	333	174	16	0	190	544
05:30 PM	7	6	0	13	1	275	1	0	277	171	8	0	179	469
05:45 PM	11	12	0	23	4	235	2	0	241	197	16	0	213	477
Total	41	27	0	68	14	1134	5	0	1153	720	51	0	771	1992

Peggy Malone & Associates  
(888) 247-8602

File Name : 49-Semmes Ave & W 22nd St  
Site Code :  
Start Date : 8/25/2021  
Page No : 2

**Groups Printed- Cars - Trucks**

Start Time	W 22nd St Southbound				Semmes Ave Westbound					Semmes Ave Eastbound				Int. Total
	Right	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Thru	Left	Peds	App. Total	
06:00 PM	7	8	0	15	4	221	2	0	227	142	9	0	151	393
06:15 PM	7	5	0	12	4	213	1	0	218	163	8	0	171	401
06:30 PM	3	5	0	8	3	208	1	0	212	157	8	0	165	385
06:45 PM	6	6	0	12	1	183	1	0	185	170	9	0	179	376
<b>Total</b>	<b>23</b>	<b>24</b>	<b>0</b>	<b>47</b>	<b>12</b>	<b>825</b>	<b>5</b>	<b>0</b>	<b>842</b>	<b>632</b>	<b>34</b>	<b>0</b>	<b>666</b>	<b>1555</b>
<b>Grand Total</b>	<b>342</b>	<b>261</b>	<b>0</b>	<b>603</b>	<b>122</b>	<b>8329</b>	<b>62</b>	<b>0</b>	<b>8513</b>	<b>7938</b>	<b>390</b>	<b>0</b>	<b>8328</b>	<b>17444</b>
Apprch %	56.7	43.3	0		1.4	97.8	0.7	0		95.3	4.7	0		
Total %	2	1.5	0	3.5	0.7	47.7	0.4	0	48.8	45.5	2.2	0	47.7	
Cars	335	252	0	587	113	8121	62	0	8296	7715	383	0	8098	16981
% Cars	98	96.6	0	97.3	92.6	97.5	100	0	97.5	97.2	98.2	0	97.2	97.3
Trucks	7	9	0	16	9	208	0	0	217	223	7	0	230	463
% Trucks	2	3.4	0	2.7	7.4	2.5	0	0	2.5	2.8	1.8	0	2.8	2.7

Start Time	W 22nd St Southbound			Semmes Ave Westbound				Semmes Ave Eastbound			Int. Total
	Right	Left	App. Total	Right	Thru	Left	App. Total	Thru	Left	App. Total	
Peak Hour Analysis From 06:00 AM to 11:45 AM - Peak 1 of 1											
Peak Hour for Entire Intersection Begins at 07:30 AM											
07:30 AM	5	3	8	1	168	0	169	209	6	215	392
07:45 AM	4	4	8	6	163	0	169	228	12	240	417
08:00 AM	5	3	8	0	135	2	137	193	5	198	343
08:15 AM	5	8	13	1	123	0	124	216	12	228	365
<b>Total Volume</b>	<b>19</b>	<b>18</b>	<b>37</b>	<b>8</b>	<b>589</b>	<b>2</b>	<b>599</b>	<b>846</b>	<b>35</b>	<b>881</b>	<b>1517</b>
% App. Total	51.4	48.6		1.3	98.3	0.3		96	4		
PHF	.950	.563	.712	.333	.876	.250	.886	.928	.729	.918	.909

Start Time	W 22nd St Southbound			Semmes Ave Westbound				Semmes Ave Eastbound			Int. Total
	Right	Left	App. Total	Right	Thru	Left	App. Total	Thru	Left	App. Total	
Peak Hour Analysis From 12:00 PM to 06:45 PM - Peak 1 of 1											
Peak Hour for Entire Intersection Begins at 04:30 PM											
04:30 PM	8	4	12	6	261	0	267	204	11	215	494
04:45 PM	16	9	25	2	269	3	274	174	7	181	480
05:00 PM	8	3	11	6	294	2	302	178	11	189	502
05:15 PM	15	6	21	3	330	0	333	174	16	190	544
<b>Total Volume</b>	<b>47</b>	<b>22</b>	<b>69</b>	<b>17</b>	<b>1154</b>	<b>5</b>	<b>1176</b>	<b>730</b>	<b>45</b>	<b>775</b>	<b>2020</b>
% App. Total	68.1	31.9		1.4	98.1	0.4		94.2	5.8		
PHF	.734	.611	.690	.708	.874	.417	.883	.895	.703	.901	.928





# Peggy Malone & Associates

## (888) 247-8602

File Name : 49-Semmes Ave & W 22nd St  
 Site Code :  
 Start Date : 8/25/2021  
 Page No : 1

### Groups Printed- Pedestrians

Start Time	W 22nd St Southbound				Semmes Ave Westbound					Semmes Ave Eastbound				Int. Total
	Right	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Thru	Left	Peds	App. Total	
06:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:45 AM	0	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	0
07:00 AM	0	0	2	2	0	0	0	0	0	0	0	0	0	2
07:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:30 AM	0	0	1	1	0	0	0	0	0	0	0	1	1	2
07:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	3	3	0	0	0	0	0	0	0	1	1	4
08:00 AM	0	0	1	1	0	0	0	1	1	0	0	1	1	3
08:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	1	1	0	0	0	1	1	0	0	1	1	3
09:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:45 AM	0	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	0
10:00 AM	0	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	0
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	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00 AM	0	0	1	1	0	0	0	0	0	0	0	0	0	1
11:15 AM	0	0	1	1	0	0	0	0	0	0	0	0	0	1
11:30 AM	0	0	2	2	0	0	0	0	0	0	0	1	1	3
11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	4	4	0	0	0	0	0	0	0	1	1	5
12:00 PM	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
12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45 PM	0	0	0	0	0	0	0	2	2	0	0	0	0	2
Total	0	0	0	0	0	0	0	2	2	0	0	0	0	2
01:00 PM	0	0	0	0	0	0	0	1	1	0	0	0	0	1
01:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:45 PM	0	0	0	0	0	0	0	1	1	0	0	0	0	1
Total	0	0	0	0	0	0	0	2	2	0	0	0	0	2
02:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:15 PM	0	0	0	0	0	0	0	0	0	0	0	1	1	1
02:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:45 PM	0	0	1	1	0	0	0	0	0	0	0	0	0	1
Total	0	0	1	1	0	0	0	0	0	0	0	1	1	2
03:00 PM	0	0	1	1	0	0	0	0	0	0	0	0	0	1
03:15 PM	0	0	1	1	0	0	0	0	0	0	0	0	0	1
03:30 PM	0	0	1	1	0	0	0	0	0	0	0	0	0	1
03:45 PM	0	0	1	1	0	0	0	0	0	0	0	0	0	1
Total	0	0	4	4	0	0	0	0	0	0	0	0	0	4
04:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:45 PM	0	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	0
05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:45 PM	0	0	1	1	0	0	0	0	0	0	0	2	2	3
Total	0	0	1	1	0	0	0	0	0	0	0	2	2	3



# Peggy Malone & Associates

## (888) 247-8602

File Name : 48-Semmes Ave & Cowardin Ave  
 Site Code :  
 Start Date : 8/25/2021  
 Page No : 1

### Groups Printed- Cars

Start Time	Cowardin Ave Southbound					Semmes Ave Westbound					Cowardin Ave Northbound					Semmes Ave Eastbound					Int. Total
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	
06:00 AM	23	40	3	0	66	5	12	4	0	21	13	60	2	0	75	2	47	34	0	83	245
06:15 AM	30	66	6	0	102	5	14	10	0	29	25	93	7	0	125	6	44	55	0	105	361
06:30 AM	34	86	2	0	122	7	11	16	0	34	19	128	8	0	155	13	61	46	0	120	431
06:45 AM	58	118	4	0	180	5	16	16	0	37	43	105	15	0	163	6	65	61	0	132	512
<b>Total</b>	<b>145</b>	<b>310</b>	<b>15</b>	<b>0</b>	<b>470</b>	<b>22</b>	<b>53</b>	<b>46</b>	<b>0</b>	<b>121</b>	<b>100</b>	<b>386</b>	<b>32</b>	<b>0</b>	<b>518</b>	<b>27</b>	<b>217</b>	<b>196</b>	<b>0</b>	<b>440</b>	<b>1549</b>
07:00 AM	63	106	10	0	179	9	27	9	0	45	25	130	10	0	165	12	54	82	0	148	537
07:15 AM	74	132	14	0	220	7	34	8	0	49	27	199	22	0	248	8	80	78	0	166	683
07:30 AM	78	138	20	0	236	5	45	11	0	61	30	199	23	0	252	13	91	102	0	206	755
07:45 AM	81	157	19	0	257	20	52	14	0	86	46	262	30	0	338	13	90	110	0	213	894
<b>Total</b>	<b>296</b>	<b>533</b>	<b>63</b>	<b>0</b>	<b>892</b>	<b>41</b>	<b>158</b>	<b>42</b>	<b>0</b>	<b>241</b>	<b>128</b>	<b>790</b>	<b>85</b>	<b>0</b>	<b>1003</b>	<b>46</b>	<b>315</b>	<b>372</b>	<b>0</b>	<b>733</b>	<b>2869</b>
08:00 AM	74	118	7	0	199	10	37	10	0	57	33	172	18	0	223	14	90	106	0	210	689
08:15 AM	63	96	11	0	170	11	42	8	0	61	32	169	20	0	221	16	104	113	0	233	685
08:30 AM	69	112	20	0	201	16	44	12	0	72	33	194	21	0	248	6	68	109	0	183	704
08:45 AM	68	98	17	0	183	11	33	12	0	56	33	161	23	0	217	18	64	106	0	188	644
<b>Total</b>	<b>274</b>	<b>424</b>	<b>55</b>	<b>0</b>	<b>753</b>	<b>48</b>	<b>156</b>	<b>42</b>	<b>0</b>	<b>246</b>	<b>131</b>	<b>696</b>	<b>82</b>	<b>0</b>	<b>909</b>	<b>54</b>	<b>326</b>	<b>434</b>	<b>0</b>	<b>814</b>	<b>2722</b>
09:00 AM	73	137	18	0	228	12	20	9	0	41	27	123	22	0	172	7	48	71	0	126	567
09:15 AM	49	87	12	0	148	10	26	12	0	48	19	131	17	0	167	4	50	93	0	147	510
09:30 AM	54	127	12	0	193	8	28	10	0	46	25	133	21	0	179	11	56	66	0	133	551
09:45 AM	58	95	18	0	171	14	31	7	0	52	23	138	27	0	188	13	43	68	0	124	535
<b>Total</b>	<b>234</b>	<b>446</b>	<b>60</b>	<b>0</b>	<b>740</b>	<b>44</b>	<b>105</b>	<b>38</b>	<b>0</b>	<b>187</b>	<b>94</b>	<b>525</b>	<b>87</b>	<b>0</b>	<b>706</b>	<b>35</b>	<b>197</b>	<b>298</b>	<b>0</b>	<b>530</b>	<b>2163</b>
10:00 AM	77	109	8	0	194	12	30	7	0	49	17	134	22	0	173	8	32	68	0	108	524
10:15 AM	51	133	13	0	197	8	26	11	0	45	14	116	22	0	152	6	50	62	0	118	512
10:30 AM	66	124	10	0	200	12	26	5	0	43	17	133	22	0	172	13	44	85	0	142	557
10:45 AM	68	117	19	0	204	5	27	12	0	44	9	97	26	0	132	7	27	63	0	97	477
<b>Total</b>	<b>262</b>	<b>483</b>	<b>50</b>	<b>0</b>	<b>795</b>	<b>37</b>	<b>109</b>	<b>35</b>	<b>0</b>	<b>181</b>	<b>57</b>	<b>480</b>	<b>92</b>	<b>0</b>	<b>629</b>	<b>34</b>	<b>153</b>	<b>278</b>	<b>0</b>	<b>465</b>	<b>2070</b>
11:00 AM	68	111	13	0	192	8	21	11	0	40	10	118	33	0	161	12	35	69	0	116	509
11:15 AM	84	136	10	0	230	4	32	12	0	48	16	129	36	0	181	8	39	64	0	111	570
11:30 AM	76	123	17	0	216	7	28	5	0	40	21	135	31	0	187	5	35	71	0	111	554
11:45 AM	72	132	12	0	216	5	40	14	0	59	22	133	29	0	184	12	46	93	0	151	610
<b>Total</b>	<b>300</b>	<b>502</b>	<b>52</b>	<b>0</b>	<b>854</b>	<b>24</b>	<b>121</b>	<b>42</b>	<b>0</b>	<b>187</b>	<b>69</b>	<b>515</b>	<b>129</b>	<b>0</b>	<b>713</b>	<b>37</b>	<b>155</b>	<b>297</b>	<b>0</b>	<b>489</b>	<b>2243</b>
12:00 PM	86	116	19	0	221	11	48	17	0	76	23	160	31	0	214	20	41	79	0	140	651
12:15 PM	88	122	13	0	223	10	43	17	0	70	18	137	32	0	187	13	47	92	0	152	632
12:30 PM	83	154	13	0	250	4	34	13	0	51	16	144	37	0	197	16	47	80	0	143	641
12:45 PM	96	165	20	0	281	9	26	11	0	46	19	110	17	0	146	11	52	79	0	142	615
<b>Total</b>	<b>353</b>	<b>557</b>	<b>65</b>	<b>0</b>	<b>975</b>	<b>34</b>	<b>151</b>	<b>58</b>	<b>0</b>	<b>243</b>	<b>76</b>	<b>551</b>	<b>117</b>	<b>0</b>	<b>744</b>	<b>60</b>	<b>187</b>	<b>330</b>	<b>0</b>	<b>577</b>	<b>2539</b>
01:00 PM	87	162	11	0	260	9	42	13	0	64	24	120	37	0	181	17	46	65	0	128	633
01:15 PM	85	151	10	0	246	4	32	10	0	46	16	126	35	0	177	14	53	87	0	154	623
01:30 PM	73	127	17	0	217	12	45	13	0	70	18	145	21	0	184	20	54	116	0	190	661
01:45 PM	76	143	15	0	234	11	38	13	0	62	18	132	35	0	185	13	59	86	0	158	639
<b>Total</b>	<b>321</b>	<b>583</b>	<b>53</b>	<b>0</b>	<b>957</b>	<b>36</b>	<b>157</b>	<b>49</b>	<b>0</b>	<b>242</b>	<b>76</b>	<b>523</b>	<b>128</b>	<b>0</b>	<b>727</b>	<b>64</b>	<b>212</b>	<b>354</b>	<b>0</b>	<b>630</b>	<b>2556</b>
02:00 PM	108	157	12	0	277	10	46	6	0	62	12	137	32	0	181	20	37	76	0	133	653
02:15 PM	76	147	11	0	234	8	38	11	0	57	19	118	29	0	166	10	47	84	0	141	598
02:30 PM	108	134	18	0	260	14	53	17	0	84	14	161	32	0	207	10	51	73	0	134	685
02:45 PM	102	157	13	0	272	8	48	16	0	72	19	133	32	0	184	12	46	89	0	147	675
<b>Total</b>	<b>394</b>	<b>595</b>	<b>54</b>	<b>0</b>	<b>1043</b>	<b>40</b>	<b>185</b>	<b>50</b>	<b>0</b>	<b>275</b>	<b>64</b>	<b>549</b>	<b>125</b>	<b>0</b>	<b>738</b>	<b>52</b>	<b>181</b>	<b>322</b>	<b>0</b>	<b>555</b>	<b>2611</b>
03:00 PM	97	155	20	0	272	5	37	22	0	64	14	138	39	0	191	14	39	72	0	125	652
03:15 PM	107	185	27	0	319	5	55	28	0	88	23	171	38	0	232	16	63	95	0	174	813
03:30 PM	113	181	17	0	311	15	57	30	0	102	29	224	41	0	294	21	59	101	0	181	888
03:45 PM	118	187	26	0	331	5	69	27	0	101	18	139	30	0	187	14	54	97	0	165	784
<b>Total</b>	<b>435</b>	<b>708</b>	<b>90</b>	<b>0</b>	<b>1233</b>	<b>30</b>	<b>218</b>	<b>107</b>	<b>0</b>	<b>355</b>	<b>84</b>	<b>672</b>	<b>148</b>	<b>0</b>	<b>904</b>	<b>65</b>	<b>215</b>	<b>365</b>	<b>0</b>	<b>645</b>	<b>3137</b>
04:00 PM	130	189	18	0	337	9	78	30	0	117	29	208	28	0	265	15	63	105	0	183	902
04:15 PM	111	251	14	0	376	3	100	19	0	122	30	208	33	0	271	18	73	95	0	186	955
04:30 PM	122	195	19	0	336	17	101	47	0	165	28	199	40	0	267	15	84	129	0	228	996
04:45 PM	150	226	17	0	393	10	116	35	0	161	35	204	30	0	269	17	65	103	0	185	1008
<b>Total</b>	<b>513</b>	<b>861</b>	<b>68</b>	<b>0</b>	<b>1442</b>	<b>39</b>	<b>395</b>	<b>131</b>	<b>0</b>	<b>565</b>	<b>122</b>	<b>819</b>	<b>131</b>	<b>0</b>	<b>1072</b>	<b>65</b>	<b>285</b>	<b>432</b>	<b>0</b>	<b>782</b>	<b>3861</b>
05:00 PM	141	196	15	0	352	31	103	37	0	171	23	197	53	0	273	18	65	109	0	192	988
05:15 PM	153	317	32	0	502	14	135	30	0	179	21	194	45	0	260	23	55	94	0	172	1113
05:30 PM	144	206	26	0	376	6	81	24	0	111	22	204	45	0	271	15	70	98	0	183	941
05:45 PM	137	218	34	0	389	9	62	17	0	88	24	137	41	0	202	24	69	84	0	177	856
<b>Total</b>	<b>575</b>	<b>937</b>	<b>107</b>	<b>0</b>	<b>1619</b>	<b>60</b>	<b>381</b>	<b>108</b>	<b>0</b>	<b>549</b>	<b>90</b>	<b>732</b>	<b>184</b>	<b>0</b>	<b>1006</b>	<b>80</b>	<b>259</b>	<b>385</b>	<b>0</b>	<b>724</b>	<b>3898</b>

# Peggy Malone & Associates

## (888) 247-8602

File Name : 48-Semmes Ave & Cowardin Ave  
 Site Code :  
 Start Date : 8/25/2021  
 Page No : 2

### Groups Printed- Cars

Start Time	Cowardin Ave Southbound					Semmes Ave Westbound					Cowardin Ave Northbound					Semmes Ave Eastbound					Int. Total
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	
06:00 PM	115	207	28	0	350	12	63	20	0	95	22	147	48	0	217	24	64	89	0	177	839
06:15 PM	129	208	21	0	358	14	81	20	0	115	20	133	24	0	177	21	55	83	0	159	809
06:30 PM	108	168	22	0	298	14	56	22	0	92	13	121	50	0	184	11	72	101	0	184	758
06:45 PM	110	211	33	0	354	11	56	16	0	83	24	119	29	0	172	10	62	96	0	168	777
<b>Total</b>	<b>462</b>	<b>794</b>	<b>104</b>	<b>0</b>	<b>1360</b>	<b>51</b>	<b>256</b>	<b>78</b>	<b>0</b>	<b>385</b>	<b>79</b>	<b>520</b>	<b>151</b>	<b>0</b>	<b>750</b>	<b>66</b>	<b>253</b>	<b>369</b>	<b>0</b>	<b>688</b>	<b>3183</b>
<b>Grand Total</b>	<b>4564</b>	<b>7733</b>	<b>836</b>	<b>0</b>	<b>13133</b>	<b>506</b>	<b>2445</b>	<b>826</b>	<b>0</b>	<b>3777</b>	<b>1170</b>	<b>7758</b>	<b>1491</b>	<b>0</b>	<b>10419</b>	<b>685</b>	<b>2955</b>	<b>4432</b>	<b>0</b>	<b>8072</b>	<b>35401</b>
Apprch %	34.8	58.9	6.4	0		13.4	64.7	21.9	0		11.2	74.5	14.3	0		8.5	36.6	54.9	0		
Total %	12.9	21.8	2.4	0	37.1	1.4	6.9	2.3	0	10.7	3.3	21.9	4.2	0	29.4	1.9	8.3	12.5	0	22.8	

Start Time	Cowardin Ave Southbound					Semmes Ave Westbound					Cowardin Ave Northbound					Semmes Ave Eastbound					Int. Total
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	
Peak Hour Analysis From 06:00 AM to 11:45 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 07:30 AM																					
07:30 AM	78	138	20		236	5	45	11		61	30	199	23		252	13	91	102		206	755
07:45 AM	81	157	19		257	20	52	14		86	46	262	30		338	13	90	110		213	894
08:00 AM	74	118	7		199	10	37	10		57	33	172	18		223	14	90	106		210	689
08:15 AM	63	96	11		170	11	42	8		61	32	169	20		221	16	104	113		233	685
Total Volume	296	509	57		862	46	176	43		265	141	802	91		1034	56	375	431		862	3023
% App. Total	34.3	59	6.6			17.4	66.4	16.2			13.6	77.6	8.8			6.5	43.5	50			
PHF	.914	.811	.713		.839	.575	.846	.768		.770	.766	.765	.758		.765	.875	.901	.954		.925	.845

Start Time	Cowardin Ave Southbound					Semmes Ave Westbound					Cowardin Ave Northbound					Semmes Ave Eastbound					Int. Total
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	
Peak Hour Analysis From 12:00 PM to 06:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 04:30 PM																					
04:30 PM	122	195	19		336	17	101	47		165	28	199	40		267	15	84	129		228	996
04:45 PM	150	226	17		393	10	116	35		161	35	204	30		269	17	65	103		185	1008
05:00 PM	141	196	15		352	31	103	37		171	23	197	53		273	18	65	109		192	988
05:15 PM	153	317	32		502	14	135	30		179	21	194	45		260	23	55	94		172	1113
Total Volume	566	934	83		1583	72	455	149		676	107	794	168		1069	73	269	435		777	4105
% App. Total	35.8	59	5.2			10.7	67.3	22			10	74.3	15.7			9.4	34.6	56			
PHF	.925	.737	.648		.788	.581	.843	.793		.944	.764	.973	.792		.979	.793	.801	.843		.852	.922

# Peggy Malone & Associates

## (888) 247-8602

File Name : 48-Semmes Ave & Cowardin Ave  
 Site Code :  
 Start Date : 8/25/2021  
 Page No : 1

### Groups Printed- Trucks

Start Time	Cowardin Ave Southbound					Semmes Ave Westbound					Cowardin Ave Northbound					Semmes Ave Eastbound					Int. Total
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	
06:00 AM	0	2	0	0	2	0	1	0	0	1	1	9	2	0	12	0	4	2	0	6	21
06:15 AM	0	4	0	0	4	0	0	0	0	0	1	10	0	0	11	1	1	0	0	2	17
06:30 AM	1	4	0	0	5	0	1	0	0	1	1	6	0	0	7	1	2	0	0	3	16
06:45 AM	1	3	0	0	4	0	1	0	0	1	0	4	0	0	4	0	2	0	0	2	11
<b>Total</b>	<b>2</b>	<b>13</b>	<b>0</b>	<b>0</b>	<b>15</b>	<b>0</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>3</b>	<b>29</b>	<b>2</b>	<b>0</b>	<b>34</b>	<b>2</b>	<b>9</b>	<b>2</b>	<b>0</b>	<b>13</b>	<b>65</b>
07:00 AM	2	1	1	0	4	0	2	0	0	2	1	2	1	0	4	0	2	1	0	3	13
07:15 AM	0	6	1	0	7	0	1	0	0	1	2	10	0	0	12	0	1	2	0	3	23
07:30 AM	2	7	1	0	10	1	3	3	0	7	3	19	2	0	24	0	2	3	0	5	46
07:45 AM	2	10	0	0	12	0	2	3	0	5	1	8	1	0	10	0	2	3	0	5	32
<b>Total</b>	<b>6</b>	<b>24</b>	<b>3</b>	<b>0</b>	<b>33</b>	<b>1</b>	<b>8</b>	<b>6</b>	<b>0</b>	<b>15</b>	<b>7</b>	<b>39</b>	<b>4</b>	<b>0</b>	<b>50</b>	<b>0</b>	<b>7</b>	<b>9</b>	<b>0</b>	<b>16</b>	<b>114</b>
08:00 AM	2	8	0	0	10	1	4	2	0	7	2	11	1	0	14	0	3	2	0	5	36
08:15 AM	2	6	1	0	9	0	2	0	0	2	2	14	0	0	16	1	2	0	0	3	30
08:30 AM	2	14	3	0	19	1	2	2	0	5	1	11	1	0	13	0	1	2	0	3	40
08:45 AM	5	7	1	0	13	1	4	0	0	5	1	11	0	0	12	1	2	3	0	6	36
<b>Total</b>	<b>11</b>	<b>35</b>	<b>5</b>	<b>0</b>	<b>51</b>	<b>3</b>	<b>12</b>	<b>4</b>	<b>0</b>	<b>19</b>	<b>6</b>	<b>47</b>	<b>2</b>	<b>0</b>	<b>55</b>	<b>2</b>	<b>8</b>	<b>7</b>	<b>0</b>	<b>17</b>	<b>142</b>
09:00 AM	2	7	0	0	9	2	1	2	0	5	2	12	3	0	17	0	2	1	0	3	34
09:15 AM	5	13	0	0	18	0	1	0	0	1	0	12	0	0	12	1	1	4	0	6	37
09:30 AM	4	10	2	0	16	1	3	1	0	5	1	3	3	0	7	0	3	3	0	6	34
09:45 AM	1	11	0	0	12	0	2	2	0	4	0	10	0	0	10	0	2	6	0	8	34
<b>Total</b>	<b>12</b>	<b>41</b>	<b>2</b>	<b>0</b>	<b>55</b>	<b>3</b>	<b>7</b>	<b>5</b>	<b>0</b>	<b>15</b>	<b>3</b>	<b>37</b>	<b>6</b>	<b>0</b>	<b>46</b>	<b>1</b>	<b>8</b>	<b>14</b>	<b>0</b>	<b>23</b>	<b>139</b>
10:00 AM	1	9	0	0	10	0	2	1	0	3	3	5	0	0	8	0	3	1	0	4	25
10:15 AM	0	17	0	0	17	0	2	1	0	3	1	10	1	0	12	0	3	2	0	5	37
10:30 AM	2	7	1	0	10	0	1	0	0	1	1	11	0	0	12	1	1	3	0	5	28
10:45 AM	5	8	0	0	13	0	2	0	0	2	2	11	2	0	15	0	3	2	0	5	35
<b>Total</b>	<b>8</b>	<b>41</b>	<b>1</b>	<b>0</b>	<b>50</b>	<b>0</b>	<b>7</b>	<b>2</b>	<b>0</b>	<b>9</b>	<b>7</b>	<b>37</b>	<b>3</b>	<b>0</b>	<b>47</b>	<b>1</b>	<b>10</b>	<b>8</b>	<b>0</b>	<b>19</b>	<b>125</b>
11:00 AM	0	16	0	0	16	0	3	2	0	5	0	10	1	0	11	0	1	3	0	4	36
11:15 AM	3	10	0	0	13	0	3	0	0	3	2	10	0	0	12	2	3	2	0	7	35
11:30 AM	3	9	0	0	12	1	1	1	0	3	3	4	2	0	9	0	1	5	0	6	30
11:45 AM	1	13	2	0	16	0	3	0	0	3	1	8	0	0	9	1	3	0	0	4	32
<b>Total</b>	<b>7</b>	<b>48</b>	<b>2</b>	<b>0</b>	<b>57</b>	<b>1</b>	<b>10</b>	<b>3</b>	<b>0</b>	<b>14</b>	<b>6</b>	<b>32</b>	<b>3</b>	<b>0</b>	<b>41</b>	<b>3</b>	<b>8</b>	<b>10</b>	<b>0</b>	<b>21</b>	<b>133</b>
12:00 PM	1	10	0	0	11	0	3	0	0	3	1	8	1	0	10	0	2	0	0	2	26
12:15 PM	1	9	0	0	10	0	2	0	0	2	3	9	1	0	13	0	4	2	0	6	31
12:30 PM	1	9	1	0	11	0	3	1	0	4	1	7	1	0	9	0	2	1	0	3	27
12:45 PM	2	7	1	0	10	0	1	0	0	1	3	8	3	0	14	1	2	2	0	5	30
<b>Total</b>	<b>5</b>	<b>35</b>	<b>2</b>	<b>0</b>	<b>42</b>	<b>0</b>	<b>9</b>	<b>1</b>	<b>0</b>	<b>10</b>	<b>8</b>	<b>32</b>	<b>6</b>	<b>0</b>	<b>46</b>	<b>1</b>	<b>10</b>	<b>5</b>	<b>0</b>	<b>16</b>	<b>114</b>
01:00 PM	1	9	0	0	10	0	3	1	0	4	4	6	0	0	10	1	0	2	0	3	27
01:15 PM	3	5	0	0	8	0	2	0	0	2	0	5	2	0	7	0	4	2	0	6	23
01:30 PM	3	10	1	0	14	1	2	0	0	3	2	7	1	0	10	0	4	1	0	5	32
01:45 PM	2	10	0	0	12	0	1	0	0	1	1	6	1	0	8	2	2	0	0	4	25
<b>Total</b>	<b>9</b>	<b>34</b>	<b>1</b>	<b>0</b>	<b>44</b>	<b>1</b>	<b>8</b>	<b>1</b>	<b>0</b>	<b>10</b>	<b>7</b>	<b>24</b>	<b>4</b>	<b>0</b>	<b>35</b>	<b>3</b>	<b>10</b>	<b>5</b>	<b>0</b>	<b>18</b>	<b>107</b>
02:00 PM	2	8	4	0	14	1	3	0	0	4	0	8	2	0	10	0	2	2	0	4	32
02:15 PM	5	7	0	0	12	0	3	1	0	4	2	8	2	0	12	0	4	4	0	8	36
02:30 PM	0	14	1	0	15	0	3	0	0	3	0	5	1	0	6	0	2	4	0	6	30
02:45 PM	3	16	0	0	19	0	4	0	0	4	1	5	0	0	6	1	2	2	0	5	34
<b>Total</b>	<b>10</b>	<b>45</b>	<b>5</b>	<b>0</b>	<b>60</b>	<b>1</b>	<b>13</b>	<b>1</b>	<b>0</b>	<b>15</b>	<b>3</b>	<b>26</b>	<b>5</b>	<b>0</b>	<b>34</b>	<b>1</b>	<b>10</b>	<b>12</b>	<b>0</b>	<b>23</b>	<b>132</b>
03:00 PM	1	6	0	0	7	0	1	0	0	1	3	4	2	0	9	1	1	2	0	4	21
03:15 PM	4	5	0	0	9	0	2	1	0	3	1	9	2	0	12	0	1	2	0	3	27
03:30 PM	0	6	0	0	6	0	3	1	0	4	0	2	1	0	3	0	4	3	0	7	20
03:45 PM	2	13	0	0	15	1	1	1	0	3	0	6	2	0	8	0	5	1	0	6	32
<b>Total</b>	<b>7</b>	<b>30</b>	<b>0</b>	<b>0</b>	<b>37</b>	<b>1</b>	<b>7</b>	<b>3</b>	<b>0</b>	<b>11</b>	<b>4</b>	<b>21</b>	<b>7</b>	<b>0</b>	<b>32</b>	<b>1</b>	<b>11</b>	<b>8</b>	<b>0</b>	<b>20</b>	<b>100</b>
04:00 PM	0	2	0	0	2	0	3	0	0	3	0	8	1	0	9	0	2	1	0	3	17
04:15 PM	0	9	1	0	10	0	2	1	0	3	1	6	1	0	8	1	4	3	0	8	29
04:30 PM	2	4	1	0	7	0	2	0	0	2	2	10	0	0	12	0	6	5	0	11	32
04:45 PM	1	11	0	0	12	0	2	1	0	3	0	2	0	0	2	0	2	1	0	3	20
<b>Total</b>	<b>3</b>	<b>26</b>	<b>2</b>	<b>0</b>	<b>31</b>	<b>0</b>	<b>9</b>	<b>2</b>	<b>0</b>	<b>11</b>	<b>3</b>	<b>26</b>	<b>2</b>	<b>0</b>	<b>31</b>	<b>1</b>	<b>14</b>	<b>10</b>	<b>0</b>	<b>25</b>	<b>98</b>
05:00 PM	0	7	0	0	7	0	2	1	0	3	2	4	3	0	9	1	2	1	0	4	23
05:15 PM	1	4	0	0	5	0	3	0	0	3	0	3	1	0	4	0	2	1	0	3	15
05:30 PM	1	6	1	0	8	0	2	1	0	3	0	3	0	0	3	1	3	0	0	4	18
05:45 PM	0	5	0	0	5	0	3	0	0	3	0	1	0	0	1	0	2	0	0	2	11
<b>Total</b>	<b>2</b>	<b>22</b>	<b>1</b>	<b>0</b>	<b>25</b>	<b>0</b>	<b>10</b>	<b>2</b>	<b>0</b>	<b>12</b>	<b>2</b>	<b>11</b>	<b>4</b>	<b>0</b>	<b>17</b>	<b>2</b>	<b>9</b>	<b>2</b>	<b>0</b>	<b>13</b>	<b>67</b>

# Peggy Malone & Associates

## (888) 247-8602

File Name : 48-Semmes Ave & Cowardin Ave  
 Site Code :  
 Start Date : 8/25/2021  
 Page No : 2

### Groups Printed- Trucks

Start Time	Cowardin Ave Southbound					Semmes Ave Westbound					Cowardin Ave Northbound					Semmes Ave Eastbound					Int. Total
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	
06:00 PM	2	8	0	0	10	0	2	1	0	3	0	2	0	0	2	0	1	0	0	1	16
06:15 PM	0	5	0	0	5	0	3	1	0	4	0	1	1	0	2	0	1	0	0	1	12
06:30 PM	0	3	0	0	3	0	0	0	0	0	1	4	0	0	5	0	1	0	0	1	9
06:45 PM	1	5	0	0	6	0	2	0	0	2	0	1	0	0	1	0	1	2	0	3	12
<b>Total</b>	<b>3</b>	<b>21</b>	<b>0</b>	<b>0</b>	<b>24</b>	<b>0</b>	<b>7</b>	<b>2</b>	<b>0</b>	<b>9</b>	<b>1</b>	<b>8</b>	<b>1</b>	<b>0</b>	<b>10</b>	<b>0</b>	<b>4</b>	<b>2</b>	<b>0</b>	<b>6</b>	<b>49</b>
<b>Grand Total</b>	<b>85</b>	<b>415</b>	<b>24</b>	<b>0</b>	<b>524</b>	<b>11</b>	<b>110</b>	<b>32</b>	<b>0</b>	<b>153</b>	<b>60</b>	<b>369</b>	<b>49</b>	<b>0</b>	<b>478</b>	<b>18</b>	<b>118</b>	<b>94</b>	<b>0</b>	<b>230</b>	<b>1385</b>
Apprch %	16.2	79.2	4.6	0		7.2	71.9	20.9	0		12.6	77.2	10.3	0		7.8	51.3	40.9	0		
Total %	6.1	30	1.7	0	37.8	0.8	7.9	2.3	0	11	4.3	26.6	3.5	0	34.5	1.3	8.5	6.8	0	16.6	

Start Time	Cowardin Ave Southbound					Semmes Ave Westbound					Cowardin Ave Northbound					Semmes Ave Eastbound					Int. Total
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	
Peak Hour Analysis From 06:00 AM to 11:45 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 08:30 AM																					
08:30 AM	2	14	3		19	1	2	2		5	1	11	1		13	0	1	2		3	40
08:45 AM	5	7	1		13	1	4	0		5	1	11	0		12	1	2	3		6	36
09:00 AM	2	7	0		9	2	1	2		5	2	12	3		17	0	2	1		3	34
09:15 AM	5	13	0		18	0	1	0		1	0	12	0		12	1	1	4		6	37
Total Volume	14	41	4		59	4	8	4		16	4	46	4		54	2	6	10		18	147
% App. Total	23.7	69.5	6.8			25	50	25			7.4	85.2	7.4			11.1	33.3	55.6			
PHF	.700	.732	.333		.776	.500	.500	.500		.800	.500	.958	.333		.794	.500	.750	.625		.750	.919

Start Time	Cowardin Ave Southbound					Semmes Ave Westbound					Cowardin Ave Northbound					Semmes Ave Eastbound					Int. Total
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	
Peak Hour Analysis From 12:00 PM to 06:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 02:00 PM																					
02:00 PM	2	8	4		14	1	3	0		4	0	8	2		10	0	2	2		4	32
02:15 PM	5	7	0		12	0	3	1		4	2	8	2		12	0	4	4		8	36
02:30 PM	0	14	1		15	0	3	0		3	0	5	1		6	0	2	4		6	30
02:45 PM	3	16	0		19	0	4	0		4	1	5	0		6	1	2	2		5	34
Total Volume	10	45	5		60	1	13	1		15	3	26	5		34	1	10	12		23	132
% App. Total	16.7	75	8.3			6.7	86.7	6.7			8.8	76.5	14.7			4.3	43.5	52.2			
PHF	.500	.703	.313		.789	.250	.813	.250		.938	.375	.813	.625		.708	.250	.625	.750		.719	.917

# Peggy Malone & Associates

## (888) 247-8602

File Name : 48-Semmes Ave & Cowardin Ave  
 Site Code :  
 Start Date : 8/25/2021  
 Page No : 1

