



CREATIVITY BEYOND ENGINEERING

MEMORANDUM

DATE: August 20, 2024

TO: Andrew Beyer, P.E., Director of Public Works/City Engineer, City of Watertown

FR: Justin Schueler, P.E.
Shana Brummond, P.E., PTOE

RE: Downtown One-Way/Two-Way Street Conversion Traffic Study
Preliminary Findings (abbreviated study)
Watertown, Wisconsin

INTRODUCTION

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

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

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

STUDY AREA

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

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

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

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

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

CRASH ANALYSIS

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

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

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

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

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

Additional crash information is provided in Appendix A.

TRAFFIC VOLUMES

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

DAILY TRAFFIC VOLUMES

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

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

PEAK HOUR TRAFFIC VOLUME ESTIMATES

The Main Street (Cole Memorial) Bridge over the Rock River is currently under construction and closed for all of 2024. Due to the bridge closure, current intersection traffic counts could not be collected. raSmith utilized a mix of historic count data and local knowledge of the downtown travel patterns to estimate peak hour intersection traffic volumes for use in the preliminary analysis. Raw traffic data sources included WisDOT's hourly bidirectional traffic count data along the study area roadways, historic Year 2004 and 2017 intersection counts at Main Street with 3rd Street and 4th Street, and Year 2022 counts from the adjacent Main Street intersection with 5th Street location.

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

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

PRELIMINARY TRAFFIC ANALYSIS

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

EXISTING ONE-WAY TRAFFIC OPERATIONS

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

TWO-WAY TRAFFIC OPERATIONS

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

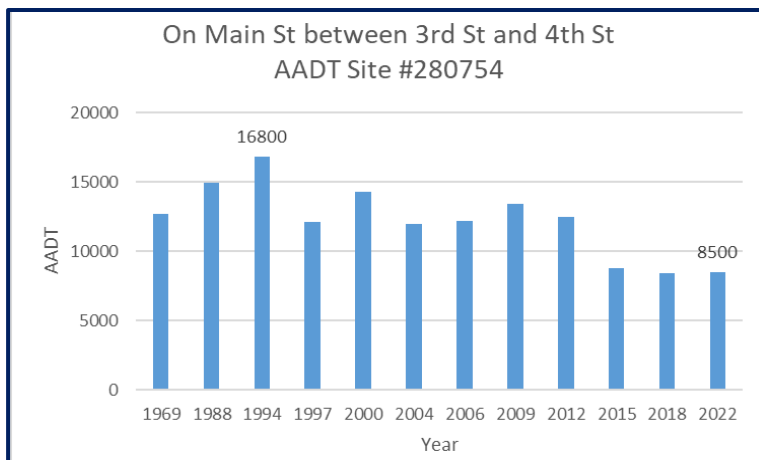


Figure 1
Historic AADT Volumes along Main Street

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

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

SUPPLEMENTAL OPERATIONAL ANALYSIS

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

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

NATIONAL STUDIES OF ONE-WAY TO TWO-WAY CONVERSION

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

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

CONCLUSIONS

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

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

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

ADDITIONAL CONSIDERATIONS

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

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

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

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

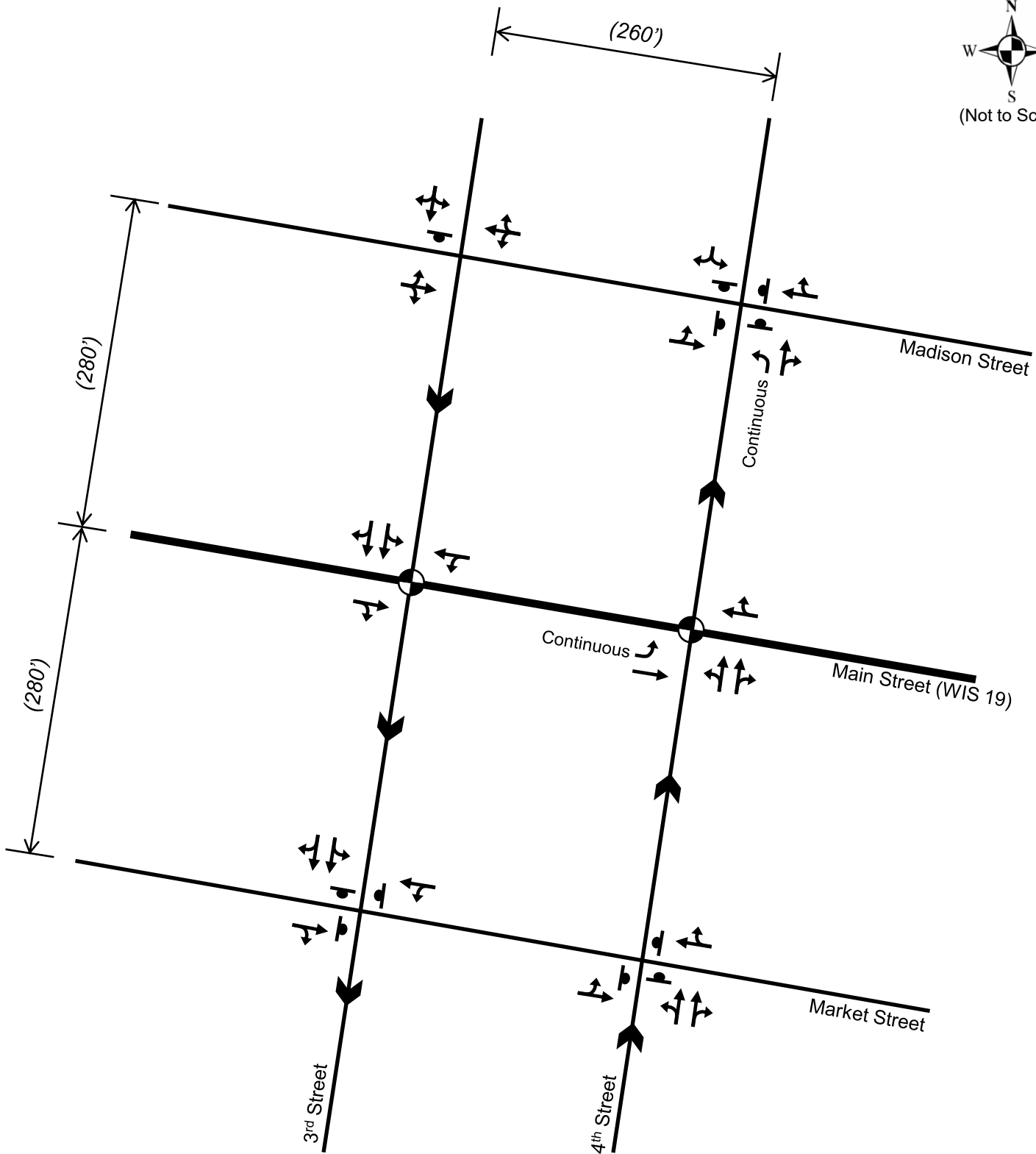
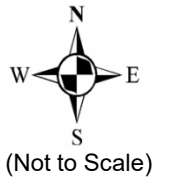