### Groups Printed- Cars - Trucks

Start Time	Cowardin Ave Southbound					Semmes Ave Westbound					Cowardin Ave Northbound					Semmes Ave Eastbound					Int. Total
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	
06:00 AM	23	42	3	0	68	5	13	4	0	22	14	69	4	0	87	2	51	36	0	89	266
06:15 AM	30	70	6	0	106	5	14	10	0	29	26	103	7	0	136	7	45	55	0	107	378
06:30 AM	35	90	2	0	127	7	12	16	0	35	20	134	8	0	162	14	63	46	0	123	447
06:45 AM	59	121	4	0	184	5	17	16	0	38	43	109	15	0	167	6	67	61	0	134	523
<b>Total</b>	<b>147</b>	<b>323</b>	<b>15</b>	<b>0</b>	<b>485</b>	<b>22</b>	<b>56</b>	<b>46</b>	<b>0</b>	<b>124</b>	<b>103</b>	<b>415</b>	<b>34</b>	<b>0</b>	<b>552</b>	<b>29</b>	<b>226</b>	<b>198</b>	<b>0</b>	<b>453</b>	<b>1614</b>
07:00 AM	65	107	11	0	183	9	29	9	0	47	26	132	11	0	169	12	56	83	0	151	550
07:15 AM	74	138	15	0	227	7	35	8	0	50	29	209	22	0	260	8	81	80	0	169	706
07:30 AM	80	145	21	0	246	6	48	14	0	68	33	218	25	0	276	13	93	105	0	211	801
07:45 AM	83	167	19	0	269	20	54	17	0	91	47	270	31	0	348	13	92	113	0	218	926
<b>Total</b>	<b>302</b>	<b>557</b>	<b>66</b>	<b>0</b>	<b>925</b>	<b>42</b>	<b>166</b>	<b>48</b>	<b>0</b>	<b>256</b>	<b>135</b>	<b>829</b>	<b>89</b>	<b>0</b>	<b>1053</b>	<b>46</b>	<b>322</b>	<b>381</b>	<b>0</b>	<b>749</b>	<b>2983</b>
08:00 AM	76	126	7	0	209	11	41	12	0	64	35	183	19	0	237	14	93	108	0	215	725
08:15 AM	65	102	12	0	179	11	44	8	0	63	34	183	20	0	237	17	106	113	0	236	715
08:30 AM	71	126	23	0	220	17	46	14	0	77	34	205	22	0	261	6	69	111	0	186	744
08:45 AM	73	105	18	0	196	12	37	12	0	61	34	172	23	0	229	19	66	109	0	194	680
<b>Total</b>	<b>285</b>	<b>459</b>	<b>60</b>	<b>0</b>	<b>804</b>	<b>51</b>	<b>168</b>	<b>46</b>	<b>0</b>	<b>265</b>	<b>137</b>	<b>743</b>	<b>84</b>	<b>0</b>	<b>964</b>	<b>56</b>	<b>334</b>	<b>441</b>	<b>0</b>	<b>831</b>	<b>2864</b>
09:00 AM	75	144	18	0	237	14	21	11	0	46	29	135	25	0	189	7	50	72	0	129	601
09:15 AM	54	100	12	0	166	10	27	12	0	49	19	143	17	0	179	5	51	97	0	153	547
09:30 AM	58	137	14	0	209	9	31	11	0	51	26	136	24	0	186	11	59	69	0	139	585
09:45 AM	59	106	18	0	183	14	33	9	0	56	23	148	27	0	198	13	45	74	0	132	569
<b>Total</b>	<b>246</b>	<b>487</b>	<b>62</b>	<b>0</b>	<b>795</b>	<b>47</b>	<b>112</b>	<b>43</b>	<b>0</b>	<b>202</b>	<b>97</b>	<b>562</b>	<b>93</b>	<b>0</b>	<b>752</b>	<b>36</b>	<b>205</b>	<b>312</b>	<b>0</b>	<b>553</b>	<b>2302</b>
10:00 AM	78	118	8	0	204	12	32	8	0	52	20	139	22	0	181	8	35	69	0	112	549
10:15 AM	51	150	13	0	214	8	28	12	0	48	15	126	23	0	164	6	53	64	0	123	549
10:30 AM	68	131	11	0	210	12	27	5	0	44	18	144	22	0	184	14	45	88	0	147	585
10:45 AM	73	125	19	0	217	5	29	12	0	46	11	108	28	0	147	7	30	65	0	102	512
<b>Total</b>	<b>270</b>	<b>524</b>	<b>51</b>	<b>0</b>	<b>845</b>	<b>37</b>	<b>116</b>	<b>37</b>	<b>0</b>	<b>190</b>	<b>64</b>	<b>517</b>	<b>95</b>	<b>0</b>	<b>676</b>	<b>35</b>	<b>163</b>	<b>286</b>	<b>0</b>	<b>484</b>	<b>2195</b>
11:00 AM	68	127	13	0	208	8	24	13	0	45	10	128	34	0	172	12	36	72	0	120	545
11:15 AM	87	146	10	0	243	4	35	12	0	51	18	139	36	0	193	10	42	66	0	118	605
11:30 AM	79	132	17	0	228	8	29	6	0	43	24	139	33	0	196	5	36	76	0	117	584
11:45 AM	73	145	14	0	232	5	43	14	0	62	23	141	29	0	193	13	49	93	0	155	642
<b>Total</b>	<b>307</b>	<b>550</b>	<b>54</b>	<b>0</b>	<b>911</b>	<b>25</b>	<b>131</b>	<b>45</b>	<b>0</b>	<b>201</b>	<b>75</b>	<b>547</b>	<b>132</b>	<b>0</b>	<b>754</b>	<b>40</b>	<b>163</b>	<b>307</b>	<b>0</b>	<b>510</b>	<b>2376</b>
12:00 PM	87	126	19	0	232	11	51	17	0	79	24	168	32	0	224	20	43	79	0	142	677
12:15 PM	89	131	13	0	233	10	45	17	0	72	21	146	33	0	200	13	51	94	0	158	663
12:30 PM	84	163	14	0	261	4	37	14	0	55	17	151	38	0	206	16	49	81	0	146	668
12:45 PM	98	172	21	0	291	9	27	11	0	47	22	118	20	0	160	12	54	81	0	147	645
<b>Total</b>	<b>358</b>	<b>592</b>	<b>67</b>	<b>0</b>	<b>1017</b>	<b>34</b>	<b>160</b>	<b>59</b>	<b>0</b>	<b>253</b>	<b>84</b>	<b>583</b>	<b>123</b>	<b>0</b>	<b>790</b>	<b>61</b>	<b>197</b>	<b>335</b>	<b>0</b>	<b>593</b>	<b>2653</b>
01:00 PM	88	171	11	0	270	9	45	14	0	68	28	126	37	0	191	18	46	67	0	131	660
01:15 PM	88	156	10	0	254	4	34	10	0	48	16	131	37	0	184	14	57	89	0	160	646
01:30 PM	76	137	18	0	231	13	47	13	0	73	20	152	22	0	194	20	58	117	0	195	693
01:45 PM	78	153	15	0	246	11	39	13	0	63	19	138	36	0	193	15	61	86	0	162	664
<b>Total</b>	<b>330</b>	<b>617</b>	<b>54</b>	<b>0</b>	<b>1001</b>	<b>37</b>	<b>165</b>	<b>50</b>	<b>0</b>	<b>252</b>	<b>83</b>	<b>547</b>	<b>132</b>	<b>0</b>	<b>762</b>	<b>67</b>	<b>222</b>	<b>359</b>	<b>0</b>	<b>648</b>	<b>2663</b>
02:00 PM	110	165	16	0	291	11	49	6	0	66	12	145	34	0	191	20	39	78	0	137	685
02:15 PM	81	154	11	0	246	8	41	12	0	61	21	126	31	0	178	10	51	88	0	149	634
02:30 PM	108	148	19	0	275	14	56	17	0	87	14	166	33	0	213	10	53	77	0	140	715
02:45 PM	105	173	13	0	291	8	52	16	0	76	20	138	32	0	190	13	48	91	0	152	709
<b>Total</b>	<b>404</b>	<b>640</b>	<b>59</b>	<b>0</b>	<b>1103</b>	<b>41</b>	<b>198</b>	<b>51</b>	<b>0</b>	<b>290</b>	<b>67</b>	<b>575</b>	<b>130</b>	<b>0</b>	<b>772</b>	<b>53</b>	<b>191</b>	<b>334</b>	<b>0</b>	<b>578</b>	<b>2743</b>
03:00 PM	98	161	20	0	279	5	38	22	0	65	17	142	41	0	200	15	40	74	0	129	673
03:15 PM	111	190	27	0	328	5	57	29	0	91	24	180	40	0	244	16	64	97	0	177	840
03:30 PM	113	187	17	0	317	15	60	31	0	106	29	226	42	0	297	21	63	104	0	188	908
03:45 PM	120	200	26	0	346	6	70	28	0	104	18	145	32	0	195	14	59	98	0	171	816
<b>Total</b>	<b>442</b>	<b>738</b>	<b>90</b>	<b>0</b>	<b>1270</b>	<b>31</b>	<b>225</b>	<b>110</b>	<b>0</b>	<b>366</b>	<b>88</b>	<b>693</b>	<b>155</b>	<b>0</b>	<b>936</b>	<b>66</b>	<b>226</b>	<b>373</b>	<b>0</b>	<b>665</b>	<b>3237</b>
04:00 PM	130	191	18	0	339	9	81	30	0	120	29	216	29	0	274	15	65	106	0	186	919
04:15 PM	111	260	15	0	386	3	102	20	0	125	31	214	34	0	279	19	77	98	0	194	984
04:30 PM	124	199	20	0	343	17	103	47	0	167	30	209	40	0	279	15	90	134	0	239	1028
04:45 PM	151	237	17	0	405	10	118	36	0	164	35	206	30	0	271	17	67	104	0	188	1028
<b>Total</b>	<b>516</b>	<b>887</b>	<b>70</b>	<b>0</b>	<b>1473</b>	<b>39</b>	<b>404</b>	<b>133</b>	<b>0</b>	<b>576</b>	<b>125</b>	<b>845</b>	<b>133</b>	<b>0</b>	<b>1103</b>	<b>66</b>	<b>299</b>	<b>442</b>	<b>0</b>	<b>807</b>	<b>3959</b>
05:00 PM	141	203	15	0	359	31	105	38	0	174	25	201	56	0	282	19	67	110	0	196	1011
05:15 PM	154	321	32	0	507	14	138	30	0	182	21	197	46	0	264	23	57	95	0	175	1128
05:30 PM	145	212	27	0	384	6	83	25	0	114	22	207	45	0	274	16	73	98	0	187	959
05:45 PM	137	223	34	0	394	9	65	17	0	91	24	138	41	0	203	24	71	84	0	179	867
<b>Total</b>	<b>577</b>	<b>959</b>	<b>108</b>	<b>0</b>	<b>1644</b>	<b>60</b>	<b>391</b>	<b>110</b>	<b>0</b>	<b>561</b>	<b>92</b>	<b>743</b>	<b>188</b>	<b>0</b>	<b>1023</b>	<b>82</b>	<b>268</b>	<b>387</b>	<b>0</b>	<b>737</b>	<b>3965</b>

# Peggy Malone & Associates

## (888) 247-8602

File Name : 48-Semmes Ave & Cowardin Ave  
 Site Code :  
 Start Date : 8/25/2021  
 Page No : 2

### Groups Printed- Cars - Trucks

Start Time	Cowardin Ave Southbound					Semmes Ave Westbound					Cowardin Ave Northbound					Semmes Ave Eastbound					Int. Total
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	
06:00 PM	117	215	28	0	360	12	65	21	0	98	22	149	48	0	219	24	65	89	0	178	855
06:15 PM	129	213	21	0	363	14	84	21	0	119	20	134	25	0	179	21	56	83	0	160	821
06:30 PM	108	171	22	0	301	14	56	22	0	92	14	125	50	0	189	11	73	101	0	185	767
06:45 PM	111	216	33	0	360	11	58	16	0	85	24	120	29	0	173	10	63	98	0	171	789
<b>Total</b>	<b>465</b>	<b>815</b>	<b>104</b>	<b>0</b>	<b>1384</b>	<b>51</b>	<b>263</b>	<b>80</b>	<b>0</b>	<b>394</b>	<b>80</b>	<b>528</b>	<b>152</b>	<b>0</b>	<b>760</b>	<b>66</b>	<b>257</b>	<b>371</b>	<b>0</b>	<b>694</b>	<b>3232</b>
<b>Grand Total</b>	<b>4649</b>	<b>8148</b>	<b>860</b>	<b>0</b>	<b>13657</b>	<b>517</b>	<b>2555</b>	<b>858</b>	<b>0</b>	<b>3930</b>	<b>1230</b>	<b>8127</b>	<b>1540</b>	<b>0</b>	<b>10897</b>	<b>703</b>	<b>3073</b>	<b>4526</b>	<b>0</b>	<b>8302</b>	<b>36786</b>
Apprch %	34	59.7	6.3	0		13.2	65	21.8	0		11.3	74.6	14.1	0		8.5	37	54.5	0		
Total %	12.6	22.1	2.3	0	37.1	1.4	6.9	2.3	0	10.7	3.3	22.1	4.2	0	29.6	1.9	8.4	12.3	0	22.6	
Cars	4564	7733	836	0	13133	506	2445	826	0	3777	1170	7758	1491	0	10419	685	2955	4432	0	8072	35401
% Cars	98.2	94.9	97.2	0	96.2	97.9	95.7	96.3	0	96.1	95.1	95.5	96.8	0	95.6	97.4	96.2	97.9	0	97.2	96.2
Trucks	85	415	24	0	524	11	110	32	0	153	60	369	49	0	478	18	118	94	0	230	1385
% Trucks	1.8	5.1	2.8	0	3.8	2.1	4.3	3.7	0	3.9	4.9	4.5	3.2	0	4.4	2.6	3.8	2.1	0	2.8	3.8

Start Time	Cowardin Ave Southbound					Semmes Ave Westbound					Cowardin Ave Northbound					Semmes Ave Eastbound					Int. Total
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	
Peak Hour Analysis From 06:00 AM to 11:45 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 07:30 AM																					
07:30 AM	80	145	21		246	6	48	14		68	33	218	25		276	13	93	105		211	801
07:45 AM	<b>83</b>	<b>167</b>	19		<b>269</b>	<b>20</b>	<b>54</b>	<b>17</b>		<b>91</b>	<b>47</b>	<b>270</b>	<b>31</b>		<b>348</b>	13	92	<b>113</b>		218	<b>926</b>
08:00 AM	76	126	7		209	11	41	12		64	35	183	19		237	14	93	108		215	725
08:15 AM	65	102	12		179	11	44	8		63	34	183	20		237	<b>17</b>	<b>106</b>	113		<b>236</b>	715
Total Volume	304	540	59		903	48	187	51		286	149	854	95		1098	57	384	439		880	3167
% App. Total	33.7	59.8	6.5			16.8	65.4	17.8			13.6	77.8	8.7			6.5	43.6	49.9			
PHF	.916	.808	.702		.839	.600	.866	.750		.786	.793	.791	.766		.789	.838	.906	.971		.932	.855

Start Time	Cowardin Ave Southbound					Semmes Ave Westbound					Cowardin Ave Northbound					Semmes Ave Eastbound					Int. Total
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	
Peak Hour Analysis From 12:00 PM to 06:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 04:30 PM																					
04:30 PM	124	199	20		343	17	103	<b>47</b>		167	30	<b>209</b>	40		279	15	<b>90</b>	<b>134</b>		<b>239</b>	1028
04:45 PM	151	237	17		405	10	118	36		164	<b>35</b>	206	30		271	17	67	104		188	1028
05:00 PM	141	203	15		359	<b>31</b>	105	38		174	25	201	<b>56</b>		<b>282</b>	19	67	110		196	1011
05:15 PM	<b>154</b>	<b>321</b>	<b>32</b>		<b>507</b>	14	<b>138</b>	30		<b>182</b>	21	197	46		264	<b>23</b>	57	95		175	<b>1128</b>
Total Volume	570	960	84		1614	72	464	151		687	111	813	172		1096	74	281	443		798	4195
% App. Total	35.3	59.5	5.2			10.5	67.5	22			10.1	74.2	15.7			9.3	35.2	55.5			
PHF	.925	.748	.656		.796	.581	.841	.803		.944	.793	.972	.768		.972	.804	.781	.826		.835	.930

# Peggy Malone & Associates

## (888) 247-8602

File Name : 48-Semmes Ave & Cowardin Ave  
 Site Code :  
 Start Date : 8/25/2021  
 Page No : 1

### Groups Printed- Bicycles on Crosswalk

Start Time	Cowardin Ave Southbound					Semmes Ave Westbound					Cowardin Ave Northbound					Semmes Ave Eastbound					Int. Total	
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total		
06:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:45 AM	0	0	0	0	0	0	0	0	0	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	0	0	0	0	0	0	0	0	0
07:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15 AM	0	0	0	1	1	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	2
07:30 AM	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	1
07:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	1	1	0	0	0	2	2	0	0	0	0	0	0	0	0	0	0	0	3
08:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:45 AM	0	0	0	0	0	0	0	0	0	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	0	0	0	0	0	0	0	0	0
09:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	1	1
09:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:45 AM	0	0	0	0	0	0	0	0	0	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	0	0	0	0	0	1	1	1	1
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
10:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	1	1
10:30 AM	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	1
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
Total	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	1	1	1	2
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
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
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
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
Total	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
12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	1	1
12:30 PM	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
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
Total	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	1	2
01:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	1	1
01:45 PM	0	0	0	0	0	0	0	0	0	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	0	0	0	0	0	1	1	1	1
02:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:45 PM	0	0	0	0	0	0	0	0	0	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	0	0	0	0	0	0	0	0	0
03:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	1
03:15 PM	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	1
03:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	1	1
03:45 PM	0	0	0	1	1	0	0	0	2	2	0	0	0	0	0	0	0	0	0	0	0	3
Total	0	0	0	1	1	0	0	0	3	3	0	0	0	1	1	0	0	0	1	1	1	6
04:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:45 PM	0	0	0	0	0	0	0	0	0	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	0	0	0	0	0	0	0	0	0
05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	1	1
05:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:45 PM	0	0	0	0	0	0	0	0	0	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	0	0	0	0	0	1	1	1	1

# Peggy Malone & Associates

## (888) 247-8602

File Name : 48-Semmes Ave & Cowardin Ave  
 Site Code :  
 Start Date : 8/25/2021  
 Page No : 2

### Groups Printed- Bicycles on Crosswalk

Start Time	Cowardin Ave Southbound					Semmes Ave Westbound					Cowardin Ave Northbound					Semmes Ave Eastbound					Int. Total
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	
06:00 PM	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0
06:15 PM	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0
06:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:45 PM	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
<b>Total</b>	0	0	0	1	1	0	0	0	2	2	0	0	0	0	0	0	0	0	0	0	3
<b>Grand Total</b>	0	0	0	4	4	0	0	0	8	8	0	0	0	1	1	0	0	0	6	6	19
Apprch %	0	0	0	100		0	0	0	100		0	0	0	100		0	0	0	100		
Total %	0	0	0	21.1	21.1	0	0	0	42.1	42.1	0	0	0	5.3	5.3	0	0	0	31.6	31.6	

Peak Hour Analysis From 06:00 AM to 11:45 AM - Peak 1 of 1  
 Peak Hour for Entire Intersection Begins at 06:00 AM

Start Time	Cowardin Ave Southbound					Semmes Ave Westbound					Cowardin Ave Northbound					Semmes Ave Eastbound					Int. Total
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	
06:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
<b>Total Volume</b>	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% App. Total	0	0	0	0		0	0	0	0		0	0	0	0		0	0	0	0		
PHF	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000

Peak Hour Analysis From 12:00 PM to 06:45 PM - Peak 1 of 1  
 Peak Hour for Entire Intersection Begins at 12:00 PM

12:00 PM	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
12:30 PM	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
<b>Total Volume</b>	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% App. Total	0	0	0	0		0	0	0	0		0	0	0	0		0	0	0	0		
PHF	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000

# Peggy Malone & Associates

## (888) 247-8602

File Name : 48-Semmes Ave & Cowardin Ave  
 Site Code :  
 Start Date : 8/25/2021  
 Page No : 1

### Groups Printed- Pedestrians

Start Time	Cowardin Ave Southbound					Semmes Ave Westbound					Cowardin Ave Northbound					Semmes Ave Eastbound					Int. Total	
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total		
06:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:15 AM	0	0	0	0	0	0	0	0	2	2	0	0	0	0	0	0	0	0	0	0	0	2
06:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
<b>Total</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2</b>
07:00 AM	0	0	0	0	0	0	0	0	1	1	0	0	0	1	1	0	0	0	1	1	1	3
07:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	2	2	2
07:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45 AM	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
<b>Total</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>3</b>	<b>3</b>	<b>6</b>
08:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:15 AM	0	0	0	0	0	0	0	0	2	2	0	0	0	0	0	0	0	0	0	0	0	2
08:30 AM	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
08:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
<b>Total</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>3</b>
09:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	1
09:15 AM	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	1
09:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
<b>Total</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2</b>
10:00 AM	0	0	0	2	2	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	3
10:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	1
10:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	2	2	0	0	0	1	1	1	3	3
10:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	1
<b>Total</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>1</b>	<b>1</b>	<b>8</b>	<b>8</b>
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
11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	3	3	0	0	0	4	4	4	7	7
11:30 AM	0	0	0	0	0	0	0	0	1	1	0	0	0	3	3	0	0	0	3	3	3	7
11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	2	2	0	0	0	3	3	3	5	5
<b>Total</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>10</b>	<b>10</b>	<b>19</b>	<b>19</b>
12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	1	1	1	2	2
12:15 PM	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	1
12:30 PM	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
12:45 PM	0	0	0	1	1	0	0	0	0	0	0	0	1	1	0	0	0	2	2	2	4	4
<b>Total</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>3</b>	<b>3</b>	<b>8</b>	<b>8</b>
01:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	4	4	0	0	0	5	5	5	9	9
01:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	2	2	2	3	3
01:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	1	1
01:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	2	2	0	0	0	5	5	5	7	7
<b>Total</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>12</b>	<b>12</b>	<b>12</b>	<b>20</b>	<b>20</b>
02:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	1	1	1
02:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	3	3	0	0	0	3	3	3	6	6
02:30 PM	0	0	0	1	1	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	2
02:45 PM	0	0	0	2	2	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	3
<b>Total</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>4</b>	<b>4</b>	<b>12</b>	<b>12</b>
03:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	1	1	1
03:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:30 PM	0	0	0	1	1	0	0	0	0	0	0	0	1	1	0	0	0	2	2	2	4	4
03:45 PM	0	0	0	1	1	0	0	0	0	0	0	0	2	2	0	0	0	2	2	2	5	5
<b>Total</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>5</b>	<b>5</b>	<b>10</b>	<b>10</b>
04:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:15 PM	0	0	0	3	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3
04:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	1	1	1
04:45 PM	0	0	0	1	1	0	0	0	0	0	0	0	2	2	0	0	0	0	0	0	0	3
<b>Total</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>1</b>	<b>1</b>	<b>7</b>	<b>7</b>
05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	3	3	0	0	0	6	6	6	9	9
05:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	1	1	1
05:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	1	1	1	2	2
05:45 PM	0	0	0	1	1	0	0	0	2	2	0	0	0	0	0	0	0	1	1	1	4	4
<b>Total</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>9</b>	<b>9</b>	<b>16</b>	<b>16</b>

# Peggy Malone & Associates

## (888) 247-8602

File Name : 48-Semmes Ave & Cowardin Ave  
 Site Code :  
 Start Date : 8/25/2021  
 Page No : 2

### Groups Printed- Pedestrians

Start Time	Cowardin Ave Southbound					Semmes Ave Westbound					Cowardin Ave Northbound					Semmes Ave Eastbound					Int. Total
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	
06:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	4	4	0	0	0	2	2	6
06:15 PM	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
06:30 PM	0	0	0	1	1	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	2
06:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	1
<b>Total</b>	0	0	0	2	2	0	0	0	0	0	0	0	0	5	5	0	0	0	3	3	10
<b>Grand Total</b>	0	0	0	18	18	0	0	0	12	12	0	0	0	42	42	0	0	0	51	51	123
Apprch %	0	0	0	100		0	0	0	100		0	0	0	100		0	0	0	100		
Total %	0	0	0	14.6	14.6	0	0	0	9.8	9.8	0	0	0	34.1	34.1	0	0	0	41.5	41.5	

Peak Hour Analysis From 06:00 AM to 11:45 AM - Peak 1 of 1  
 Peak Hour for Entire Intersection Begins at 06:00 AM

Start Time	Cowardin Ave Southbound					Semmes Ave Westbound					Cowardin Ave Northbound					Semmes Ave Eastbound					Int. Total
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	
06:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
<b>Total Volume</b>	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% App. Total	0	0	0	0		0	0	0	0		0	0	0	0		0	0	0	0		
PHF	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000

Peak Hour Analysis From 12:00 PM to 06:45 PM - Peak 1 of 1  
 Peak Hour for Entire Intersection Begins at 12:00 PM

12:00 PM	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
12:30 PM	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
<b>Total Volume</b>	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% App. Total	0	0	0	0		0	0	0	0		0	0	0	0		0	0	0	0		
PHF	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000

# Appendix B – Synchro Analysis Reports

# MOVEMENT SUMMARY

**Site: 101 [Forest Hill Avenue at Roanoke Avenue (AM)\_V2  
(Site Folder: General)]**

AM Peak  
Site Category: (None)  
Roundabout

Vehicle Movement Performance														
Mov ID	Turn	INPUT VOLUMES		DEMAND FLOWS		Deg. Satn	Aver. Delay	Level of Service	95% BACK OF QUEUE		Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed
		[ Total veh/h ]	[ HV % ]	[ Total veh/h ]	[ HV % ]				[ Veh. veh ]	[ Dist ft ]				
South: Roanoke Ave														
3	L2	55	3.0	59	3.0	0.147	11.3	LOS B	0.9	23.1	0.83	0.77	0.83	22.8
18	R2	405	3.0	435	3.0	0.648	18.0	LOS B	8.4	216.0	1.00	1.23	1.47	21.0
Approach		460	3.0	495	3.0	0.648	17.2	LOS B	8.4	216.0	0.98	1.18	1.39	21.2
East: Forest Hill Ave														
1	L2	370	2.0	398	2.0	0.332	6.1	LOS A	2.6	67.1	0.32	0.14	0.32	27.3
6	T1	619	3.0	666	3.0	0.482	7.4	LOS A	4.8	122.4	0.36	0.16	0.36	28.2
Approach		989	2.6	1063	2.6	0.482	6.9	LOS A	4.8	122.4	0.34	0.15	0.34	27.9
West: Forest Hill Ave														
2	T1	661	2.0	711	2.0	0.873	30.1	LOS C	23.2	590.1	1.00	1.60	2.24	22.1
12	R2	20	0.0	22	0.0	0.873	30.0	LOS C	23.2	590.1	1.00	1.60	2.24	21.5
Approach		681	1.9	732	1.9	0.873	30.1	LOS C	23.2	590.1	1.00	1.60	2.24	22.1
All Vehicles		2130	2.5	2290	2.5	0.873	16.5	LOS B	23.2	590.1	0.69	0.83	1.18	24.2

Site Level of Service (LOS) Method: Delay & v/c (HCM 6). Site LOS Method is specified in the Parameter Settings dialog (Site tab).  
 Roundabout LOS Method: Same as Signalised Intersections.  
 Vehicle movement LOS values are based on average delay and v/c ratio (degree of saturation) per movement.  
 LOS F will result if v/c > 1 irrespective of movement delay value (does not apply for approaches and intersection).  
 Intersection and Approach LOS values are based on average delay for all movements (v/c not used as specified in HCM 6).  
 Roundabout Capacity Model: SIDRA Standard.  
 Delay Model: HCM Delay Formula (Geometric Delay is not included).  
 Queue Model: HCM Queue Formula.  
 Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).  
 HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

# MOVEMENT SUMMARY

**Site: 101 [Forest Hill Avenue at Roanoke Avenue (PM)\_V2  
(Site Folder: General)]**

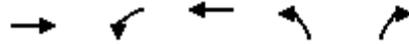
PM Peak  
Site Category: (None)  
Roundabout

Vehicle Movement Performance														
Mov ID	Turn	INPUT VOLUMES		DEMAND FLOWS		Deg. Satn	Aver. Delay	Level of Service	95% BACK OF QUEUE		Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed
		[ Total veh/h	HV %	[ Total veh/h	HV %				[ Veh. veh	Dist ] ft				
South: Roanoke Ave														
3	L2	56	0.0	58	0.0	0.088	6.5	LOS A	0.6	14.9	0.78	0.62	0.78	23.9
18	R2	448	1.0	462	1.0	0.490	9.9	LOS A	4.9	123.6	0.94	0.84	1.00	22.7
Approach		504	0.9	520	0.9	0.490	9.6	LOS A	4.9	123.6	0.93	0.82	0.97	22.9
East: Forest Hill Ave														
1	L2	629	1.0	648	1.0	0.478	7.4	LOS A	4.7	117.5	0.35	0.15	0.35	26.9
6	T1	1025	1.0	1057	1.0	0.647	9.4	LOS A	8.5	214.6	0.41	0.17	0.41	27.6
Approach		1654	1.0	1705	1.0	0.647	8.6	LOS A	8.5	214.6	0.39	0.16	0.39	27.3
West: Forest Hill Ave														
2	T1	620	1.0	639	1.0	0.832	26.0	LOS C	17.2	432.3	1.00	1.53	2.10	23.0
12	R2	50	0.0	52	0.0	0.832	25.9	LOS C	17.2	432.3	1.00	1.53	2.10	22.4
Approach		670	0.9	691	0.9	0.832	26.0	LOS C	17.2	432.3	1.00	1.53	2.10	22.9
All Vehicles		2828	1.0	2915	1.0	0.832	12.9	LOS B	17.2	432.3	0.63	0.60	0.90	25.3

Site Level of Service (LOS) Method: Delay & v/c (HCM 6). Site LOS Method is specified in the Parameter Settings dialog (Site tab).  
 Roundabout LOS Method: Same as Signalised Intersections.  
 Vehicle movement LOS values are based on average delay and v/c ratio (degree of saturation) per movement.  
 LOS F will result if v/c > 1 irrespective of movement delay value (does not apply for approaches and intersection).  
 Intersection and Approach LOS values are based on average delay for all movements (v/c not used as specified in HCM 6).  
 Roundabout Capacity Model: SIDRA Standard.  
 Delay Model: HCM Delay Formula (Geometric Delay is not included).  
 Queue Model: HCM Queue Formula.  
 Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).  
 HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

Timings  
1: Roanoke Street & Forest Hill Avenue

Existing  
AM Peak

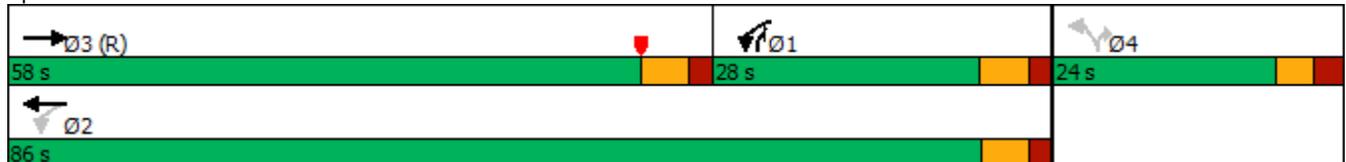


Lane Group	EBT	WBL	WBT	NBL	NBR
Lane Configurations	→	↖	←	↖	↗
Traffic Volume (vph)	623	348	583	51	381
Future Volume (vph)	623	348	583	51	381
Turn Type	NA	pm+pt	NA	Perm	pm+ov
Protected Phases	3	1	2		1
Permitted Phases		2		4	4
Detector Phase	3	1	2	4	1
Switch Phase					
Minimum Initial (s)	4.0	9.0	4.0	9.0	9.0
Minimum Split (s)	24.0	15.2	15.0	22.7	15.2
Total Split (s)	58.0	28.0	86.0	24.0	28.0
Total Split (%)	52.7%	25.5%	78.2%	21.8%	25.5%
Yellow Time (s)	4.0	4.1	4.0	3.0	4.1
All-Red Time (s)	2.0	2.1	2.0	2.7	2.1
Lost Time Adjust (s)	-2.0	-2.0	-2.0	0.0	-2.0
Total Lost Time (s)	4.0	4.2	4.0	5.7	4.2
Lead/Lag	Lead	Lag			Lag
Lead-Lag Optimize?					
Recall Mode	Max	Max	Max	Max	Max
Act Effct Green (s)	54.0	81.8	82.0	18.3	47.8
Actuated g/C Ratio	0.49	0.74	0.75	0.17	0.43
v/c Ratio	0.75	0.64	0.45	0.19	0.52
Control Delay	28.8	27.0	8.7	41.5	14.5
Queue Delay	0.0	0.0	0.0	0.0	0.0
Total Delay	28.8	27.0	8.7	41.5	14.5
LOS	C	C	A	D	B
Approach Delay	28.8		15.6	17.7	
Approach LOS	C		B	B	

Intersection Summary

Cycle Length: 110  
 Actuated Cycle Length: 110  
 Offset: 88 (80%), Referenced to phase 3:EBT, Start of Yellow  
 Natural Cycle: 80  
 Control Type: Pretimed  
 Maximum v/c Ratio: 0.75  
 Intersection Signal Delay: 20.3  
 Intersection Capacity Utilization 72.3%  
 Analysis Period (min) 15  
 Intersection LOS: C  
 ICU Level of Service C

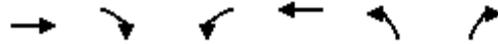
Splits and Phases: 1: Roanoke Street & Forest Hill Avenue



# HCM Signalized Intersection Capacity Analysis

## 1: Roanoke Street & Forest Hill Avenue

Existing  
AM Peak



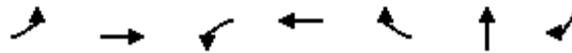
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↩		↩	↩	↩	↩
Traffic Volume (vph)	623	18	348	583	51	381
Future Volume (vph)	623	18	348	583	51	381
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0		4.2	4.0	5.7	4.2
Lane Util. Factor	1.00		1.00	1.00	1.00	1.00
Frpb, ped/bikes	1.00		1.00	1.00	1.00	1.00
Flpb, ped/bikes	1.00		1.00	1.00	1.00	1.00
Frt	1.00		1.00	1.00	1.00	0.85
Flt Protected	1.00		0.95	1.00	0.95	1.00
Satd. Flow (prot)	1855		1770	1845	1747	1568
Flt Permitted	1.00		0.20	1.00	0.95	1.00
Satd. Flow (perm)	1855		364	1845	1747	1568
Peak-hour factor, PHF	0.94	0.94	0.94	0.94	0.94	0.94
Adj. Flow (vph)	663	19	370	620	54	405
RTOR Reduction (vph)	1	0	0	0	0	109
Lane Group Flow (vph)	681	0	370	620	54	296
Confl. Peds. (#/hr)		3	3		1	
Heavy Vehicles (%)	2%	0%	2%	3%	3%	3%
Turn Type	NA		pm+pt	NA	Perm	pm+ov
Protected Phases	3		1	2		1
Permitted Phases			2		4	4
Actuated Green, G (s)	52.0		80.0	80.0	18.3	40.1
Effective Green, g (s)	54.0		82.0	82.0	18.3	44.1
Actuated g/C Ratio	0.49		0.75	0.75	0.17	0.40
Clearance Time (s)	6.0		6.2	6.0	5.7	6.2
Lane Grp Cap (vph)	910		575	1375	290	688
v/s Ratio Prot	c0.37		c0.14	0.34		c0.09
v/s Ratio Perm			0.34		0.03	0.10
v/c Ratio	0.75		0.64	0.45	0.19	0.43
Uniform Delay, d1	22.5		23.9	5.4	39.4	23.9
Progression Factor	1.00		1.07	1.40	1.00	1.00
Incremental Delay, d2	5.6		5.1	1.0	1.4	2.0
Delay (s)	28.1		30.6	8.5	40.9	25.8
Level of Service	C		C	A	D	C
Approach Delay (s)	28.1			16.7	27.6	
Approach LOS	C			B	C	

### Intersection Summary

HCM 2000 Control Delay	22.7	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	0.69		
Actuated Cycle Length (s)	110.0	Sum of lost time (s)	13.9
Intersection Capacity Utilization	72.3%	ICU Level of Service	C
Analysis Period (min)	15		
c Critical Lane Group			

Timings  
2: Dundee Avenue/Semmes Avenue & Forest Hill Avenue

Existing  
AM Peak

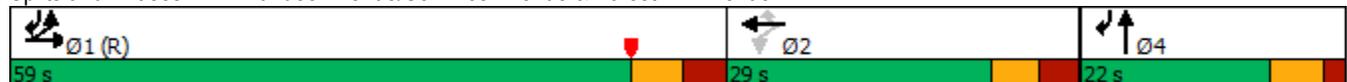


Lane Group	EBL	EBT	WBL	WBT	WBR	NBT	SBR
Lane Configurations							
Traffic Volume (vph)	880	117	7	172	9	75	761
Future Volume (vph)	880	117	7	172	9	75	761
Turn Type	Split	NA	Perm	NA	Perm	NA	pt+ov
Protected Phases	1	1		2		4	1 4
Permitted Phases			2		2		
Detector Phase	1	1	2	2	2	4	1 4
Switch Phase							
Minimum Initial (s)	15.0	15.0	9.0	9.0	9.0	9.0	
Minimum Split (s)	28.0	28.0	28.3	28.3	28.3	21.4	
Total Split (s)	59.0	59.0	29.0	29.0	29.0	22.0	
Total Split (%)	53.6%	53.6%	26.4%	26.4%	26.4%	20.0%	
Yellow Time (s)	4.4	4.4	3.9	3.9	3.9	4.4	
All-Red Time (s)	3.6	3.6	3.4	3.4	3.4	2.0	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0	0.0	
Total Lost Time (s)	8.0	8.0		7.3	7.3	6.4	
Lead/Lag	Lead	Lead	Lag	Lag	Lag		
Lead-Lag Optimize?							
Recall Mode	C-Max	C-Max	Max	Max	Max	None	
Act Effct Green (s)	53.0	53.0		21.7	21.7	13.6	73.0
Actuated g/C Ratio	0.48	0.48		0.20	0.20	0.12	0.66
v/c Ratio	1.03	0.14		0.52	0.02	0.51	0.39
Control Delay	57.8	11.6		45.6	0.1	44.4	0.8
Queue Delay	0.0	0.0		0.0	0.0	0.0	0.0
Total Delay	57.8	11.6		45.6	0.1	44.4	0.8
LOS	E	B		D	A	D	A
Approach Delay		52.1		43.5		44.4	
Approach LOS		D		D		D	

Intersection Summary

Cycle Length: 110  
 Actuated Cycle Length: 110  
 Offset: 4 (4%), Referenced to phase 1:EBTL, Start of Yellow  
 Natural Cycle: 110  
 Control Type: Actuated-Coordinated  
 Maximum v/c Ratio: 1.03  
 Intersection Signal Delay: 32.0  
 Intersection Capacity Utilization 93.0%  
 Analysis Period (min) 15  
 Intersection LOS: C  
 ICU Level of Service F

Splits and Phases: 2: Dundee Avenue/Semmes Avenue & Forest Hill Avenue



# HCM Signalized Intersection Capacity Analysis

## 2: Dundee Avenue/Semmes Avenue & Forest Hill Avenue

Existing  
AM Peak



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	880	117	7	7	172	9	0	75	41	0	0	761
Future Volume (vph)	880	117	7	7	172	9	0	75	41	0	0	761
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	8.0	8.0			7.3	7.3		6.4				8.0
Lane Util. Factor	1.00	1.00			1.00	1.00		1.00				0.88
Frb, ped/bikes	1.00	1.00			1.00	0.97		0.98				1.00
Flpb, ped/bikes	1.00	1.00			1.00	1.00		1.00				1.00
Frt	1.00	0.99			1.00	0.85		0.95				0.85
Flt Protected	1.00	1.00			1.00	1.00		1.00				1.00
Satd. Flow (prot)	1845	1844			1828	1568		1778				2787
Flt Permitted	1.00	1.00			0.99	1.00		1.00				1.00
Satd. Flow (perm)	1845	1844			1807	1568		1778				2787
Peak-hour factor, PHF	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Adj. Flow (vph)	917	122	7	7	179	9	0	78	43	0	0	793
RTOR Reduction (vph)	0	2	0	0	0	7	0	18	0	0	0	201
Lane Group Flow (vph)	917	127	0	0	186	2	0	103	0	0	0	592
Confl. Peds. (#/hr)	11		14	14		11			8	8		
Heavy Vehicles (%)	3%	2%	0%	20%	3%	0%	0%	0%	0%	0%	0%	2%
Turn Type	Split	NA		Perm	NA	Perm		NA				pt+ov
Protected Phases	1	1			2			4				14
Permitted Phases				2		2						
Actuated Green, G (s)	53.0	53.0			21.7	21.7		13.6				73.0
Effective Green, g (s)	53.0	53.0			21.7	21.7		13.6				66.6
Actuated g/C Ratio	0.48	0.48			0.20	0.20		0.12				0.61
Clearance Time (s)	8.0	8.0			7.3	7.3		6.4				
Vehicle Extension (s)	3.0	3.0			3.0	3.0		3.0				
Lane Grp Cap (vph)	888	888			356	309		219				1687
v/s Ratio Prot	c0.50	0.07						c0.06				0.21
v/s Ratio Perm					c0.10	0.00						
v/c Ratio	1.03	0.14			0.52	0.01		0.47				0.35
Uniform Delay, d1	28.5	15.9			39.5	35.5		44.8				10.9
Progression Factor	0.73	0.70			1.00	1.00		1.00				0.11
Incremental Delay, d2	34.8	0.3			5.4	0.0		1.6				0.1
Delay (s)	55.6	11.4			44.9	35.5		46.4				1.3
Level of Service	E	B			D	D		D				A
Approach Delay (s)		50.1			44.5			46.4			1.3	
Approach LOS		D			D			D			A	
<b>Intersection Summary</b>												
HCM 2000 Control Delay			31.4		HCM 2000 Level of Service				C			
HCM 2000 Volume to Capacity ratio			0.82									
Actuated Cycle Length (s)			110.0		Sum of lost time (s)				21.7			
Intersection Capacity Utilization			93.0%		ICU Level of Service				F			
Analysis Period (min)			15									

c Critical Lane Group

Timings  
6: 26th Street & Semmes Avenue

Existing  
AM Peak



Lane Group	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Configurations	↔		↔		↔		↔
Traffic Volume (vph)	1038	21	764	9	1	13	5
Future Volume (vph)	1038	21	764	9	1	13	5
Turn Type	NA	Perm	NA	Perm	NA	Perm	NA
Protected Phases	2		2		4		4
Permitted Phases		2		4		4	
Detector Phase	2	2	2	4	4	4	4
Switch Phase							
Minimum Initial (s)	15.0	15.0	15.0	9.0	9.0	9.0	9.0
Minimum Split (s)	22.3	22.3	22.3	19.1	19.1	19.1	19.1
Total Split (s)	90.0	90.0	90.0	20.0	20.0	20.0	20.0
Total Split (%)	81.8%	81.8%	81.8%	18.2%	18.2%	18.2%	18.2%
Yellow Time (s)	4.2	4.2	4.2	4.0	4.0	4.0	4.0
All-Red Time (s)	2.1	2.1	2.1	2.1	2.1	2.1	2.1
Lost Time Adjust (s)	0.0		0.0		0.0		0.0
Total Lost Time (s)	6.3		6.3		6.1		6.1
Lead/Lag							
Lead-Lag Optimize?							
Recall Mode	C-Max	C-Max	C-Max	Max	Max	Max	Max
Act Effct Green (s)	83.7		83.7		13.9		13.9
Actuated g/C Ratio	0.76		0.76		0.13		0.13
v/c Ratio	0.40		0.34		0.24		0.14
Control Delay	1.0		13.9		19.8		34.4
Queue Delay	0.0		0.0		0.0		0.0
Total Delay	1.0		13.9		19.8		34.4
LOS	A		B		B		C
Approach Delay	1.0		13.9		19.8		34.4
Approach LOS	A		B		B		C

Intersection Summary

Cycle Length: 110  
 Actuated Cycle Length: 110  
 Offset: 85 (77%), Referenced to phase 2:EBWB, Start of Yellow  
 Natural Cycle: 45  
 Control Type: Actuated-Coordinated  
 Maximum v/c Ratio: 0.40  
 Intersection Signal Delay: 7.3  
 Intersection Capacity Utilization 57.5%  
 Analysis Period (min) 15  
 Intersection LOS: A  
 ICU Level of Service B

Splits and Phases: 6: 26th Street & Semmes Avenue



# HCM Signalized Intersection Capacity Analysis

## 6: 26th Street & Semmes Avenue

Existing  
AM Peak

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	1038	3	21	764	4	9	1	41	13	5	9
Future Volume (vph)	0	1038	3	21	764	4	9	1	41	13	5	9
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		6.3			6.3			6.1			6.1	
Lane Util. Factor		0.95			0.95			1.00			1.00	
Frbp, ped/bikes		1.00			1.00			0.99			1.00	
Flpb, ped/bikes		1.00			1.00			1.00			1.00	
Frt		1.00			1.00			0.89			0.96	
Flt Protected		1.00			1.00			0.99			0.98	
Satd. Flow (prot)		3608			3602			1507			1763	
Flt Permitted		1.00			0.90			0.95			0.85	
Satd. Flow (perm)		3608			3256			1443			1527	
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	0	1093	3	22	804	4	9	1	43	14	5	9
RTOR Reduction (vph)	0	0	0	0	0	0	0	38	0	0	8	0
Lane Group Flow (vph)	0	1096	0	0	830	0	0	15	0	0	20	0
Confl. Peds. (#/hr)	3		4	4		3	1		1	1		1
Heavy Vehicles (%)	0%	0%	0%	0%	0%	0%	0%	100%	10%	0%	0%	0%
Turn Type		NA		Perm	NA		Perm	NA		Perm	NA	
Protected Phases		2			2			4			4	
Permitted Phases	2			2			4			4		
Actuated Green, G (s)		83.7			83.7			13.9			13.9	
Effective Green, g (s)		83.7			83.7			13.9			13.9	
Actuated g/C Ratio		0.76			0.76			0.13			0.13	
Clearance Time (s)		6.3			6.3			6.1			6.1	
Vehicle Extension (s)		3.0			3.0			3.0			3.0	
Lane Grp Cap (vph)		2745			2477			182			192	
v/s Ratio Prot		c0.30										
v/s Ratio Perm					0.25			0.01			c0.01	
v/c Ratio		0.40			0.33			0.08			0.10	
Uniform Delay, d1		4.5			4.2			42.4			42.5	
Progression Factor		0.16			3.18			1.00			1.00	
Incremental Delay, d2		0.3			0.3			0.9			1.1	
Delay (s)		1.0			13.8			43.3			43.6	
Level of Service		A			B			D			D	
Approach Delay (s)		1.0			13.8			43.3			43.6	
Approach LOS		A			B			D			D	
<b>Intersection Summary</b>												
HCM 2000 Control Delay			8.0									A
HCM 2000 Volume to Capacity ratio			0.36									
Actuated Cycle Length (s)			110.0							12.4		
Intersection Capacity Utilization			57.5%									B
Analysis Period (min)			15									
c Critical Lane Group												

Timings  
8: Cowardin Avenue & Semmes Avenue

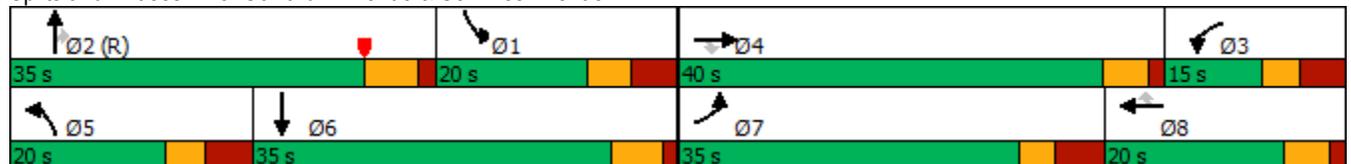
Existing  
AM Peak

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	526	467	75	67	247	63	125	1127	197	78	713	401
Future Volume (vph)	526	467	75	67	247	63	125	1127	197	78	713	401
Turn Type	Prot	NA	Perm	Prot	NA	Perm	Prot	NA	Perm	Prot	NA	Free
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases			4			8			2			Free
Detector Phase	7	4	4	3	8	8	5	2	2	1	6	
Switch Phase												
Minimum Initial (s)	7.0	15.0	15.0	7.0	13.7	13.7	7.0	15.0	15.0	7.0	15.0	
Minimum Split (s)	15.0	39.2	39.2	15.0	19.3	19.3	15.0	34.8	34.8	15.0	34.6	
Total Split (s)	35.0	40.0	40.0	15.0	20.0	20.0	20.0	35.0	35.0	20.0	35.0	
Total Split (%)	31.8%	36.4%	36.4%	13.6%	18.2%	18.2%	18.2%	31.8%	31.8%	18.2%	31.8%	
Yellow Time (s)	3.0	3.8	3.8	3.1	3.9	3.9	3.4	4.3	4.3	3.5	4.3	
All-Red Time (s)	4.0	1.4	1.4	4.0	1.4	1.4	3.9	1.5	1.5	4.0	1.3	
Lost Time Adjust (s)	-2.0	-2.0	-2.0	-2.0	-2.0	-2.0	-2.0	-2.0	-2.0	-2.0	-2.0	
Total Lost Time (s)	5.0	3.2	3.2	5.1	3.3	3.3	5.3	3.8	3.8	5.5	3.6	
Lead/Lag	Lead	Lead	Lead	Lag	Lag	Lag	Lead	Lead	Lead	Lag	Lag	
Lead-Lag Optimize?												
Recall Mode	Max											
Act Effct Green (s)	30.0	36.8	36.8	9.9	16.7	16.7	14.7	31.2	31.2	14.5	31.4	110.0
Actuated g/C Ratio	0.27	0.33	0.33	0.09	0.15	0.15	0.13	0.28	0.28	0.13	0.29	1.00
v/c Ratio	0.65	0.46	0.13	0.56	0.56	0.17	0.63	0.94	0.40	0.40	0.59	0.30
Control Delay	29.0	17.7	0.4	63.9	47.8	0.8	58.0	53.1	8.2	49.4	35.9	0.5
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	29.0	17.7	0.4	63.9	47.8	0.8	58.0	53.1	8.2	49.4	35.9	0.5
LOS	C	B	A	E	D	A	E	D	A	D	D	A
Approach Delay		22.0			42.8			47.4			24.9	
Approach LOS		C			D			D			C	

Intersection Summary

Cycle Length: 110  
 Actuated Cycle Length: 110  
 Offset: 74 (67%), Referenced to phase 2:NBT, Start of Yellow  
 Natural Cycle: 105  
 Control Type: Pretimed  
 Maximum v/c Ratio: 0.94  
 Intersection Signal Delay: 33.8  
 Intersection LOS: C  
 Intersection Capacity Utilization 80.6%  
 ICU Level of Service D  
 Analysis Period (min) 15

Splits and Phases: 8: Cowardin Avenue & Semmes Avenue



# HCM Signalized Intersection Capacity Analysis

## 8: Cowardin Avenue & Semmes Avenue

Existing  
AM Peak

													
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	
Lane Configurations	 	 			 			  			  		
Traffic Volume (vph)	526	467	75	67	247	63	125	1127	197	78	713	401	
Future Volume (vph)	526	467	75	67	247	63	125	1127	197	78	713	401	
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	
Total Lost time (s)	5.0	3.2	3.2	5.1	3.3	3.3	5.3	3.8	3.8	5.5	3.6	4.0	
Lane Util. Factor	0.97	0.95	1.00	1.00	0.95	1.00	1.00	0.91	1.00	1.00	0.91	1.00	
Frpb, ped/bikes	1.00	1.00	0.98	1.00	1.00	0.98	1.00	1.00	0.98	1.00	1.00	0.99	
Flpb, ped/bikes	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
Frt	1.00	1.00	0.85	1.00	1.00	0.85	1.00	1.00	0.85	1.00	1.00	0.85	
Flt Protected	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00	
Satd. Flow (prot)	3433	3539	1558	1556	3406	1527	1736	4893	1514	1752	4893	1548	
Flt Permitted	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00	
Satd. Flow (perm)	3433	3539	1558	1556	3406	1527	1736	4893	1514	1752	4893	1548	
Peak-hour factor, PHF	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	
Adj. Flow (vph)	612	543	87	78	287	73	145	1310	229	91	829	466	
RTOR Reduction (vph)	0	0	58	0	0	62	0	0	147	0	0	0	
Lane Group Flow (vph)	612	543	29	78	287	11	145	1310	82	91	829	466	
Confl. Peds. (#/hr)	2		4	4		2	3		3	3		3	
Heavy Vehicles (%)	2%	2%	2%	16%	6%	4%	4%	6%	5%	3%	6%	3%	
Turn Type	Prot	NA	Perm	Prot	NA	Perm	Prot	NA	Perm	Prot	NA	Free	
Protected Phases	7	4		3	8		5	2		1	6		
Permitted Phases			4			8			2			Free	
Actuated Green, G (s)	28.0	34.8	34.8	7.9	14.7	14.7	12.7	29.2	29.2	12.5	29.4	110.0	
Effective Green, g (s)	30.0	36.8	36.8	9.9	16.7	16.7	14.7	31.2	31.2	14.5	31.4	110.0	
Actuated g/C Ratio	0.27	0.33	0.33	0.09	0.15	0.15	0.13	0.28	0.28	0.13	0.29	1.00	
Clearance Time (s)	7.0	5.2	5.2	7.1	5.3	5.3	7.3	5.8	5.8	7.5	5.6		
Lane Grp Cap (vph)	936	1183	521	140	517	231	231	1387	429	230	1396	1548	
v/s Ratio Prot	c0.18	c0.15		0.05	c0.08		0.08	c0.27		0.05	c0.17		
v/s Ratio Perm			0.02			0.01			0.05			0.30	
v/c Ratio	0.65	0.46	0.06	0.56	0.56	0.05	0.63	0.94	0.19	0.40	0.59	0.30	
Uniform Delay, d1	35.4	28.8	24.8	47.9	43.2	39.9	45.1	38.6	29.8	43.7	33.8	0.0	
Progression Factor	0.72	0.57	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
Incremental Delay, d2	3.4	1.2	0.2	15.0	4.3	0.4	12.2	14.1	1.0	5.0	1.9	0.5	
Delay (s)	28.8	17.5	25.0	63.0	47.5	40.3	57.3	52.7	30.8	48.8	35.7	0.5	
Level of Service	C	B	C	E	D	D	E	D	C	D	D	A	
Approach Delay (s)		23.6			49.0			50.1			24.7		
Approach LOS		C			D			D			C		
<b>Intersection Summary</b>													
HCM 2000 Control Delay			35.7		HCM 2000 Level of Service						D		
HCM 2000 Volume to Capacity ratio			0.76										
Actuated Cycle Length (s)			110.0		Sum of lost time (s)						17.6		
Intersection Capacity Utilization			80.6%		ICU Level of Service						D		
Analysis Period (min)			15										
c Critical Lane Group													

HCM 6th TWSC  
3: W 34th Street & Semmes Avenue

Existing  
AM Peak

Intersection												
Int Delay, s/veh	2.7											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↑↑			↑↑			↔			↔	
Traffic Vol, veh/h	21	933	11	12	732	30	0	7	43	28	2	29
Future Vol, veh/h	21	933	11	12	732	30	0	7	43	28	2	29
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None									
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	91	91	91	91	91	91	91	91	91	91	91	91
Heavy Vehicles, %	0	3	0	0	2	0	0	0	4	0	0	0
Mvmt Flow	23	1025	12	13	804	33	0	8	47	31	2	32

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	837	0	0	1037	0	0	1506	1940	519	1410	1930	419
Stage 1	-	-	-	-	-	-	1077	1077	-	847	847	-
Stage 2	-	-	-	-	-	-	429	863	-	563	1083	-
Critical Hdwy	4.1	-	-	4.1	-	-	7.5	6.5	6.98	7.5	6.5	6.9
Critical Hdwy Stg 1	-	-	-	-	-	-	6.5	5.5	-	6.5	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.5	5.5	-	6.5	5.5	-
Follow-up Hdwy	2.2	-	-	2.2	-	-	3.5	4	3.34	3.5	4	3.3
Pot Cap-1 Maneuver	806	-	-	678	-	-	85	66	496	100	67	589
Stage 1	-	-	-	-	-	-	237	298	-	327	381	-
Stage 2	-	-	-	-	-	-	580	374	-	483	296	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	806	-	-	678	-	-	72	59	496	75	60	589
Mov Cap-2 Maneuver	-	-	-	-	-	-	72	59	-	75	60	-
Stage 1	-	-	-	-	-	-	221	278	-	305	367	-
Stage 2	-	-	-	-	-	-	526	361	-	396	276	-

Approach	EB			WB			NB			SB		
HCM Control Delay, s	0.2			0.2			24			58.2		
HCM LOS							C			F		

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	244	806	-	-	678	-	-	129
HCM Lane V/C Ratio	0.225	0.029	-	-	0.019	-	-	0.503
HCM Control Delay (s)	24	9.6	-	-	10.4	-	-	58.2
HCM Lane LOS	C	A	-	-	B	-	-	F
HCM 95th %tile Q(veh)	0.8	0.1	-	-	0.1	-	-	2.3

HCM 6th TWSC  
4: W 31st Street & Semmes Avenue

Existing  
AM Peak

Intersection												
Int Delay, s/veh	1											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↑↑			↑↑			↔			↔	
Traffic Vol, veh/h	4	953	48	9	767	3	0	3	82	5	0	7
Future Vol, veh/h	4	953	48	9	767	3	0	3	82	5	0	7
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None									
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	93	93	93	93	93	93	93	93	93	93	93	93
Heavy Vehicles, %	0	2	0	0	2	0	0	0	0	0	0	0
Mvmt Flow	4	1025	52	10	825	3	0	3	88	5	0	8

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	828	0	0	1077	0	0	1492	1907	539	1369	1932	414
Stage 1	-	-	-	-	-	-	1059	1059	-	847	847	-
Stage 2	-	-	-	-	-	-	433	848	-	522	1085	-
Critical Hdwy	4.1	-	-	4.1	-	-	7.5	6.5	6.9	7.5	6.5	6.9
Critical Hdwy Stg 1	-	-	-	-	-	-	6.5	5.5	-	6.5	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.5	5.5	-	6.5	5.5	-
Follow-up Hdwy	2.2	-	-	2.2	-	-	3.5	4	3.3	3.5	4	3.3
Pot Cap-1 Maneuver	812	-	-	655	-	-	87	69	492	107	67	593
Stage 1	-	-	-	-	-	-	243	304	-	327	381	-
Stage 2	-	-	-	-	-	-	577	380	-	511	295	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	812	-	-	655	-	-	83	66	492	82	64	593
Mov Cap-2 Maneuver	-	-	-	-	-	-	83	66	-	82	64	-
Stage 1	-	-	-	-	-	-	240	300	-	323	370	-
Stage 2	-	-	-	-	-	-	554	369	-	410	291	-

Approach	EB			WB			NB			SB		
HCM Control Delay, s	0			0.1			16.6			28.7		
HCM LOS							C			D		

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	401	812	-	-	655	-	-	165
HCM Lane V/C Ratio	0.228	0.005	-	-	0.015	-	-	0.078
HCM Control Delay (s)	16.6	9.5	-	-	10.6	-	-	28.7
HCM Lane LOS	C	A	-	-	B	-	-	D
HCM 95th %tile Q(veh)	0.9	0	-	-	0	-	-	0.3

HCM 6th TWSC  
5: W 28th Street & Semmes Avenue

Existing  
AM Peak

Intersection												
Int Delay, s/veh	0.1											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↑↑			↑↑			↔			↔	
Traffic Vol, veh/h	1	1036	3	8	771	3	0	0	4	0	0	8
Future Vol, veh/h	1	1036	3	8	771	3	0	0	4	0	0	8
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None									
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	95	95	95	95	95	95	95	95	95	95	95	95
Heavy Vehicles, %	0	2	0	0	2	0	0	0	0	0	0	2
Mvmt Flow	1	1091	3	8	812	3	0	0	4	0	0	8

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	815	0	0	1094	0	0	1517	1926	547	1378	1926	408
Stage 1	-	-	-	-	-	-	1095	1095	-	830	830	-
Stage 2	-	-	-	-	-	-	422	831	-	548	1096	-
Critical Hdwy	4.1	-	-	4.1	-	-	7.5	6.5	6.9	7.5	6.5	6.94
Critical Hdwy Stg 1	-	-	-	-	-	-	6.5	5.5	-	6.5	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.5	5.5	-	6.5	5.5	-
Follow-up Hdwy	2.2	-	-	2.2	-	-	3.5	4	3.3	3.5	4	3.32
Pot Cap-1 Maneuver	821	-	-	645	-	-	83	67	486	106	67	593
Stage 1	-	-	-	-	-	-	231	292	-	335	388	-
Stage 2	-	-	-	-	-	-	585	387	-	493	292	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	821	-	-	645	-	-	80	65	486	103	65	593
Mov Cap-2 Maneuver	-	-	-	-	-	-	80	65	-	103	65	-
Stage 1	-	-	-	-	-	-	230	291	-	334	379	-
Stage 2	-	-	-	-	-	-	563	378	-	487	291	-

Approach	EB			WB			NB			SB		
HCM Control Delay, s	0			0.1			12.5			11.2		
HCM LOS							B			B		

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	486	821	-	-	645	-	-	593
HCM Lane V/C Ratio	0.009	0.001	-	-	0.013	-	-	0.014
HCM Control Delay (s)	12.5	9.4	-	-	10.7	-	-	11.2
HCM Lane LOS	B	A	-	-	B	-	-	B
HCM 95th %tile Q(veh)	0	0	-	-	0	-	-	0

HCM 6th TWSC  
7: Semmes Avenue & W 22nd Street

Existing  
AM Peak

Intersection						
Int Delay, s/veh	1.7					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↑↑	↑↑		↑↑	
Traffic Vol, veh/h	46	1046	763	11	24	25
Future Vol, veh/h	46	1046	763	11	24	25
Conflicting Peds, #/hr	11	0	0	11	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	91	91	91	91	91	91
Heavy Vehicles, %	0	2	3	0	0	2
Mvmt Flow	51	1149	838	12	26	27

Major/Minor	Major1	Major2	Minor2		
Conflicting Flow All	861	0	-	0	1533 437
Stage 1	-	-	-	-	855 -
Stage 2	-	-	-	-	678 -
Critical Hdwy	4.1	-	-	-	6.8 6.94
Critical Hdwy Stg 1	-	-	-	-	5.8 -
Critical Hdwy Stg 2	-	-	-	-	5.8 -
Follow-up Hdwy	2.2	-	-	-	3.5 3.32
Pot Cap-1 Maneuver	789	-	-	-	109 567
Stage 1	-	-	-	-	382 -
Stage 2	-	-	-	-	471 -
Platoon blocked, %		-	-	-	
Mov Cap-1 Maneuver	782	-	-	-	88 561
Mov Cap-2 Maneuver	-	-	-	-	88 -
Stage 1	-	-	-	-	311 -
Stage 2	-	-	-	-	467 -

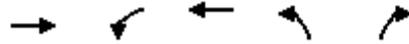
Approach	EB	WB	SB
HCM Control Delay, s	1.2	0	40.4
HCM LOS			E

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	782	-	-	-	154
HCM Lane V/C Ratio	0.065	-	-	-	0.35
HCM Control Delay (s)	9.9	0.8	-	-	40.4
HCM Lane LOS	A	A	-	-	E
HCM 95th %tile Q(veh)	0.2	-	-	-	1.4



Timings  
1: Roanoke Street & Forest Hill Avenue

Existing  
PM Peak



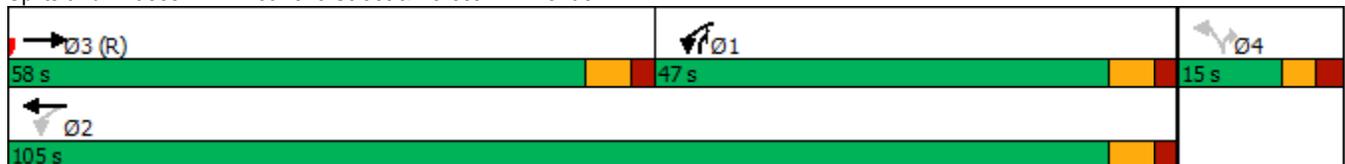
Lane Group	EBT	WBL	WBT	NBL	NBR
Lane Configurations	→	↖	←	↗	↘
Traffic Volume (vph)	584	593	965	53	422
Future Volume (vph)	584	593	965	53	422
Turn Type	NA	pm+pt	NA	Perm	pm+ov
Protected Phases	3	1	2		1
Permitted Phases		2		4	4
Detector Phase	3	1	2	4	1
Switch Phase					
Minimum Initial (s)	15.0	9.0	15.0	9.0	9.0
Minimum Split (s)	24.2	15.2	21.2	14.7	15.2
Total Split (s)	58.0	47.0	105.0	15.0	47.0
Total Split (%)	48.3%	39.2%	87.5%	12.5%	39.2%
Yellow Time (s)	4.1	4.1	4.1	3.0	4.1
All-Red Time (s)	2.1	2.1	2.1	2.7	2.1
Lost Time Adjust (s)	-2.0	-2.0	-2.0	0.0	-2.0
Total Lost Time (s)	4.2	4.2	4.2	5.7	4.2
Lead/Lag	Lead	Lag			Lag
Lead-Lag Optimize?					
Recall Mode	Max	Max	Max	Max	Max
Act Effct Green (s)	53.8	100.8	100.8	9.3	57.8
Actuated g/C Ratio	0.45	0.84	0.84	0.08	0.48
v/c Ratio	0.78	0.76	0.63	0.40	0.50
Control Delay	35.7	24.5	3.5	61.8	13.9
Queue Delay	0.0	0.0	0.0	0.0	0.0
Total Delay	35.7	24.5	3.5	61.8	13.9
LOS	D	C	A	E	B
Approach Delay	35.7		11.4	19.2	
Approach LOS	D		B	B	

Intersection Summary

Cycle Length: 120  
 Actuated Cycle Length: 120  
 Offset: 76.2 (64%), Referenced to phase 3:EBT, Start of Green  
 Natural Cycle: 90  
 Control Type: Pretimed  
 Maximum v/c Ratio: 0.78  
 Intersection Signal Delay: 18.6  
 Intersection Capacity Utilization 85.7%  
 Analysis Period (min) 15

Intersection LOS: B  
 ICU Level of Service E

Splits and Phases: 1: Roanoke Street & Forest Hill Avenue



# HCM Signalized Intersection Capacity Analysis

## 1: Roanoke Street & Forest Hill Avenue

Existing  
PM Peak



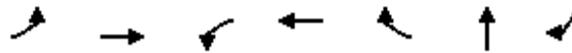
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↩		↩	↩	↩	↩
Traffic Volume (vph)	584	47	593	965	53	422
Future Volume (vph)	584	47	593	965	53	422
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.2		4.2	4.2	5.7	4.2
Lane Util. Factor	1.00		1.00	1.00	1.00	1.00
Frpb, ped/bikes	1.00		1.00	1.00	1.00	1.00
Flpb, ped/bikes	1.00		1.00	1.00	0.99	1.00
Frt	0.99		1.00	1.00	1.00	0.85
Flt Protected	1.00		0.95	1.00	0.95	1.00
Satd. Flow (prot)	1860		1787	1881	1793	1599
Flt Permitted	1.00		0.18	1.00	0.95	1.00
Satd. Flow (perm)	1860		336	1881	1793	1599
Peak-hour factor, PHF	0.97	0.97	0.97	0.97	0.97	0.97
Adj. Flow (vph)	602	48	611	995	55	435
RTOR Reduction (vph)	2	0	0	0	0	101
Lane Group Flow (vph)	648	0	611	995	55	334
Confl. Peds. (#/hr)		3	3		1	
Heavy Vehicles (%)	1%	0%	1%	1%	0%	1%
Turn Type	NA		pm+pt	NA	Perm	pm+ov
Protected Phases	3		1	2		1
Permitted Phases			2		4	4
Actuated Green, G (s)	51.8		98.8	98.8	9.3	50.1
Effective Green, g (s)	53.8		100.8	100.8	9.3	54.1
Actuated g/C Ratio	0.45		0.84	0.84	0.08	0.45
Clearance Time (s)	6.2		6.2	6.2	5.7	6.2
Lane Grp Cap (vph)	833		799	1580	138	776
v/s Ratio Prot	0.35		c0.27	0.53		c0.15
v/s Ratio Perm			c0.37		0.03	0.06
v/c Ratio	0.78		0.76	0.63	0.40	0.43
Uniform Delay, d1	28.0		21.4	3.3	52.7	22.5
Progression Factor	1.00		0.87	0.60	1.00	1.00
Incremental Delay, d2	7.1		5.0	1.4	8.4	1.7
Delay (s)	35.1		23.7	3.3	61.1	24.2
Level of Service	D		C	A	E	C
Approach Delay (s)	35.1			11.1	28.3	
Approach LOS	D			B	C	

### Intersection Summary

HCM 2000 Control Delay	19.8	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.77		
Actuated Cycle Length (s)	120.0	Sum of lost time (s)	14.1
Intersection Capacity Utilization	85.7%	ICU Level of Service	E
Analysis Period (min)	15		
c Critical Lane Group			

Timings  
2: Dundee Avenue/Semmes Avenue & Forest Hill Avenue

Existing  
PM Peak



Lane Group	EBL	EBT	WBL	WBT	WBR	NBT	SBR
Lane Configurations							
Traffic Volume (vph)	790	205	5	218	10	30	1340
Future Volume (vph)	790	205	5	218	10	30	1340
Turn Type	Split	NA	Perm	NA	Perm	NA	pt+ov
Protected Phases	1	1		2		4	1 4
Permitted Phases			2		2		
Detector Phase	1	1	2	2	2	4	1 4
Switch Phase							
Minimum Initial (s)	15.0	15.0	9.0	9.0	9.0	9.0	
Minimum Split (s)	28.0	28.0	28.3	28.3	28.3	15.4	
Total Split (s)	74.0	74.0	30.0	30.0	30.0	16.0	
Total Split (%)	61.7%	61.7%	25.0%	25.0%	25.0%	13.3%	
Yellow Time (s)	4.4	4.4	3.9	3.9	3.9	4.4	
All-Red Time (s)	3.6	3.6	3.4	3.4	3.4	2.0	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0	0.0	
Total Lost Time (s)	8.0	8.0		7.3	7.3	6.4	
Lead/Lag	Lead	Lead	Lag	Lag	Lag		
Lead-Lag Optimize?							
Recall Mode	C-Max	C-Max	Max	Max	Max	None	
Act Effct Green (s)	66.0	66.0		22.7	22.7	9.6	82.0
Actuated g/C Ratio	0.55	0.55		0.19	0.19	0.08	0.68
v/c Ratio	0.80	0.22		0.66	0.03	0.33	0.69
Control Delay	20.0	12.0		55.1	0.2	40.3	7.7
Queue Delay	0.0	0.0		0.0	0.0	0.0	0.0
Total Delay	20.0	12.0		55.1	0.2	40.3	7.7
LOS	C	B		E	A	D	A
Approach Delay		18.3		52.8		40.3	
Approach LOS		B		D		D	

Intersection Summary

Cycle Length: 120  
 Actuated Cycle Length: 120  
 Offset: 29 (24%), Referenced to phase 1:EBTL, Start of Yellow  
 Natural Cycle: 90  
 Control Type: Actuated-Coordinated  
 Maximum v/c Ratio: 0.80  
 Intersection Signal Delay: 16.4  
 Intersection Capacity Utilization 86.9%  
 Analysis Period (min) 15  
 Intersection LOS: B  
 ICU Level of Service E

Splits and Phases: 2: Dundee Avenue/Semmes Avenue & Forest Hill Avenue



# HCM Signalized Intersection Capacity Analysis

## 2: Dundee Avenue/Semmes Avenue & Forest Hill Avenue

Existing  
PM Peak



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	
Lane Configurations													
Traffic Volume (vph)	790	205	10	5	218	10	0	30	21	0	0	1340	
Future Volume (vph)	790	205	10	5	218	10	0	30	21	0	0	1340	
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	
Total Lost time (s)	8.0	8.0			7.3	7.3		6.4				8.0	
Lane Util. Factor	1.00	1.00			1.00	1.00		1.00				0.88	
Frbp, ped/bikes	1.00	1.00			1.00	0.97		0.97				1.00	
Flpb, ped/bikes	1.00	1.00			1.00	1.00		1.00				1.00	
Frt	1.00	0.99			1.00	0.85		0.94				0.85	
Flt Protected	1.00	1.00			1.00	1.00		1.00				1.00	
Satd. Flow (prot)	1881	1864			1878	1386		1740				2814	
Flt Permitted	1.00	1.00			0.99	1.00		1.00				1.00	
Satd. Flow (perm)	1881	1864			1864	1386		1740				2814	
Peak-hour factor, PHF	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	
Adj. Flow (vph)	823	214	10	5	227	10	0	31	22	0	0	1396	
RTOR Reduction (vph)	0	1	0	0	0	8	0	20	0	0	0	127	
Lane Group Flow (vph)	823	223	0	0	232	2	0	33	0	0	0	1269	
Confl. Peds. (#/hr)	11		14	14		11			8	8			
Heavy Vehicles (%)	1%	1%	0%	0%	1%	13%	0%	0%	0%	0%	0%	1%	
Turn Type	Split	NA		Perm	NA	Perm		NA				pt+ov	
Protected Phases	1	1			2			4				14	
Permitted Phases				2		2							
Actuated Green, G (s)	66.0	66.0			22.7	22.7		9.6				82.0	
Effective Green, g (s)	66.0	66.0			22.7	22.7		9.6				75.6	
Actuated g/C Ratio	0.55	0.55			0.19	0.19		0.08				0.63	
Clearance Time (s)	8.0	8.0			7.3	7.3		6.4					
Vehicle Extension (s)	3.0	3.0			3.0	3.0		3.0					
Lane Grp Cap (vph)	1034	1025			352	262		139				1772	
v/s Ratio Prot	c0.44	0.12						0.02				c0.45	
v/s Ratio Perm					c0.12	0.00							
v/c Ratio	0.80	0.22			0.66	0.01		0.24				0.72	
Uniform Delay, d1	21.6	13.8			45.1	39.5		51.8				15.0	
Progression Factor	0.68	0.84			1.00	1.00		1.00				0.73	
Incremental Delay, d2	4.8	0.4			9.3	0.0		0.9				1.2	
Delay (s)	19.5	11.9			54.4	39.6		52.6				12.1	
Level of Service	B	B			D	D		D				B	
Approach Delay (s)		17.9			53.8			52.6			12.1		
Approach LOS		B			D			D			B		
<b>Intersection Summary</b>													
HCM 2000 Control Delay			18.8		HCM 2000 Level of Service					B			
HCM 2000 Volume to Capacity ratio			0.76										
Actuated Cycle Length (s)			120.0		Sum of lost time (s)					21.7			
Intersection Capacity Utilization			86.9%		ICU Level of Service					E			
Analysis Period (min)			15										

c Critical Lane Group

Timings  
6: 26th Street & Semmes Avenue

Existing  
PM Peak



Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Configurations		↔		↔		↔		↔
Traffic Volume (vph)	4	853	31	1390	11	5	9	1
Future Volume (vph)	4	853	31	1390	11	5	9	1
Turn Type	Perm	NA	Perm	NA	Perm	NA	Perm	NA
Protected Phases		2		2		4		4
Permitted Phases	2		2		4		4	
Detector Phase	2	2	2	2	4	4	4	4
Switch Phase								
Minimum Initial (s)	15.0	15.0	15.0	15.0	9.0	9.0	9.0	9.0
Minimum Split (s)	22.3	22.3	22.3	22.3	16.1	16.1	16.1	16.1
Total Split (s)	103.0	103.0	103.0	103.0	17.0	17.0	17.0	17.0
Total Split (%)	85.8%	85.8%	85.8%	85.8%	14.2%	14.2%	14.2%	14.2%
Yellow Time (s)	4.2	4.2	4.2	4.2	4.0	4.0	4.0	4.0
All-Red Time (s)	2.1	2.1	2.1	2.1	2.1	2.1	2.1	2.1
Lost Time Adjust (s)		0.0		0.0		0.0		0.0
Total Lost Time (s)		6.3		6.3		6.1		6.1
Lead/Lag								
Lead-Lag Optimize?								
Recall Mode	C-Max	C-Max	C-Max	C-Max	None	None	None	None
Act Effct Green (s)		102.6		102.6		9.3		9.3
Actuated g/C Ratio		0.86		0.86		0.08		0.08
v/c Ratio		0.32		0.55		0.30		0.15
Control Delay		0.5		3.0		34.7		40.8
Queue Delay		0.0		0.0		0.0		0.0
Total Delay		0.5		3.0		34.7		40.8
LOS		A		A		C		D
Approach Delay		0.5		3.0		34.7		40.8
Approach LOS		A		A		C		D

Intersection Summary

Cycle Length: 120	
Actuated Cycle Length: 120	
Offset: 112 (93%), Referenced to phase 2:EBWB, Start of Yellow	
Natural Cycle: 60	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.55	
Intersection Signal Delay: 2.8	Intersection LOS: A
Intersection Capacity Utilization 78.8%	ICU Level of Service D
Analysis Period (min) 15	

Splits and Phases: 6: 26th Street & Semmes Avenue



# HCM Signalized Intersection Capacity Analysis

## 6: 26th Street & Semmes Avenue

Existing  
PM Peak



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕↕			↕↕			↕			↕	
Traffic Volume (vph)	4	853	5	31	1390	10	11	5	22	9	1	7
Future Volume (vph)	4	853	5	31	1390	10	11	5	22	9	1	7
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		6.3			6.3			6.1			6.1	
Lane Util. Factor		0.95			0.95			1.00			1.00	
Frbp, ped/bikes		1.00			1.00			0.99			0.99	
Flpb, ped/bikes		1.00			1.00			1.00			1.00	
Frt		1.00			1.00			0.92			0.95	
Flt Protected		1.00			1.00			0.99			0.97	
Satd. Flow (prot)		3570			3560			1608			1738	
Flt Permitted		0.95			0.91			0.89			0.81	
Satd. Flow (perm)		3387			3240			1456			1438	
Peak-hour factor, PHF	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Adj. Flow (vph)	4	907	5	33	1479	11	12	5	23	10	1	7
RTOR Reduction (vph)	0	0	0	0	0	0	0	22	0	0	7	0
Lane Group Flow (vph)	0	916	0	0	1523	0	0	18	0	0	11	0
Confl. Peds. (#/hr)	3		4	4		3	1		1	1		1
Heavy Vehicles (%)	0%	1%	0%	8%	1%	0%	0%	0%	11%	0%	0%	0%
Turn Type	Perm	NA		Perm	NA		Perm	NA		Perm	NA	
Protected Phases		2			2			4			4	
Permitted Phases	2			2			4			4		
Actuated Green, G (s)		100.1			100.1			7.5			7.5	
Effective Green, g (s)		100.1			100.1			7.5			7.5	
Actuated g/C Ratio		0.83			0.83			0.06			0.06	
Clearance Time (s)		6.3			6.3			6.1			6.1	
Vehicle Extension (s)		3.0			3.0			3.0			3.0	
Lane Grp Cap (vph)		2825			2702			91			89	
v/s Ratio Prot												
v/s Ratio Perm		0.27			c0.47			c0.01			0.01	
v/c Ratio		0.32			0.56			0.20			0.13	
Uniform Delay, d1		2.3			3.1			53.4			53.2	
Progression Factor		0.12			0.69			1.00			1.00	
Incremental Delay, d2		0.2			0.7			1.1			0.7	
Delay (s)		0.5			2.9			54.5			53.8	
Level of Service		A			A			D			D	
Approach Delay (s)		0.5			2.9			54.5			53.8	
Approach LOS		A			A			D			D	
<b>Intersection Summary</b>												
HCM 2000 Control Delay			3.2									A
HCM 2000 Volume to Capacity ratio			0.54									
Actuated Cycle Length (s)			120.0								12.4	
Intersection Capacity Utilization			78.8%									D
Analysis Period (min)			15									

c Critical Lane Group

Timings  
8: Cowardin Avenue & Semmes Avenue

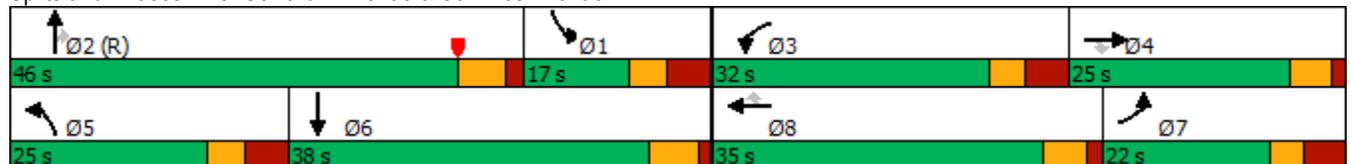
Existing  
PM Peak

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	466	303	92	159	503	75	198	998	127	112	1197	697
Future Volume (vph)	466	303	92	159	503	75	198	998	127	112	1197	697
Turn Type	Prot	NA	Perm	Prot	NA	Perm	Prot	NA	Perm	Prot	NA	Free
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases			4			8			2			Free
Detector Phase	7	4	4	3	8	8	5	2	2	1	6	
Switch Phase												
Minimum Initial (s)	7.0	15.0	15.0	7.0	15.0	15.0	7.0	15.0	15.0	7.0	15.0	
Minimum Split (s)	15.0	24.2	24.2	15.0	34.3	34.3	15.0	41.8	41.8	15.0	37.6	
Total Split (s)	22.0	25.0	25.0	32.0	35.0	35.0	25.0	46.0	46.0	17.0	38.0	
Total Split (%)	18.3%	20.8%	20.8%	26.7%	29.2%	29.2%	20.8%	38.3%	38.3%	14.2%	31.7%	
Yellow Time (s)	3.0	3.8	3.8	3.1	3.9	3.9	3.4	4.3	4.3	3.5	4.3	
All-Red Time (s)	4.0	1.4	1.4	4.0	1.4	1.4	3.9	1.5	1.5	4.0	1.3	
Lost Time Adjust (s)	-2.0	-2.0	-2.0	-2.0	-2.0	-2.0	-2.0	-2.0	-2.0	-2.0	-2.0	
Total Lost Time (s)	5.0	3.2	3.2	5.1	3.3	3.3	5.3	3.8	3.8	5.5	3.6	
Lead/Lag	Lag	Lag	Lag	Lead	Lead	Lead	Lead	Lead	Lead	Lag	Lag	
Lead-Lag Optimize?												
Recall Mode	Max											
Act Effct Green (s)	17.0	21.8	21.8	26.9	31.7	31.7	19.7	42.2	42.2	11.5	34.4	120.0
Actuated g/C Ratio	0.14	0.18	0.18	0.22	0.26	0.26	0.16	0.35	0.35	0.10	0.29	1.00
v/c Ratio	1.02	0.51	0.21	0.43	0.58	0.14	0.73	0.59	0.21	0.70	0.89	0.48
Control Delay	89.8	40.1	1.5	44.0	41.3	0.5	63.6	33.5	2.7	74.7	50.0	1.1
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	89.8	40.1	1.5	44.0	41.3	0.5	63.6	33.5	2.7	74.7	50.0	1.1
LOS	F	D	A	D	D	A	E	C	A	E	D	A
Approach Delay		62.8			37.7			35.1			34.4	
Approach LOS		E			D			D			C	