Legend

- = 3rd/4th St One-way Corridors
- = Other Downtown One-way Streets
- = Focus Area Study Intersection (signalized)
- = Focus Area Study Intersection (unsignalized)

**Downtown One-way Street System
Study Area Map**

Exhibit
1

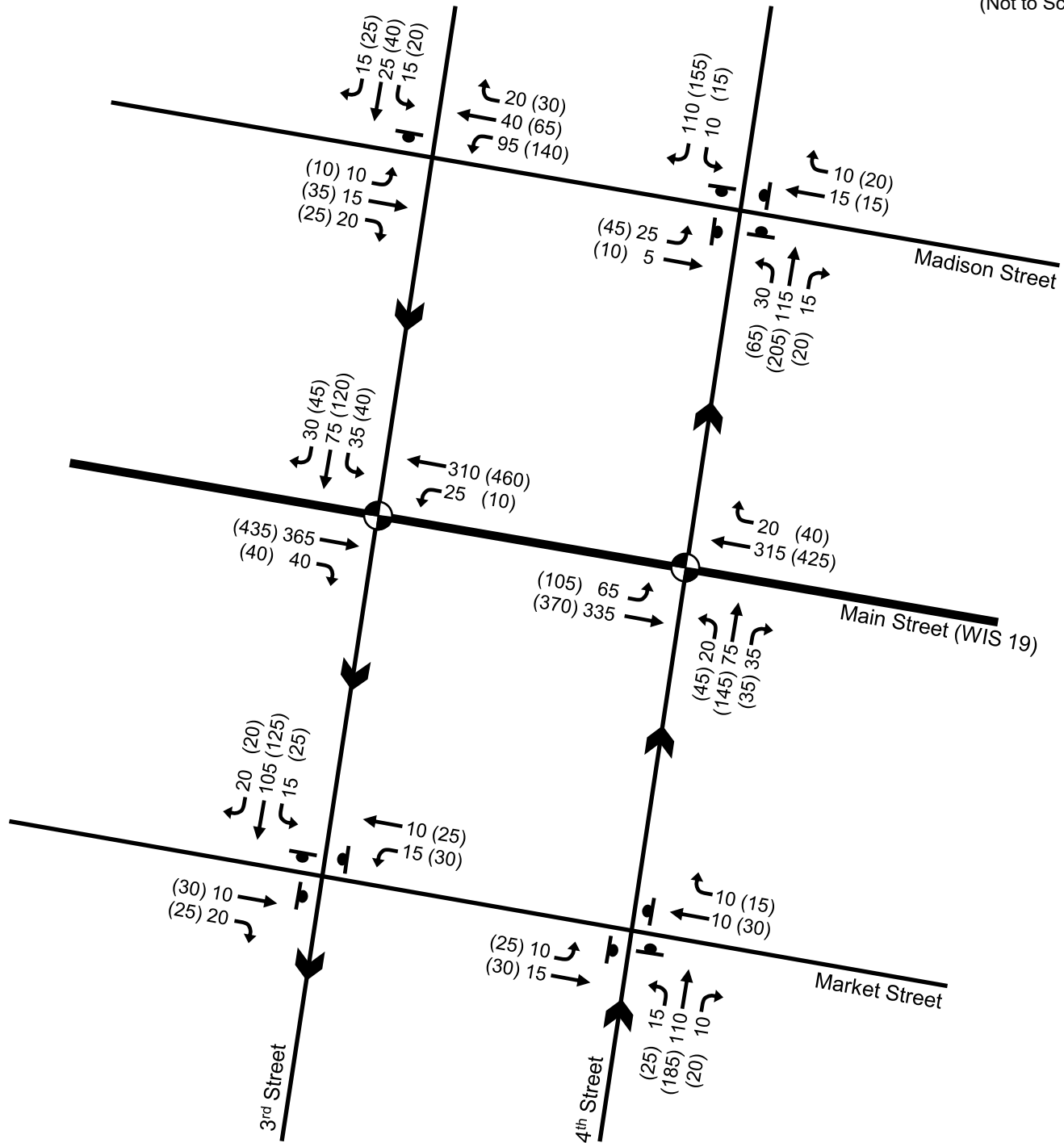
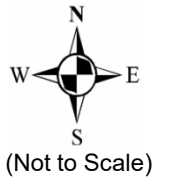


Legend

-  = Traffic Signal
-  = Stop Sign
-  = Lane Geometry
- (XXX') = Intersection Spacing, Centerline-to-Centerline, ft