Intersection Summary

Cycle Length: 120  
 Actuated Cycle Length: 120  
 Offset: 63 (53%), Referenced to phase 2:NBT, Start of Yellow  
 Natural Cycle: 110  
 Control Type: Pretimed  
 Maximum v/c Ratio: 1.02  
 Intersection Signal Delay: 40.0  
 Intersection Capacity Utilization 90.3%  
 Analysis Period (min) 15  
 Intersection LOS: D  
 ICU Level of Service E

Splits and Phases: 8: Cowardin Avenue & Semmes Avenue



# HCM Signalized Intersection Capacity Analysis

## 8: Cowardin Avenue & Semmes Avenue

Existing  
PM Peak

													
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	
Lane Configurations	 	 			 			  			  		
Traffic Volume (vph)	466	303	92	159	503	75	198	998	127	112	1197	697	
Future Volume (vph)	466	303	92	159	503	75	198	998	127	112	1197	697	
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	
Total Lost time (s)	5.0	3.2	3.2	5.1	3.3	3.3	5.3	3.8	3.8	5.5	3.6	4.0	
Lane Util. Factor	0.97	0.95	1.00	1.00	0.95	1.00	1.00	0.91	1.00	1.00	0.91	1.00	
Frpb, ped/bikes	1.00	1.00	0.98	1.00	1.00	0.99	1.00	1.00	0.99	1.00	1.00	0.99	
Flpb, ped/bikes	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
Frt	1.00	1.00	0.85	1.00	1.00	0.85	1.00	1.00	0.85	1.00	1.00	0.85	
Flt Protected	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00	
Satd. Flow (prot)	3467	3505	1537	1770	3539	1592	1770	5136	1560	1787	5036	1563	
Flt Permitted	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00	
Satd. Flow (perm)	3467	3505	1537	1770	3539	1592	1770	5136	1560	1787	5036	1563	
Peak-hour factor, PHF	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	
Adj. Flow (vph)	501	326	99	171	541	81	213	1073	137	120	1287	749	
RTOR Reduction (vph)	0	0	81	0	0	60	0	0	89	0	0	0	
Lane Group Flow (vph)	501	326	18	171	541	21	213	1073	48	120	1287	749	
Confl. Peds. (#/hr)	2		4	4		2	3		3	3		3	
Heavy Vehicles (%)	1%	3%	3%	2%	2%	0%	2%	1%	2%	1%	3%	2%	
Turn Type	Prot	NA	Perm	Prot	NA	Perm	Prot	NA	Perm	Prot	NA	Free	
Protected Phases	7	4		3	8		5	2		1	6		
Permitted Phases			4			8			2			Free	
Actuated Green, G (s)	15.0	19.8	19.8	24.9	29.7	29.7	17.7	40.2	40.2	9.5	32.4	120.0	
Effective Green, g (s)	17.0	21.8	21.8	26.9	31.7	31.7	19.7	42.2	42.2	11.5	34.4	120.0	
Actuated g/C Ratio	0.14	0.18	0.18	0.22	0.26	0.26	0.16	0.35	0.35	0.10	0.29	1.00	
Clearance Time (s)	7.0	5.2	5.2	7.1	5.3	5.3	7.3	5.8	5.8	7.5	5.6		
Lane Grp Cap (vph)	491	636	279	396	934	420	290	1806	548	171	1443	1563	
v/s Ratio Prot	c0.14	0.09		0.10	c0.15		c0.12	0.21		0.07	c0.26		
v/s Ratio Perm			0.01			0.01			0.03			c0.48	
v/c Ratio	1.02	0.51	0.06	0.43	0.58	0.05	0.73	0.59	0.09	0.70	0.89	0.48	
Uniform Delay, d1	51.5	44.3	40.7	40.0	38.4	32.9	47.7	31.9	26.0	52.6	41.0	0.0	
Progression Factor	0.86	0.83	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
Incremental Delay, d2	45.2	2.8	0.4	3.4	2.6	0.2	15.2	1.4	0.3	21.4	8.7	1.1	
Delay (s)	89.6	39.8	41.1	43.4	41.0	33.2	62.9	33.3	26.3	74.0	49.7	1.1	
Level of Service	F	D	D	D	D	C	E	C	C	E	D	A	
Approach Delay (s)		66.9			40.7			37.1			34.2		
Approach LOS		E			D			D			C		
<b>Intersection Summary</b>													
HCM 2000 Control Delay			41.6		HCM 2000 Level of Service						D		
HCM 2000 Volume to Capacity ratio			0.79										
Actuated Cycle Length (s)			120.0		Sum of lost time (s)						17.6		
Intersection Capacity Utilization			90.3%		ICU Level of Service						E		
Analysis Period (min)			15										
c Critical Lane Group													

HCM 6th TWSC  
3: W 34th Street & Semmes Avenue

Existing  
PM Peak

Intersection												
Int Delay, s/veh	1.5											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↑↑			↑↑			↔			↔	
Traffic Vol, veh/h	7	820	2	36	1328	7	2	0	17	4	4	10
Future Vol, veh/h	7	820	2	36	1328	7	2	0	17	4	4	10
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None									
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	90	90	90	90	90	90	90	90	90	90	90	90
Heavy Vehicles, %	0	1	0	0	1	0	0	0	0	0	0	0
Mvmt Flow	8	911	2	40	1476	8	2	0	19	4	4	11

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	1484	0	0	913	0	0	1748	2492	457	2032	2489	742
Stage 1	-	-	-	-	-	-	928	928	-	1560	1560	-
Stage 2	-	-	-	-	-	-	820	1564	-	472	929	-
Critical Hdwy	4.1	-	-	4.1	-	-	7.5	6.5	6.9	7.5	6.5	6.9
Critical Hdwy Stg 1	-	-	-	-	-	-	6.5	5.5	-	6.5	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.5	5.5	-	6.5	5.5	-
Follow-up Hdwy	2.2	-	-	2.2	-	-	3.5	4	3.3	3.5	4	3.3
Pot Cap-1 Maneuver	459	-	-	755	-	-	56	30	556	34	30	363
Stage 1	-	-	-	-	-	-	292	349	-	120	175	-
Stage 2	-	-	-	-	-	-	340	174	-	547	349	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	459	-	-	755	-	-	34	20	556	25	20	363
Mov Cap-2 Maneuver	-	-	-	-	-	-	34	20	-	25	20	-
Stage 1	-	-	-	-	-	-	282	337	-	116	122	-
Stage 2	-	-	-	-	-	-	221	121	-	510	337	-

Approach	EB			WB			NB			SB		
HCM Control Delay, s	0.1			0.3			23.8			133.5		
HCM LOS							C			F		

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	213	459	-	-	755	-	-	46
HCM Lane V/C Ratio	0.099	0.017	-	-	0.053	-	-	0.435
HCM Control Delay (s)	23.8	13	-	-	10	-	-	133.5
HCM Lane LOS	C	B	-	-	B	-	-	F
HCM 95th %tile Q(veh)	0.3	0.1	-	-	0.2	-	-	1.6

HCM 6th TWSC  
4: W 31st Street & Semmes Avenue

Existing  
PM Peak

Intersection												
Int Delay, s/veh	1.1											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↑↑			↑↑			↔			↔	
Traffic Vol, veh/h	12	825	4	43	1359	4	2	1	43	4	0	10
Future Vol, veh/h	12	825	4	43	1359	4	2	1	43	4	0	10
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None									
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	93	93	93	93	93	93	93	93	93	93	93	93
Heavy Vehicles, %	0	1	0	0	1	0	0	0	0	0	0	0
Mvmt Flow	13	887	4	46	1461	4	2	1	46	4	0	11

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	1465	0	0	891	0	0	1738	2472	446	2025	2472	733
Stage 1	-	-	-	-	-	-	915	915	-	1555	1555	-
Stage 2	-	-	-	-	-	-	823	1557	-	470	917	-
Critical Hdwy	4.1	-	-	4.1	-	-	7.5	6.5	6.9	7.5	6.5	6.9
Critical Hdwy Stg 1	-	-	-	-	-	-	6.5	5.5	-	6.5	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.5	5.5	-	6.5	5.5	-
Follow-up Hdwy	2.2	-	-	2.2	-	-	3.5	4	3.3	3.5	4	3.3
Pot Cap-1 Maneuver	467	-	-	769	-	-	57	30	565	35	30	368
Stage 1	-	-	-	-	-	-	298	354	-	120	176	-
Stage 2	-	-	-	-	-	-	338	175	-	548	354	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	467	-	-	769	-	-	40	19	565	22	19	368
Mov Cap-2 Maneuver	-	-	-	-	-	-	40	19	-	22	19	-
Stage 1	-	-	-	-	-	-	282	335	-	113	119	-
Stage 2	-	-	-	-	-	-	222	118	-	474	335	-

Approach	EB			WB			NB			SB		
HCM Control Delay, s	0.2			0.3			22.3			73.7		
HCM LOS							C			F		

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	257	467	-	-	769	-	-	67
HCM Lane V/C Ratio	0.192	0.028	-	-	0.06	-	-	0.225
HCM Control Delay (s)	22.3	12.9	-	-	10	-	-	73.7
HCM Lane LOS	C	B	-	-	A	-	-	F
HCM 95th %tile Q(veh)	0.7	0.1	-	-	0.2	-	-	0.8

HCM 6th TWSC  
5: W 28th Street & Semmes Avenue

Existing  
PM Peak

Intersection												
Int Delay, s/veh	0.4											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↑↑			↑↑			↔			↔	
Traffic Vol, veh/h	10	852	10	6	1396	6	2	1	7	1	1	7
Future Vol, veh/h	10	852	10	6	1396	6	2	1	7	1	1	7
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None									
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	94	94	94	94	94	94	94	94	94	94	94	94
Heavy Vehicles, %	0	1	0	0	1	0	0	0	0	0	0	0
Mvmt Flow	11	906	11	6	1485	6	2	1	7	1	1	7

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	1491	0	0	917	0	0	1689	2437	459	1976	2439	746
Stage 1	-	-	-	-	-	-	934	934	-	1500	1500	-
Stage 2	-	-	-	-	-	-	755	1503	-	476	939	-
Critical Hdwy	4.1	-	-	4.1	-	-	7.5	6.5	6.9	7.5	6.5	6.9
Critical Hdwy Stg 1	-	-	-	-	-	-	6.5	5.5	-	6.5	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.5	5.5	-	6.5	5.5	-
Follow-up Hdwy	2.2	-	-	2.2	-	-	3.5	4	3.3	3.5	4	3.3
Pot Cap-1 Maneuver	456	-	-	752	-	-	62	32	554	38	32	360
Stage 1	-	-	-	-	-	-	290	347	-	130	187	-
Stage 2	-	-	-	-	-	-	371	186	-	544	345	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	456	-	-	752	-	-	55	29	554	34	29	360
Mov Cap-2 Maneuver	-	-	-	-	-	-	55	29	-	34	29	-
Stage 1	-	-	-	-	-	-	276	330	-	124	178	-
Stage 2	-	-	-	-	-	-	344	177	-	509	328	-

Approach	EB			WB			NB			SB		
HCM Control Delay, s	0.2			0			37.9			41.6		
HCM LOS							E			E		

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	120	456	-	-	752	-	-	108
HCM Lane V/C Ratio	0.089	0.023	-	-	0.008	-	-	0.089
HCM Control Delay (s)	37.9	13.1	-	-	9.8	-	-	41.6
HCM Lane LOS	E	B	-	-	A	-	-	E
HCM 95th %tile Q(veh)	0.3	0.1	-	-	0	-	-	0.3

HCM 6th TWSC  
7: Semmes Avenue & W 22nd Street

Existing  
PM Peak

Intersection						
Int Delay, s/veh	9.1					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↑↑	↑↑		↑↑	
Traffic Vol, veh/h	52	831	1384	15	30	47
Future Vol, veh/h	52	831	1384	15	30	47
Conflicting Peds, #/hr	11	0	0	11	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	93	93	93	93	93	93
Heavy Vehicles, %	0	2	1	8	8	0
Mvmt Flow	56	894	1488	16	32	51

Major/Minor	Major1	Major2	Minor2		
Conflicting Flow All	1515	0	-	0	2067 764
Stage 1	-	-	-	-	1507 -
Stage 2	-	-	-	-	560 -
Critical Hdwy	4.1	-	-	-	6.96 6.9
Critical Hdwy Stg 1	-	-	-	-	5.96 -
Critical Hdwy Stg 2	-	-	-	-	5.96 -
Follow-up Hdwy	2.2	-	-	-	3.58 3.3
Pot Cap-1 Maneuver	447	-	-	-	44 351
Stage 1	-	-	-	-	160 -
Stage 2	-	-	-	-	519 -
Platoon blocked, %		-	-	-	
Mov Cap-1 Maneuver	443	-	-	-	~ 32 347
Mov Cap-2 Maneuver	-	-	-	-	~ 32 -
Stage 1	-	-	-	-	119 -
Stage 2	-	-	-	-	514 -

Approach	EB	WB	SB
HCM Control Delay, s	2.3	0	253.1
HCM LOS			F

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	443	-	-	-	72
HCM Lane V/C Ratio	0.126	-	-	-	1.15
HCM Control Delay (s)	14.3	1.6	-	-	253.1
HCM Lane LOS	B	A	-	-	F
HCM 95th %tile Q(veh)	0.4	-	-	-	6.3

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



**Intersection: 1: Roanoke Street & Forest Hill Avenue**

Movement	EB	WB	WB	NB	NB
Directions Served	TR	L	T	L	R
Maximum Queue (ft)	1111	329	285	225	382
Average Queue (ft)	922	182	155	63	191
95th Queue (ft)	1401	288	260	181	327
Link Distance (ft)	1063	1093	1093		844
Upstream Blk Time (%)	61				
Queuing Penalty (veh)	0				
Storage Bay Dist (ft)				225	
Storage Blk Time (%)				0	9
Queuing Penalty (veh)				0	4

**Intersection: 2: Dundee Avenue/Semmes Avenue & Forest Hill Avenue**

Movement	EB	EB	WB	WB	NB	SB	SB
Directions Served	L	TR	LT	R	TR	R	R
Maximum Queue (ft)	1106	120	237	79	160	175	179
Average Queue (ft)	1067	59	112	9	74	75	85
95th Queue (ft)	1240	143	196	43	139	145	156
Link Distance (ft)	1093		877		923	277	277
Upstream Blk Time (%)	8						
Queuing Penalty (veh)	76						
Storage Bay Dist (ft)		120		110			
Storage Blk Time (%)	49	1	14	0			
Queuing Penalty (veh)	60	6	1	0			

**Intersection: 3: W 34th Street & Semmes Avenue**

Movement	EB	EB	WB	WB	NB	SB
Directions Served	LT	TR	LT	TR	LTR	LTR
Maximum Queue (ft)	62	2	126	92	65	67
Average Queue (ft)	12	0	20	7	29	31
95th Queue (ft)	44	2	84	48	56	56
Link Distance (ft)	277	277	1053	1053	217	218
Upstream Blk Time (%)						
Queuing Penalty (veh)						
Storage Bay Dist (ft)						
Storage Blk Time (%)						
Queuing Penalty (veh)						

**Intersection: 4: W 31st Street & Semmes Avenue**

Movement	EB	WB	WB	NB	SB
Directions Served	LT	LT	TR	LTR	LTR
Maximum Queue (ft)	28	56	17	67	39
Average Queue (ft)	2	4	1	33	11
95th Queue (ft)	17	28	12	57	35
Link Distance (ft)	1053	1048	1048	673	745
Upstream Blk Time (%)					
Queuing Penalty (veh)					
Storage Bay Dist (ft)					
Storage Blk Time (%)					
Queuing Penalty (veh)					

**Intersection: 5: W 28th Street & Semmes Avenue**

Movement	EB	WB	WB	NB	SB
Directions Served	LT	LT	TR	LTR	LTR
Maximum Queue (ft)	3	86	36	31	33
Average Queue (ft)	0	11	2	5	7
95th Queue (ft)	3	50	21	23	27
Link Distance (ft)	1048	678	678	659	1074
Upstream Blk Time (%)					
Queuing Penalty (veh)					
Storage Bay Dist (ft)					
Storage Blk Time (%)					
Queuing Penalty (veh)					

**Intersection: 6: 26th Street & Semmes Avenue**

Movement	EB	EB	WB	WB	NB	SB
Directions Served	LT	TR	LT	TR	LTR	LTR
Maximum Queue (ft)	98	93	164	180	88	68
Average Queue (ft)	45	38	99	114	31	21
95th Queue (ft)	87	81	155	172	67	55
Link Distance (ft)	678	678	1403	1403	682	715
Upstream Blk Time (%)						
Queuing Penalty (veh)						
Storage Bay Dist (ft)						
Storage Blk Time (%)						
Queuing Penalty (veh)						

**Intersection: 7: Semmes Avenue & W 22nd Street**

Movement	EB	EB	WB	WB	SB
Directions Served	LT	T	T	TR	LR
Maximum Queue (ft)	181	82	19	20	85
Average Queue (ft)	41	4	1	1	32
95th Queue (ft)	124	43	10	10	65
Link Distance (ft)	1403	1403	1172	1172	859
Upstream Blk Time (%)					
Queuing Penalty (veh)					
Storage Bay Dist (ft)					
Storage Blk Time (%)					
Queuing Penalty (veh)					

**Intersection: 8: Cowardin Avenue & Semmes Avenue**

Movement	EB	EB	EB	EB	EB	WB	WB	WB	WB	NB	NB	NB
Directions Served	L	L	T	T	R	L	T	T	R	L	T	T
Maximum Queue (ft)	217	224	167	175	74	156	204	169	81	280	488	462
Average Queue (ft)	122	136	89	100	25	62	114	78	30	132	268	264
95th Queue (ft)	192	203	147	154	56	129	184	153	63	272	434	420
Link Distance (ft)			1172	1172			1230	1230	1230		1550	1550
Upstream Blk Time (%)												
Queuing Penalty (veh)												
Storage Bay Dist (ft)	480	480			350	220				280		
Storage Blk Time (%)						0	0			0	6	
Queuing Penalty (veh)						0	0			1	9	

**Intersection: 8: Cowardin Avenue & Semmes Avenue**

Movement	NB	NB	SB	SB	SB	SB	SB
Directions Served	T	R	L	T	T	T	R
Maximum Queue (ft)	443	210	185	264	246	195	92
Average Queue (ft)	237	103	61	166	153	98	4
95th Queue (ft)	399	241	146	235	221	189	44
Link Distance (ft)	1550			1275	1275	1275	
Upstream Blk Time (%)							
Queuing Penalty (veh)							
Storage Bay Dist (ft)		210	200			750	
Storage Blk Time (%)	9	0	0	2			
Queuing Penalty (veh)	19	2	0	2			

**Network Summary**

Network wide Queuing Penalty: 182
-----------------------------------

**Intersection: 1: Roanoke Street & Forest Hill Avenue**

Movement	EB	WB	WB	NB	NB
Directions Served	TR	L	T	L	R
Maximum Queue (ft)	687	647	406	214	350
Average Queue (ft)	383	360	113	61	176
95th Queue (ft)	634	618	299	152	299
Link Distance (ft)	1063	1093	1093		844
Upstream Blk Time (%)	0	0			
Queuing Penalty (veh)	0	0			
Storage Bay Dist (ft)				225	
Storage Blk Time (%)				0	4
Queuing Penalty (veh)				0	2

**Intersection: 2: Dundee Avenue/Semmes Avenue & Forest Hill Avenue**

Movement	EB	EB	WB	WB	NB	SB	SB
Directions Served	L	TR	LT	R	TR	R	R
Maximum Queue (ft)	896	120	285	110	91	293	299
Average Queue (ft)	530	77	147	12	37	177	193
95th Queue (ft)	1000	153	241	59	76	272	284
Link Distance (ft)	1093		877		923	277	277
Upstream Blk Time (%)	0					0	1
Queuing Penalty (veh)	1					3	5
Storage Bay Dist (ft)		120		110			
Storage Blk Time (%)	35	1	26	0			
Queuing Penalty (veh)	76	7	3	0			

**Intersection: 3: W 34th Street & Semmes Avenue**

Movement	EB	WB	WB	NB	SB
Directions Served	LT	LT	TR	LTR	LTR
Maximum Queue (ft)	52	170	150	46	51
Average Queue (ft)	8	44	17	15	15
95th Queue (ft)	34	125	88	43	44
Link Distance (ft)	277	1053	1053	217	218
Upstream Blk Time (%)					
Queuing Penalty (veh)					
Storage Bay Dist (ft)					
Storage Blk Time (%)					
Queuing Penalty (veh)					

**Intersection: 4: W 31st Street & Semmes Avenue**

Movement	EB	EB	WB	WB	NB	SB
Directions Served	LT	TR	LT	TR	LTR	LTR
Maximum Queue (ft)	64	14	72	10	60	46
Average Queue (ft)	10	0	19	0	26	13
95th Queue (ft)	39	10	56	8	51	40
Link Distance (ft)	1053	1053	1048	1048	673	745
Upstream Blk Time (%)						
Queuing Penalty (veh)						
Storage Bay Dist (ft)						
Storage Blk Time (%)						
Queuing Penalty (veh)						

**Intersection: 5: W 28th Street & Semmes Avenue**

Movement	EB	EB	WB	WB	NB	SB
Directions Served	LT	TR	LT	TR	LTR	LTR
Maximum Queue (ft)	79	7	69	7	37	37
Average Queue (ft)	10	0	5	0	9	8
95th Queue (ft)	46	7	30	8	32	30
Link Distance (ft)	1048	1048	678	678	659	1074
Upstream Blk Time (%)						
Queuing Penalty (veh)						
Storage Bay Dist (ft)						
Storage Blk Time (%)						
Queuing Penalty (veh)						

**Intersection: 6: 26th Street & Semmes Avenue**

Movement	EB	EB	WB	WB	NB	SB
Directions Served	LT	TR	LT	TR	LTR	LTR
Maximum Queue (ft)	98	82	140	139	88	60
Average Queue (ft)	19	11	53	55	32	16
95th Queue (ft)	65	47	118	131	71	45
Link Distance (ft)	678	678	1403	1403	682	715
Upstream Blk Time (%)						
Queuing Penalty (veh)						
Storage Bay Dist (ft)						
Storage Blk Time (%)						
Queuing Penalty (veh)						

**Intersection: 7: Semmes Avenue & W 22nd Street**

Movement	EB	EB	WB	WB	SB
Directions Served	LT	T	T	TR	LR
Maximum Queue (ft)	366	275	35	29	277
Average Queue (ft)	116	37	2	2	114
95th Queue (ft)	289	174	16	16	249
Link Distance (ft)	1403	1403	1172	1172	859
Upstream Blk Time (%)					
Queuing Penalty (veh)					
Storage Bay Dist (ft)					
Storage Blk Time (%)					
Queuing Penalty (veh)					

**Intersection: 8: Cowardin Avenue & Semmes Avenue**

Movement	EB	EB	EB	EB	EB	WB	WB	WB	WB	NB	NB	NB
Directions Served	L	L	T	T	R	L	T	T	R	L	T	T
Maximum Queue (ft)	441	448	576	405	86	219	283	251	80	269	295	278
Average Queue (ft)	303	313	217	120	39	113	173	143	33	152	188	188
95th Queue (ft)	505	510	672	291	72	201	253	224	65	250	258	253
Link Distance (ft)			1172	1172			1230	1230	1230		1550	1550
Upstream Blk Time (%)			0									
Queuing Penalty (veh)			0									
Storage Bay Dist (ft)	480	480			350	220				280		
Storage Blk Time (%)	0	7	7			0	2			0	0	
Queuing Penalty (veh)	1	10	31			0	3			1	0	

**Intersection: 8: Cowardin Avenue & Semmes Avenue**

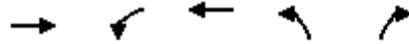
Movement	NB	NB	SB	SB	SB	SB	SB
Directions Served	T	R	L	T	T	T	R
Maximum Queue (ft)	275	197	200	459	442	392	388
Average Queue (ft)	160	39	140	306	285	237	145
95th Queue (ft)	236	121	252	428	395	347	339
Link Distance (ft)	1550			1275	1275	1275	
Upstream Blk Time (%)							
Queuing Penalty (veh)							
Storage Bay Dist (ft)		210	200			750	
Storage Blk Time (%)	1	0	1	26			
Queuing Penalty (veh)	1	0	3	29			

**Network Summary**

Network wide Queuing Penalty: 178

Timings  
1: Roanoke Street & Forest Hill Avenue

Future Year 2045 No-Build  
AM Peak

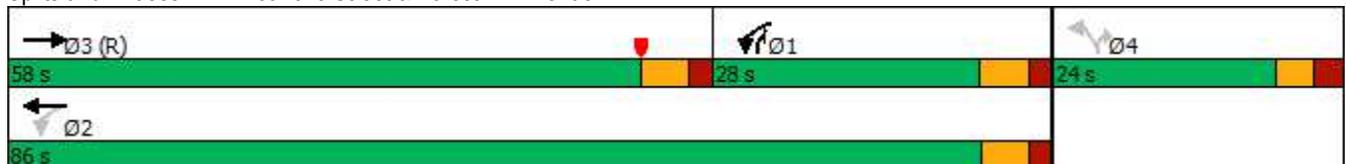


Lane Group	EBT	WBL	WBT	NBL	NBR
Lane Configurations	↔	↵	↕	↵	↗
Traffic Volume (vph)	661	370	619	55	405
Future Volume (vph)	661	370	619	55	405
Turn Type	NA	pm+pt	NA	Perm	pm+ov
Protected Phases	3	1	2		1
Permitted Phases		2		4	4
Detector Phase	3	1	2	4	1
Switch Phase					
Minimum Initial (s)	4.0	9.0	4.0	9.0	9.0
Minimum Split (s)	24.0	15.2	15.0	22.7	15.2
Total Split (s)	58.0	28.0	86.0	24.0	28.0
Total Split (%)	52.7%	25.5%	78.2%	21.8%	25.5%
Yellow Time (s)	4.0	4.1	4.0	3.0	4.1
All-Red Time (s)	2.0	2.1	2.0	2.7	2.1
Lost Time Adjust (s)	-2.0	-2.0	-2.0	0.0	-2.0
Total Lost Time (s)	4.0	4.2	4.0	5.7	4.2
Lead/Lag	Lead	Lag			Lag
Lead-Lag Optimize?					
Recall Mode	Max	Max	Max	Max	Max
Act Effct Green (s)	54.0	81.8	82.0	18.3	47.8
Actuated g/C Ratio	0.49	0.74	0.75	0.17	0.43
v/c Ratio	0.79	0.73	0.48	0.20	0.56
Control Delay	31.3	18.1	5.3	41.7	17.0
Queue Delay	0.0	0.0	0.0	0.0	0.0
Total Delay	31.3	18.1	5.3	41.7	17.0
LOS	C	B	A	D	B
Approach Delay	31.3		10.1	20.0	
Approach LOS	C		B	B	

Intersection Summary

Cycle Length: 110  
 Actuated Cycle Length: 110  
 Offset: 105 (95%), Referenced to phase 3:EBT, Start of Yellow  
 Natural Cycle: 90  
 Control Type: Pretimed  
 Maximum v/c Ratio: 0.79  
 Intersection Signal Delay: 19.0  
 Intersection Capacity Utilization 75.6%  
 Analysis Period (min) 15  
 Intersection LOS: B  
 ICU Level of Service D

Splits and Phases: 1: Roanoke Street & Forest Hill Avenue



HCM Signalized Intersection Capacity Analysis  
1: Roanoke Street & Forest Hill Avenue

Future Year 2045 No-Build  
AM Peak



Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↩		↩	↩	↩	↩
Traffic Volume (vph)	661	20	370	619	55	405
Future Volume (vph)	661	20	370	619	55	405
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0		4.2	4.0	5.7	4.2
Lane Util. Factor	1.00		1.00	1.00	1.00	1.00
Frpb, ped/bikes	1.00		1.00	1.00	1.00	1.00
Flpb, ped/bikes	1.00		1.00	1.00	1.00	1.00
Frt	1.00		1.00	1.00	1.00	0.85
Flt Protected	1.00		0.95	1.00	0.95	1.00
Satd. Flow (prot)	1855		1770	1845	1747	1568
Flt Permitted	1.00		0.16	1.00	0.95	1.00
Satd. Flow (perm)	1855		306	1845	1747	1568
Peak-hour factor, PHF	0.94	0.94	0.94	0.94	0.94	0.94
Adj. Flow (vph)	703	21	394	659	59	431
RTOR Reduction (vph)	1	0	0	0	0	98
Lane Group Flow (vph)	723	0	394	659	59	333
Confl. Peds. (#/hr)		3	3		1	
Heavy Vehicles (%)	2%	0%	2%	3%	3%	3%
Turn Type	NA		pm+pt	NA	Perm	pm+ov
Protected Phases	3		1	2		1
Permitted Phases			2		4	4
Actuated Green, G (s)	52.0		80.0	80.0	18.3	40.1
Effective Green, g (s)	54.0		82.0	82.0	18.3	44.1
Actuated g/C Ratio	0.49		0.75	0.75	0.17	0.40
Clearance Time (s)	6.0		6.2	6.0	5.7	6.2
Lane Grp Cap (vph)	910		544	1375	290	688
v/s Ratio Prot	c0.39		c0.16	0.36		c0.10
v/s Ratio Perm			0.38		0.03	0.11
v/c Ratio	0.79		0.72	0.48	0.20	0.48
Uniform Delay, d1	23.4		26.5	5.5	39.6	24.5
Progression Factor	1.00		0.44	0.75	1.00	1.00
Incremental Delay, d2	7.1		7.1	1.0	1.6	2.4
Delay (s)	30.5		18.7	5.2	41.1	26.9
Level of Service	C		B	A	D	C
Approach Delay (s)	30.5			10.3	28.6	
Approach LOS	C			B	C	

Intersection Summary			
HCM 2000 Control Delay	20.7	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	0.74		
Actuated Cycle Length (s)	110.0	Sum of lost time (s)	13.9
Intersection Capacity Utilization	75.6%	ICU Level of Service	D
Analysis Period (min)	15		
c Critical Lane Group			

Timings  
3: W 34th Street & Semmes Avenue

Future Year 2045 No-Build  
AM Peak



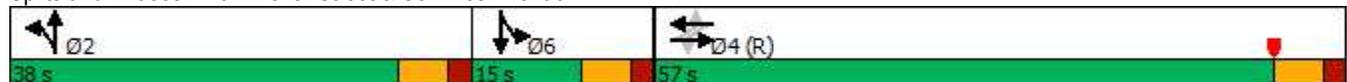
Lane Group	EBL	EBT	WBL	WBT	NBT	SBT
Lane Configurations		↑↑		↑↑	↔	↔
Traffic Volume (vph)	22	901	13	777	7	2
Future Volume (vph)	22	901	13	777	7	2
Turn Type	Perm	NA	Perm	NA	NA	NA
Protected Phases		4		4	2	6
Permitted Phases	4		4			
Detector Phase	4	4	4	4	2	6
Switch Phase						
Minimum Initial (s)	15.0	15.0	15.0	15.0	9.0	9.0
Minimum Split (s)	21.0	21.0	21.0	21.0	15.0	15.0
Total Split (s)	57.0	57.0	57.0	57.0	38.0	15.0
Total Split (%)	51.8%	51.8%	51.8%	51.8%	34.5%	13.6%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)		0.0		0.0	0.0	0.0
Total Lost Time (s)		6.0		6.0	6.0	6.0
Lead/Lag						
Lead-Lag Optimize?						
Recall Mode	C-Max	C-Max	C-Max	C-Max	None	None
Act Effct Green (s)		60.2		60.2	25.8	9.0
Actuated g/C Ratio		0.55		0.55	0.23	0.08
v/c Ratio		0.58		0.50	0.84	0.40
Control Delay		16.7		9.4	53.8	34.9
Queue Delay		0.0		0.0	0.0	0.0
Total Delay		16.7		9.4	53.8	34.9
LOS		B		A	D	C
Approach Delay		16.7		9.4	53.8	34.9
Approach LOS		B		A	D	C

Intersection Summary

Cycle Length: 110  
 Actuated Cycle Length: 110  
 Offset: 15 (14%), Referenced to phase 4:EBWB, Start of Yellow  
 Natural Cycle: 65  
 Control Type: Actuated-Coordinated  
 Maximum v/c Ratio: 0.84  
 Intersection Signal Delay: 20.1  
 Intersection Capacity Utilization 76.3%  
 Analysis Period (min) 15

Intersection LOS: C  
 ICU Level of Service D

Splits and Phases: 3: W 34th Street & Semmes Avenue



# HCM Signalized Intersection Capacity Analysis

## 3: W 34th Street & Semmes Avenue

Future Year 2045 No-Build  
AM Peak

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	22	901	11	13	777	32	182	7	136	30	2	31
Future Volume (vph)	22	901	11	13	777	32	182	7	136	30	2	31
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		6.0			6.0			6.0			6.0	
Lane Util. Factor		0.95			0.95			1.00			1.00	
Frt		1.00			0.99			0.94			0.93	
Flt Protected		1.00			1.00			0.97			0.98	
Satd. Flow (prot)		3498			3519			1687			1732	
Flt Permitted		0.91			0.93			0.97			0.98	
Satd. Flow (perm)		3203			3278			1687			1732	
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	24	979	12	14	845	35	198	8	148	33	2	34
RTOR Reduction (vph)	0	0	0	0	2	0	0	25	0	0	32	0
Lane Group Flow (vph)	0	1015	0	0	892	0	0	329	0	0	37	0
Heavy Vehicles (%)	0%	3%	0%	0%	2%	0%	3%	0%	4%	0%	0%	0%
Turn Type	Perm	NA		Perm	NA		Split	NA		Split	NA	
Protected Phases		4			4		2	2		6	6	
Permitted Phases	4			4								
Actuated Green, G (s)		59.0			59.0			25.8			7.2	
Effective Green, g (s)		59.0			59.0			25.8			7.2	
Actuated g/C Ratio		0.54			0.54			0.23			0.07	
Clearance Time (s)		6.0			6.0			6.0			6.0	
Vehicle Extension (s)		3.0			3.0			3.0			3.0	
Lane Grp Cap (vph)		1717			1758			395			113	
v/s Ratio Prot								c0.19			c0.02	
v/s Ratio Perm		c0.32			0.27							
v/c Ratio		0.59			0.51			0.83			0.33	
Uniform Delay, d1		17.3			16.2			40.0			49.1	
Progression Factor		0.83			0.48			1.00			1.00	
Incremental Delay, d2		1.1			1.0			13.9			1.7	
Delay (s)		15.5			8.8			53.9			50.8	
Level of Service		B			A			D			D	
Approach Delay (s)		15.5			8.8			53.9			50.8	
Approach LOS		B			A			D			D	
<b>Intersection Summary</b>												
HCM 2000 Control Delay			19.8				HCM 2000 Level of Service			B		
HCM 2000 Volume to Capacity ratio			0.64									
Actuated Cycle Length (s)			110.0				Sum of lost time (s)		18.0			
Intersection Capacity Utilization			76.3%				ICU Level of Service			D		
Analysis Period (min)			15									
c Critical Lane Group												

Timings  
6: 26th Street & Semmes Avenue

Future Year 2045 No-Build  
AM Peak



Lane Group	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Configurations	↔↔		↔↔		↔		↔
Traffic Volume (vph)	1102	22	811	10	1	14	6
Future Volume (vph)	1102	22	811	10	1	14	6
Turn Type	NA	Perm	NA	Perm	NA	Perm	NA
Protected Phases	2		2		4		4
Permitted Phases		2		4		4	
Detector Phase	2	2	2	4	4	4	4
Switch Phase							
Minimum Initial (s)	15.0	15.0	15.0	9.0	9.0	9.0	9.0
Minimum Split (s)	22.3	22.3	22.3	21.1	21.1	21.1	21.1
Total Split (s)	88.0	88.0	88.0	22.0	22.0	22.0	22.0
Total Split (%)	80.0%	80.0%	80.0%	20.0%	20.0%	20.0%	20.0%
Yellow Time (s)	4.2	4.2	4.2	4.0	4.0	4.0	4.0
All-Red Time (s)	2.1	2.1	2.1	2.1	2.1	2.1	2.1
Lost Time Adjust (s)	0.0		0.0		0.0		0.0
Total Lost Time (s)	6.3		6.3		6.1		6.1
Lead/Lag							
Lead-Lag Optimize?							
Recall Mode	Max						
Act Effct Green (s)	81.7		81.7		15.9		15.9
Actuated g/C Ratio	0.74		0.74		0.14		0.14
v/c Ratio	0.43		0.37		0.23		0.13
Control Delay	2.9		9.7		18.9		33.3
Queue Delay	0.0		0.0		0.0		0.0
Total Delay	2.9		9.7		18.9		33.3
LOS	A		A		B		C
Approach Delay	2.9		9.7		18.9		33.3
Approach LOS	A		A		B		C

Intersection Summary

Cycle Length: 110  
 Actuated Cycle Length: 110  
 Offset: 86 (78%), Referenced to phase 2:EBWB, Start of Yellow  
 Natural Cycle: 50  
 Control Type: Pretimed  
 Maximum v/c Ratio: 0.43  
 Intersection Signal Delay: 6.6  
 Intersection Capacity Utilization 61.2%  
 Analysis Period (min) 15  
 Intersection LOS: A  
 ICU Level of Service B

Splits and Phases: 6: 26th Street & Semmes Avenue



HCM Signalized Intersection Capacity Analysis  
6: 26th Street & Semmes Avenue

Future Year 2045 No-Build  
AM Peak

														
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR		
Lane Configurations														
Traffic Volume (vph)	0	1102	3	22	811	4	10	1	43	14	6	9		
Future Volume (vph)	0	1102	3	22	811	4	10	1	43	14	6	9		
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900		
Total Lost time (s)		6.3			6.3			6.1			6.1			
Lane Util. Factor		0.95			0.95			1.00			1.00			
Frbp, ped/bikes		1.00			1.00			0.99			1.00			
Flpb, ped/bikes		1.00			1.00			1.00			1.00			
Frt		1.00			1.00			0.89			0.96			
Flt Protected		1.00			1.00			0.99			0.98			
Satd. Flow (prot)		3608			3602			1516			1769			
Flt Permitted		1.00			0.90			0.94			0.85			
Satd. Flow (perm)		3608			3237			1446			1544			
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95		
Adj. Flow (vph)	0	1160	3	23	854	4	11	1	45	15	6	9		
RTOR Reduction (vph)	0	0	0	0	0	0	0	38	0	0	8	0		
Lane Group Flow (vph)	0	1163	0	0	881	0	0	19	0	0	22	0		
Confl. Peds. (#/hr)	3		4	4		3	1		1	1		1		
Heavy Vehicles (%)	0%	0%	0%	0%	0%	0%	0%	100%	10%	0%	0%	0%		
Turn Type		NA		Perm	NA		Perm	NA		Perm	NA			
Protected Phases		2			2			4			4			
Permitted Phases	2			2			4			4				
Actuated Green, G (s)		81.7			81.7			15.9			15.9			
Effective Green, g (s)		81.7			81.7			15.9			15.9			
Actuated g/C Ratio		0.74			0.74			0.14			0.14			
Clearance Time (s)		6.3			6.3			6.1			6.1			
Lane Grp Cap (vph)		2679			2404			209			223			
v/s Ratio Prot		c0.32												
v/s Ratio Perm					0.27			0.01			c0.01			
v/c Ratio		0.43			0.37			0.09			0.10			
Uniform Delay, d1		5.4			5.0			40.8			40.8			
Progression Factor		0.46			1.85			1.00			1.00			
Incremental Delay, d2		0.4			0.4			0.8			0.9			
Delay (s)		2.9			9.6			41.6			41.7			
Level of Service		A			A			D			D			
Approach Delay (s)		2.9			9.6			41.6			41.7			
Approach LOS		A			A			D			D			
<b>Intersection Summary</b>														
HCM 2000 Control Delay			7.3									HCM 2000 Level of Service	A	
HCM 2000 Volume to Capacity ratio			0.38											
Actuated Cycle Length (s)			110.0								12.4			
Intersection Capacity Utilization			61.2%										ICU Level of Service	B
Analysis Period (min)			15											
c Critical Lane Group														

Timings  
8: Cowardin Avenue & Semmes Avenue

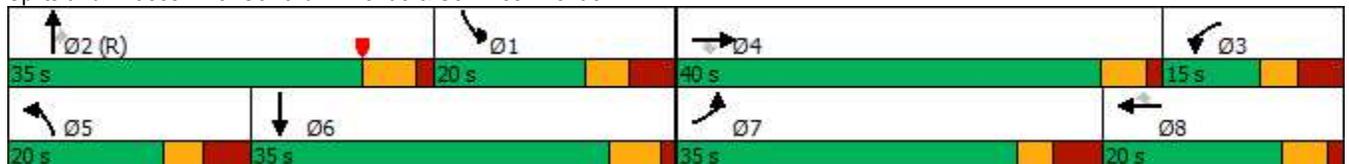
Future Year 2045 No-Build  
AM Peak

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	559	496	80	71	262	67	133	1197	209	83	757	426
Future Volume (vph)	559	496	80	71	262	67	133	1197	209	83	757	426
Turn Type	Prot	NA	Perm	Prot	NA	Perm	Prot	NA	Perm	Prot	NA	Free
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases			4			8			2			Free
Detector Phase	7	4	4	3	8	8	5	2	2	1	6	
Switch Phase												
Minimum Initial (s)	7.0	15.0	15.0	7.0	14.0	14.0	7.0	15.0	15.0	7.0	15.0	
Minimum Split (s)	15.0	39.2	39.2	15.0	19.3	19.3	15.0	34.8	34.8	15.0	34.6	
Total Split (s)	35.0	40.0	40.0	15.0	20.0	20.0	20.0	35.0	35.0	20.0	35.0	
Total Split (%)	31.8%	36.4%	36.4%	13.6%	18.2%	18.2%	18.2%	31.8%	31.8%	18.2%	31.8%	
Yellow Time (s)	3.0	3.8	3.8	3.1	3.9	3.9	3.4	4.3	4.3	3.5	4.3	
All-Red Time (s)	4.0	1.4	1.4	4.0	1.4	1.4	3.9	1.5	1.5	4.0	1.3	
Lost Time Adjust (s)	-2.0	-2.0	-2.0	-2.0	-2.0	-2.0	-2.0	-2.0	-2.0	-2.0	-2.0	
Total Lost Time (s)	5.0	3.2	3.2	5.1	3.3	3.3	5.3	3.8	3.8	5.5	3.6	
Lead/Lag	Lead	Lead	Lead	Lag	Lag	Lag	Lead	Lead	Lead	Lag	Lag	
Lead-Lag Optimize?												
Recall Mode	Max											
Act Effct Green (s)	30.0	36.8	36.8	9.9	16.7	16.7	14.7	31.2	31.2	14.5	31.4	110.0
Actuated g/C Ratio	0.27	0.33	0.33	0.09	0.15	0.15	0.13	0.28	0.28	0.13	0.29	1.00
v/c Ratio	0.65	0.46	0.13	0.55	0.55	0.17	0.63	0.94	0.39	0.39	0.59	0.31
Control Delay	25.7	21.4	0.7	63.4	47.7	0.8	58.0	52.2	8.1	49.3	35.8	0.5
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	25.7	21.4	0.7	63.4	47.7	0.8	58.0	52.2	8.1	49.3	35.8	0.5
LOS	C	C	A	E	D	A	E	D	A	D	D	A
Approach Delay		22.1			42.6			46.7			24.8	
Approach LOS		C			D			D			C	

Intersection Summary

Cycle Length: 110  
 Actuated Cycle Length: 110  
 Offset: 88 (80%), Referenced to phase 2:NBT, Start of Yellow  
 Natural Cycle: 105  
 Control Type: Pretimed  
 Maximum v/c Ratio: 0.94  
 Intersection Signal Delay: 33.5  
 Intersection Capacity Utilization 81.0%  
 Analysis Period (min) 15  
 Intersection LOS: C  
 ICU Level of Service D

Splits and Phases: 8: Cowardin Avenue & Semmes Avenue



HCM Signalized Intersection Capacity Analysis  
8: Cowardin Avenue & Semmes Avenue

Future Year 2045 No-Build  
AM Peak

													
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	
Lane Configurations	 	 			 			  			  		
Traffic Volume (vph)	559	496	80	71	262	67	133	1197	209	83	757	426	
Future Volume (vph)	559	496	80	71	262	67	133	1197	209	83	757	426	
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	
Total Lost time (s)	5.0	3.2	3.2	5.1	3.3	3.3	5.3	3.8	3.8	5.5	3.6	4.0	
Lane Util. Factor	0.97	0.95	1.00	1.00	0.95	1.00	1.00	0.91	1.00	1.00	0.91	1.00	
Frpb, ped/bikes	1.00	1.00	0.98	1.00	1.00	0.98	1.00	1.00	0.98	1.00	1.00	0.99	
Flpb, ped/bikes	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
Frt	1.00	1.00	0.85	1.00	1.00	0.85	1.00	1.00	0.85	1.00	1.00	0.85	
Flt Protected	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00	
Satd. Flow (prot)	3433	3539	1558	1556	3406	1527	1736	4893	1514	1752	4893	1518	
Flt Permitted	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00	
Satd. Flow (perm)	3433	3539	1558	1556	3406	1527	1736	4893	1514	1752	4893	1518	
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	
Adj. Flow (vph)	608	539	87	77	285	73	145	1301	227	90	823	463	
RTOR Reduction (vph)	0	0	58	0	0	62	0	0	146	0	0	0	
Lane Group Flow (vph)	608	539	29	77	285	11	145	1301	81	90	823	463	
Confl. Peds. (#/hr)	2		4	4		2	3		3	3		3	
Heavy Vehicles (%)	2%	2%	2%	16%	6%	4%	4%	6%	5%	3%	6%	5%	
Turn Type	Prot	NA	Perm	Prot	NA	Perm	Prot	NA	Perm	Prot	NA	Free	
Protected Phases	7	4		3	8		5	2		1	6		
Permitted Phases			4			8			2			Free	
Actuated Green, G (s)	28.0	34.8	34.8	7.9	14.7	14.7	12.7	29.2	29.2	12.5	29.4	110.0	
Effective Green, g (s)	30.0	36.8	36.8	9.9	16.7	16.7	14.7	31.2	31.2	14.5	31.4	110.0	
Actuated g/C Ratio	0.27	0.33	0.33	0.09	0.15	0.15	0.13	0.28	0.28	0.13	0.29	1.00	
Clearance Time (s)	7.0	5.2	5.2	7.1	5.3	5.3	7.3	5.8	5.8	7.5	5.6		
Lane Grp Cap (vph)	936	1183	521	140	517	231	231	1387	429	230	1396	1518	
v/s Ratio Prot	c0.18	c0.15		0.05	c0.08		0.08	c0.27		0.05	c0.17		
v/s Ratio Perm			0.02			0.01			0.05			0.30	
v/c Ratio	0.65	0.46	0.06	0.55	0.55	0.05	0.63	0.94	0.19	0.39	0.59	0.31	
Uniform Delay, d1	35.4	28.7	24.8	47.9	43.2	39.9	45.1	38.5	29.8	43.7	33.8	0.0	
Progression Factor	0.63	0.70	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
Incremental Delay, d2	3.3	1.2	0.2	14.7	4.2	0.4	12.2	13.3	1.0	4.9	1.8	0.5	
Delay (s)	25.5	21.2	25.0	62.6	47.4	40.3	57.3	51.8	30.8	48.7	35.6	0.5	
Level of Service	C	C	C	E	D	D	E	D	C	D	D	A	
Approach Delay (s)		23.6			48.9			49.4			24.6		
Approach LOS		C			D			D			C		
<b>Intersection Summary</b>													
HCM 2000 Control Delay			35.4									HCM 2000 Level of Service	D
HCM 2000 Volume to Capacity ratio			0.75										
Actuated Cycle Length (s)			110.0									Sum of lost time (s)	17.6
Intersection Capacity Utilization			81.0%									ICU Level of Service	D
Analysis Period (min)			15										
c Critical Lane Group													

Intersection						
Int Delay, s/veh	4.7					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↔				↔	
Traffic Vol, veh/h	125	7	0	0	0	124
Future Vol, veh/h	125	7	0	0	0	124
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	-	0
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	96	96	96	96	96	96
Heavy Vehicles, %	2	0	2	2	0	0
Mvmt Flow	130	7	0	0	0	129

Major/Minor	Major1		Minor1	
Conflicting Flow All	0	0	-	134
Stage 1	-	-	-	-
Stage 2	-	-	-	-
Critical Hdwy	-	-	-	6.2
Critical Hdwy Stg 1	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-
Follow-up Hdwy	-	-	-	3.3
Pot Cap-1 Maneuver	-	-	0	920
Stage 1	-	-	0	-
Stage 2	-	-	0	-
Platoon blocked, %	-	-	-	-
Mov Cap-1 Maneuver	-	-	-	920
Mov Cap-2 Maneuver	-	-	-	-
Stage 1	-	-	-	-
Stage 2	-	-	-	-

Approach	EB	NB
HCM Control Delay, s	0	9.6
HCM LOS		A

Minor Lane/Major Mvmt	NBLn1	EBT	EBR
Capacity (veh/h)	920	-	-
HCM Lane V/C Ratio	0.14	-	-
HCM Control Delay (s)	9.6	-	-
HCM Lane LOS	A	-	-
HCM 95th %tile Q(veh)	0.5	-	-

Intersection												
Int Delay, s/veh	1.1											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↑↑			↑↑			↔			↔	
Traffic Vol, veh/h	4	1012	51	10	815	3	0	3	87	6	0	7
Future Vol, veh/h	4	1012	51	10	815	3	0	3	87	6	0	7
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None									
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	93	93	93	93	93	93	93	93	93	93	93	93
Heavy Vehicles, %	0	2	0	0	2	0	0	0	0	0	0	0
Mvmt Flow	4	1088	55	11	876	3	0	3	94	6	0	8

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	879	0	0	1143	0	0	1584	2025	572	1454	2051	440
Stage 1	-	-	-	-	-	-	1124	1124	-	900	900	-
Stage 2	-	-	-	-	-	-	460	901	-	554	1151	-
Critical Hdwy	4.1	-	-	4.1	-	-	7.5	6.5	6.9	7.5	6.5	6.9
Critical Hdwy Stg 1	-	-	-	-	-	-	6.5	5.5	-	6.5	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.5	5.5	-	6.5	5.5	-
Follow-up Hdwy	2.2	-	-	2.2	-	-	3.5	4	3.3	3.5	4	3.3
Pot Cap-1 Maneuver	777	-	-	619	-	-	74	58	468	93	56	570
Stage 1	-	-	-	-	-	-	222	283	-	304	360	-
Stage 2	-	-	-	-	-	-	556	360	-	489	275	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	777	-	-	619	-	-	70	55	468	68	53	570
Mov Cap-2 Maneuver	-	-	-	-	-	-	70	55	-	68	53	-
Stage 1	-	-	-	-	-	-	219	279	-	300	347	-
Stage 2	-	-	-	-	-	-	529	347	-	381	271	-

Approach	EB			WB			NB			SB		
HCM Control Delay, s	0			0.1			18			36.3		
HCM LOS							C			E		

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	374	777	-	-	619	-	-	129
HCM Lane V/C Ratio	0.259	0.006	-	-	0.017	-	-	0.108
HCM Control Delay (s)	18	9.7	-	-	10.9	-	-	36.3
HCM Lane LOS	C	A	-	-	B	-	-	E
HCM 95th %tile Q(veh)	1	0	-	-	0.1	-	-	0.4

Intersection												
Int Delay, s/veh	0.1											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↑↑			↑↑			↔			↔	
Traffic Vol, veh/h	1	1100	3	8	819	3	0	0	4	0	0	8
Future Vol, veh/h	1	1100	3	8	819	3	0	0	4	0	0	8
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None									
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	95	95	95	95	95	95	95	95	95	95	95	95
Heavy Vehicles, %	0	2	0	0	2	0	0	0	0	0	0	2
Mvmt Flow	1	1158	3	8	862	3	0	0	4	0	0	8

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	865	0	0	1161	0	0	1609	2043	581	1461	2043	433
Stage 1	-	-	-	-	-	-	1162	1162	-	880	880	-
Stage 2	-	-	-	-	-	-	447	881	-	581	1163	-
Critical Hdwy	4.1	-	-	4.1	-	-	7.5	6.5	6.9	7.5	6.5	6.94
Critical Hdwy Stg 1	-	-	-	-	-	-	6.5	5.5	-	6.5	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.5	5.5	-	6.5	5.5	-
Follow-up Hdwy	2.2	-	-	2.2	-	-	3.5	4	3.3	3.5	4	3.32
Pot Cap-1 Maneuver	787	-	-	609	-	-	71	57	462	92	57	571
Stage 1	-	-	-	-	-	-	211	272	-	312	368	-
Stage 2	-	-	-	-	-	-	566	367	-	472	271	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	787	-	-	609	-	-	68	55	462	89	55	571
Mov Cap-2 Maneuver	-	-	-	-	-	-	68	55	-	89	55	-
Stage 1	-	-	-	-	-	-	210	271	-	311	359	-
Stage 2	-	-	-	-	-	-	544	358	-	466	270	-

Approach	EB			WB			NB			SB		
HCM Control Delay, s	0			0.1			12.9			11.4		
HCM LOS							B			B		

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	462	787	-	-	609	-	-	571
HCM Lane V/C Ratio	0.009	0.001	-	-	0.014	-	-	0.015
HCM Control Delay (s)	12.9	9.6	-	-	11	-	-	11.4
HCM Lane LOS	B	A	-	-	B	-	-	B
HCM 95th %tile Q(veh)	0	0	-	-	0	-	-	0

Intersection						
Int Delay, s/veh	2.1					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↕↕	↕↔		↔↕	
Traffic Vol, veh/h	49	1110	811	11	25	27
Future Vol, veh/h	49	1110	811	11	25	27
Conflicting Peds, #/hr	11	0	0	11	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	92	92	92	92	92	92
Heavy Vehicles, %	0	2	3	0	0	5
Mvmt Flow	53	1207	882	12	27	29

Major/Minor	Major1	Major2	Minor2		
Conflicting Flow All	905	0	-	0	1610 459
Stage 1	-	-	-	-	899 -
Stage 2	-	-	-	-	711 -
Critical Hdwy	4.1	-	-	-	6.8 7
Critical Hdwy Stg 1	-	-	-	-	5.8 -
Critical Hdwy Stg 2	-	-	-	-	5.8 -
Follow-up Hdwy	2.2	-	-	-	3.5 3.35
Pot Cap-1 Maneuver	760	-	-	-	97 541
Stage 1	-	-	-	-	362 -
Stage 2	-	-	-	-	453 -
Platoon blocked, %		-	-	-	
Mov Cap-1 Maneuver	753	-	-	-	75 536
Mov Cap-2 Maneuver	-	-	-	-	75 -
Stage 1	-	-	-	-	282 -
Stage 2	-	-	-	-	449 -

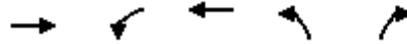
Approach	EB	WB	SB
HCM Control Delay, s	1.4	0	49.1
HCM LOS			E

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	753	-	-	-	136
HCM Lane V/C Ratio	0.071	-	-	-	0.416
HCM Control Delay (s)	10.1	1	-	-	49.1
HCM Lane LOS	B	A	-	-	E
HCM 95th %tile Q(veh)	0.2	-	-	-	1.8



Timings  
1: Roanoke Street & Forest Hill Avenue

Future Year 2045 No-Build  
PM Peak

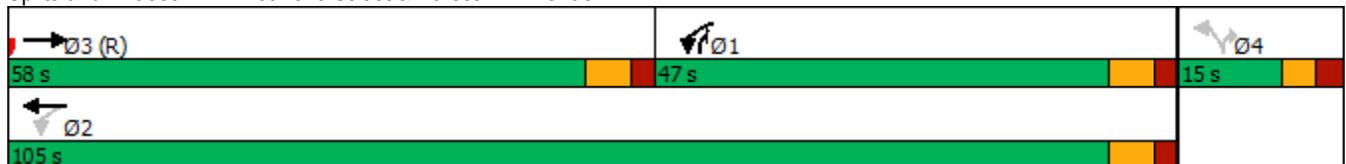


Lane Group	EBT	WBL	WBT	NBL	NBR
Lane Configurations	→	↖	↗	↖	↗
Traffic Volume (vph)	620	629	1025	56	448
Future Volume (vph)	620	629	1025	56	448
Turn Type	NA	pm+pt	NA	Perm	pm+ov
Protected Phases	3	1	2		1
Permitted Phases		2		4	4
Detector Phase	3	1	2	4	1
Switch Phase					
Minimum Initial (s)	15.0	9.0	15.0	9.0	9.0
Minimum Split (s)	24.2	15.2	21.2	14.7	15.2
Total Split (s)	58.0	47.0	105.0	15.0	47.0
Total Split (%)	48.3%	39.2%	87.5%	12.5%	39.2%
Yellow Time (s)	4.1	4.1	4.1	3.0	4.1
All-Red Time (s)	2.1	2.1	2.1	2.7	2.1
Lost Time Adjust (s)	-2.0	-2.0	-2.0	0.0	-2.0
Total Lost Time (s)	4.2	4.2	4.2	5.7	4.2
Lead/Lag	Lead	Lag			Lag
Lead-Lag Optimize?					
Recall Mode	Max	Max	Max	Max	Max
Act Effct Green (s)	53.8	100.8	100.8	9.3	57.8
Actuated g/C Ratio	0.45	0.84	0.84	0.08	0.48
v/c Ratio	0.83	0.84	0.67	0.42	0.54
Control Delay	38.9	22.9	3.5	62.6	16.1
Queue Delay	0.0	0.0	0.0	0.0	0.0
Total Delay	38.9	22.9	3.5	62.6	16.1
LOS	D	C	A	E	B
Approach Delay	38.9		10.9	21.3	
Approach LOS	D		B	C	

Intersection Summary

Cycle Length: 120  
 Actuated Cycle Length: 120  
 Offset: 62 (52%), Referenced to phase 3:EBT, Start of Green  
 Natural Cycle: 90  
 Control Type: Pretimed  
 Maximum v/c Ratio: 0.84  
 Intersection Signal Delay: 19.4  
 Intersection Capacity Utilization 89.8%  
 Analysis Period (min) 15  
 Intersection LOS: B  
 ICU Level of Service E

Splits and Phases: 1: Roanoke Street & Forest Hill Avenue



# HCM Signalized Intersection Capacity Analysis

## 1: Roanoke Street & Forest Hill Avenue

Future Year 2045 No-Build  
PM Peak



Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	620	50	629	1025	56	448
Future Volume (vph)	620	50	629	1025	56	448
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.2		4.2	4.2	5.7	4.2
Lane Util. Factor	1.00		1.00	1.00	1.00	1.00
Frpb, ped/bikes	1.00		1.00	1.00	1.00	1.00
Flpb, ped/bikes	1.00		1.00	1.00	0.99	1.00
Frt	0.99		1.00	1.00	1.00	0.85
Flt Protected	1.00		0.95	1.00	0.95	1.00
Satd. Flow (prot)	1859		1787	1881	1793	1599
Flt Permitted	1.00		0.15	1.00	0.95	1.00
Satd. Flow (perm)	1859		273	1881	1793	1599
Peak-hour factor, PHF	0.97	0.97	0.97	0.97	0.97	0.97
Adj. Flow (vph)	639	52	648	1057	58	462
RTOR Reduction (vph)	2	0	0	0	0	90
Lane Group Flow (vph)	689	0	648	1057	58	372
Confl. Peds. (#/hr)		3	3		1	
Heavy Vehicles (%)	1%	0%	1%	1%	0%	1%
Turn Type	NA		pm+pt	NA	Perm	pm+ov
Protected Phases	3		1	2		1
Permitted Phases			2		4	4
Actuated Green, G (s)	51.8		98.8	98.8	9.3	50.1
Effective Green, g (s)	53.8		100.8	100.8	9.3	54.1
Actuated g/C Ratio	0.45		0.84	0.84	0.08	0.45
Clearance Time (s)	6.2		6.2	6.2	5.7	6.2
Lane Grp Cap (vph)	833		769	1580	138	776
v/s Ratio Prot	0.37		c0.30	0.56		c0.17
v/s Ratio Perm			c0.41		0.03	0.06
v/c Ratio	0.83		0.84	0.67	0.42	0.48
Uniform Delay, d1	29.0		24.8	3.5	52.8	23.1
Progression Factor	1.00		0.57	0.53	1.00	1.00
Incremental Delay, d2	9.2		7.5	1.5	9.1	2.1
Delay (s)	38.2		21.5	3.4	61.9	25.2
Level of Service	D		C	A	E	C
Approach Delay (s)	38.2			10.3	29.3	
Approach LOS	D			B	C	

### Intersection Summary

HCM 2000 Control Delay	20.3	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	0.85		
Actuated Cycle Length (s)	120.0	Sum of lost time (s)	14.1
Intersection Capacity Utilization	89.8%	ICU Level of Service	E
Analysis Period (min)	15		
c Critical Lane Group			

Timings  
3: W 34th Street & Semmes Avenue

Future Year 2045 No-Build  
PM Peak



Lane Group	EBL	EBT	WBL	WBT	NBT	SBT
Lane Configurations		↑↑		↑↑	↔	↔
Traffic Volume (vph)	8	829	38	1410	0	4
Future Volume (vph)	8	829	38	1410	0	4
Turn Type	Perm	NA	Perm	NA	NA	NA
Protected Phases		4		4	2	6
Permitted Phases	4		4			
Detector Phase	4	4	4	4	2	6
Switch Phase						
Minimum Initial (s)	15.0	15.0	15.0	15.0	9.0	9.0
Minimum Split (s)	21.0	21.0	21.0	21.0	15.0	15.0
Total Split (s)	77.0	77.0	77.0	77.0	28.0	15.0
Total Split (%)	64.2%	64.2%	64.2%	64.2%	23.3%	12.5%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)		0.0		0.0	0.0	0.0
Total Lost Time (s)		6.0		6.0	6.0	6.0
Lead/Lag						
Lead-Lag Optimize?						
Recall Mode	C-Max	C-Max	C-Max	C-Max	None	None
Act Effct Green (s)		82.1		82.1	19.9	9.0
Actuated g/C Ratio		0.68		0.68	0.17	0.08
v/c Ratio		0.40		0.72	0.88	0.14
Control Delay		9.9		6.8	61.8	35.2
Queue Delay		0.0		0.0	0.0	0.0
Total Delay		9.9		6.8	61.8	35.2
LOS		A		A	E	D
Approach Delay		9.9		6.8	61.8	35.2
Approach LOS		A		A	E	D

Intersection Summary

Cycle Length: 120  
 Actuated Cycle Length: 120  
 Offset: 16 (13%), Referenced to phase 4:EBWB, Start of Yellow  
 Natural Cycle: 90  
 Control Type: Actuated-Coordinated  
 Maximum v/c Ratio: 0.88  
 Intersection Signal Delay: 14.2  
 Intersection Capacity Utilization 99.9%  
 Analysis Period (min) 15

Intersection LOS: B  
 ICU Level of Service F

Splits and Phases: 3: W 34th Street & Semmes Avenue



# HCM Signalized Intersection Capacity Analysis

## 3: W 34th Street & Semmes Avenue

Future Year 2045 No-Build  
PM Peak

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	8	829	3	38	1410	8	234	0	60	4	4	10
Future Volume (vph)	8	829	3	38	1410	8	234	0	60	4	4	10
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		6.0			6.0			6.0			6.0	
Lane Util. Factor		0.95			0.95			1.00			1.00	
Frt		1.00			1.00			0.97			0.92	
Flt Protected		1.00			1.00			0.96			0.99	
Satd. Flow (prot)		3571			3568			1763			1733	
Flt Permitted		0.93			0.89			0.96			0.99	
Satd. Flow (perm)		3327			3192			1763			1733	
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	9	901	3	41	1533	9	254	0	65	4	4	11
RTOR Reduction (vph)	0	0	0	0	0	0	0	68	0	0	11	0
Lane Group Flow (vph)	0	913	0	0	1583	0	0	251	0	0	8	0
Heavy Vehicles (%)	0%	1%	0%	0%	1%	0%	1%	0%	0%	0%	0%	0%
Turn Type	Perm	NA		Perm	NA		Split	NA		Split	NA	
Protected Phases		4			4		2	2		6	6	
Permitted Phases	4			4								
Actuated Green, G (s)		78.5			78.5			19.9			3.6	
Effective Green, g (s)		78.5			78.5			19.9			3.6	
Actuated g/C Ratio		0.65			0.65			0.17			0.03	
Clearance Time (s)		6.0			6.0			6.0			6.0	
Vehicle Extension (s)		3.0			3.0			3.0			3.0	
Lane Grp Cap (vph)		2176			2088			292			51	
v/s Ratio Prot								c0.14			c0.00	
v/s Ratio Perm		0.27			c0.50							
v/c Ratio		0.42			0.76			0.86			0.16	
Uniform Delay, d1		9.9			14.2			48.7			56.7	
Progression Factor		0.97			0.36			1.00			1.00	
Incremental Delay, d2		0.4			2.1			21.3			1.5	
Delay (s)		10.1			7.2			69.9			58.2	
Level of Service		B			A			E			E	
Approach Delay (s)		10.1			7.2			69.9			58.2	
Approach LOS		B			A			E			E	
<b>Intersection Summary</b>												
HCM 2000 Control Delay			15.5				HCM 2000 Level of Service			B		
HCM 2000 Volume to Capacity ratio			0.76									
Actuated Cycle Length (s)			120.0				Sum of lost time (s)		18.0			
Intersection Capacity Utilization			99.9%				ICU Level of Service			F		
Analysis Period (min)			15									
c Critical Lane Group												

Timings  
6: 26th Street & Semmes Avenue

Future Year 2045 No-Build  
PM Peak



Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Configurations		↕↕		↕↕		↕		↕
Traffic Volume (vph)	4	905	33	1476	12	5	9	1
Future Volume (vph)	4	905	33	1476	12	5	9	1
Turn Type	Perm	NA	Perm	NA	Perm	NA	Perm	NA
Protected Phases		2		2		4		4
Permitted Phases	2		2		4		4	
Detector Phase	2	2	2	2	4	4	4	4
Switch Phase								
Minimum Initial (s)	15.0	15.0	15.0	15.0	9.0	9.0	9.0	9.0
Minimum Split (s)	22.3	22.3	22.3	22.3	16.1	16.1	16.1	16.1
Total Split (s)	103.0	103.0	103.0	103.0	17.0	17.0	17.0	17.0
Total Split (%)	85.8%	85.8%	85.8%	85.8%	14.2%	14.2%	14.2%	14.2%
Yellow Time (s)	4.2	4.2	4.2	4.2	4.0	4.0	4.0	4.0
All-Red Time (s)	2.1	2.1	2.1	2.1	2.1	2.1	2.1	2.1
Lost Time Adjust (s)		0.0		0.0		0.0		0.0
Total Lost Time (s)		6.3		6.3		6.1		6.1
Lead/Lag								
Lead-Lag Optimize?								
Recall Mode	Max							
Act Effct Green (s)		96.7		96.7		10.9		10.9
Actuated g/C Ratio		0.81		0.81		0.09		0.09
v/c Ratio		0.36		0.62		0.28		0.14
Control Delay		1.0		7.0		32.1		37.3
Queue Delay		0.0		0.0		0.0		0.0
Total Delay		1.0		7.0		32.1		37.3
LOS		A		A		C		D
Approach Delay		1.0		7.0		32.1		37.3
Approach LOS		A		A		C		D

Intersection Summary

Cycle Length: 120	
Actuated Cycle Length: 120	
Offset: 83 (69%), Referenced to phase 2:EBWB, Start of Yellow	
Natural Cycle: 60	
Control Type: Pretimed	
Maximum v/c Ratio: 0.62	
Intersection Signal Delay: 5.5	Intersection LOS: A
Intersection Capacity Utilization 83.4%	ICU Level of Service E
Analysis Period (min) 15	

Splits and Phases: 6: 26th Street & Semmes Avenue



# HCM Signalized Intersection Capacity Analysis

## 6: 26th Street & Semmes Avenue

Future Year 2045 No-Build  
PM Peak

														
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR		
Lane Configurations														
Traffic Volume (vph)	4	905	5	33	1476	10	12	5	24	9	1	8		
Future Volume (vph)	4	905	5	33	1476	10	12	5	24	9	1	8		
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900		
Total Lost time (s)		6.3			6.3			6.1			6.1			
Lane Util. Factor		0.95			0.95			1.00			1.00			
Frbp, ped/bikes		1.00			1.00			0.99			0.99			
Flpb, ped/bikes		1.00			1.00			1.00			1.00			
Frt		1.00			1.00			0.92			0.94			
Flt Protected		1.00			1.00			0.99			0.98			
Satd. Flow (prot)		3570			3561			1601			1711			
Flt Permitted		0.95			0.90			0.90			0.84			
Satd. Flow (perm)		3386			3220			1459			1465			
Peak-hour factor, PHF	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94		
Adj. Flow (vph)	4	963	5	35	1570	11	13	5	26	10	1	9		
RTOR Reduction (vph)	0	0	0	0	0	0	0	24	0	0	8	0		
Lane Group Flow (vph)	0	972	0	0	1616	0	0	20	0	0	12	0		
Confl. Peds. (#/hr)	3		4	4		3	1		1	1		1		
Heavy Vehicles (%)	0%	1%	0%	8%	1%	0%	0%	0%	11%	0%	0%	2%		
Turn Type	Perm	NA		Perm	NA		Perm	NA		Perm	NA			
Protected Phases		2			2			4			4			
Permitted Phases	2			2			4			4				
Actuated Green, G (s)		96.7			96.7			10.9			10.9			
Effective Green, g (s)		96.7			96.7			10.9			10.9			
Actuated g/C Ratio		0.81			0.81			0.09			0.09			
Clearance Time (s)		6.3			6.3			6.1			6.1			
Lane Grp Cap (vph)		2728			2594			132			133			
v/s Ratio Prot														
v/s Ratio Perm		0.29			c0.50			c0.01			0.01			
v/c Ratio		0.36			0.62			0.15			0.09			
Uniform Delay, d1		3.2			4.5			50.3			50.0			
Progression Factor		0.22			1.30			1.00			1.00			
Incremental Delay, d2		0.3			0.9			2.5			1.3			
Delay (s)		1.0			6.8			52.8			51.3			
Level of Service		A			A			D			D			
Approach Delay (s)		1.0			6.8			52.8			51.3			
Approach LOS		A			A			D			D			
<b>Intersection Summary</b>														
HCM 2000 Control Delay			5.8									HCM 2000 Level of Service	A	
HCM 2000 Volume to Capacity ratio			0.58											
Actuated Cycle Length (s)			120.0								12.4			
Intersection Capacity Utilization			83.4%										ICU Level of Service	E
Analysis Period (min)			15											
c Critical Lane Group														

Timings  
8: Cowardin Avenue & Semmes Avenue

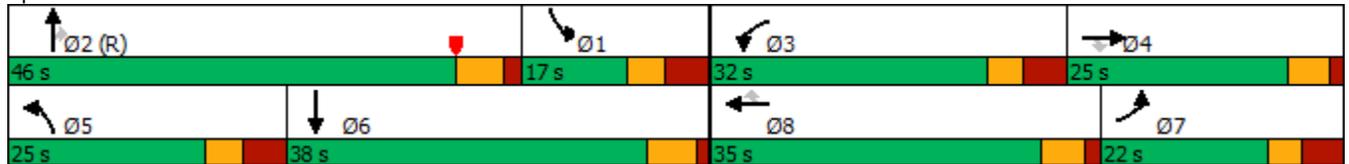
Future Year 2045 No-Build  
PM Peak

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖↗	↖↖	↖↗	↖↗	↖↖	↖↗	↖↗	↖↖↖	↖↗	↖↗	↖↖↖	↖↗
Traffic Volume (vph)	494	321	98	168	534	80	210	1059	135	119	1271	740
Future Volume (vph)	494	321	98	168	534	80	210	1059	135	119	1271	740
Turn Type	Prot	NA	Perm	Prot	NA	Perm	Prot	NA	Perm	Prot	NA	Free
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases			4			8			2			Free
Detector Phase	7	4	4	3	8	8	5	2	2	1	6	
Switch Phase												
Minimum Initial (s)	7.0	15.0	15.0	7.0	15.0	15.0	7.0	15.0	15.0	7.0	15.0	
Minimum Split (s)	15.0	24.2	24.2	15.0	34.3	34.3	15.0	41.8	41.8	15.0	37.6	
Total Split (s)	22.0	25.0	25.0	32.0	35.0	35.0	25.0	46.0	46.0	17.0	38.0	
Total Split (%)	18.3%	20.8%	20.8%	26.7%	29.2%	29.2%	20.8%	38.3%	38.3%	14.2%	31.7%	
Yellow Time (s)	3.0	3.8	3.8	3.1	3.9	3.9	3.4	4.3	4.3	3.5	4.3	
All-Red Time (s)	4.0	1.4	1.4	4.0	1.4	1.4	3.9	1.5	1.5	4.0	1.3	
Lost Time Adjust (s)	-2.0	-2.0	-2.0	-2.0	-2.0	-2.0	-2.0	-2.0	-2.0	-2.0	-2.0	
Total Lost Time (s)	5.0	3.2	3.2	5.1	3.3	3.3	5.3	3.8	3.8	5.5	3.6	
Lead/Lag	Lag	Lag	Lag	Lead	Lead	Lead	Lead	Lead	Lead	Lag	Lag	
Lead-Lag Optimize?												
Recall Mode	Max											
Act Effct Green (s)	17.0	21.8	21.8	26.9	31.7	31.7	19.7	42.2	42.2	11.5	34.4	120.0
Actuated g/C Ratio	0.14	0.18	0.18	0.22	0.26	0.26	0.16	0.35	0.35	0.10	0.29	1.00
v/c Ratio	1.08	0.54	0.23	0.46	0.61	0.15	0.78	0.63	0.22	0.75	0.95	0.52
Control Delay	103.2	36.9	4.2	44.6	42.1	0.5	67.3	34.3	3.4	79.1	56.2	1.3
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	103.2	36.9	4.2	44.6	42.1	0.5	67.3	34.3	3.4	79.1	56.2	1.3
LOS	F	D	A	D	D	A	E	C	A	E	E	A
Approach Delay		69.3			38.4			36.3			38.4	
Approach LOS		E			D			D			D	

Intersection Summary

Cycle Length: 120  
 Actuated Cycle Length: 120  
 Offset: 68 (57%), Referenced to phase 2:NBT, Start of Yellow  
 Natural Cycle: 110  
 Control Type: Pretimed  
 Maximum v/c Ratio: 1.08  
 Intersection Signal Delay: 43.2  
 Intersection LOS: D  
 Intersection Capacity Utilization 91.8%  
 ICU Level of Service F  
 Analysis Period (min) 15

Splits and Phases: 8: Cowardin Avenue & Semmes Avenue



HCM Signalized Intersection Capacity Analysis  
8: Cowardin Avenue & Semmes Avenue

Future Year 2045 No-Build  
PM Peak

													
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	
Lane Configurations	 	 			 			  			  		
Traffic Volume (vph)	494	321	98	168	534	80	210	1059	135	119	1271	740	
Future Volume (vph)	494	321	98	168	534	80	210	1059	135	119	1271	740	
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	
Total Lost time (s)	5.0	3.2	3.2	5.1	3.3	3.3	5.3	3.8	3.8	5.5	3.6	4.0	
Lane Util. Factor	0.97	0.95	1.00	1.00	0.95	1.00	1.00	0.91	1.00	1.00	0.91	1.00	
Frpb, ped/bikes	1.00	1.00	0.98	1.00	1.00	0.99	1.00	1.00	0.99	1.00	1.00	0.99	
Flpb, ped/bikes	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
Frt	1.00	1.00	0.85	1.00	1.00	0.85	1.00	1.00	0.85	1.00	1.00	0.85	
Flt Protected	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00	
Satd. Flow (prot)	3467	3505	1537	1770	3539	1592	1770	5136	1560	1787	5036	1518	
Flt Permitted	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00	
Satd. Flow (perm)	3467	3505	1537	1770	3539	1592	1770	5136	1560	1787	5036	1518	
Peak-hour factor, PHF	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	
Adj. Flow (vph)	531	345	105	181	574	86	226	1139	145	128	1367	796	
RTOR Reduction (vph)	0	0	86	0	0	63	0	0	94	0	0	0	
Lane Group Flow (vph)	531	345	19	181	574	23	226	1139	51	128	1367	796	
Confl. Peds. (#/hr)	2		4	4		2	3		3	3		3	
Heavy Vehicles (%)	1%	3%	3%	2%	2%	0%	2%	1%	2%	1%	3%	5%	
Turn Type	Prot	NA	Perm	Prot	NA	Perm	Prot	NA	Perm	Prot	NA	Free	
Protected Phases	7	4		3	8		5	2		1	6		
Permitted Phases			4			8			2			Free	
Actuated Green, G (s)	15.0	19.8	19.8	24.9	29.7	29.7	17.7	40.2	40.2	9.5	32.4	120.0	
Effective Green, g (s)	17.0	21.8	21.8	26.9	31.7	31.7	19.7	42.2	42.2	11.5	34.4	120.0	
Actuated g/C Ratio	0.14	0.18	0.18	0.22	0.26	0.26	0.16	0.35	0.35	0.10	0.29	1.00	
Clearance Time (s)	7.0	5.2	5.2	7.1	5.3	5.3	7.3	5.8	5.8	7.5	5.6		
Lane Grp Cap (vph)	491	636	279	396	934	420	290	1806	548	171	1443	1518	
v/s Ratio Prot	c0.15	0.10		0.10	c0.16		c0.13	0.22		0.07	c0.27		
v/s Ratio Perm			0.01			0.01			0.03			c0.52	
v/c Ratio	1.08	0.54	0.07	0.46	0.61	0.05	0.78	0.63	0.09	0.75	0.95	0.52	
Uniform Delay, d1	51.5	44.6	40.7	40.2	38.8	33.0	48.1	32.4	26.1	52.8	41.9	0.0	
Progression Factor	0.79	0.75	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
Incremental Delay, d2	63.6	3.2	0.5	3.8	3.0	0.2	18.5	1.7	0.3	25.6	14.1	1.3	
Delay (s)	104.2	36.6	41.1	44.0	41.8	33.2	66.5	34.1	26.4	78.4	56.0	1.3	
Level of Service	F	D	D	D	D	C	E	C	C	E	E	A	
Approach Delay (s)		73.7			41.4			38.2			38.2		
Approach LOS		E			D			D			D		
<b>Intersection Summary</b>													
HCM 2000 Control Delay			44.9									HCM 2000 Level of Service	D
HCM 2000 Volume to Capacity ratio			0.84										
Actuated Cycle Length (s)			120.0									Sum of lost time (s)	17.6
Intersection Capacity Utilization			91.8%									ICU Level of Service	F
Analysis Period (min)			15										
c Critical Lane Group													

Intersection						
Int Delay, s/veh	1.6					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↔				↔	
Traffic Vol, veh/h	218	10	0	0	0	44
Future Vol, veh/h	218	10	0	0	0	44
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	-	0
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	96	96	96	96	96	96
Heavy Vehicles, %	1	1	0	0	0	0
Mvmt Flow	227	10	0	0	0	46