**Focus Area Roadway Geometry
Existing One-way Configuration**

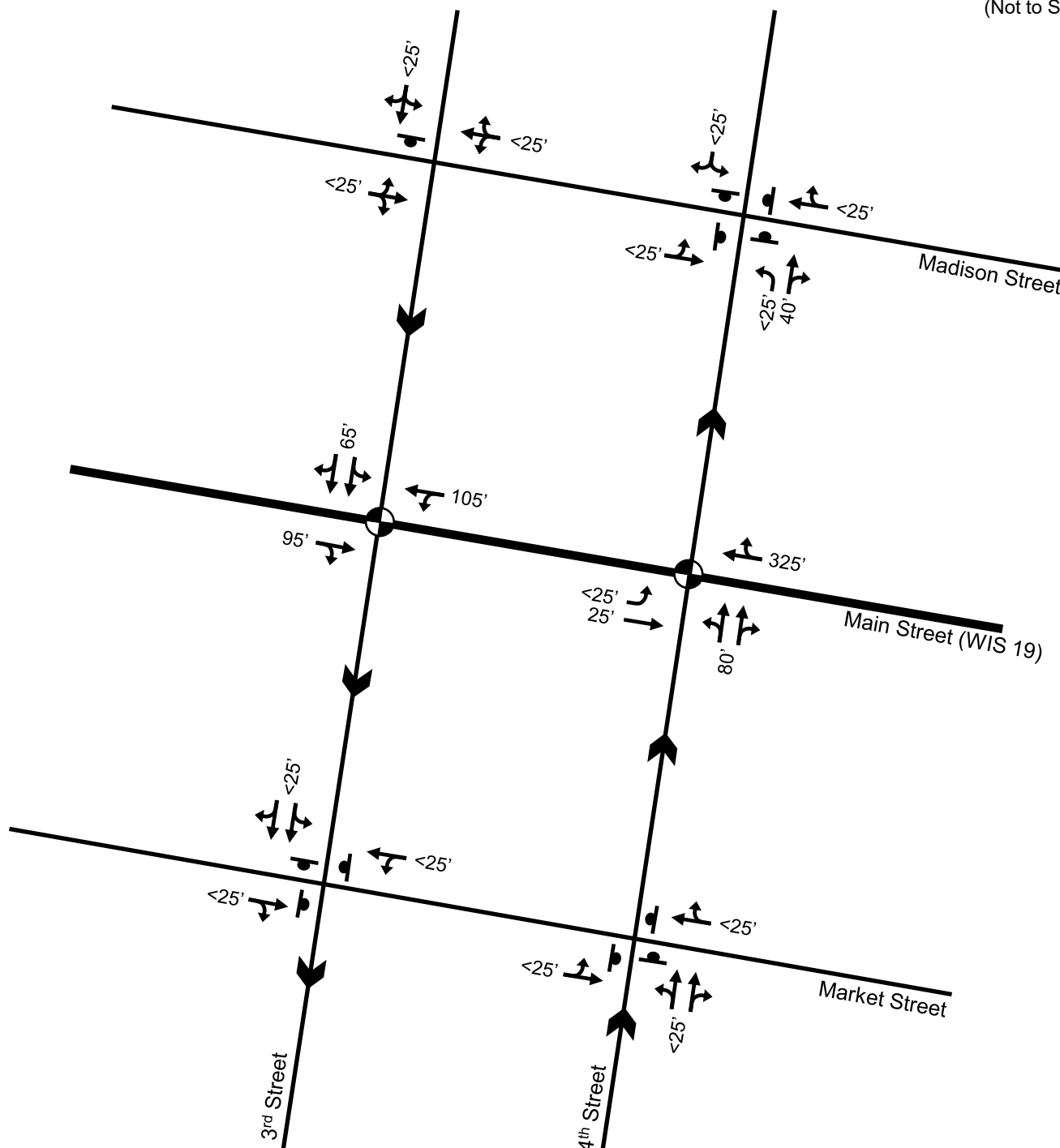
Exhibit
2



Intersection	Traffic Control	Peak Hour	Level of Service (LOS) per Movement by Approach											
			Eastbound			Westbound			Northbound			Southbound		
			L	T	R	L	T	R	L	T	R	L	T	R
3 rd St with Market St	Three-Way Stop Control	AM	-	A	A	A	A	-	-	-	-	A	A	A
		PM	-	A	A	A	A	-	-	-	-	A	A	A
3 rd St with Main St	Traffic Signal	AM	-	A	A	A	A	-	-	-	-	C	C	C
		PM	-	A	A	A	A	-	-	-	-	C	C	C
3 rd St with Madison St	One-Way Stop Control	AM	A	A	A	A	A	A	-	-	-	B	B	B
		PM	A	A	A	A	A	A	-	-	-	B	B	B
4 th Street with Market St	Three-Way Stop Control	AM	A	A	-	-	A	A	A	A	A	-	-	-
		PM	A	A	-	-	A	A	A	A	A	-	-	-
4 th St with Main St	Traffic Signal	AM	B	A	-	-	B	B	C	C	C	-	-	-
		PM	C	A	-	-	C	C	C	C	C	-	-	-
4 th St with Madison St	All-Way Stop Control	AM	A	A	-	-	A	A	A	A	A	A	-	A
		PM	A	A	-	-	A	A	A	B	B	A	-	A

Notes:

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

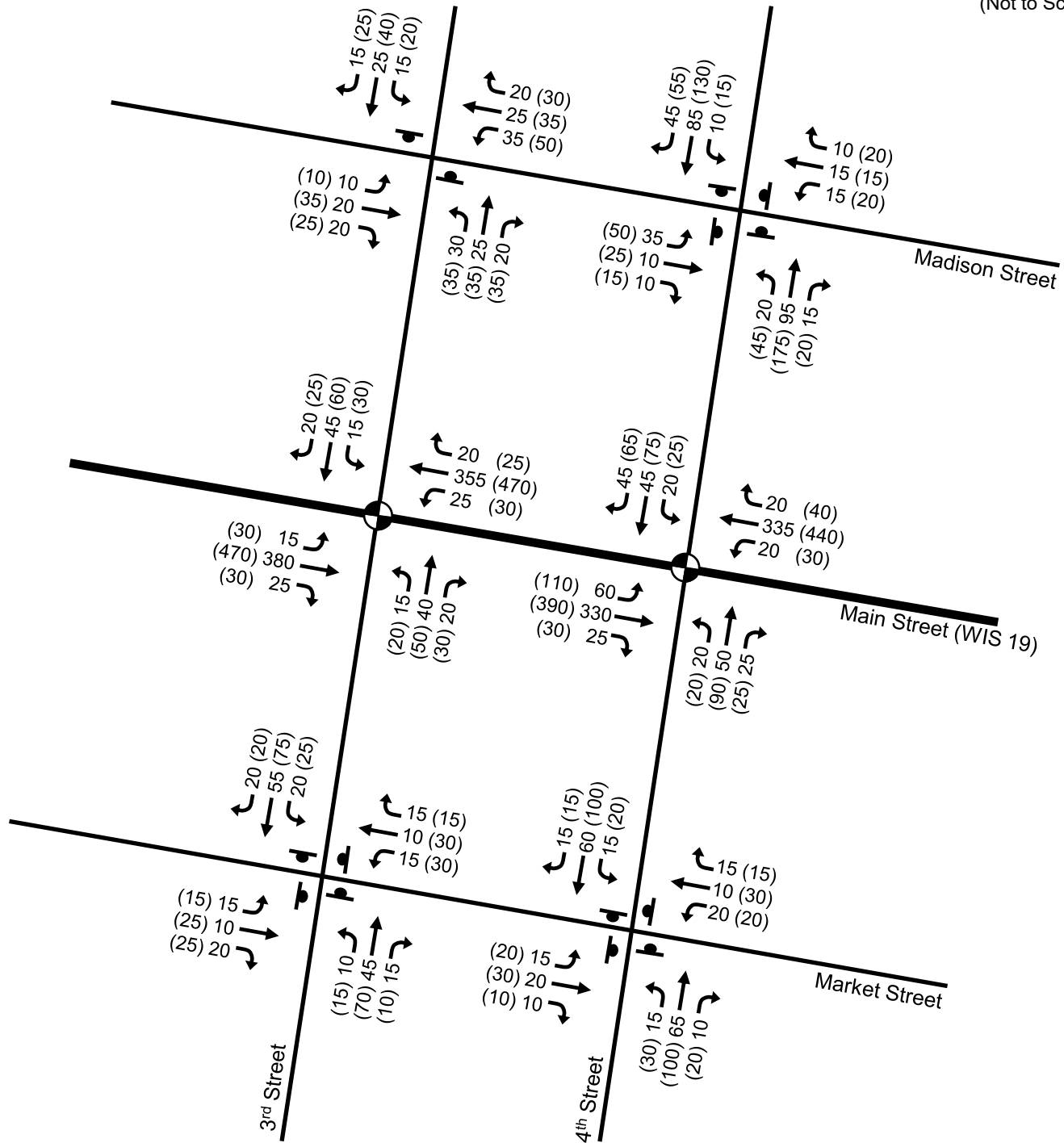
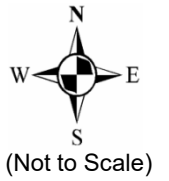