Major/Minor	Major1		Minor1	
Conflicting Flow All	0	0	-	232
Stage 1	-	-	-	-
Stage 2	-	-	-	-
Critical Hdwy	-	-	-	6.2
Critical Hdwy Stg 1	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-
Follow-up Hdwy	-	-	-	3.3
Pot Cap-1 Maneuver	-	-	0	812
Stage 1	-	-	0	-
Stage 2	-	-	0	-
Platoon blocked, %	-	-	-	-
Mov Cap-1 Maneuver	-	-	-	812
Mov Cap-2 Maneuver	-	-	-	-
Stage 1	-	-	-	-
Stage 2	-	-	-	-

Approach	EB	NB
HCM Control Delay, s	0	9.7
HCM LOS		A

Minor Lane/Major Mvmt	NBLn1	EBT	EBR
Capacity (veh/h)	812	-	-
HCM Lane V/C Ratio	0.056	-	-
HCM Control Delay (s)	9.7	-	-
HCM Lane LOS	A	-	-
HCM 95th %tile Q(veh)	0.2	-	-

Intersection												
Int Delay, s/veh	1.7											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↑↑			↑↑			↔			↔	
Traffic Vol, veh/h	13	876	4	46	1443	4	3	1	46	4	0	10
Future Vol, veh/h	13	876	4	46	1443	4	3	1	46	4	0	10
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None									
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	93	93	93	93	93	93	93	93	93	93	93	93
Heavy Vehicles, %	0	1	0	0	1	0	0	0	0	0	0	2
Mvmt Flow	14	942	4	49	1552	4	3	1	49	4	0	11

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	1556	0	0	946	0	0	1846	2626	473	2152	2626	778
Stage 1	-	-	-	-	-	-	972	972	-	1652	1652	-
Stage 2	-	-	-	-	-	-	874	1654	-	500	974	-
Critical Hdwy	4.1	-	-	4.1	-	-	7.5	6.5	6.9	7.5	6.5	6.94
Critical Hdwy Stg 1	-	-	-	-	-	-	6.5	5.5	-	6.5	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.5	5.5	-	6.5	5.5	-
Follow-up Hdwy	2.2	-	-	2.2	-	-	3.5	4	3.3	3.5	4	3.32
Pot Cap-1 Maneuver	431	-	-	734	-	-	47	24	543	28	24	339
Stage 1	-	-	-	-	-	-	275	333	-	105	158	-
Stage 2	-	-	-	-	-	-	315	157	-	527	333	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	431	-	-	734	-	-	27	11	543	14	11	339
Mov Cap-2 Maneuver	-	-	-	-	-	-	27	11	-	14	11	-
Stage 1	-	-	-	-	-	-	256	310	-	98	80	-
Stage 2	-	-	-	-	-	-	154	79	-	444	310	-

Approach	EB			WB			NB			SB		
HCM Control Delay, s	0.2			0.3			34.7			124.6		
HCM LOS							D			F		

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	174	431	-	-	734	-	-	44
HCM Lane V/C Ratio	0.309	0.032	-	-	0.067	-	-	0.342
HCM Control Delay (s)	34.7	13.6	-	-	10.3	-	-	124.6
HCM Lane LOS	D	B	-	-	B	-	-	F
HCM 95th %tile Q(veh)	1.2	0.1	-	-	0.2	-	-	1.2

Intersection												
Int Delay, s/veh	0.5											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↑↑			↑↑			↔			↔	
Traffic Vol, veh/h	10	905	10	7	1482	7	3	1	8	1	1	8
Future Vol, veh/h	10	905	10	7	1482	7	3	1	8	1	1	8
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None									
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	94	94	94	94	94	94	94	94	94	94	94	94
Heavy Vehicles, %	0	1	0	0	1	0	0	0	0	0	0	0
Mvmt Flow	11	963	11	7	1577	7	3	1	9	1	1	9

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	1584	0	0	974	0	0	1794	2589	487	2099	2591	792
Stage 1	-	-	-	-	-	-	991	991	-	1595	1595	-
Stage 2	-	-	-	-	-	-	803	1598	-	504	996	-
Critical Hdwy	4.1	-	-	4.1	-	-	7.5	6.5	6.9	7.5	6.5	6.9
Critical Hdwy Stg 1	-	-	-	-	-	-	6.5	5.5	-	6.5	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.5	5.5	-	6.5	5.5	-
Follow-up Hdwy	2.2	-	-	2.2	-	-	3.5	4	3.3	3.5	4	3.3
Pot Cap-1 Maneuver	421	-	-	716	-	-	52	26	532	30	26	336
Stage 1	-	-	-	-	-	-	268	327	-	114	168	-
Stage 2	-	-	-	-	-	-	348	167	-	524	325	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	421	-	-	716	-	-	44	23	532	26	23	336
Mov Cap-2 Maneuver	-	-	-	-	-	-	44	23	-	26	23	-
Stage 1	-	-	-	-	-	-	253	308	-	108	154	-
Stage 2	-	-	-	-	-	-	309	153	-	485	306	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0.1	0	48.7	47.6
HCM LOS			E	E

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	95	421	-	-	716	-	-	95
HCM Lane V/C Ratio	0.134	0.025	-	-	0.01	-	-	0.112
HCM Control Delay (s)	48.7	13.8	-	-	10.1	-	-	47.6
HCM Lane LOS	E	B	-	-	B	-	-	E
HCM 95th %tile Q(veh)	0.4	0.1	-	-	0	-	-	0.4

Intersection						
Int Delay, s/veh	14.1					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↑↑	↑↑		↑↑	
Traffic Vol, veh/h	55	883	1469	16	31	49
Future Vol, veh/h	55	883	1469	16	31	49
Conflicting Peds, #/hr	11	0	0	11	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	93	93	93	93	93	93
Heavy Vehicles, %	0	2	1	8	8	0
Mvmt Flow	59	949	1580	17	33	53

Major/Minor	Major1	Major2	Minor2		
Conflicting Flow All	1608	0	-	0	2194 811
Stage 1	-	-	-	-	1600 -
Stage 2	-	-	-	-	594 -
Critical Hdwy	4.1	-	-	-	6.96 6.9
Critical Hdwy Stg 1	-	-	-	-	5.96 -
Critical Hdwy Stg 2	-	-	-	-	5.96 -
Follow-up Hdwy	2.2	-	-	-	3.58 3.3
Pot Cap-1 Maneuver	412	-	-	-	36 327
Stage 1	-	-	-	-	142 -
Stage 2	-	-	-	-	498 -
Platoon blocked, %		-	-	-	
Mov Cap-1 Maneuver	408	-	-	-	~ 25 324
Mov Cap-2 Maneuver	-	-	-	-	~ 25 -
Stage 1	-	-	-	-	98 -
Stage 2	-	-	-	-	494 -

Approach	EB	WB	SB
HCM Control Delay, s	2.9	0	\$ 406.5
HCM LOS			F

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	408	-	-	-	58
HCM Lane V/C Ratio	0.145	-	-	-	1.483
HCM Control Delay (s)	15.3	2.1	-	-	\$ 406.5
HCM Lane LOS	C	A	-	-	F
HCM 95th %tile Q(veh)	0.5	-	-	-	7.7

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



**Intersection: 1: Roanoke Street & Forest Hill Avenue**

Movement	EB	WB	WB	NB	NB
Directions Served	TR	L	T	L	R
Maximum Queue (ft)	592	373	328	223	330
Average Queue (ft)	330	200	163	56	166
95th Queue (ft)	505	334	289	144	280
Link Distance (ft)	1063	1060	1060		844
Upstream Blk Time (%)					
Queuing Penalty (veh)					
Storage Bay Dist (ft)				225	
Storage Blk Time (%)				0	3
Queuing Penalty (veh)				0	2

**Intersection: 2: Dundee Avenue & Forest Hill Avenue**

Movement	NB
Directions Served	R
Maximum Queue (ft)	64
Average Queue (ft)	37
95th Queue (ft)	56
Link Distance (ft)	911
Upstream Blk Time (%)	
Queuing Penalty (veh)	
Storage Bay Dist (ft)	
Storage Blk Time (%)	
Queuing Penalty (veh)	

**Intersection: 3: W 34th Street & Semmes Avenue**

Movement	EB	EB	WB	WB	NB	SB
Directions Served	LT	TR	LT	TR	LTR	LTR
Maximum Queue (ft)	290	283	170	178	247	125
Average Queue (ft)	161	171	72	78	186	49
95th Queue (ft)	253	263	136	143	266	96
Link Distance (ft)	355	355	1053	1053	218	218
Upstream Blk Time (%)	0	0			9	
Queuing Penalty (veh)	0	0			0	
Storage Bay Dist (ft)						
Storage Blk Time (%)						
Queuing Penalty (veh)						

**Intersection: 4: W 31st Street & Semmes Avenue**

Movement	EB	EB	WB	WB	NB	SB
Directions Served	LT	TR	LT	TR	LTR	LTR
Maximum Queue (ft)	38	7	62	16	82	40
Average Queue (ft)	3	0	9	1	37	12
95th Queue (ft)	21	4	38	11	66	37
Link Distance (ft)	1053	1053	1048	1048	673	745
Upstream Blk Time (%)						
Queuing Penalty (veh)						
Storage Bay Dist (ft)						
Storage Blk Time (%)						
Queuing Penalty (veh)						

**Intersection: 5: W 28th Street & Semmes Avenue**

Movement	EB	WB	WB	NB	SB
Directions Served	LT	LT	TR	LTR	LTR
Maximum Queue (ft)	14	89	34	31	31
Average Queue (ft)	1	10	1	5	5
95th Queue (ft)	9	47	22	24	24
Link Distance (ft)	1048	678	678	659	1074
Upstream Blk Time (%)					
Queuing Penalty (veh)					
Storage Bay Dist (ft)					
Storage Blk Time (%)					
Queuing Penalty (veh)					

**Intersection: 6: 26th Street & Semmes Avenue**

Movement	EB	EB	WB	WB	NB	SB
Directions Served	LT	TR	LT	TR	LTR	LTR
Maximum Queue (ft)	139	133	143	159	101	74
Average Queue (ft)	58	56	72	82	35	21
95th Queue (ft)	111	105	126	138	80	58
Link Distance (ft)	678	678	1403	1403	682	715
Upstream Blk Time (%)						
Queuing Penalty (veh)						
Storage Bay Dist (ft)						
Storage Blk Time (%)						
Queuing Penalty (veh)						

**Intersection: 7: Semmes Avenue & W 22nd Street**

Movement	EB	EB	WB	WB	SB
Directions Served	LT	T	T	TR	LR
Maximum Queue (ft)	241	150	14	21	92
Average Queue (ft)	62	11	0	1	35
95th Queue (ft)	161	72	7	9	71
Link Distance (ft)	1403	1403	1172	1172	859
Upstream Blk Time (%)					
Queuing Penalty (veh)					
Storage Bay Dist (ft)					
Storage Blk Time (%)					
Queuing Penalty (veh)					

**Intersection: 8: Cowardin Avenue & Semmes Avenue**

Movement	EB	EB	EB	EB	EB	WB	WB	WB	WB	NB	NB	NB
Directions Served	L	L	T	T	R	L	T	T	R	L	T	T
Maximum Queue (ft)	252	260	197	206	83	162	207	178	79	280	427	418
Average Queue (ft)	138	152	103	119	27	74	120	83	30	130	270	268
95th Queue (ft)	217	228	170	182	60	143	188	159	64	270	387	379
Link Distance (ft)			1172	1172			1230	1230	1230		1550	1550
Upstream Blk Time (%)												
Queuing Penalty (veh)												
Storage Bay Dist (ft)	480	480			350	220				280		
Storage Blk Time (%)						0	0			0	7	
Queuing Penalty (veh)						0	0			1	9	

**Intersection: 8: Cowardin Avenue & Semmes Avenue**

Movement	NB	NB	SB	SB	SB	SB	SB
Directions Served	T	R	L	T	T	T	R
Maximum Queue (ft)	398	210	198	285	269	208	131
Average Queue (ft)	243	121	67	179	163	111	6
95th Queue (ft)	358	258	162	258	235	203	56
Link Distance (ft)	1550			1275	1275	1275	
Upstream Blk Time (%)							
Queuing Penalty (veh)							
Storage Bay Dist (ft)		210	200			750	
Storage Blk Time (%)	10	1	0	4			
Queuing Penalty (veh)	22	3	0	3			

Intersection: 21: Forest Hill Avenue & Semmes Avenue

Movement	EB	EB	SB	SB
Directions Served	L	T	R	R
Maximum Queue (ft)	130	29	53	58
Average Queue (ft)	12	1	4	5
95th Queue (ft)	69	17	26	30
Link Distance (ft)	1060		355	355
Upstream Blk Time (%)				
Queuing Penalty (veh)				
Storage Bay Dist (ft)		100		
Storage Blk Time (%)	0	0		
Queuing Penalty (veh)	0	0		

Network Summary

Network wide Queuing Penalty: 41

**Intersection: 1: Roanoke Street & Forest Hill Avenue**

Movement	EB	WB	WB	NB	NB
Directions Served	TR	L	T	L	R
Maximum Queue (ft)	753	772	615	200	388
Average Queue (ft)	457	424	190	57	199
95th Queue (ft)	774	736	422	153	335
Link Distance (ft)	1063	1060	1060		844
Upstream Blk Time (%)	0		0		
Queuing Penalty (veh)	0		0		
Storage Bay Dist (ft)				225	
Storage Blk Time (%)				0	6
Queuing Penalty (veh)				0	3

**Intersection: 2: Dundee Avenue & Forest Hill Avenue**

Movement	NB
Directions Served	R
Maximum Queue (ft)	51
Average Queue (ft)	24
95th Queue (ft)	47
Link Distance (ft)	911
Upstream Blk Time (%)	
Queuing Penalty (veh)	
Storage Bay Dist (ft)	
Storage Blk Time (%)	
Queuing Penalty (veh)	

**Intersection: 3: W 34th Street & Semmes Avenue**

Movement	EB	EB	WB	WB	NB	SB
Directions Served	LT	TR	LT	TR	LTR	LTR
Maximum Queue (ft)	205	217	340	366	236	65
Average Queue (ft)	110	123	170	181	198	18
95th Queue (ft)	178	195	280	296	274	50
Link Distance (ft)	355	355	1053	1053	218	218
Upstream Blk Time (%)					18	
Queuing Penalty (veh)					0	
Storage Bay Dist (ft)						
Storage Blk Time (%)						
Queuing Penalty (veh)						

**Intersection: 4: W 31st Street & Semmes Avenue**

Movement	EB	EB	WB	WB	NB	SB
Directions Served	LT	TR	LT	TR	LTR	LTR
Maximum Queue (ft)	92	64	123	87	65	50
Average Queue (ft)	14	4	29	6	28	14
95th Queue (ft)	58	39	87	45	54	40
Link Distance (ft)	1053	1053	1048	1048	673	745
Upstream Blk Time (%)						
Queuing Penalty (veh)						
Storage Bay Dist (ft)						
Storage Blk Time (%)						
Queuing Penalty (veh)						

**Intersection: 5: W 28th Street & Semmes Avenue**

Movement	EB	EB	WB	WB	NB	SB
Directions Served	LT	TR	LT	TR	LTR	LTR
Maximum Queue (ft)	88	22	56	23	40	33
Average Queue (ft)	10	1	5	1	10	10
95th Queue (ft)	47	14	27	14	35	33
Link Distance (ft)	1048	1048	678	678	659	1074
Upstream Blk Time (%)						
Queuing Penalty (veh)						
Storage Bay Dist (ft)						
Storage Blk Time (%)						
Queuing Penalty (veh)						

**Intersection: 6: 26th Street & Semmes Avenue**

Movement	EB	EB	WB	WB	NB	SB
Directions Served	LT	TR	LT	TR	LTR	LTR
Maximum Queue (ft)	124	111	179	181	85	58
Average Queue (ft)	44	36	90	99	31	18
95th Queue (ft)	94	81	152	160	69	49
Link Distance (ft)	678	678	1403	1403	682	715
Upstream Blk Time (%)						
Queuing Penalty (veh)						
Storage Bay Dist (ft)						
Storage Blk Time (%)						
Queuing Penalty (veh)						

**Intersection: 7: Semmes Avenue & W 22nd Street**

Movement	EB	EB	WB	WB	SB
Directions Served	LT	T	T	TR	LR
Maximum Queue (ft)	376	326	38	65	509
Average Queue (ft)	112	42	1	3	254
95th Queue (ft)	325	250	17	27	599
Link Distance (ft)	1403	1403	1172	1172	859
Upstream Blk Time (%)					
Queuing Penalty (veh)					
Storage Bay Dist (ft)					
Storage Blk Time (%)					
Queuing Penalty (veh)					

**Intersection: 8: Cowardin Avenue & Semmes Avenue**

Movement	EB	EB	EB	EB	EB	WB	WB	WB	WB	NB	NB	NB
Directions Served	L	L	T	T	R	L	T	T	R	L	T	T
Maximum Queue (ft)	471	478	788	587	102	220	314	277	70	274	350	317
Average Queue (ft)	360	370	331	162	44	124	186	156	34	174	209	205
95th Queue (ft)	541	550	902	492	86	224	272	241	61	282	318	301
Link Distance (ft)			1172	1172			1230	1230	1230		1550	1550
Upstream Blk Time (%)			2	1								
Queuing Penalty (veh)			10	2								
Storage Bay Dist (ft)	480	480			350	220				280		
Storage Blk Time (%)	1	15	12			1	3			3	1	
Queuing Penalty (veh)	1	24	57			2	5			9	2	

**Intersection: 8: Cowardin Avenue & Semmes Avenue**

Movement	NB	NB	SB	SB	SB	SB	SB
Directions Served	T	R	L	T	T	T	R
Maximum Queue (ft)	292	210	200	551	551	521	542
Average Queue (ft)	171	52	147	370	351	305	231
95th Queue (ft)	257	160	257	550	524	491	495
Link Distance (ft)	1550			1275	1275	1275	
Upstream Blk Time (%)							
Queuing Penalty (veh)							
Storage Bay Dist (ft)		210	200				750
Storage Blk Time (%)	3	0	3	37		0	0
Queuing Penalty (veh)	3	1	13	44		1	1

Intersection: 21: Forest Hill Avenue & Semmes Avenue

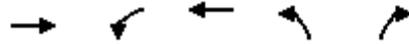
Movement	EB	EB	SB	SB
Directions Served	L	T	R	R
Maximum Queue (ft)	99	38	227	233
Average Queue (ft)	10	2	42	50
95th Queue (ft)	53	23	144	155
Link Distance (ft)	1060		355	355
Upstream Blk Time (%)				
Queuing Penalty (veh)				
Storage Bay Dist (ft)		100		
Storage Blk Time (%)	0	0		
Queuing Penalty (veh)	0	0		

Network Summary

Network wide Queuing Penalty: 179

Timings  
1: Roanoke Street & Forest Hill Avenue

Future Year 2045 Build  
AM Peak

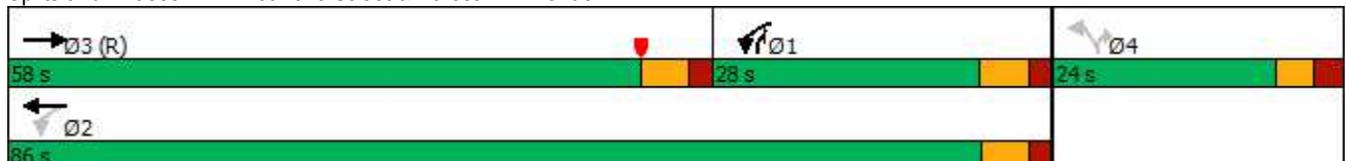


Lane Group	EBT	WBL	WBT	NBL	NBR
Lane Configurations	→	↵	↑	↵	↵
Traffic Volume (vph)	661	370	619	55	405
Future Volume (vph)	661	370	619	55	405
Turn Type	NA	pm+pt	NA	Perm	pm+ov
Protected Phases	3	1	2		1
Permitted Phases		2		4	4
Detector Phase	3	1	2	4	1
Switch Phase					
Minimum Initial (s)	4.0	9.0	4.0	9.0	9.0
Minimum Split (s)	24.0	15.2	15.0	22.7	15.2
Total Split (s)	58.0	28.0	86.0	24.0	28.0
Total Split (%)	52.7%	25.5%	78.2%	21.8%	25.5%
Yellow Time (s)	4.0	4.1	4.0	3.0	4.1
All-Red Time (s)	2.0	2.1	2.0	2.7	2.1
Lost Time Adjust (s)	-2.0	-2.0	-2.0	0.0	-2.0
Total Lost Time (s)	4.0	4.2	4.0	5.7	4.2
Lead/Lag	Lead	Lag			Lag
Lead-Lag Optimize?					
Recall Mode	Max	Max	Max	Max	Max
Act Effct Green (s)	54.0	81.8	82.0	18.3	47.8
Actuated g/C Ratio	0.49	0.74	0.75	0.17	0.43
v/c Ratio	0.79	0.73	0.48	0.20	0.56
Control Delay	31.3	18.9	5.4	41.7	17.0
Queue Delay	0.0	0.0	0.0	0.0	0.0
Total Delay	31.3	18.9	5.4	41.7	17.0
LOS	C	B	A	D	B
Approach Delay	31.3		10.5	20.0	
Approach LOS	C		B	B	

Intersection Summary

Cycle Length: 110  
 Actuated Cycle Length: 110  
 Offset: 107 (97%), Referenced to phase 3:EBT, Start of Yellow  
 Natural Cycle: 90  
 Control Type: Pretimed  
 Maximum v/c Ratio: 0.79  
 Intersection Signal Delay: 19.2  
 Intersection LOS: B  
 Intersection Capacity Utilization 75.6%  
 ICU Level of Service D  
 Analysis Period (min) 15

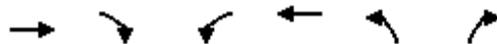
Splits and Phases: 1: Roanoke Street & Forest Hill Avenue



# HCM Signalized Intersection Capacity Analysis

## 1: Roanoke Street & Forest Hill Avenue

Future Year 2045 Build  
AM Peak



Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↩		↩	↩	↩	↩
Traffic Volume (vph)	661	20	370	619	55	405
Future Volume (vph)	661	20	370	619	55	405
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0		4.2	4.0	5.7	4.2
Lane Util. Factor	1.00		1.00	1.00	1.00	1.00
Frpb, ped/bikes	1.00		1.00	1.00	1.00	1.00
Flpb, ped/bikes	1.00		1.00	1.00	1.00	1.00
Frt	1.00		1.00	1.00	1.00	0.85
Flt Protected	1.00		0.95	1.00	0.95	1.00
Satd. Flow (prot)	1855		1770	1845	1747	1568
Flt Permitted	1.00		0.16	1.00	0.95	1.00
Satd. Flow (perm)	1855		306	1845	1747	1568
Peak-hour factor, PHF	0.94	0.94	0.94	0.94	0.94	0.94
Adj. Flow (vph)	703	21	394	659	59	431
RTOR Reduction (vph)	1	0	0	0	0	98
Lane Group Flow (vph)	723	0	394	659	59	333
Confl. Peds. (#/hr)		3	3		1	
Heavy Vehicles (%)	2%	0%	2%	3%	3%	3%
Turn Type	NA		pm+pt	NA	Perm	pm+ov
Protected Phases	3		1	2		1
Permitted Phases			2		4	4
Actuated Green, G (s)	52.0		80.0	80.0	18.3	40.1
Effective Green, g (s)	54.0		82.0	82.0	18.3	44.1
Actuated g/C Ratio	0.49		0.75	0.75	0.17	0.40
Clearance Time (s)	6.0		6.2	6.0	5.7	6.2
Lane Grp Cap (vph)	910		544	1375	290	688
v/s Ratio Prot	c0.39		c0.16	0.36		c0.10
v/s Ratio Perm			0.38		0.03	0.11
v/c Ratio	0.79		0.72	0.48	0.20	0.48
Uniform Delay, d1	23.4		26.5	5.5	39.6	24.5
Progression Factor	1.00		0.47	0.76	1.00	1.00
Incremental Delay, d2	7.1		7.1	1.0	1.6	2.4
Delay (s)	30.5		19.6	5.2	41.1	26.9
Level of Service	C		B	A	D	C
Approach Delay (s)	30.5			10.6	28.6	
Approach LOS	C			B	C	

### Intersection Summary

HCM 2000 Control Delay	20.9	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	0.74		
Actuated Cycle Length (s)	110.0	Sum of lost time (s)	13.9
Intersection Capacity Utilization	75.6%	ICU Level of Service	D
Analysis Period (min)	15		
c Critical Lane Group			

Timings  
3: W 34th Street & Semmes Avenue

Future Year 2045 Build  
AM Peak



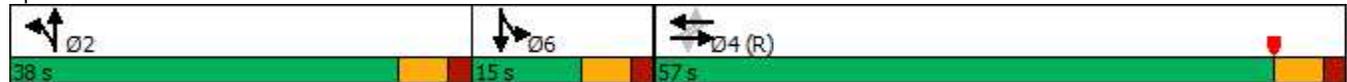
Lane Group	EBL	EBT	WBL	WBT	NBT	SBT
Lane Configurations		↑↑		↑↑	↔	↔
Traffic Volume (vph)	22	901	13	777	7	2
Future Volume (vph)	22	901	13	777	7	2
Turn Type	Perm	NA	Perm	NA	NA	NA
Protected Phases		4		4	2	6
Permitted Phases	4		4			
Detector Phase	4	4	4	4	2	6
Switch Phase						
Minimum Initial (s)	15.0	15.0	15.0	15.0	9.0	9.0
Minimum Split (s)	21.0	21.0	21.0	21.0	15.0	15.0
Total Split (s)	57.0	57.0	57.0	57.0	38.0	15.0
Total Split (%)	51.8%	51.8%	51.8%	51.8%	34.5%	13.6%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)		0.0		0.0	0.0	0.0
Total Lost Time (s)		6.0		6.0	6.0	6.0
Lead/Lag						
Lead-Lag Optimize?						
Recall Mode	C-Max	C-Max	C-Max	C-Max	None	None
Act Effct Green (s)		60.2		60.2	25.8	9.0
Actuated g/C Ratio		0.55		0.55	0.23	0.08
v/c Ratio		0.58		0.50	0.84	0.40
Control Delay		17.0		9.5	53.8	34.9
Queue Delay		0.0		0.0	0.0	0.0
Total Delay		17.0		9.5	53.8	34.9
LOS		B		A	D	C
Approach Delay		17.0		9.5	53.8	34.9
Approach LOS		B		A	D	C

Intersection Summary

Cycle Length: 110  
 Actuated Cycle Length: 110  
 Offset: 16 (15%), Referenced to phase 4:EBWB, Start of Yellow  
 Natural Cycle: 65  
 Control Type: Actuated-Coordinated  
 Maximum v/c Ratio: 0.84  
 Intersection Signal Delay: 20.2  
 Intersection Capacity Utilization 76.3%  
 Analysis Period (min) 15

Intersection LOS: C  
 ICU Level of Service D

Splits and Phases: 3: W 34th Street & Semmes Avenue



# HCM Signalized Intersection Capacity Analysis

## 3: W 34th Street & Semmes Avenue

Future Year 2045 Build  
AM Peak

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↑↑			↑↑			↑↓			↑↓	
Traffic Volume (vph)	22	901	11	13	777	32	182	7	136	30	2	31
Future Volume (vph)	22	901	11	13	777	32	182	7	136	30	2	31
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		6.0			6.0			6.0			6.0	
Lane Util. Factor		0.95			0.95			1.00			1.00	
Frt		1.00			0.99			0.94			0.93	
Flt Protected		1.00			1.00			0.97			0.98	
Satd. Flow (prot)		3498			3519			1687			1732	
Flt Permitted		0.91			0.93			0.97			0.98	
Satd. Flow (perm)		3203			3278			1687			1732	
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	24	979	12	14	845	35	198	8	148	33	2	34
RTOR Reduction (vph)	0	0	0	0	2	0	0	25	0	0	32	0
Lane Group Flow (vph)	0	1015	0	0	892	0	0	329	0	0	37	0
Heavy Vehicles (%)	0%	3%	0%	0%	2%	0%	3%	0%	4%	0%	0%	0%
Turn Type	Perm	NA		Perm	NA		Split	NA		Split	NA	
Protected Phases		4			4		2	2		6	6	
Permitted Phases	4			4								
Actuated Green, G (s)		59.0			59.0			25.8			7.2	
Effective Green, g (s)		59.0			59.0			25.8			7.2	
Actuated g/C Ratio		0.54			0.54			0.23			0.07	
Clearance Time (s)		6.0			6.0			6.0			6.0	
Vehicle Extension (s)		3.0			3.0			3.0			3.0	
Lane Grp Cap (vph)		1717			1758			395			113	
v/s Ratio Prot								c0.19			c0.02	
v/s Ratio Perm		c0.32			0.27							
v/c Ratio		0.59			0.51			0.83			0.33	
Uniform Delay, d1		17.3			16.2			40.0			49.1	
Progression Factor		0.84			0.49			1.00			1.00	
Incremental Delay, d2		1.1			1.0			13.9			1.7	
Delay (s)		15.7			8.9			53.9			50.8	
Level of Service		B			A			D			D	
Approach Delay (s)		15.7			8.9			53.9			50.8	
Approach LOS		B			A			D			D	
<b>Intersection Summary</b>												
HCM 2000 Control Delay			20.0				HCM 2000 Level of Service			B		
HCM 2000 Volume to Capacity ratio			0.64									
Actuated Cycle Length (s)			110.0				Sum of lost time (s)		18.0			
Intersection Capacity Utilization			76.3%				ICU Level of Service			D		
Analysis Period (min)			15									
c Critical Lane Group												

Timings  
6: 26th Street & Semmes Avenue

Future Year 2045 Build  
AM Peak



Lane Group	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Configurations	↔		↔		↔		↔
Traffic Volume (vph)	1102	22	811	10	1	14	6
Future Volume (vph)	1102	22	811	10	1	14	6
Turn Type	NA	Perm	NA	Perm	NA	Perm	NA
Protected Phases	2		2		4		4
Permitted Phases		2		4		4	
Detector Phase	2	2	2	4	4	4	4
Switch Phase							
Minimum Initial (s)	15.0	15.0	15.0	9.0	9.0	9.0	9.0
Minimum Split (s)	22.3	22.3	22.3	21.1	21.1	21.1	21.1
Total Split (s)	88.0	88.0	88.0	22.0	22.0	22.0	22.0
Total Split (%)	80.0%	80.0%	80.0%	20.0%	20.0%	20.0%	20.0%
Yellow Time (s)	4.2	4.2	4.2	4.0	4.0	4.0	4.0
All-Red Time (s)	2.1	2.1	2.1	2.1	2.1	2.1	2.1
Lost Time Adjust (s)	0.0		0.0		0.0		0.0
Total Lost Time (s)	6.3		6.3		6.1		6.1
Lead/Lag							
Lead-Lag Optimize?							
Recall Mode	Max						
Act Effct Green (s)	81.7		81.7		15.9		15.9
Actuated g/C Ratio	0.74		0.74		0.14		0.14
v/c Ratio	0.43		0.37		0.23		0.13
Control Delay	3.1		9.6		18.9		33.3
Queue Delay	0.0		0.0		0.0		0.0
Total Delay	3.1		9.6		18.9		33.3
LOS	A		A		B		C
Approach Delay	3.1		9.6		18.9		33.3
Approach LOS	A		A		B		C

Intersection Summary

Cycle Length: 110  
 Actuated Cycle Length: 110  
 Offset: 88 (80%), Referenced to phase 2:EBWB, Start of Yellow  
 Natural Cycle: 50  
 Control Type: Pretimed  
 Maximum v/c Ratio: 0.43  
 Intersection Signal Delay: 6.6  
 Intersection Capacity Utilization 61.2%  
 Analysis Period (min) 15  
 Intersection LOS: A  
 ICU Level of Service B

Splits and Phases: 6: 26th Street & Semmes Avenue



# HCM Signalized Intersection Capacity Analysis

## 6: 26th Street & Semmes Avenue

Future Year 2045 Build  
AM Peak

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	1102	3	22	811	4	10	1	43	14	6	9
Future Volume (vph)	0	1102	3	22	811	4	10	1	43	14	6	9
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		6.3			6.3			6.1			6.1	
Lane Util. Factor		0.95			0.95			1.00			1.00	
Frbp, ped/bikes		1.00			1.00			0.99			1.00	
Flpb, ped/bikes		1.00			1.00			1.00			1.00	
Frt		1.00			1.00			0.89			0.96	
Flt Protected		1.00			1.00			0.99			0.98	
Satd. Flow (prot)		3608			3602			1516			1769	
Flt Permitted		1.00			0.90			0.94			0.85	
Satd. Flow (perm)		3608			3237			1446			1544	
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	0	1160	3	23	854	4	11	1	45	15	6	9
RTOR Reduction (vph)	0	0	0	0	0	0	0	38	0	0	8	0
Lane Group Flow (vph)	0	1163	0	0	881	0	0	19	0	0	22	0
Confl. Peds. (#/hr)	3		4	4		3	1		1	1		1
Heavy Vehicles (%)	0%	0%	0%	0%	0%	0%	0%	100%	10%	0%	0%	0%
Turn Type		NA		Perm	NA		Perm	NA		Perm	NA	
Protected Phases		2			2			4			4	
Permitted Phases	2			2			4			4		
Actuated Green, G (s)		81.7			81.7			15.9			15.9	
Effective Green, g (s)		81.7			81.7			15.9			15.9	
Actuated g/C Ratio		0.74			0.74			0.14			0.14	
Clearance Time (s)		6.3			6.3			6.1			6.1	
Lane Grp Cap (vph)		2679			2404			209			223	
v/s Ratio Prot		c0.32										
v/s Ratio Perm					0.27			0.01			c0.01	
v/c Ratio		0.43			0.37			0.09			0.10	
Uniform Delay, d1		5.4			5.0			40.8			40.8	
Progression Factor		0.49			1.82			1.00			1.00	
Incremental Delay, d2		0.4			0.4			0.8			0.9	
Delay (s)		3.0			9.4			41.6			41.7	
Level of Service		A			A			D			D	
Approach Delay (s)		3.0			9.4			41.6			41.7	
Approach LOS		A			A			D			D	
<b>Intersection Summary</b>												
HCM 2000 Control Delay			7.3									A
HCM 2000 Volume to Capacity ratio			0.38									
Actuated Cycle Length (s)			110.0						12.4			
Intersection Capacity Utilization			61.2%									B
Analysis Period (min)			15									
c Critical Lane Group												

Timings  
8: Cowardin Avenue & Semmes Avenue

Future Year 2045 Build  
AM Peak

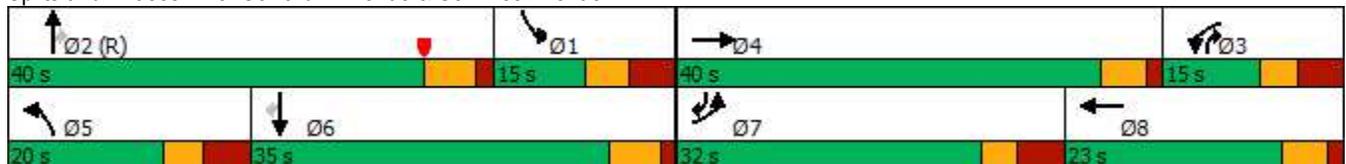


Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖↗	↕	↖	↕	↖	↕↕↕	↖	↖	↕↕↕	↖
Traffic Volume (vph)	559	496	71	262	133	1197	209	83	757	426
Future Volume (vph)	559	496	71	262	133	1197	209	83	757	426
Turn Type	Prot	NA	Prot	NA	Prot	NA	pm+ov	Prot	NA	pm+ov
Protected Phases	7	4	3	8	5	2	3	1	6	7
Permitted Phases							2			6
Detector Phase	7	4	3	8	5	2	3	1	6	7
Switch Phase										
Minimum Initial (s)	7.0	15.0	7.0	14.0	7.0	15.0	7.0	7.0	15.0	7.0
Minimum Split (s)	15.0	39.2	15.0	19.3	15.0	34.8	15.0	15.0	34.6	15.0
Total Split (s)	32.0	40.0	15.0	23.0	20.0	40.0	15.0	15.0	35.0	32.0
Total Split (%)	29.1%	36.4%	13.6%	20.9%	18.2%	36.4%	13.6%	13.6%	31.8%	29.1%
Yellow Time (s)	3.0	3.8	3.1	3.9	3.4	4.3	3.1	3.5	4.3	3.0
All-Red Time (s)	4.0	1.4	4.0	1.4	3.9	1.5	4.0	4.0	1.3	4.0
Lost Time Adjust (s)	-2.0	-2.0	-2.0	-2.0	-2.0	-2.0	-2.0	-2.0	-2.0	0.0
Total Lost Time (s)	5.0	3.2	5.1	3.3	5.3	3.8	5.1	5.5	3.6	7.0
Lead/Lag	Lead	Lead	Lag	Lag	Lead	Lead	Lag	Lag	Lag	Lead
Lead-Lag Optimize?										
Recall Mode	Max									
Act Effct Green (s)	27.0	36.8	9.9	19.7	14.7	36.2	44.8	9.5	31.4	53.0
Actuated g/C Ratio	0.25	0.33	0.09	0.18	0.13	0.33	0.41	0.09	0.29	0.48
v/c Ratio	0.72	0.54	0.55	0.59	0.63	0.81	0.32	0.60	0.59	0.55
Control Delay	31.1	18.3	63.4	42.8	58.0	38.5	6.8	65.4	35.8	11.2
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	31.1	18.3	63.4	42.8	58.0	38.5	6.8	65.4	35.8	11.2
LOS	C	B	E	D	E	D	A	E	D	B
Approach Delay		24.6		46.5		35.9			29.5	
Approach LOS		C		D		D			C	

Intersection Summary

Cycle Length: 110  
 Actuated Cycle Length: 110  
 Offset: 89 (81%), Referenced to phase 2:NBT, Start of Yellow  
 Natural Cycle: 105  
 Control Type: Pretimed  
 Maximum v/c Ratio: 0.81  
 Intersection Signal Delay: 32.0  
 Intersection Capacity Utilization 81.0%  
 Analysis Period (min) 15  
 Intersection LOS: C  
 ICU Level of Service D

Splits and Phases: 8: Cowardin Avenue & Semmes Avenue



# HCM Signalized Intersection Capacity Analysis

## 8: Cowardin Avenue & Semmes Avenue

Future Year 2045 Build  
AM Peak

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	 	 		 	 		 	  		 	  	
Traffic Volume (vph)	559	496	80	71	262	67	133	1197	209	83	757	426
Future Volume (vph)	559	496	80	71	262	67	133	1197	209	83	757	426
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	5.0	3.2		5.1	3.3		5.3	3.8	5.1	5.5	3.6	7.0
Lane Util. Factor	0.97	0.95		1.00	0.95		1.00	0.91	1.00	1.00	0.91	1.00
Frpb, ped/bikes	1.00	1.00		1.00	1.00		1.00	1.00	0.99	1.00	1.00	0.99
Flpb, ped/bikes	1.00	1.00		1.00	1.00		1.00	1.00	1.00	1.00	1.00	1.00
Frt	1.00	0.98		1.00	0.97		1.00	1.00	0.85	1.00	1.00	0.85
Flt Protected	0.95	1.00		0.95	1.00		0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (prot)	3433	3458		1556	3303		1736	4893	1520	1752	4893	1525
Flt Permitted	0.95	1.00		0.95	1.00		0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (perm)	3433	3458		1556	3303		1736	4893	1520	1752	4893	1525
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	608	539	87	77	285	73	145	1301	227	90	823	463
RTOR Reduction (vph)	0	12	0	0	21	0	0	0	96	0	0	102
Lane Group Flow (vph)	608	614	0	77	337	0	145	1301	131	90	823	361
Confl. Peds. (#/hr)	2		4	4		2	3		3	3		3
Heavy Vehicles (%)	2%	2%	2%	16%	6%	4%	4%	6%	5%	3%	6%	5%
Turn Type	Prot	NA		Prot	NA		Prot	NA	pm+ov	Prot	NA	pm+ov
Protected Phases	7	4		3	8		5	2	3	1	6	7
Permitted Phases									2			6
Actuated Green, G (s)	25.0	34.8		7.9	17.7		12.7	34.2	42.1	7.5	29.4	54.4
Effective Green, g (s)	27.0	36.8		9.9	19.7		14.7	36.2	46.1	9.5	31.4	54.4
Actuated g/C Ratio	0.25	0.33		0.09	0.18		0.13	0.33	0.42	0.09	0.29	0.49
Clearance Time (s)	7.0	5.2		7.1	5.3		7.3	5.8	7.1	7.5	5.6	7.0
Lane Grp Cap (vph)	842	1156		140	591		231	1610	707	151	1396	754
v/s Ratio Prot	c0.18	c0.18		0.05	c0.10		0.08	c0.27	0.02	0.05	c0.17	0.11
v/s Ratio Perm									0.07			0.13
v/c Ratio	0.72	0.53		0.55	0.57		0.63	0.81	0.18	0.60	0.59	0.48
Uniform Delay, d1	38.1	29.6		47.9	41.3		45.1	33.7	20.1	48.4	33.8	18.4
Progression Factor	0.68	0.57		1.00	1.00		1.00	1.00	1.00	1.00	1.00	1.00
Incremental Delay, d2	5.0	1.6		14.7	4.0		12.2	4.5	0.6	16.2	1.8	2.2
Delay (s)	30.8	18.6		62.6	45.3		57.3	38.2	20.7	64.6	35.6	20.6
Level of Service	C	B		E	D		E	D	C	E	D	C
Approach Delay (s)		24.6			48.3			37.5			32.4	
Approach LOS		C			D			D			C	
<b>Intersection Summary</b>												
HCM 2000 Control Delay			33.7									C
HCM 2000 Volume to Capacity ratio			0.76									
Actuated Cycle Length (s)			110.0						19.6			
Intersection Capacity Utilization			81.0%									D
Analysis Period (min)			15									
c Critical Lane Group												