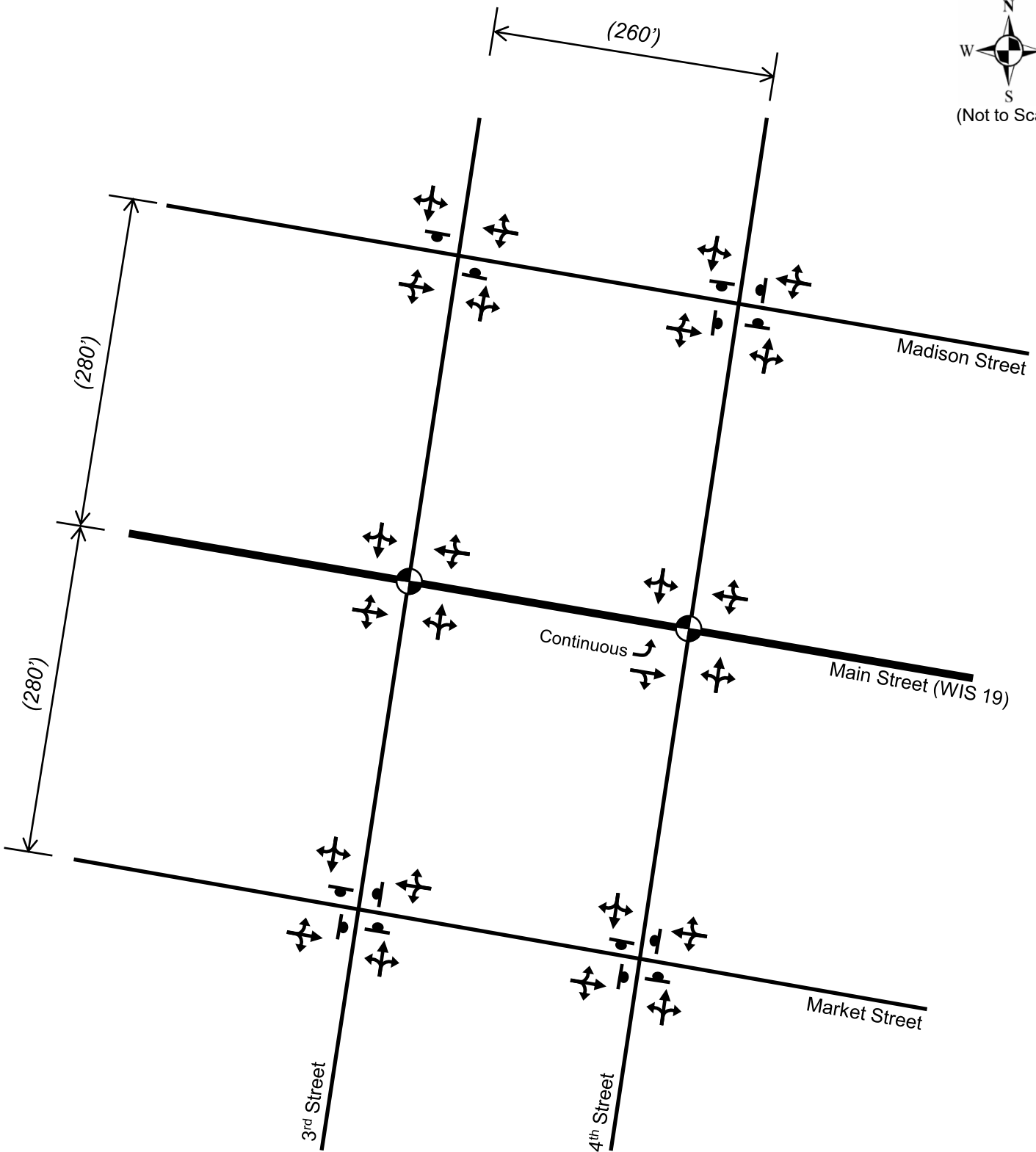
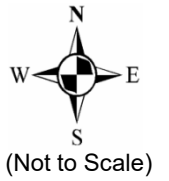
Legend

- XX' = Maximum (Synchro 95th Percentile) Queue (feet)
- = Traffic Signal = Stop Sign = One-way travel

**Year 2024 Peak Hour Traffic Queues
Existing One-Way Configuration**

Exhibit
5





Legend

-  = Traffic Signal
-  = Stop Sign
-  = Lane Geometry
- (XXX') = Intersection Spacing, Centerline-to-Centerline, ft

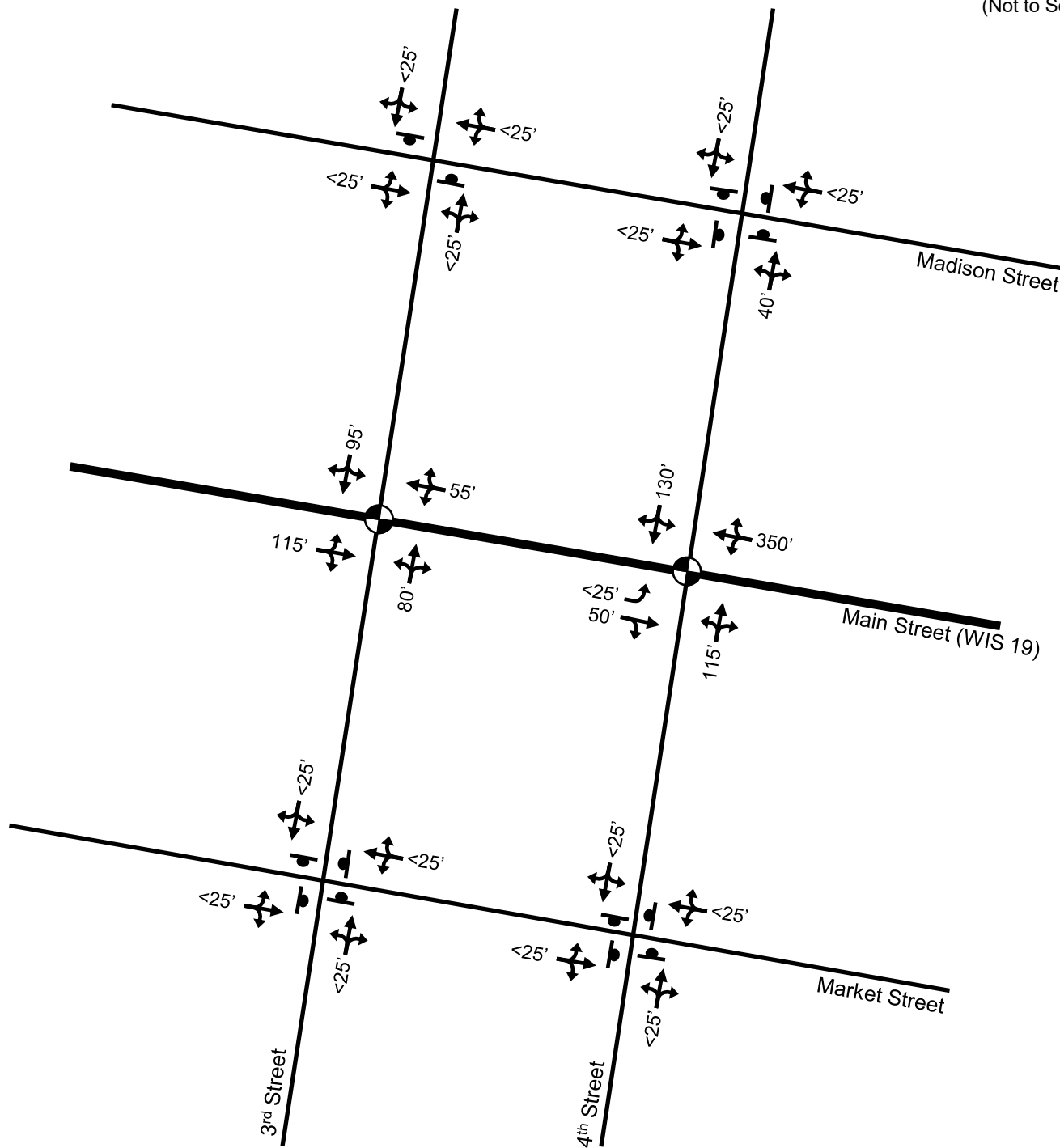
**Focus Area Roadway Geometry
Two-way Configuration**

Exhibit
7

Intersection	Traffic Control	Peak Hour	Level of Service (LOS) per Movement by Approach											
			Eastbound			Westbound			Northbound			Southbound		
			L	T	R	L	T	R	L	T	R	L	T	R
3 rd St with Market St	All-Way Stop Control	AM	A	A	A	A	A	A	A	A	A	A	A	A
		PM	A	A	A	A	A	A	A	A	A	A	A	A
3 rd St with Main St	Traffic Signal	AM	A	A	A	A	A	A	C	C	C	C	C	C
		PM	A	A	A	A	A	A	C	C	C	C	C	C
3 rd St with Madison St	All-Way Stop Control	AM	A	A	A	A	A	A	A	A	A	A	A	A
		PM	A	A	A	A	A	A	A	A	A	A	A	A
4 th Street with Market St	All-Way Stop Control	AM	A	A	A	A	A	A	A	A	A	A	A	A
		PM	A	A	A	A	A	A	A	A	A	A	A	A
4 th St with Main St	Traffic Signal	AM	B	A	A	B	B	B	C	C	C	C	C	C
		PM	B	A	A	B	B	B	C	C	C	C	C	C
4 th St with Madison St	All-Way Stop Control	AM	A	A	A	A	A	A	A	A	A	A	A	A
		PM	A	A	A	A	A	A	A	A	A	A	A	A

Notes:

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



Legend

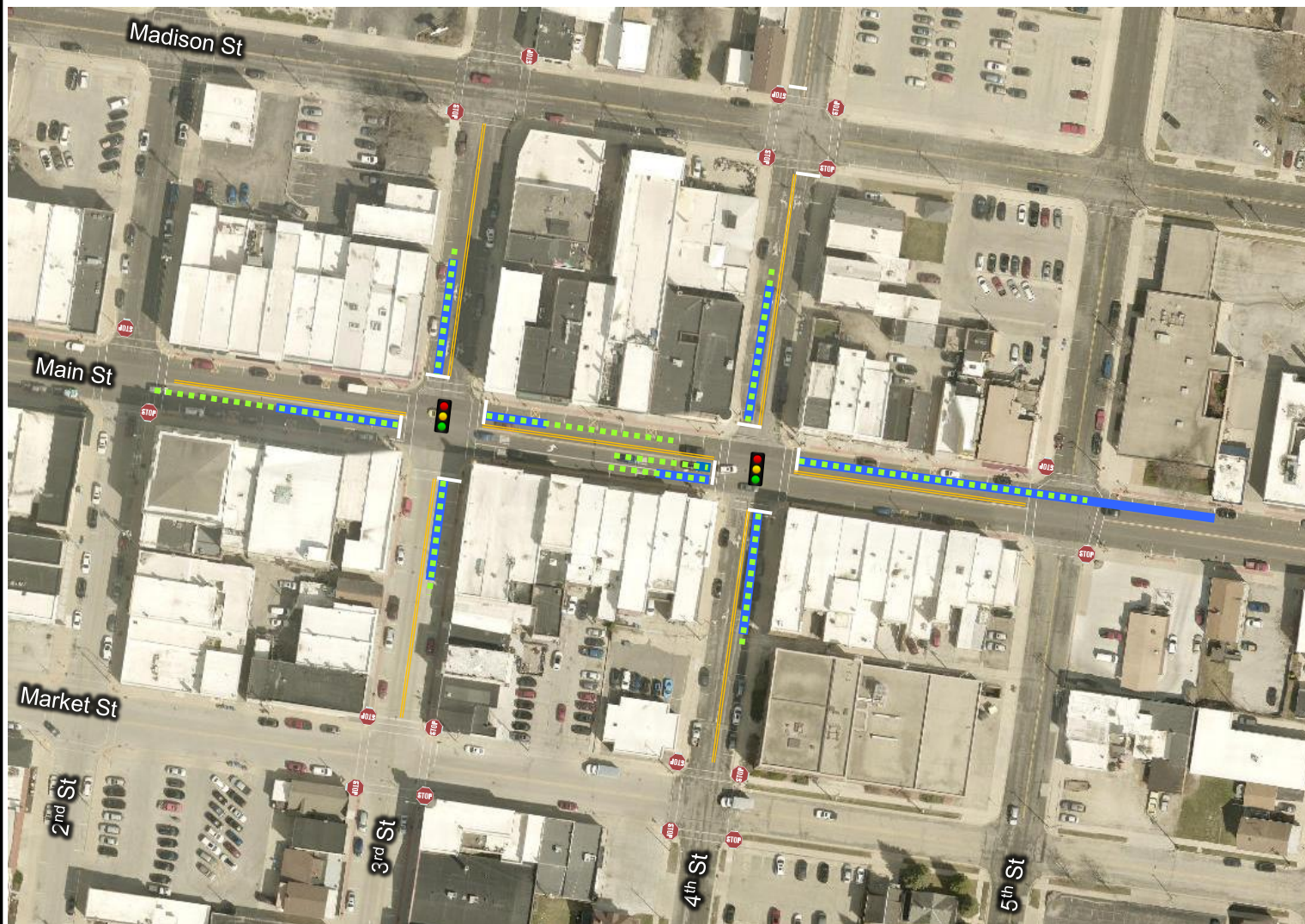
XX' = Maximum (Synchro 95th Percentile) Queue (feet)