Intersection						
Int Delay, s/veh	4.7					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↔				↔	
Traffic Vol, veh/h	125	7	0	0	0	124
Future Vol, veh/h	125	7	0	0	0	124
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	-	0
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	96	96	96	96	96	96
Heavy Vehicles, %	2	0	2	2	0	0
Mvmt Flow	130	7	0	0	0	129

Major/Minor	Major1		Minor1	
Conflicting Flow All	0	0	-	134
Stage 1	-	-	-	-
Stage 2	-	-	-	-
Critical Hdwy	-	-	-	6.2
Critical Hdwy Stg 1	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-
Follow-up Hdwy	-	-	-	3.3
Pot Cap-1 Maneuver	-	-	0	920
Stage 1	-	-	0	-
Stage 2	-	-	0	-
Platoon blocked, %	-	-	-	-
Mov Cap-1 Maneuver	-	-	-	920
Mov Cap-2 Maneuver	-	-	-	-
Stage 1	-	-	-	-
Stage 2	-	-	-	-

Approach	EB	NB
HCM Control Delay, s	0	9.6
HCM LOS		A

Minor Lane/Major Mvmt	NBLn1	EBT	EBR
Capacity (veh/h)	920	-	-
HCM Lane V/C Ratio	0.14	-	-
HCM Control Delay (s)	9.6	-	-
HCM Lane LOS	A	-	-
HCM 95th %tile Q(veh)	0.5	-	-

Intersection												
Int Delay, s/veh	1.1											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↑↑			↑↑			↔			↔	
Traffic Vol, veh/h	4	1012	51	10	815	3	0	3	87	6	0	7
Future Vol, veh/h	4	1012	51	10	815	3	0	3	87	6	0	7
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None									
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	93	93	93	93	93	93	93	93	93	93	93	93
Heavy Vehicles, %	0	2	0	0	2	0	0	0	0	0	0	0
Mvmt Flow	4	1088	55	11	876	3	0	3	94	6	0	8

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	879	0	0	1143	0	0	1584	2025	572	1454	2051	440
Stage 1	-	-	-	-	-	-	1124	1124	-	900	900	-
Stage 2	-	-	-	-	-	-	460	901	-	554	1151	-
Critical Hdwy	4.1	-	-	4.1	-	-	7.5	6.5	6.9	7.5	6.5	6.9
Critical Hdwy Stg 1	-	-	-	-	-	-	6.5	5.5	-	6.5	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.5	5.5	-	6.5	5.5	-
Follow-up Hdwy	2.2	-	-	2.2	-	-	3.5	4	3.3	3.5	4	3.3
Pot Cap-1 Maneuver	777	-	-	619	-	-	74	58	468	93	56	570
Stage 1	-	-	-	-	-	-	222	283	-	304	360	-
Stage 2	-	-	-	-	-	-	556	360	-	489	275	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	777	-	-	619	-	-	70	55	468	68	53	570
Mov Cap-2 Maneuver	-	-	-	-	-	-	70	55	-	68	53	-
Stage 1	-	-	-	-	-	-	219	279	-	300	347	-
Stage 2	-	-	-	-	-	-	529	347	-	381	271	-

Approach	EB			WB			NB			SB		
HCM Control Delay, s	0			0.1			18			36.3		
HCM LOS							C			E		

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	374	777	-	-	619	-	-	129
HCM Lane V/C Ratio	0.259	0.006	-	-	0.017	-	-	0.108
HCM Control Delay (s)	18	9.7	-	-	10.9	-	-	36.3
HCM Lane LOS	C	A	-	-	B	-	-	E
HCM 95th %tile Q(veh)	1	0	-	-	0.1	-	-	0.4

Intersection												
Int Delay, s/veh	0.1											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↑↑			↑↑			↔			↔	
Traffic Vol, veh/h	1	1100	3	8	819	3	0	0	4	0	0	8
Future Vol, veh/h	1	1100	3	8	819	3	0	0	4	0	0	8
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None									
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	95	95	95	95	95	95	95	95	95	95	95	95
Heavy Vehicles, %	0	2	0	0	2	0	0	0	0	0	0	2
Mvmt Flow	1	1158	3	8	862	3	0	0	4	0	0	8

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	865	0	0	1161	0	0	1609	2043	581	1461	2043	433
Stage 1	-	-	-	-	-	-	1162	1162	-	880	880	-
Stage 2	-	-	-	-	-	-	447	881	-	581	1163	-
Critical Hdwy	4.1	-	-	4.1	-	-	7.5	6.5	6.9	7.5	6.5	6.94
Critical Hdwy Stg 1	-	-	-	-	-	-	6.5	5.5	-	6.5	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.5	5.5	-	6.5	5.5	-
Follow-up Hdwy	2.2	-	-	2.2	-	-	3.5	4	3.3	3.5	4	3.32
Pot Cap-1 Maneuver	787	-	-	609	-	-	71	57	462	92	57	571
Stage 1	-	-	-	-	-	-	211	272	-	312	368	-
Stage 2	-	-	-	-	-	-	566	367	-	472	271	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	787	-	-	609	-	-	68	55	462	89	55	571
Mov Cap-2 Maneuver	-	-	-	-	-	-	68	55	-	89	55	-
Stage 1	-	-	-	-	-	-	210	271	-	311	359	-
Stage 2	-	-	-	-	-	-	544	358	-	466	270	-

Approach	EB			WB			NB			SB		
HCM Control Delay, s	0			0.1			12.9			11.4		
HCM LOS							B			B		

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	462	787	-	-	609	-	-	571
HCM Lane V/C Ratio	0.009	0.001	-	-	0.014	-	-	0.015
HCM Control Delay (s)	12.9	9.6	-	-	11	-	-	11.4
HCM Lane LOS	B	A	-	-	B	-	-	B
HCM 95th %tile Q(veh)	0	0	-	-	0	-	-	0

Intersection						
Int Delay, s/veh	2.1					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↑↑	↑↑		↑↑	
Traffic Vol, veh/h	49	1110	811	11	25	27
Future Vol, veh/h	49	1110	811	11	25	27
Conflicting Peds, #/hr	11	0	0	11	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	92	92	92	92	92	92
Heavy Vehicles, %	0	2	3	0	0	5
Mvmt Flow	53	1207	882	12	27	29

Major/Minor	Major1	Major2	Minor2		
Conflicting Flow All	905	0	-	0	1610 459
Stage 1	-	-	-	-	899 -
Stage 2	-	-	-	-	711 -
Critical Hdwy	4.1	-	-	-	6.8 7
Critical Hdwy Stg 1	-	-	-	-	5.8 -
Critical Hdwy Stg 2	-	-	-	-	5.8 -
Follow-up Hdwy	2.2	-	-	-	3.5 3.35
Pot Cap-1 Maneuver	760	-	-	-	97 541
Stage 1	-	-	-	-	362 -
Stage 2	-	-	-	-	453 -
Platoon blocked, %		-	-	-	
Mov Cap-1 Maneuver	753	-	-	-	75 536
Mov Cap-2 Maneuver	-	-	-	-	75 -
Stage 1	-	-	-	-	282 -
Stage 2	-	-	-	-	449 -

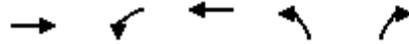
Approach	EB	WB	SB
HCM Control Delay, s	1.4	0	49.1
HCM LOS			E

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	753	-	-	-	136
HCM Lane V/C Ratio	0.071	-	-	-	0.416
HCM Control Delay (s)	10.1	1	-	-	49.1
HCM Lane LOS	B	A	-	-	E
HCM 95th %tile Q(veh)	0.2	-	-	-	1.8



Timings  
1: Roanoke Street & Forest Hill Avenue

Future Year 2045 Build  
PM Peak

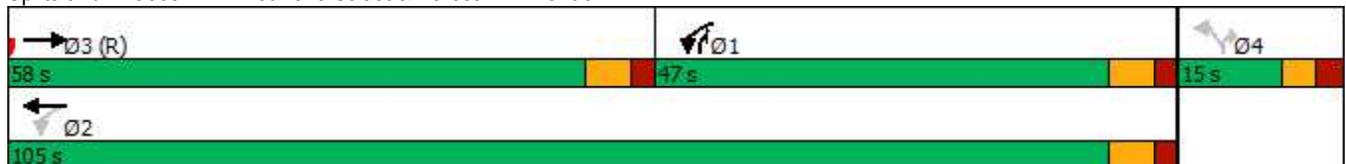


Lane Group	EBT	WBL	WBT	NBL	NBR
Lane Configurations	→	↵	↑	↵	↵
Traffic Volume (vph)	620	629	1025	56	448
Future Volume (vph)	620	629	1025	56	448
Turn Type	NA	pm+pt	NA	Perm	pm+ov
Protected Phases	3	1	2		1
Permitted Phases		2		4	4
Detector Phase	3	1	2	4	1
Switch Phase					
Minimum Initial (s)	15.0	9.0	15.0	9.0	9.0
Minimum Split (s)	24.2	15.2	21.2	14.7	15.2
Total Split (s)	58.0	47.0	105.0	15.0	47.0
Total Split (%)	48.3%	39.2%	87.5%	12.5%	39.2%
Yellow Time (s)	4.1	4.1	4.1	3.0	4.1
All-Red Time (s)	2.1	2.1	2.1	2.7	2.1
Lost Time Adjust (s)	-2.0	-2.0	-2.0	0.0	-2.0
Total Lost Time (s)	4.2	4.2	4.2	5.7	4.2
Lead/Lag	Lead	Lag			Lag
Lead-Lag Optimize?					
Recall Mode	Max	Max	Max	Max	Max
Act Effct Green (s)	53.8	100.8	100.8	9.3	57.8
Actuated g/C Ratio	0.45	0.84	0.84	0.08	0.48
v/c Ratio	0.83	0.84	0.67	0.42	0.54
Control Delay	38.9	24.3	4.0	62.6	16.1
Queue Delay	0.0	0.0	0.0	0.0	0.0
Total Delay	38.9	24.3	4.0	62.6	16.1
LOS	D	C	A	E	B
Approach Delay	38.9		11.7	21.3	
Approach LOS	D		B	C	

Intersection Summary

Cycle Length: 120  
 Actuated Cycle Length: 120  
 Offset: 55 (46%), Referenced to phase 3:EBT, Start of Green  
 Natural Cycle: 90  
 Control Type: Pretimed  
 Maximum v/c Ratio: 0.84  
 Intersection Signal Delay: 19.9  
 Intersection Capacity Utilization 89.8%  
 Analysis Period (min) 15  
 Intersection LOS: B  
 ICU Level of Service E

Splits and Phases: 1: Roanoke Street & Forest Hill Avenue



# HCM Signalized Intersection Capacity Analysis

## 1: Roanoke Street & Forest Hill Avenue

Future Year 2045 Build  
PM Peak



Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↩		↩	↩	↩	↩
Traffic Volume (vph)	620	50	629	1025	56	448
Future Volume (vph)	620	50	629	1025	56	448
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.2		4.2	4.2	5.7	4.2
Lane Util. Factor	1.00		1.00	1.00	1.00	1.00
Frpb, ped/bikes	1.00		1.00	1.00	1.00	1.00
Flpb, ped/bikes	1.00		1.00	1.00	0.99	1.00
Frt	0.99		1.00	1.00	1.00	0.85
Flt Protected	1.00		0.95	1.00	0.95	1.00
Satd. Flow (prot)	1859		1787	1881	1793	1599
Flt Permitted	1.00		0.15	1.00	0.95	1.00
Satd. Flow (perm)	1859		273	1881	1793	1599
Peak-hour factor, PHF	0.97	0.97	0.97	0.97	0.97	0.97
Adj. Flow (vph)	639	52	648	1057	58	462
RTOR Reduction (vph)	2	0	0	0	0	90
Lane Group Flow (vph)	689	0	648	1057	58	372
Confl. Peds. (#/hr)		3	3		1	
Heavy Vehicles (%)	1%	0%	1%	1%	0%	1%
Turn Type	NA		pm+pt	NA	Perm	pm+ov
Protected Phases	3		1	2		1
Permitted Phases			2		4	4
Actuated Green, G (s)	51.8		98.8	98.8	9.3	50.1
Effective Green, g (s)	53.8		100.8	100.8	9.3	54.1
Actuated g/C Ratio	0.45		0.84	0.84	0.08	0.45
Clearance Time (s)	6.2		6.2	6.2	5.7	6.2
Lane Grp Cap (vph)	833		769	1580	138	776
v/s Ratio Prot	0.37		c0.30	0.56		c0.17
v/s Ratio Perm			c0.41		0.03	0.06
v/c Ratio	0.83		0.84	0.67	0.42	0.48
Uniform Delay, d1	29.0		24.8	3.5	52.8	23.1
Progression Factor	1.00		0.62	0.66	1.00	1.00
Incremental Delay, d2	9.2		7.5	1.5	9.1	2.1
Delay (s)	38.2		22.9	3.8	61.9	25.2
Level of Service	D		C	A	E	C
Approach Delay (s)	38.2			11.1	29.3	
Approach LOS	D			B	C	

### Intersection Summary

HCM 2000 Control Delay	20.8	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	0.85		
Actuated Cycle Length (s)	120.0	Sum of lost time (s)	14.1
Intersection Capacity Utilization	89.8%	ICU Level of Service	E
Analysis Period (min)	15		
c Critical Lane Group			

Timings  
3: W 34th Street & Semmes Avenue

Future Year 2045 Build  
PM Peak



Lane Group	EBL	EBT	WBL	WBT	NBT	SBT
Lane Configurations		↑↑		↑↑	↔	↔
Traffic Volume (vph)	8	829	38	1410	0	4
Future Volume (vph)	8	829	38	1410	0	4
Turn Type	Perm	NA	Perm	NA	NA	NA
Protected Phases		4		4	2	6
Permitted Phases	4		4			
Detector Phase	4	4	4	4	2	6
Switch Phase						
Minimum Initial (s)	15.0	15.0	15.0	15.0	9.0	9.0
Minimum Split (s)	21.0	21.0	21.0	21.0	15.0	15.0
Total Split (s)	77.0	77.0	77.0	77.0	28.0	15.0
Total Split (%)	64.2%	64.2%	64.2%	64.2%	23.3%	12.5%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)		0.0		0.0	0.0	0.0
Total Lost Time (s)		6.0		6.0	6.0	6.0
Lead/Lag						
Lead-Lag Optimize?						
Recall Mode	C-Max	C-Max	C-Max	C-Max	None	None
Act Effct Green (s)		82.1		82.1	19.9	9.0
Actuated g/C Ratio		0.68		0.68	0.17	0.08
v/c Ratio		0.40		0.72	0.88	0.14
Control Delay		8.9		11.3	61.8	35.2
Queue Delay		0.0		0.0	0.0	0.0
Total Delay		8.9		11.3	61.8	35.2
LOS		A		B	E	D
Approach Delay		8.9		11.3	61.8	35.2
Approach LOS		A		B	E	D

Intersection Summary

Cycle Length: 120  
 Actuated Cycle Length: 120  
 Offset: 16 (13%), Referenced to phase 4:EBWB, Start of Yellow  
 Natural Cycle: 90  
 Control Type: Actuated-Coordinated  
 Maximum v/c Ratio: 0.88  
 Intersection Signal Delay: 16.4  
 Intersection Capacity Utilization 99.9%  
 Analysis Period (min) 15  
 Intersection LOS: B  
 ICU Level of Service F

Splits and Phases: 3: W 34th Street & Semmes Avenue



# HCM Signalized Intersection Capacity Analysis

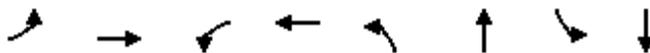
## 3: W 34th Street & Semmes Avenue

Future Year 2045 Build  
PM Peak

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	8	829	3	38	1410	8	234	0	60	4	4	10
Future Volume (vph)	8	829	3	38	1410	8	234	0	60	4	4	10
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		6.0			6.0			6.0			6.0	
Lane Util. Factor		0.95			0.95			1.00			1.00	
Frt		1.00			1.00			0.97			0.92	
Flt Protected		1.00			1.00			0.96			0.99	
Satd. Flow (prot)		3571			3568			1763			1733	
Flt Permitted		0.93			0.89			0.96			0.99	
Satd. Flow (perm)		3327			3192			1763			1733	
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	9	901	3	41	1533	9	254	0	65	4	4	11
RTOR Reduction (vph)	0	0	0	0	0	0	0	68	0	0	11	0
Lane Group Flow (vph)	0	913	0	0	1583	0	0	251	0	0	8	0
Heavy Vehicles (%)	0%	1%	0%	0%	1%	0%	1%	0%	0%	0%	0%	0%
Turn Type	Perm	NA		Perm	NA		Split	NA		Split	NA	
Protected Phases		4			4		2	2		6	6	
Permitted Phases	4			4								
Actuated Green, G (s)		78.5			78.5			19.9			3.6	
Effective Green, g (s)		78.5			78.5			19.9			3.6	
Actuated g/C Ratio		0.65			0.65			0.17			0.03	
Clearance Time (s)		6.0			6.0			6.0			6.0	
Vehicle Extension (s)		3.0			3.0			3.0			3.0	
Lane Grp Cap (vph)		2176			2088			292			51	
v/s Ratio Prot								c0.14			c0.00	
v/s Ratio Perm		0.27			c0.50							
v/c Ratio		0.42			0.76			0.86			0.16	
Uniform Delay, d1		9.9			14.2			48.7			56.7	
Progression Factor		0.87			0.67			1.00			1.00	
Incremental Delay, d2		0.4			2.1			21.3			1.5	
Delay (s)		9.1			11.7			69.9			58.2	
Level of Service		A			B			E			E	
Approach Delay (s)		9.1			11.7			69.9			58.2	
Approach LOS		A			B			E			E	
<b>Intersection Summary</b>												
HCM 2000 Control Delay			17.7				HCM 2000 Level of Service			B		
HCM 2000 Volume to Capacity ratio			0.76									
Actuated Cycle Length (s)			120.0				Sum of lost time (s)		18.0			
Intersection Capacity Utilization			99.9%				ICU Level of Service			F		
Analysis Period (min)			15									
c Critical Lane Group												

Timings  
6: 26th Street & Semmes Avenue

Future Year 2045 Build  
PM Peak



Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Configurations		↕↕		↕↕		↕↕		↕↕
Traffic Volume (vph)	4	905	33	1476	12	5	9	1
Future Volume (vph)	4	905	33	1476	12	5	9	1
Turn Type	Perm	NA	Perm	NA	Perm	NA	Perm	NA
Protected Phases		2		2		4		4
Permitted Phases	2		2		4		4	
Detector Phase	2	2	2	2	4	4	4	4
Switch Phase								
Minimum Initial (s)	15.0	15.0	15.0	15.0	9.0	9.0	9.0	9.0
Minimum Split (s)	22.3	22.3	22.3	22.3	16.1	16.1	16.1	16.1
Total Split (s)	103.0	103.0	103.0	103.0	17.0	17.0	17.0	17.0
Total Split (%)	85.8%	85.8%	85.8%	85.8%	14.2%	14.2%	14.2%	14.2%
Yellow Time (s)	4.2	4.2	4.2	4.2	4.0	4.0	4.0	4.0
All-Red Time (s)	2.1	2.1	2.1	2.1	2.1	2.1	2.1	2.1
Lost Time Adjust (s)		0.0		0.0		0.0		0.0
Total Lost Time (s)		6.3		6.3		6.1		6.1
Lead/Lag								
Lead-Lag Optimize?								
Recall Mode	Max							
Act Effct Green (s)		96.7		96.7		10.9		10.9
Actuated g/C Ratio		0.81		0.81		0.09		0.09
v/c Ratio		0.36		0.62		0.28		0.14
Control Delay		1.0		3.9		32.1		37.3
Queue Delay		0.0		0.0		0.0		0.0
Total Delay		1.0		3.9		32.1		37.3
LOS		A		A		C		D
Approach Delay		1.0		3.9		32.1		37.3
Approach LOS		A		A		C		D

Intersection Summary

Cycle Length: 120	
Actuated Cycle Length: 120	
Offset: 83 (69%), Referenced to phase 2:EBWB, Start of Yellow	
Natural Cycle: 60	
Control Type: Pretimed	
Maximum v/c Ratio: 0.62	
Intersection Signal Delay: 3.6	Intersection LOS: A
Intersection Capacity Utilization 83.4%	ICU Level of Service E
Analysis Period (min) 15	

Splits and Phases: 6: 26th Street & Semmes Avenue



# HCM Signalized Intersection Capacity Analysis

## 6: 26th Street & Semmes Avenue

Future Year 2045 Build  
PM Peak

													
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	
Lane Configurations													
Traffic Volume (vph)	4	905	5	33	1476	10	12	5	24	9	1	8	
Future Volume (vph)	4	905	5	33	1476	10	12	5	24	9	1	8	
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	
Total Lost time (s)		6.3			6.3			6.1			6.1		
Lane Util. Factor		0.95			0.95			1.00			1.00		
Frbp, ped/bikes		1.00			1.00			0.99			0.99		
Flpb, ped/bikes		1.00			1.00			1.00			1.00		
Frt		1.00			1.00			0.92			0.94		
Flt Protected		1.00			1.00			0.99			0.98		
Satd. Flow (prot)		3570			3561			1601			1711		
Flt Permitted		0.95			0.90			0.90			0.84		
Satd. Flow (perm)		3386			3220			1459			1465		
Peak-hour factor, PHF	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	
Adj. Flow (vph)	4	963	5	35	1570	11	13	5	26	10	1	9	
RTOR Reduction (vph)	0	0	0	0	0	0	0	24	0	0	8	0	
Lane Group Flow (vph)	0	972	0	0	1616	0	0	20	0	0	12	0	
Confl. Peds. (#/hr)	3		4	4		3	1		1	1		1	
Heavy Vehicles (%)	0%	1%	0%	8%	1%	0%	0%	0%	11%	0%	0%	2%	
Turn Type	Perm	NA		Perm	NA		Perm	NA		Perm	NA		
Protected Phases		2			2			4			4		
Permitted Phases	2			2			4			4			
Actuated Green, G (s)		96.7			96.7			10.9			10.9		
Effective Green, g (s)		96.7			96.7			10.9			10.9		
Actuated g/C Ratio		0.81			0.81			0.09			0.09		
Clearance Time (s)		6.3			6.3			6.1			6.1		
Lane Grp Cap (vph)		2728			2594			132			133		
v/s Ratio Prot													
v/s Ratio Perm		0.29			c0.50			c0.01			0.01		
v/c Ratio		0.36			0.62			0.15			0.09		
Uniform Delay, d1		3.2			4.5			50.3			50.0		
Progression Factor		0.22			0.75			1.00			1.00		
Incremental Delay, d2		0.3			0.4			2.5			1.3		
Delay (s)		1.0			3.9			52.8			51.3		
Level of Service		A			A			D			D		
Approach Delay (s)		1.0			3.9			52.8			51.3		
Approach LOS		A			A			D			D		
<b>Intersection Summary</b>													
HCM 2000 Control Delay			4.0									HCM 2000 Level of Service	A
HCM 2000 Volume to Capacity ratio			0.58										
Actuated Cycle Length (s)			120.0									Sum of lost time (s)	12.4
Intersection Capacity Utilization			83.4%									ICU Level of Service	E
Analysis Period (min)			15										
c Critical Lane Group													

Timings  
8: Cowardin Avenue & Semmes Avenue

Future Year 2045 Build  
PM Peak

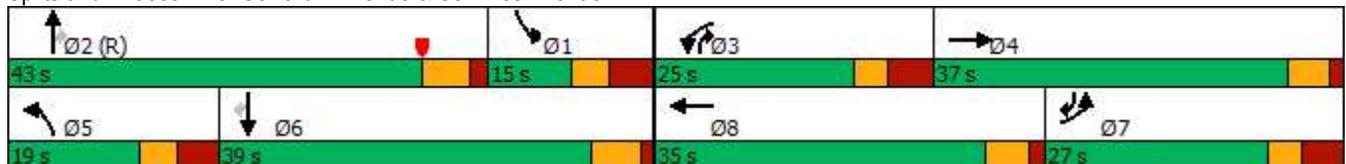


Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖↖	↕↖	↖	↕↖	↖	↕↕↕	↖	↖	↕↕↕	↖
Traffic Volume (vph)	494	321	168	534	210	1059	135	119	1271	740
Future Volume (vph)	494	321	168	534	210	1059	135	119	1271	740
Turn Type	Prot	NA	Prot	NA	Prot	NA	pm+ov	Prot	NA	pm+ov
Protected Phases	7	4	3	8	5	2	3	1	6	7
Permitted Phases							2			6
Detector Phase	7	4	3	8	5	2	3	1	6	7
Switch Phase										
Minimum Initial (s)	7.0	15.0	7.0	15.0	7.0	15.0	7.0	7.0	15.0	7.0
Minimum Split (s)	15.0	24.2	15.0	34.3	15.0	41.8	15.0	15.0	37.6	15.0
Total Split (s)	27.0	37.0	25.0	35.0	19.0	43.0	25.0	15.0	39.0	27.0
Total Split (%)	22.5%	30.8%	20.8%	29.2%	15.8%	35.8%	20.8%	12.5%	32.5%	22.5%
Yellow Time (s)	3.0	3.8	3.1	3.9	3.4	4.3	3.1	3.5	4.3	3.0
All-Red Time (s)	4.0	1.4	4.0	1.4	3.9	1.5	4.0	4.0	1.3	4.0
Lost Time Adjust (s)	-2.0	-2.0	-2.0	-2.0	-2.0	-2.0	-2.0	-2.0	-2.0	0.0
Total Lost Time (s)	5.0	3.2	5.1	3.3	5.3	3.8	5.1	5.5	3.6	7.0
Lead/Lag	Lag	Lag	Lead	Lead	Lead	Lead	Lead	Lag	Lag	Lag
Lead-Lag Optimize?										
Recall Mode	Max									
Act Effct Green (s)	22.0	33.8	19.9	31.7	13.7	39.2	57.8	9.5	35.4	52.0
Actuated g/C Ratio	0.18	0.28	0.17	0.26	0.11	0.33	0.48	0.08	0.30	0.43
v/c Ratio	0.84	0.46	0.62	0.71	1.12	0.68	0.17	0.91	0.92	1.07
Control Delay	48.8	23.8	56.7	44.2	147.2	37.4	1.8	109.7	52.0	72.8
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	48.8	23.8	56.7	44.2	147.2	37.4	1.8	109.7	52.0	72.8
LOS	D	C	E	D	F	D	A	F	D	E
Approach Delay		37.3		46.9		50.4			62.5	
Approach LOS		D		D		D			E	

Intersection Summary

Cycle Length: 120  
 Actuated Cycle Length: 120  
 Offset: 64 (53%), Referenced to phase 2:NBT, Start of Yellow  
 Natural Cycle: 120  
 Control Type: Pretimed  
 Maximum v/c Ratio: 1.12  
 Intersection Signal Delay: 52.5  
 Intersection Capacity Utilization 95.5%  
 Analysis Period (min) 15  
 Intersection LOS: D  
 ICU Level of Service F

Splits and Phases: 8: Cowardin Avenue & Semmes Avenue



# HCM Signalized Intersection Capacity Analysis

## 8: Cowardin Avenue & Semmes Avenue

Future Year 2045 Build  
PM Peak

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	 	 		 	 		 	  		 	  	
Traffic Volume (vph)	494	321	98	168	534	80	210	1059	135	119	1271	740
Future Volume (vph)	494	321	98	168	534	80	210	1059	135	119	1271	740
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	5.0	3.2		5.1	3.3		5.3	3.8	5.1	5.5	3.6	7.0
Lane Util. Factor	0.97	0.95		1.00	0.95		1.00	0.91	1.00	1.00	0.91	1.00
Frpb, ped/bikes	1.00	1.00		1.00	1.00		1.00	1.00	0.99	1.00	1.00	0.99
Flpb, ped/bikes	1.00	1.00		1.00	1.00		1.00	1.00	1.00	1.00	1.00	1.00
Frt	1.00	0.96		1.00	0.98		1.00	1.00	0.85	1.00	1.00	0.85
Flt Protected	0.95	1.00		0.95	1.00		0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (prot)	3467	3367		1770	3472		1770	5136	1568	1787	5036	1523
Flt Permitted	0.95	1.00		0.95	1.00		0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (perm)	3467	3367		1770	3472		1770	5136	1568	1787	5036	1523
Peak-hour factor, PHF	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Adj. Flow (vph)	531	345	105	181	574	86	226	1139	145	128	1367	796
RTOR Reduction (vph)	0	24	0	0	10	0	0	0	74	0	0	84
Lane Group Flow (vph)	531	426	0	181	650	0	226	1139	71	128	1367	712
Confl. Peds. (#/hr)	2		4	4		2	3		3	3		3
Heavy Vehicles (%)	1%	3%	3%	2%	2%	0%	2%	1%	2%	1%	3%	5%
Turn Type	Prot	NA		Prot	NA		Prot	NA	pm+ov	Prot	NA	pm+ov
Protected Phases	7	4		3	8		5	2	3	1	6	7
Permitted Phases									2			6
Actuated Green, G (s)	20.0	31.8		17.9	29.7		11.7	37.2	55.1	7.5	33.4	53.4
Effective Green, g (s)	22.0	33.8		19.9	31.7		13.7	39.2	59.1	9.5	35.4	53.4
Actuated g/C Ratio	0.18	0.28		0.17	0.26		0.11	0.33	0.49	0.08	0.29	0.44
Clearance Time (s)	7.0	5.2		7.1	5.3		7.3	5.8	7.1	7.5	5.6	7.0
Lane Grp Cap (vph)	635	948		293	917		202	1677	772	141	1485	677
v/s Ratio Prot	0.15	0.13		0.10	c0.19		c0.13	0.22	0.02	0.07	c0.27	c0.17
v/s Ratio Perm									0.03			0.29
v/c Ratio	0.84	0.45		0.62	0.71		1.12	0.68	0.09	0.91	0.92	1.05
Uniform Delay, d1	47.3	35.5		46.5	40.0		53.1	35.0	16.2	54.8	40.9	33.3
Progression Factor	0.77	0.67		1.00	1.00		1.00	1.00	1.00	1.00	1.00	1.00
Incremental Delay, d2	11.9	1.5		9.4	4.6		98.9	2.2	0.2	54.4	10.8	48.8
Delay (s)	48.2	25.3		55.9	44.6		152.0	37.2	16.4	109.2	51.7	82.1
Level of Service	D	C		E	D		F	D	B	F	D	F
Approach Delay (s)		37.7			47.0			52.4			65.5	
Approach LOS		D			D			D			E	
<b>Intersection Summary</b>												
HCM 2000 Control Delay			54.4				HCM 2000 Level of Service			D		
HCM 2000 Volume to Capacity ratio			0.94									
Actuated Cycle Length (s)			120.0				Sum of lost time (s)			19.6		
Intersection Capacity Utilization			95.5%				ICU Level of Service			F		
Analysis Period (min)			15									
c Critical Lane Group												

Intersection						
Int Delay, s/veh	1.6					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↔				↔	
Traffic Vol, veh/h	218	10	0	0	0	44
Future Vol, veh/h	218	10	0	0	0	44
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	-	0
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	96	96	96	96	96	96
Heavy Vehicles, %	1	1	0	0	0	0
Mvmt Flow	227	10	0	0	0	46

Major/Minor	Major1		Minor1	
Conflicting Flow All	0	0	-	232
Stage 1	-	-	-	-
Stage 2	-	-	-	-
Critical Hdwy	-	-	-	6.2
Critical Hdwy Stg 1	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-
Follow-up Hdwy	-	-	-	3.3
Pot Cap-1 Maneuver	-	-	0	812
Stage 1	-	-	0	-
Stage 2	-	-	0	-
Platoon blocked, %	-	-	-	-
Mov Cap-1 Maneuver	-	-	-	812
Mov Cap-2 Maneuver	-	-	-	-
Stage 1	-	-	-	-
Stage 2	-	-	-	-

Approach	EB	NB
HCM Control Delay, s	0	9.7
HCM LOS		A

Minor Lane/Major Mvmt	NBLn1	EBT	EBR
Capacity (veh/h)	812	-	-
HCM Lane V/C Ratio	0.056	-	-
HCM Control Delay (s)	9.7	-	-
HCM Lane LOS	A	-	-
HCM 95th %tile Q(veh)	0.2	-	-

Intersection												
Int Delay, s/veh	1.7											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↑↑			↑↑			↔			↔	
Traffic Vol, veh/h	13	876	4	46	1443	4	3	1	46	4	0	10
Future Vol, veh/h	13	876	4	46	1443	4	3	1	46	4	0	10
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None									
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	93	93	93	93	93	93	93	93	93	93	93	93
Heavy Vehicles, %	0	1	0	0	1	0	0	0	0	0	0	2
Mvmt Flow	14	942	4	49	1552	4	3	1	49	4	0	11

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	1556	0	0	946	0	0	1846	2626	473	2152	2626	778
Stage 1	-	-	-	-	-	-	972	972	-	1652	1652	-
Stage 2	-	-	-	-	-	-	874	1654	-	500	974	-
Critical Hdwy	4.1	-	-	4.1	-	-	7.5	6.5	6.9	7.5	6.5	6.94
Critical Hdwy Stg 1	-	-	-	-	-	-	6.5	5.5	-	6.5	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.5	5.5	-	6.5	5.5	-
Follow-up Hdwy	2.2	-	-	2.2	-	-	3.5	4	3.3	3.5	4	3.32
Pot Cap-1 Maneuver	431	-	-	734	-	-	47	24	543	28	24	339
Stage 1	-	-	-	-	-	-	275	333	-	105	158	-
Stage 2	-	-	-	-	-	-	315	157	-	527	333	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	431	-	-	734	-	-	27	11	543	14	11	339
Mov Cap-2 Maneuver	-	-	-	-	-	-	27	11	-	14	11	-
Stage 1	-	-	-	-	-	-	256	310	-	98	80	-
Stage 2	-	-	-	-	-	-	154	79	-	444	310	-

Approach	EB			WB			NB			SB		
HCM Control Delay, s	0.2			0.3			34.7			124.6		
HCM LOS							D			F		

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	174	431	-	-	734	-	-	44
HCM Lane V/C Ratio	0.309	0.032	-	-	0.067	-	-	0.342
HCM Control Delay (s)	34.7	13.6	-	-	10.3	-	-	124.6
HCM Lane LOS	D	B	-	-	B	-	-	F
HCM 95th %tile Q(veh)	1.2	0.1	-	-	0.2	-	-	1.2

Intersection												
Int Delay, s/veh	0.5											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↑↑			↑↑			↔			↔	
Traffic Vol, veh/h	10	905	10	7	1482	7	3	1	8	1	1	8
Future Vol, veh/h	10	905	10	7	1482	7	3	1	8	1	1	8
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None									
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	94	94	94	94	94	94	94	94	94	94	94	94
Heavy Vehicles, %	0	1	0	0	1	0	0	0	0	0	0	0
Mvmt Flow	11	963	11	7	1577	7	3	1	9	1	1	9

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	1584	0	0	974	0	0	1794	2589	487	2099	2591	792
Stage 1	-	-	-	-	-	-	991	991	-	1595	1595	-
Stage 2	-	-	-	-	-	-	803	1598	-	504	996	-
Critical Hdwy	4.1	-	-	4.1	-	-	7.5	6.5	6.9	7.5	6.5	6.9
Critical Hdwy Stg 1	-	-	-	-	-	-	6.5	5.5	-	6.5	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.5	5.5	-	6.5	5.5	-
Follow-up Hdwy	2.2	-	-	2.2	-	-	3.5	4	3.3	3.5	4	3.3
Pot Cap-1 Maneuver	421	-	-	716	-	-	52	26	532	30	26	336
Stage 1	-	-	-	-	-	-	268	327	-	114	168	-
Stage 2	-	-	-	-	-	-	348	167	-	524	325	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	421	-	-	716	-	-	44	23	532	26	23	336
Mov Cap-2 Maneuver	-	-	-	-	-	-	44	23	-	26	23	-
Stage 1	-	-	-	-	-	-	253	308	-	108	154	-
Stage 2	-	-	-	-	-	-	309	153	-	485	306	-

Approach	EB			WB			NB			SB		
HCM Control Delay, s	0.1			0			48.7			47.6		
HCM LOS							E			E		

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	95	421	-	-	716	-	-	95
HCM Lane V/C Ratio	0.134	0.025	-	-	0.01	-	-	0.112
HCM Control Delay (s)	48.7	13.8	-	-	10.1	-	-	47.6
HCM Lane LOS	E	B	-	-	B	-	-	E
HCM 95th %tile Q(veh)	0.4	0.1	-	-	0	-	-	0.4

Intersection						
Int Delay, s/veh	14.1					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↑↑	↑↑		↑↑	
Traffic Vol, veh/h	55	883	1469	16	31	49
Future Vol, veh/h	55	883	1469	16	31	49
Conflicting Peds, #/hr	11	0	0	11	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	93	93	93	93	93	93
Heavy Vehicles, %	0	2	1	8	8	0
Mvmt Flow	59	949	1580	17	33	53

Major/Minor	Major1	Major2	Minor2		
Conflicting Flow All	1608	0	-	0	2194 811
Stage 1	-	-	-	-	1600 -
Stage 2	-	-	-	-	594 -
Critical Hdwy	4.1	-	-	-	6.96 6.9
Critical Hdwy Stg 1	-	-	-	-	5.96 -
Critical Hdwy Stg 2	-	-	-	-	5.96 -
Follow-up Hdwy	2.2	-	-	-	3.58 3.3
Pot Cap-1 Maneuver	412	-	-	-	36 327
Stage 1	-	-	-	-	142 -
Stage 2	-	-	-	-	498 -
Platoon blocked, %		-	-	-	
Mov Cap-1 Maneuver	408	-	-	-	~ 25 324
Mov Cap-2 Maneuver	-	-	-	-	~ 25 -
Stage 1	-	-	-	-	98 -
Stage 2	-	-	-	-	494 -

Approach	EB	WB	SB
HCM Control Delay, s	2.9	0	\$ 406.5
HCM LOS			F

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	408	-	-	-	58
HCM Lane V/C Ratio	0.145	-	-	-	1.483
HCM Control Delay (s)	15.3	2.1	-	-	\$ 406.5
HCM Lane LOS	C	A	-	-	F
HCM 95th %tile Q(veh)	0.5	-	-	-	7.7

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



**Intersection: 1: Roanoke Street & Forest Hill Avenue**

Movement	EB	WB	WB	NB	NB
Directions Served	TR	L	T	L	R
Maximum Queue (ft)	623	391	336	200	320
Average Queue (ft)	327	200	156	52	162
95th Queue (ft)	538	362	274	133	279
Link Distance (ft)	1063	1060	1060		844
Upstream Blk Time (%)	0				
Queuing Penalty (veh)	0				
Storage Bay Dist (ft)				225	
Storage Blk Time (%)				0	3
Queuing Penalty (veh)				0	2