 = Traffic Signal

 = Stop Sign

**Year 2024 Peak Hour Traffic Queues
Two-Way Configuration**

Exhibit
9



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

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

Legend

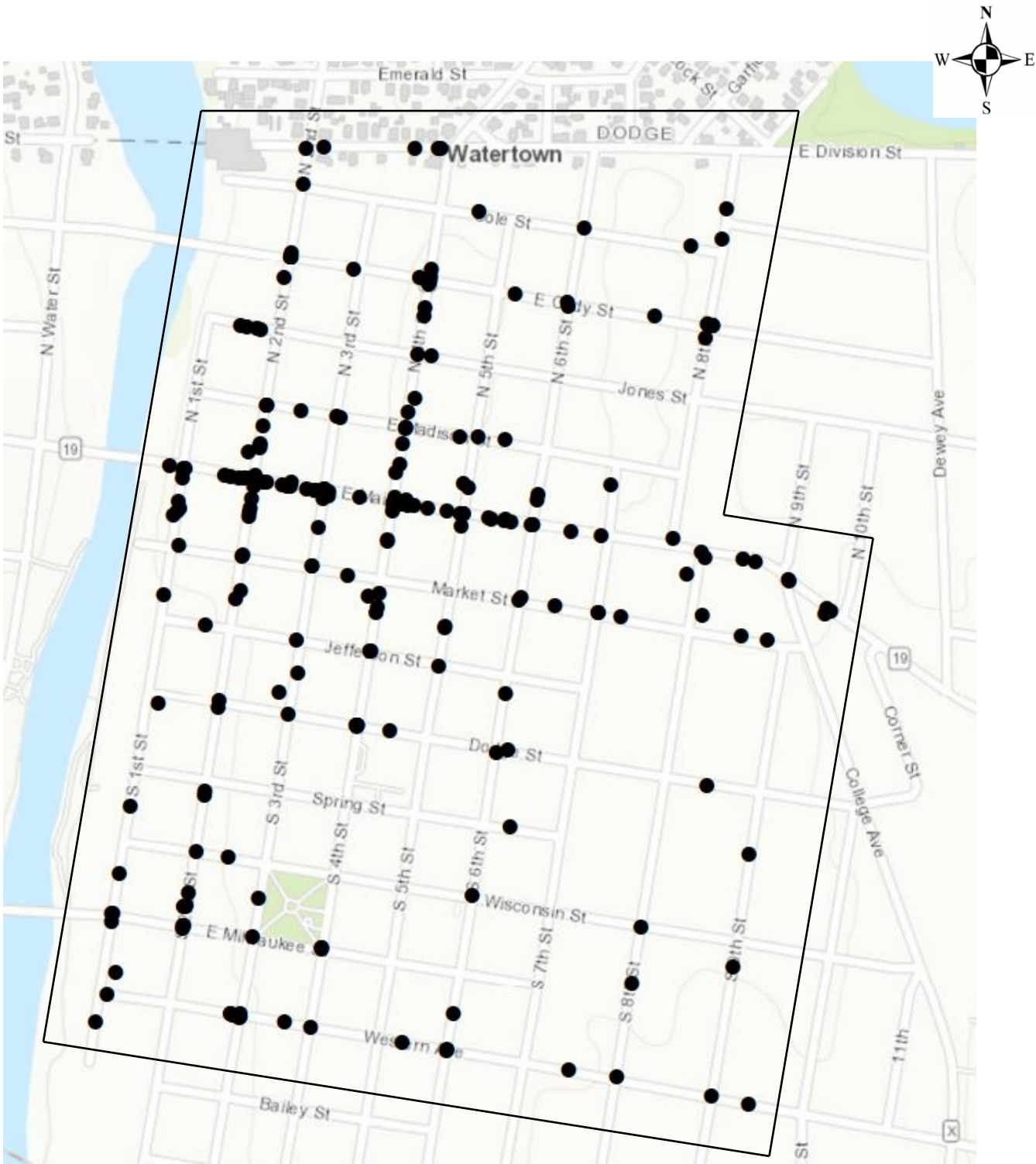
- = Synchro 95th Percentile Queue (ft)
- = SimTraffic 95th Percentile Queue (ft)

**Year 2024 Synchro and SimTraffic
95th Percentile Queues
Main Street with 3rd/Street 4th Street
Two-way Configuration**

Exhibit
10

APPENDIX A

Crash Maps



Crash Type								Severity				Total	
Rear End	Angle	Side Swipe	Fixed Object	Head On	Parked Vehicle	Other	Ped/Bike	Property Damage Only	Injury				
									K	A	B		C
36	140	22	38	6	70	4	15	275	1	4	29	22	331

Legend

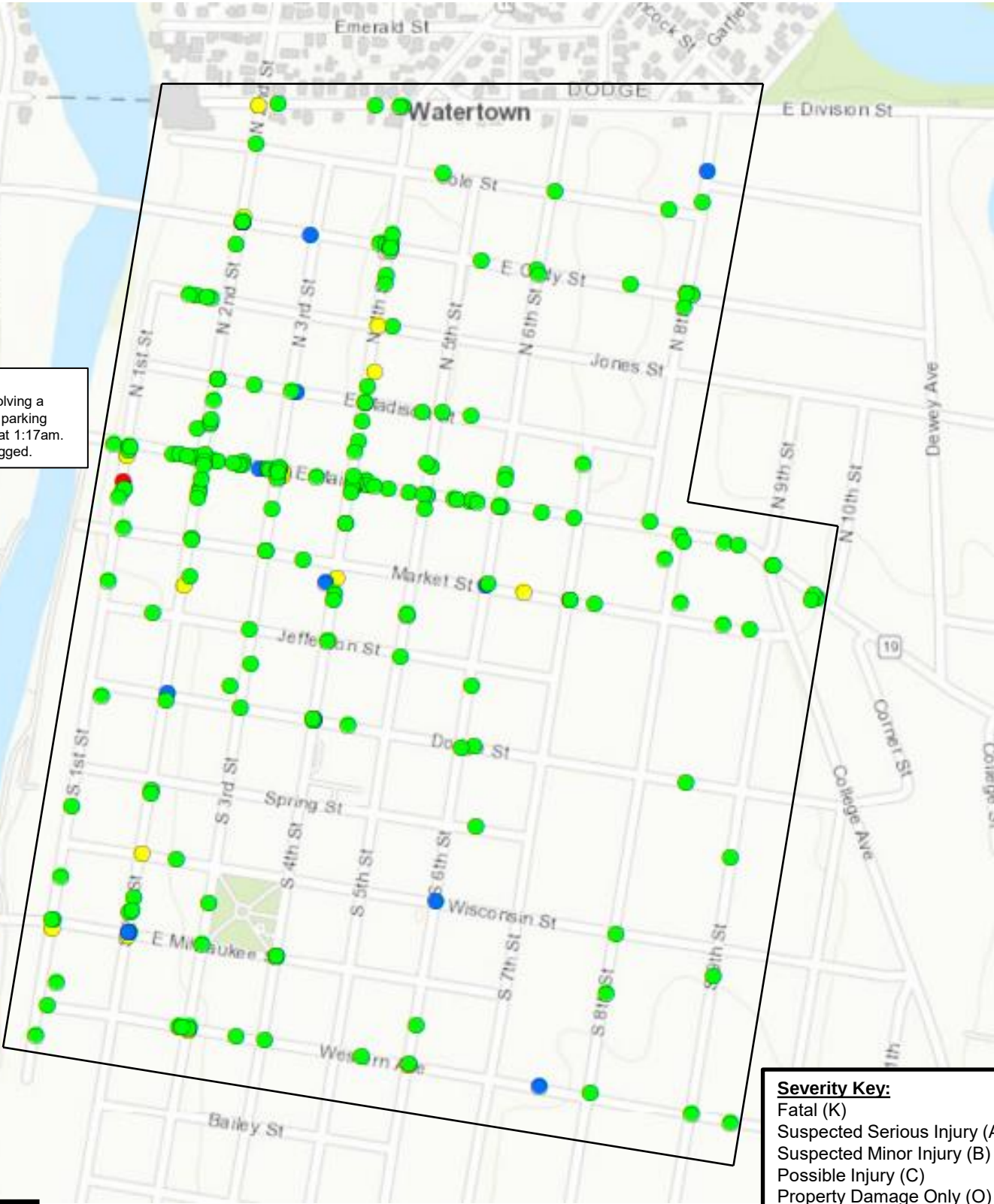
● = Reported Crash

Downtown One-Way Study Area
2018-2022 Total Crashes

Exhibit
A-1



1/15/2022
Fatal crash involving a pedestrian and parking truck occurred at 1:17am. Alcohol was flagged.