**Intersection: 2: Dundee Avenue & Forest Hill Avenue**

Movement	NB
Directions Served	R
Maximum Queue (ft)	65
Average Queue (ft)	36
95th Queue (ft)	54
Link Distance (ft)	911
Upstream Blk Time (%)	
Queuing Penalty (veh)	
Storage Bay Dist (ft)	
Storage Blk Time (%)	
Queuing Penalty (veh)	

**Intersection: 3: W 34th Street & Semmes Avenue**

Movement	EB	EB	WB	WB	NB	SB
Directions Served	LT	TR	LT	TR	LTR	LTR
Maximum Queue (ft)	275	280	168	173	253	105
Average Queue (ft)	155	165	75	80	185	45
95th Queue (ft)	247	256	136	148	273	86
Link Distance (ft)	355	355	1053	1053	218	218
Upstream Blk Time (%)	0	0			9	
Queuing Penalty (veh)	0	0			0	
Storage Bay Dist (ft)						
Storage Blk Time (%)						
Queuing Penalty (veh)						

**Intersection: 4: W 31st Street & Semmes Avenue**

Movement	EB	EB	WB	WB	NB	SB
Directions Served	LT	TR	LT	TR	LTR	LTR
Maximum Queue (ft)	31	7	71	18	82	37
Average Queue (ft)	1	0	9	1	37	11
95th Queue (ft)	14	6	43	14	66	35
Link Distance (ft)	1053	1053	1048	1048	673	745
Upstream Blk Time (%)						
Queuing Penalty (veh)						
Storage Bay Dist (ft)						
Storage Blk Time (%)						
Queuing Penalty (veh)						

**Intersection: 5: W 28th Street & Semmes Avenue**

Movement	EB	EB	WB	WB	NB	SB
Directions Served	LT	TR	LT	TR	LTR	LTR
Maximum Queue (ft)	28	8	73	32	31	33
Average Queue (ft)	1	0	8	1	3	7
95th Queue (ft)	23	9	39	17	18	27
Link Distance (ft)	1048	1048	678	678	659	1074
Upstream Blk Time (%)						
Queuing Penalty (veh)						
Storage Bay Dist (ft)						
Storage Blk Time (%)						
Queuing Penalty (veh)						

**Intersection: 6: 26th Street & Semmes Avenue**

Movement	EB	EB	WB	WB	NB	SB
Directions Served	LT	TR	LT	TR	LTR	LTR
Maximum Queue (ft)	137	137	172	179	98	72
Average Queue (ft)	60	57	96	109	34	23
95th Queue (ft)	114	107	152	162	75	58
Link Distance (ft)	678	678	1403	1403	682	715
Upstream Blk Time (%)						
Queuing Penalty (veh)						
Storage Bay Dist (ft)						
Storage Blk Time (%)						
Queuing Penalty (veh)						

**Intersection: 7: Semmes Avenue & W 22nd Street**

Movement	EB	EB	WB	WB	SB
Directions Served	LT	T	T	TR	LR
Maximum Queue (ft)	271	195	19	22	104
Average Queue (ft)	63	14	1	1	37
95th Queue (ft)	179	91	10	13	79
Link Distance (ft)	1403	1403	1174	1174	859
Upstream Blk Time (%)					
Queuing Penalty (veh)					
Storage Bay Dist (ft)					
Storage Blk Time (%)					
Queuing Penalty (veh)					

**Intersection: 8: Cowardin Avenue & Semmes Avenue**

Movement	EB	EB	EB	EB	WB	WB	WB	NB	NB	NB	NB	NB
Directions Served	L	L	T	TR	L	T	TR	L	T	T	T	R
Maximum Queue (ft)	293	300	219	238	175	217	198	275	361	362	352	210
Average Queue (ft)	162	177	123	143	71	119	101	117	241	242	215	100
95th Queue (ft)	251	262	198	215	142	190	180	237	328	329	312	235
Link Distance (ft)			1174	1174		1231	1231		1562	1562	1562	
Upstream Blk Time (%)												
Queuing Penalty (veh)												
Storage Bay Dist (ft)	480	480			220			280				210
Storage Blk Time (%)					0	0		0	2		5	0
Queuing Penalty (veh)					0	0		0	3		11	2

**Intersection: 8: Cowardin Avenue & Semmes Avenue**

Movement	SB	SB	SB	SB	SB
Directions Served	L	T	T	T	R
Maximum Queue (ft)	199	296	280	226	182
Average Queue (ft)	83	187	176	125	78
95th Queue (ft)	179	267	249	213	144
Link Distance (ft)		1288	1288	1288	
Upstream Blk Time (%)					
Queuing Penalty (veh)					
Storage Bay Dist (ft)	200			750	
Storage Blk Time (%)	0	6			
Queuing Penalty (veh)	0	5			

Intersection: 21: Forest Hill Avenue & Semmes Avenue

Movement	EB	EB	SB	SB
Directions Served	L	T	R	R
Maximum Queue (ft)	132	42	69	49
Average Queue (ft)	17	3	6	3
95th Queue (ft)	78	29	34	23
Link Distance (ft)	1060		355	355
Upstream Blk Time (%)				
Queuing Penalty (veh)				
Storage Bay Dist (ft)		100		
Storage Blk Time (%)	0	0		
Queuing Penalty (veh)	0	0		

Network Summary

Network wide Queuing Penalty: 24

**Intersection: 1: Roanoke Street & Forest Hill Avenue**

Movement	EB	WB	WB	NB	NB
Directions Served	TR	L	T	L	R
Maximum Queue (ft)	801	722	565	224	414
Average Queue (ft)	462	424	213	63	197
95th Queue (ft)	774	764	524	157	340
Link Distance (ft)	1063	1060	1060		844
Upstream Blk Time (%)	0	0	0		
Queuing Penalty (veh)	0	2	1		
Storage Bay Dist (ft)				225	
Storage Blk Time (%)				0	5
Queuing Penalty (veh)				0	3

**Intersection: 2: Dundee Avenue & Forest Hill Avenue**

Movement	NB
Directions Served	R
Maximum Queue (ft)	49
Average Queue (ft)	25
95th Queue (ft)	47
Link Distance (ft)	911
Upstream Blk Time (%)	
Queuing Penalty (veh)	
Storage Bay Dist (ft)	
Storage Blk Time (%)	
Queuing Penalty (veh)	

**Intersection: 3: W 34th Street & Semmes Avenue**

Movement	EB	EB	WB	WB	NB	SB
Directions Served	LT	TR	LT	TR	LTR	LTR
Maximum Queue (ft)	191	194	286	288	240	58
Average Queue (ft)	105	119	141	151	194	16
95th Queue (ft)	170	182	241	257	274	44
Link Distance (ft)	355	355	1053	1053	218	218
Upstream Blk Time (%)					18	
Queuing Penalty (veh)					0	
Storage Bay Dist (ft)						
Storage Blk Time (%)						
Queuing Penalty (veh)						

**Intersection: 4: W 31st Street & Semmes Avenue**

Movement	EB	EB	WB	WB	NB	SB
Directions Served	LT	TR	LT	TR	LTR	LTR
Maximum Queue (ft)	93	49	121	95	65	41
Average Queue (ft)	13	2	22	5	30	13
95th Queue (ft)	55	26	76	45	55	38
Link Distance (ft)	1053	1053	1048	1048	673	745
Upstream Blk Time (%)						
Queuing Penalty (veh)						
Storage Bay Dist (ft)						
Storage Blk Time (%)						
Queuing Penalty (veh)						

**Intersection: 5: W 28th Street & Semmes Avenue**

Movement	EB	EB	WB	WB	NB	SB
Directions Served	LT	TR	LT	TR	LTR	LTR
Maximum Queue (ft)	99	31	49	5	35	33
Average Queue (ft)	12	1	3	0	10	10
95th Queue (ft)	56	19	23	5	34	33
Link Distance (ft)	1048	1048	678	678	659	1074
Upstream Blk Time (%)						
Queuing Penalty (veh)						
Storage Bay Dist (ft)						
Storage Blk Time (%)						
Queuing Penalty (veh)						

**Intersection: 6: 26th Street & Semmes Avenue**

Movement	EB	EB	WB	WB	NB	SB
Directions Served	LT	TR	LT	TR	LTR	LTR
Maximum Queue (ft)	107	88	171	172	97	59
Average Queue (ft)	39	34	91	106	34	16
95th Queue (ft)	88	78	149	159	76	46
Link Distance (ft)	678	678	1403	1403	682	715
Upstream Blk Time (%)						
Queuing Penalty (veh)						
Storage Bay Dist (ft)						
Storage Blk Time (%)						
Queuing Penalty (veh)						

**Intersection: 7: Semmes Avenue & W 22nd Street**

Movement	EB	EB	WB	WB	SB
Directions Served	LT	T	T	TR	LR
Maximum Queue (ft)	334	255	30	36	619
Average Queue (ft)	113	32	1	2	343
95th Queue (ft)	269	157	17	20	764
Link Distance (ft)	1403	1403	1174	1174	859
Upstream Blk Time (%)					6
Queuing Penalty (veh)					0
Storage Bay Dist (ft)					
Storage Blk Time (%)					
Queuing Penalty (veh)					

**Intersection: 8: Cowardin Avenue & Semmes Avenue**

Movement	EB	EB	EB	EB	WB	WB	WB	NB	NB	NB	NB	NB
Directions Served	L	L	T	TR	L	T	TR	L	T	T	T	R
Maximum Queue (ft)	298	309	180	208	219	346	322	279	680	673	533	210
Average Queue (ft)	174	190	98	132	138	203	191	240	425	408	217	63
95th Queue (ft)	272	279	166	195	235	302	283	330	907	863	448	195
Link Distance (ft)			1174	1174		1231	1231		1562	1562	1562	
Upstream Blk Time (%)												
Queuing Penalty (veh)												
Storage Bay Dist (ft)	480	480			220			280				210
Storage Blk Time (%)					1	5		39	29		5	0
Queuing Penalty (veh)					2	9		138	61		6	1

**Intersection: 8: Cowardin Avenue & Semmes Avenue**

Movement	SB	SB	SB	SB	SB
Directions Served	L	T	T	T	R
Maximum Queue (ft)	200	638	620	626	610
Average Queue (ft)	168	438	416	366	298
95th Queue (ft)	253	786	747	713	579
Link Distance (ft)		1288	1288	1288	
Upstream Blk Time (%)		0	0	0	
Queuing Penalty (veh)		0	0	0	
Storage Bay Dist (ft)	200				750
Storage Blk Time (%)	28	46		1	0
Queuing Penalty (veh)	117	55		10	2

Intersection: 21: Forest Hill Avenue & Semmes Avenue

Movement	EB	EB	SB	SB
Directions Served	L	T	R	R
Maximum Queue (ft)	118	20	192	218
Average Queue (ft)	9	0	41	49
95th Queue (ft)	51	10	131	146
Link Distance (ft)	1060		355	355
Upstream Blk Time (%)				
Queuing Penalty (veh)				
Storage Bay Dist (ft)		100		
Storage Blk Time (%)	0	0		
Queuing Penalty (veh)	0	0		

Network Summary

Network wide Queuing Penalty: 409

# Appendix C – Model Output Volumes

Corridor	Segments	Richmond Model Outputs															
		Link Direction	2017				2045				Growth Rate (2017-2045)						
			AM	PM	MD	Daily	AM	PM	MD	Daily	AM	PM	MD	Daily	PH Average	Daily Average	
US 60	West of W Roanoke St	EB	1,005	1,006	3,078	7,326	1,137	1,044	3,081	7,589	0.4%	0.1%	0.0%	0.1%	0.3%	0.1%	
		WB	613	1,043	3,002	6,582	680	1,236	3,188	6,963	0.4%	0.6%	0.2%	0.2%	0.5%	0.2%	
		<b>2-way total</b>	<b>1,618</b>	<b>2,049</b>	<b>6,080</b>	<b>13,908</b>	<b>1,817</b>	<b>2,280</b>	<b>6,269</b>	<b>14,552</b>	<b>0.4%</b>	<b>0.4%</b>	<b>0.1%</b>	<b>0.2%</b>	<b>0.4%</b>	<b>0.2%</b>	
	West of Dundee Ave	EB	1,952	1,768	5,270	13,059	2,161	1,761	5,534	14,143	0.4%	0.0%	0.2%	0.3%	0.2%	0.3%	
		WB	1,188	2,206	5,433	12,894	1,263	2,284	5,450	12,711	0.2%	0.1%	0.0%	-0.1%	0.2%	-0.1%	
		<b>2-way total</b>	<b>3,140</b>	<b>3,974</b>	<b>10,703</b>	<b>25,953</b>	<b>3,424</b>	<b>4,045</b>	<b>10,984</b>	<b>26,854</b>	<b>0.3%</b>	<b>0.1%</b>	<b>0.1%</b>	<b>0.1%</b>	<b>0.2%</b>	<b>0.1%</b>	
	East of Dundee Ave	EB	1,959	1,586	5,102	12,528	2,256	1,565	5,421	13,968	0.5%	0.0%	0.2%	0.4%	0.2%	0.4%	
		WB	962	1,977	4,874	11,303	1,034	2,053	4,664	11,146	0.3%	0.1%	-0.2%	0.0%	0.2%	0.0%	
		<b>2-way total</b>	<b>2,921</b>	<b>3,563</b>	<b>9,976</b>	<b>23,831</b>	<b>3,290</b>	<b>3,618</b>	<b>10,085</b>	<b>25,114</b>	<b>0.4%</b>	<b>0.1%</b>	<b>0.0%</b>	<b>0.2%</b>	<b>0.2%</b>	<b>0.2%</b>	
	West of US 1 (Cowardin Ave)	EB	2,062	1,553	5,306	12,979	2,369	1,547	5,748	14,575	0.5%	0.0%	0.3%	0.4%	0.2%	0.4%	
		WB	899	2,123	5,198	11,982	973	2,214	5,101	11,978	0.3%	0.2%	-0.1%	0.0%	0.2%	0.0%	
		<b>2-way total</b>	<b>2,961</b>	<b>3,676</b>	<b>10,504</b>	<b>24,961</b>	<b>3,342</b>	<b>3,761</b>	<b>10,849</b>	<b>26,553</b>	<b>0.4%</b>	<b>0.1%</b>	<b>0.1%</b>	<b>0.2%</b>	<b>0.3%</b>	<b>0.2%</b>	
	East of US 1 (Cowardin Ave)	EB	2,154	1,365	5,206	12,487	2,263	1,448	5,024	13,299	0.2%	0.2%	-0.1%	0.2%	0.2%	0.2%	
		WB	820	2,147	5,328	11,898	852	2,404	5,493	12,274	0.1%	0.4%	0.1%	0.1%	0.3%	0.1%	
<b>2-way total</b>		<b>2,974</b>	<b>3,512</b>	<b>10,534</b>	<b>24,385</b>	<b>3,115</b>	<b>3,852</b>	<b>10,517</b>	<b>25,573</b>	<b>0.2%</b>	<b>0.3%</b>	<b>0.0%</b>	<b>0.2%</b>	<b>0.2%</b>	<b>0.2%</b>		
<b>Corridor Average</b>		-	-	-	-	-	-	-	-	<b>0.3%</b>	<b>0.2%</b>	<b>0.1%</b>	<b>0.2%</b>	<b>0.2%</b>	<b>0.2%</b>		
W Roanoke St	South of Forest Hill Ave	NB	974	799	2,341	6,068	1,050	748	2,593	6,842	0.3%	-0.2%	0.4%	0.4%	0.0%	0.4%	
		SB	602	1,201	2,580	6,648	609	1,079	2,402	6,036	0.0%	-0.4%	-0.3%	-0.3%	-0.2%	-0.3%	
		<b>2-way total</b>	<b>1,576</b>	<b>2,000</b>	<b>4,921</b>	<b>12,716</b>	<b>1,659</b>	<b>1,827</b>	<b>4,995</b>	<b>12,878</b>	<b>0.2%</b>	<b>-0.3%</b>	<b>0.1%</b>	<b>0.0%</b>	<b>-0.1%</b>	<b>0.0%</b>	
<b>Corridor Average</b>		-	-	-	-	-	-	-	-	<b>0.2%</b>	<b>-0.3%</b>	<b>0.1%</b>	<b>0.0%</b>	<b>-0.1%</b>	<b>0.0%</b>		
Forest Hill Ave	East of US 60 / Dundee Ave	EB	189	330	951	1,971	215	353	1,125	2,107	0.5%	0.2%	0.6%	0.2%	0.4%	0.2%	
		WB	423	378	1,342	3,032	539	388	1,798	3,498	0.9%	0.1%	1.1%	0.5%	0.5%	0.5%	
		<b>2-way total</b>	<b>612</b>	<b>708</b>	<b>2,293</b>	<b>5,003</b>	<b>754</b>	<b>741</b>	<b>2,923</b>	<b>5,605</b>	<b>0.7%</b>	<b>0.2%</b>	<b>0.9%</b>	<b>0.4%</b>	<b>0.5%</b>	<b>0.4%</b>	
<b>Corridor Average</b>		-	-	-	-	-	-	-	-	<b>0.7%</b>	<b>0.2%</b>	<b>0.8%</b>	<b>0.4%</b>	<b>0.4%</b>	<b>0.4%</b>		
Central Connector Along US 60 Between Dundee Ave and Cowardin Ave	North of US 60	NB	213	446	1,458	2,949	227	476	1,651	3,207	0.2%	0.2%	0.4%	0.3%	0.2%	0.3%	
		SB	381	336	1,630	3,153	403	382	1,717	3,328	0.2%	0.5%	0.2%	0.2%	0.3%	0.2%	
		<b>2-way total</b>	<b>594</b>	<b>782</b>	<b>3,088</b>	<b>6,102</b>	<b>630</b>	<b>858</b>	<b>3,368</b>	<b>6,535</b>	<b>0.2%</b>	<b>0.3%</b>	<b>0.2%</b>	<b>0.2%</b>	<b>0.3%</b>	<b>0.2%</b>	
	South of US 60	NB	65	124	247	721	61	127	286	718	-0.2%	0.1%	0.5%	0.0%	-0.1%	0.0%	
		SB	68	193	539	1,153	63	212	461	1,065	-0.3%	0.3%	-0.6%	-0.3%	0.0%	-0.3%	
<b>2-way total</b>		<b>133</b>	<b>317</b>	<b>786</b>	<b>1,874</b>	<b>124</b>	<b>339</b>	<b>747</b>	<b>1,783</b>	<b>-0.2%</b>	<b>0.2%</b>	<b>-0.2%</b>	<b>-0.2%</b>	<b>0.0%</b>	<b>-0.2%</b>		
<b>Corridor Average</b>		-	-	-	-	-	-	-	-	<b>0.0%</b>	<b>0.3%</b>	<b>0.1%</b>	<b>0.0%</b>	<b>0.1%</b>	<b>0.0%</b>		
US 1 (Cowardin Ave)	North of US 60	NB	2,578	1,573	6,524	14,663	2,811	1,925	7,038	16,231	0.3%	0.7%	0.3%	0.4%	0.5%	0.4%	
		SB	1,016	2,690	5,920	14,241	1,241	2,817	6,298	15,293	0.7%	0.2%	0.2%	0.3%	0.4%	0.3%	
		<b>2-way total</b>	<b>3,594</b>	<b>4,263</b>	<b>12,444</b>	<b>28,904</b>	<b>4,052</b>	<b>4,742</b>	<b>13,336</b>	<b>31,524</b>	<b>0.4%</b>	<b>0.4%</b>	<b>0.2%</b>	<b>0.3%</b>	<b>0.4%</b>	<b>0.3%</b>	
	South of US 60	NB	2,872	1,456	7,294	15,838	2,943	1,847	7,470	17,056	0.1%	0.9%	0.1%	0.3%	0.5%	0.3%	
		SB	1,138	2,785	6,920	15,822	1,358	3,028	7,847	17,692	0.6%	0.3%	0.4%	0.4%	0.5%	0.4%	
<b>2-way total</b>		<b>4,010</b>	<b>4,241</b>	<b>14,214</b>	<b>31,660</b>	<b>4,301</b>	<b>4,875</b>	<b>15,317</b>	<b>34,748</b>	<b>0.3%</b>	<b>0.5%</b>	<b>0.3%</b>	<b>0.3%</b>	<b>0.4%</b>	<b>0.3%</b>		
<b>Corridor Average</b>		-	-	-	-	-	-	-	-	<b>0.4%</b>	<b>0.5%</b>	<b>0.3%</b>	<b>0.3%</b>	<b>0.5%</b>	<b>0.3%</b>		

# Appendix D – Preliminary Cost Estimate

**App # - Route 60 Semmes Ave Improvements (Forest Hill/Roanoke Roundabout) VDOT Pipeline, Richmond**

**Opinion of Probable Project Costs - 3/22/2022**

Non-inflated Costs are in **FY2022** Dollars

Item	Description	Unit	Quantity	Unit Cost	Extension
<b>Mobilization Items</b>					
1	Mobilization	LS	1	\$ 213,000	\$ 213,000
2	CN Surveying	LS	1	\$ 23,000	\$ 23,000
	Construction Contingency (23%)	LS	1	\$ 54,280	\$ 54,280
	<b>MOBILIZATION SUB-TOTAL</b>				<b>\$ 236,000</b>
<b>Maintenance of Traffic (MOT) Items</b>					
3	Maintenance of Traffic	LS	1	\$ 77,597	\$ 77,597
	Allowances for Items (20%)	LS	1	\$ 15,519	\$ 15,519
	Construction Contingency (23%)	LS	1	\$ 21,417	\$ 21,417
	<b>MAINTENANCE OF TRAFFIC (MOT) SUB-TOTAL</b>				<b>\$ 77,597</b>
<b>Roadway Items</b>					
4	Field Office Type II	MO	1	\$ 1,500	\$ 1,500
5	Progress Schedule Baseline	LS	1	\$ 30,000	\$ 30,000
6	Progress Schedule Updates	EA	1	\$ 1,000	\$ 1,000
7	Clearing and Grubbing	ACRE	0.04	\$ 17,924	\$ 717
8	Demolition of Pavement	SY	514	\$ 35	\$ 17,990
9	Pavement - Mill and Overlay	SY	2052	\$ 27	\$ 55,635
10	Pavement - Full Depth Asphalt	SY	1114	\$ 211	\$ 235,318
11	Saw Cut Asphalt Concrete (Full Depth)	LF	518	\$ 6	\$ 3,108
12	Removal & Disposal of Existing Sidewalk/Median	SY	545	\$ 45	\$ 24,345
13	Removal & Disposal of Existing Curb & Gutter	LF	1134	\$ 49	\$ 55,566
14	Concrete Sidewalk	SY	578	\$ 61	\$ 35,246
15	Curb, Curb and Gutter	LF	1135	\$ 65	\$ 73,775
16	Median Strip (MS-1 or MS-1A)	SY	408	\$ 80	\$ 32,640
	Allowances for Items (20%)	LS	1	\$ 113,368	\$ 113,368
	Construction Contingency (23%)	LS	1	\$ 156,448	\$ 156,448
	<b>ROADWAY SUB-TOTAL</b>				<b>\$ 566,840</b>
<b>Hydraulics Items</b>					
17	E&S Controls	LS	1	\$ 19,399	\$ 19,399
	Allowances for Items (20%)	LS	1	\$ 3,880	\$ 3,880
	Construction Contingency (23%)	LS	1	\$ 5,354	\$ 5,354
	<b>HYDRAULICS SUB-TOTAL</b>				<b>\$ 19,399</b>
<b>Traffic Items</b>					
18	Remove Existing Traffic Signals, Per Intersection	EA	1	\$ 20,000	\$ 20,000
19	New Pedestrian Signals	EA	3	\$ 22,000	\$ 66,000
20	Ground Signing and Pavement Markings	LS	1	\$ 19,399	\$ 19,399
	Allowances for Items (20%)	LS	1	\$ 21,080	\$ 21,080
	Construction Contingency (23%)	LS	1	\$ 29,090	\$ 29,090
	<b>TRAFFIC SUB-TOTAL</b>				<b>\$ 105,399</b>
<b>Earthwork/Materials Items</b>					
1	Regular Excavation	CY	1108	\$ 81	\$ 89,666
2	Embankment	CY	554	\$ 60	\$ 33,467
	Allowances for Items (20%)	LS	1	\$ 24,627	\$ 24,627
	Construction Contingency (23%)	LS	1	\$ 33,985	\$ 33,985
	<b>EARTHWORK/MATERIALS SUB-TOTAL</b>				<b>\$ 123,133</b>

Other Items						
1	Landscaping	LS		\$	-	\$ -
2	Roadside Development	LS	1	\$	38,799	\$ 38,799
	Allowances for Items (20%)	LS	1	\$	7,760	\$ 7,760
	Construction Contingency (23%)	LS	1	\$	10,708	\$ 10,708
	<b>OTHER SUB-TOTAL</b>					<b>\$ 38,799</b>
	<b>MAJOR ITEMS SUBTOTAL</b>					<b>\$ 1,167,168</b>
Construction Totals						
	Allowances on Base Estimate (20%)	LS	1	\$	186,234	\$ 186,234
	<b>Construction Contract Total</b>					<b>\$ 1,353,401</b>
	Construction Contingency (All items except Bridge)	LS	1	\$	311,282	\$ 311,282
	Construction Contingency - Structures (0%)	LS	0	\$	-	\$ -
	<b>Construction Total (Before CEI and Require.)</b>					<b>\$ 1,664,683</b>
	Incidental Claims & Work Orders (5%)	LS	1	\$	67,670	\$ 67,670
	Contract Requirements (Incentive/Disinsentive) (5%)	LS	1	\$	67,670	\$ 67,670
	Incid. Claims and Incentive/Disinsentive Contingency	LS	1	\$	33,835	\$ 33,835
	<b>Construction Total (Before CEI)</b>					<b>\$ 1,833,858</b>
	Construction Engineering & Inspection (20%)	LS	1	\$	233,434	\$ 233,434
	CEI Construction Contingency	LS	1	\$	62,256	\$ 62,256
	CEI Allowances Contingency	LS	1	\$	37,247	\$ 37,247
	<b>CEI &amp; Work Order Total</b>					<b>\$ 332,937</b>

Total Construction Phase (in FY2022 Dollars) \$ 2,167,000

Total Construction Phase (in FY2024 Dollars) \$ 2,167,000

Preliminary Engineering						
	Preliminary Engineering					\$ 622,000
	Preliminary Engineering Contingency					\$ 143,060

Total Preliminary Engineering Phase (in FY2022 Dollars) \$ 765,000

Total Preliminary Engineering Phase (in FY2024 Dollars) \$ 765,000

Right of Way						
	Utilities	LS	1	\$	67,670	\$ 67,670
	Utilities Contingency					\$ 15,564
	Right of Way	LS	1	\$	870,000	\$ 870,000
	Right of Way Contingency					\$ 200,100

Total Right of Way Phase (in FY2022 Dollars) \$ 1,153,000

Total Right of Way Phase (in FY2024 Dollars) \$ 1,153,000

Total Project Cost in FY2022 Dollars \$ 4,085,000

Inflation 0.0%

Total Project Cost in FY2024 Dollars \$ 4,085,000

Inflation to AD						
	Inflation on PE					
	Inflation on RW					
	Inflation on CN					
	<b>Total Inflation on Project</b>					<b>\$ -</b>

Inflated Project Total (matches EstWkbk) \$ 4,085,000

**App # - Route 60 Semmes Ave Improvements (31st St Pedestrian Hybrid Beacon) VDOT Pipeline, Richmond**

**Opinion of Probable Project Costs - 3/22/2022**

Non-inflated Costs are in **FY2022** Dollars

Item	Description	Unit	Quantity	Unit Cost	Extension
<b>Mobilization Items</b>					
1	Mobilization	LS	1	\$ 158,000	\$ 158,000
2	CN Surveying	LS	1	\$ 7,000	\$ 7,000
	Construction Contingency (23%)	LS	1	\$ 37,950	\$ 37,950
	<b>MOBILIZATION SUB-TOTAL</b>				<b>\$ 165,000</b>
<b>Maintenance of Traffic (MOT) Items</b>					
3	Maintenance of Traffic	LS	1	\$ 23,849	\$ 23,849
	Allowances for Items (20%)	LS	1	\$ 4,770	\$ 4,770
	Construction Contingency (23%)	LS	1	\$ 6,582	\$ 6,582
	<b>MAINTENANCE OF TRAFFIC (MOT) SUB-TOTAL</b>				<b>\$ 23,849</b>
<b>Roadway Items</b>					
4	Field Office Type II	MO	1	\$ 1,500	\$ 1,500
5	Progress Schedule Baseline	LS	1	\$ 30,000	\$ 30,000
6	Progress Schedule Updates	EA	1	\$ 1,000	\$ 1,000
7	Clearing and Grubbing	ACRE	0.01	\$ 17,924	\$ 179
8	Removal & Disposal of Existing Sidewalk/Median	SY	15	\$ 45	\$ 680
9	Concrete Sidewalk	SY	53	\$ 61	\$ 3,240
10	Curb, Curb and Gutter	LF	19	\$ 65	\$ 1,240
	Allowances for Items (20%)	LS	1	\$ 7,568	\$ 7,568
	Construction Contingency (23%)	LS	1	\$ 10,444	\$ 10,444
	<b>ROADWAY SUB-TOTAL</b>				<b>\$ 37,839</b>
<b>Hydraulics Items</b>					
11	E&S Controls	LS	1	\$ 5,962	\$ 5,962
	Allowances for Items (20%)	LS	1	\$ 1,192	\$ 1,192
	Construction Contingency (23%)	LS	1	\$ 1,646	\$ 1,646
	<b>HYDRAULICS SUB-TOTAL</b>				<b>\$ 5,962</b>
<b>Traffic Items</b>					
12	New Pedestrian Hybrid Beacons	EA	1	\$ 200,000	\$ 200,000
13	Ground Signing and Pavement Markings	LS	1	\$ 5,962	\$ 5,962
	Allowances for Items (20%)	LS	1	\$ 41,192	\$ 41,192
	Construction Contingency (23%)	LS	1	\$ 56,846	\$ 56,846
	<b>TRAFFIC SUB-TOTAL</b>				<b>\$ 205,962</b>
<b>Earthwork/Materials Items</b>					
14	Regular Excavation	CY	6	\$ 81	\$ 474
15	Embankment	CY	3	\$ 60	\$ 177
	Allowances for Items (20%)	LS	1	\$ 130	\$ 130
	Construction Contingency (23%)	LS	1	\$ 180	\$ 180
	<b>EARTHWORK/MATERIALS SUB-TOTAL</b>				<b>\$ 651</b>
<b>Other Items</b>					
16	Roadside Development	LS	1	\$ 11,925	\$ 11,925
	Allowances for Items (20%)	LS	1	\$ 2,385	\$ 2,385
	Construction Contingency (23%)	LS	1	\$ 3,291	\$ 3,291
	<b>OTHER SUB-TOTAL</b>				<b>\$ 11,925</b>
	<b>MAJOR ITEMS SUBTOTAL</b>				<b>\$ 451,188</b>

<b>Construction Totals</b>					
Allowances on Base Estimate (20%)	LS	1	\$	57,238	\$ 57,238
<b>Construction Contract Total</b>					<b>\$ 508,426</b>
Construction Contingency (All items except Bridge)	LS	1	\$	116,938	\$ 116,938
Construction Contingency - Structures (0%)	LS	0	\$	-	\$ -
<b>Construction Total (Before CEI and Require.)</b>					<b>\$ 625,364</b>
Incidental Claims & Work Orders (5%)	LS	1	\$	25,421	\$ 25,421
Contract Requirements (Incentive/Disinsentive) (5%)	LS	1	\$	25,421	\$ 25,421
Incid. Claims and Incentive/Disinsentive Contingency	LS	1	\$	12,711	\$ 12,711
<b>Construction Total (Before CEI)</b>					<b>\$ 688,917</b>
Construction Engineering & Inspection (20%)	LS	1	\$	90,238	\$ 90,238
CEI Construction Contingency	LS	1	\$	23,388	\$ 23,388
CEI Allowances Contingency	LS	1	\$	11,448	\$ 11,448
<b>CEI &amp; Work Order Total</b>					<b>\$ 125,073</b>

**Total Construction Phase (in FY2022 Dollars) \$ 814,000**

**Total Construction Phase (in FY2024 Dollars) \$ 814,000**

<b>Preliminary Engineering</b>					
Preliminary Engineering					\$ 371,000
Preliminary Engineering Contingency					\$ 85,330

**Total Preliminary Engineering Phase (in FY2022 Dollars) \$ 456,000**

**Total Preliminary Engineering Phase (in FY2024 Dollars) \$ 456,000**

<b>Right of Way</b>					
Utilities	LS	1	\$	25,421	\$ 25,421
Utilities Contingency					\$ 5,847
Right of Way	LS	1	\$	20,000	\$ 20,000
Right of Way Contingency					\$ 4,600

**Total Right of Way Phase (in FY2022 Dollars) \$ 56,000**

**Total Right of Way Phase (in FY2024 Dollars) \$ 56,000**

**Total Project Cost in FY2022 Dollars \$ 1,326,000**

**Inflation 0.0%**

**Total Project Cost in FY2024 Dollars \$ 1,326,000**

<b>Inflation to AD</b>					
Inflation on PE					
Inflation on RW					
Inflation on CN					
<b>Total Inflation on Project</b>					<b>\$ -</b>

**Inflated Project Total (matches EstWkbb) \$ 1,326,000**

**App # - Route 60 Semmes Ave Improvements (Cowardin Ave. Intersection) VDOT Pipeline, Richmond**  
**Opinion of Probable Project Costs - 3/25/2022**

Non-inflated Costs are in **FY2022** Dollars

Item	Description	Unit	Quantity	Unit Cost	Extension
<b>Mobilization Items</b>					
1	Mobilization	LS	1	\$ 248,000	\$ 248,000
2	CN Surveying	LS	1	\$ 37,000	\$ 37,000
	Construction Contingency (23%)	LS	1	\$ 65,550	\$ 65,550
	<b>MOBILIZATION SUB-TOTAL</b>				<b>\$ 285,000</b>
<b>Maintenance of Traffic (MOT) Items</b>					
3	Maintenance of Traffic	LS	1	\$ 125,482	\$ 125,482
	Allowances for Items (20%)	LS	1	\$ 25,096	\$ 25,096
	Construction Contingency (23%)	LS	1	\$ 34,633	\$ 34,633
	<b>MAINTENANCE OF TRAFFIC (MOT) SUB-TOTAL</b>				<b>\$ 125,482</b>
<b>Roadway Items</b>					
4	Field Office Type II	MO	1	\$ 1,500	\$ 1,500
5	Progress Schedule Baseline	LS	1	\$ 30,000	\$ 30,000
6	Progress Schedule Updates	EA	1	\$ 1,000	\$ 1,000
7	Demolition of Pavement	SY	353	\$ 35	\$ 12,355
8	Pavement - Mill and Overlay	SY	9893	\$ 27	\$ 268,224
9	Saw Cut Asphalt Concrete (Full Depth)	LF	434	\$ 6	\$ 2,604
10	Removal & Disposal of Existing Sidewalk/Median	SY	372	\$ 45	\$ 16,617
11	Removal & Disposal of Existing Curb & Gutter	LF	424	\$ 49	\$ 20,776
12	Concrete Sidewalk	SY	386	\$ 61	\$ 23,538
13	Curb, Curb and Gutter	LF	1254	\$ 65	\$ 81,510
14	Median Strip (MS-1 or MS-1A)	SY	946	\$ 80	\$ 75,680
	Allowances for Items (20%)	LS	1	\$ 106,761	\$ 106,761
	Construction Contingency (23%)	LS	1	\$ 147,330	\$ 147,330
	<b>ROADWAY SUB-TOTAL</b>				<b>\$ 533,804</b>
<b>Hydraulics Items</b>					
15	E&S Controls	LS	1	\$ 31,370	\$ 31,370
	Allowances for Items (20%)	LS	1	\$ 6,274	\$ 6,274
	Construction Contingency (23%)	LS	1	\$ 8,658	\$ 8,658
	<b>HYDRAULICS SUB-TOTAL</b>				<b>\$ 31,370</b>
<b>Traffic Items</b>					
16	Remove Existing Traffic Signals, Per Intersection	EA	1	\$ 20,000	\$ 20,000
17	New Traffic Signals and Control Box, Per Intersection	EA	1	\$ 600,000	\$ 600,000
18	New Pedestrian Signals	EA	4	\$ 22,000	\$ 88,000
19	Ground Signing and Pavement Markings	LS	1	\$ 31,370	\$ 31,370
	Allowances for Items (20%)	LS	1	\$ 147,874	\$ 147,874
	Construction Contingency (23%)	LS	1	\$ 204,066	\$ 204,066
	<b>TRAFFIC SUB-TOTAL</b>				<b>\$ 739,370</b>
<b>Earthwork/Materials Items</b>					
20	Regular Excavation	CY	117	\$ 81	\$ 9,478
21	Embankment	CY	59	\$ 60	\$ 3,538
	Allowances for Items (20%)	LS	1	\$ 2,603	\$ 2,603
	Construction Contingency (23%)	LS	1	\$ 3,592	\$ 3,592
	<b>EARTHWORK/MATERIALS SUB-TOTAL</b>				<b>\$ 13,015</b>
<b>Other Items</b>					

22	Roadside Development	LS	1	\$	62,741	\$	62,741
	Allowances for Items (20%)	LS	1	\$	12,548	\$	12,548
	Construction Contingency (23%)	LS	1	\$	17,317	\$	17,317
	<b>OTHER SUB-TOTAL</b>					\$	<b>62,741</b>
	<b>MAJOR ITEMS SUBTOTAL</b>					\$	<b>1,790,784</b>
<b>Construction Totals</b>							
	Allowances on Base Estimate (20%)	LS	1	\$	301,157	\$	301,157
	<b>Construction Contract Total</b>					\$	<b>2,091,941</b>
	Construction Contingency (All items except Bridge)	LS	1	\$	481,146	\$	481,146
	Construction Contingency - Structures (0%)	LS	0	\$	-	\$	-
	<b>Construction Total (Before CEI and Require.)</b>					\$	<b>2,573,087</b>
	Incidental Claims & Work Orders (5%)	LS	1	\$	104,597	\$	104,597
	Contract Requirements (Incentive/Disinsentive) (5%)	LS	1	\$	104,597	\$	104,597
	Incid. Claims and Incentive/Disinsentive Contingency	LS	1	\$	52,299	\$	52,299
	<b>Construction Total (Before CEI)</b>					\$	<b>2,834,579</b>
	Construction Engineering & Inspection (20%)	LS	1	\$	358,157	\$	358,157
	CEI Construction Contingency	LS	1	\$	96,229	\$	96,229
	CEI Allowances Contingency	LS	1	\$	60,231	\$	60,231
	<b>CEI &amp; Work Order Total</b>					\$	<b>514,617</b>

**Total Construction Phase (in FY2022 Dollars) \$ 3,349,000**

**Total Construction Phase (in FY2024 Dollars) \$ 3,349,000**

<b>Preliminary Engineering</b>							
	Preliminary Engineering					\$	784,000
	Preliminary Engineering Contingency					\$	180,320

**Total Preliminary Engineering Phase (in FY2022 Dollars) \$ 964,000**

**Total Preliminary Engineering Phase (in FY2024 Dollars) \$ 964,000**

<b>Right of Way</b>							
	Utilities	LS	1	\$	104,597	\$	104,597
	Utilities Contingency					\$	24,057
	Right of Way	LS	0	\$	-	\$	-
	Right of Way Contingency					\$	-

**Total Right of Way Phase (in FY2022 Dollars) \$ 129,000**

**Total Right of Way Phase (in FY2024 Dollars) \$ 129,000**

**Total Project Cost in FY2022 Dollars \$ 4,442,000**

**Inflation 0.0%**

**Total Project Cost in FY2024 Dollars \$ 4,442,000**

<b>Inflation to AD</b>							
	Inflation on PE						
	Inflation on RW						
	Inflation on CN						
	<b>Total Inflation on Project</b>					\$	<b>-</b>

**Inflated Project Total (matches EstWkbbk) \$ 4,442,000**