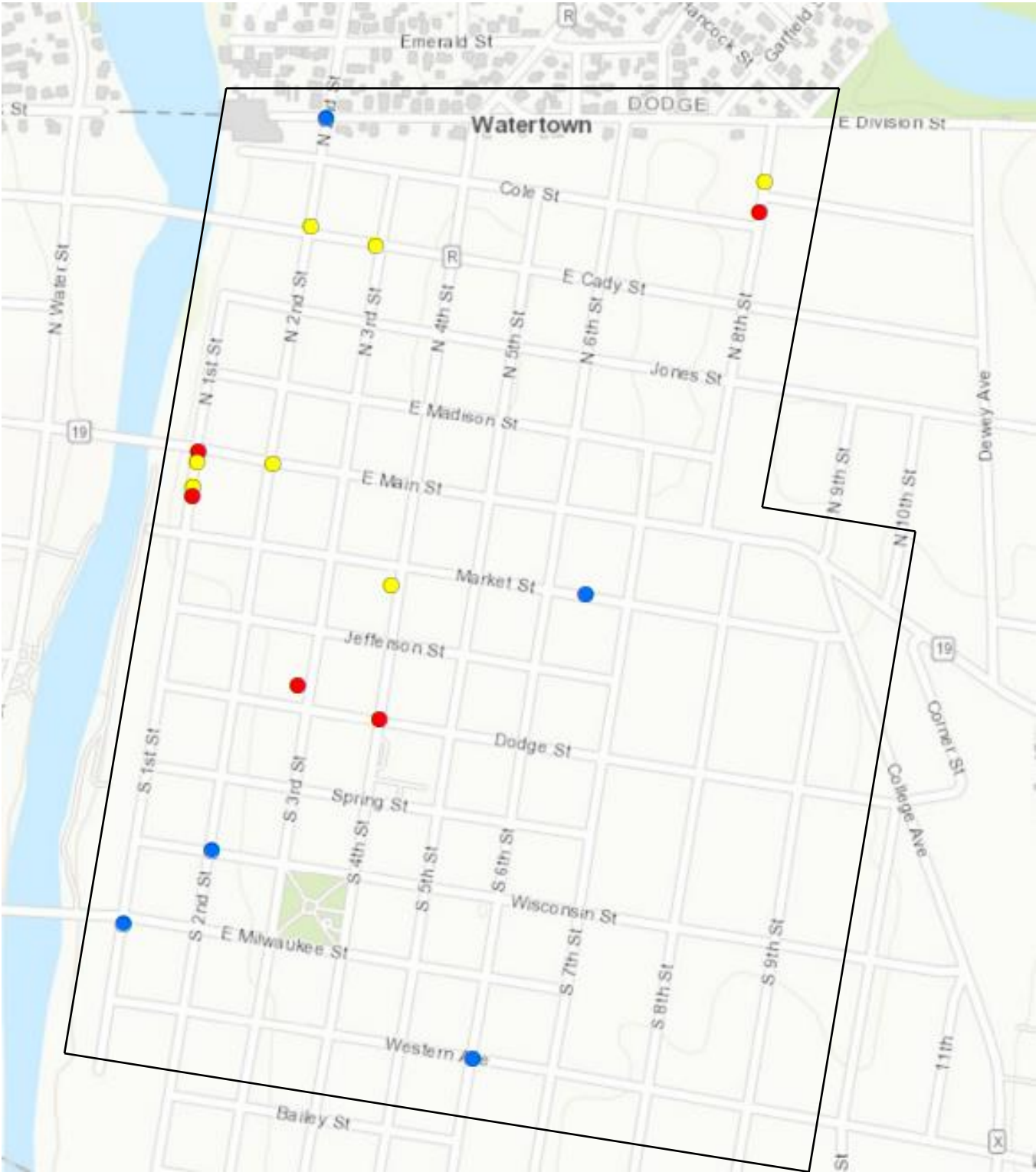


Legend

● = K ● = A ● = B ● = C ● = O

Downtown One-Way Study Area
2018-2022 Crashes by Severity

Exhibit
A-2



Legend

● = Head-on Crash ● = Bike Crash ● = Ped Crash

Downtown One-Way Study Area
2018-2022 Head-on/Ped/Bike Crashes

Exhibit
A-3



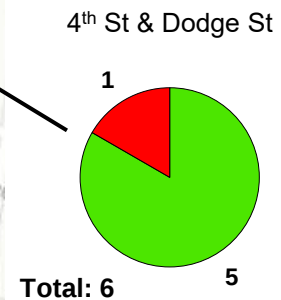
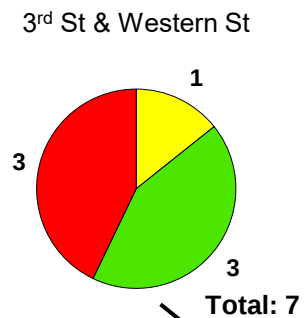
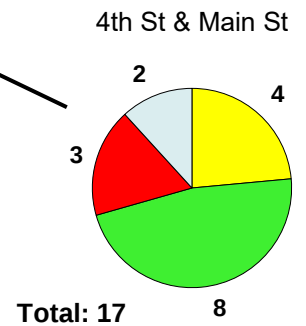
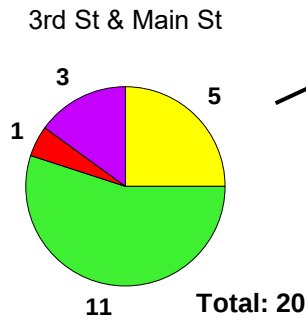
Street	Crash Type							Severity				Total	
	Rear End	Angle	Side Swipe	Fixed Object	Head On	Parked Vehicle	Ped/Bike	Property Damage Only	Injury				
									K	A	B		C
3 rd St	7	23	6	3	1	2	0	33	0	0	7	2	42
4 th St	4	22	4	6	1	5	1	36	0	0	4	3	43
Total	11	45	10	9	2	7	1	69	0	0	11	5	85

Legend

● = Reported Crash

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

Exhibit
A-4



Legend

● = FO ● = FTF ● = FTR ● = FTS ● = RTS ● = SSS
● = OTHER

Crash Type Key:
 Fixed Object (FO)
 Head On (FTF)
 Rear End (FTR)
 Angle: Front to Side (FTS)
 Angle: Rear to Side (RTS)
 Side Swipe (SSS)

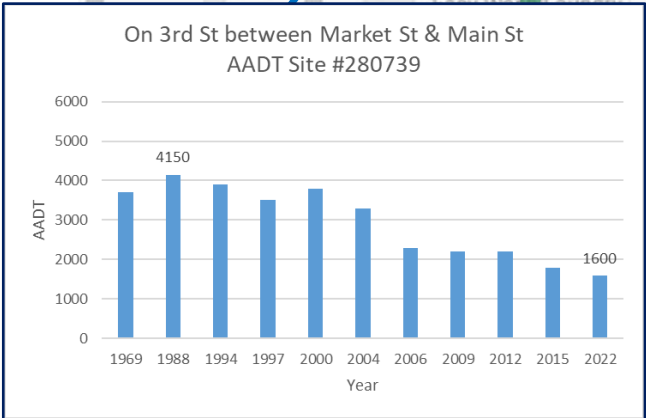
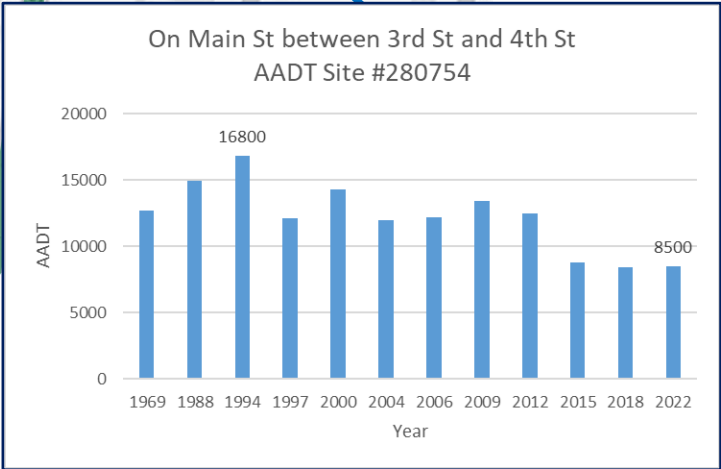
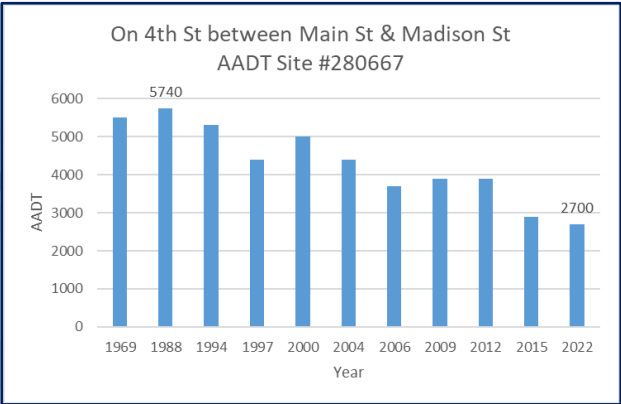
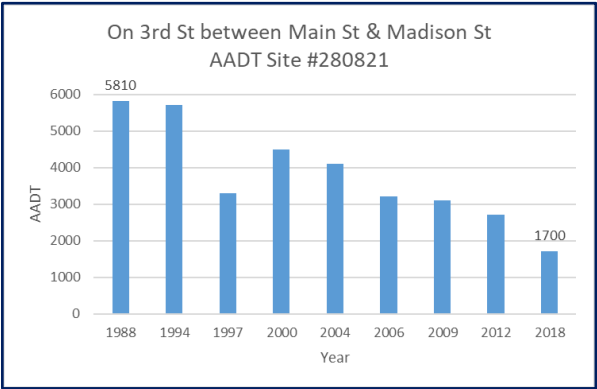
**3rd Street/4th Street Corridors
 2018-2022 Crashes by Type**

**Exhibit
 A-5**

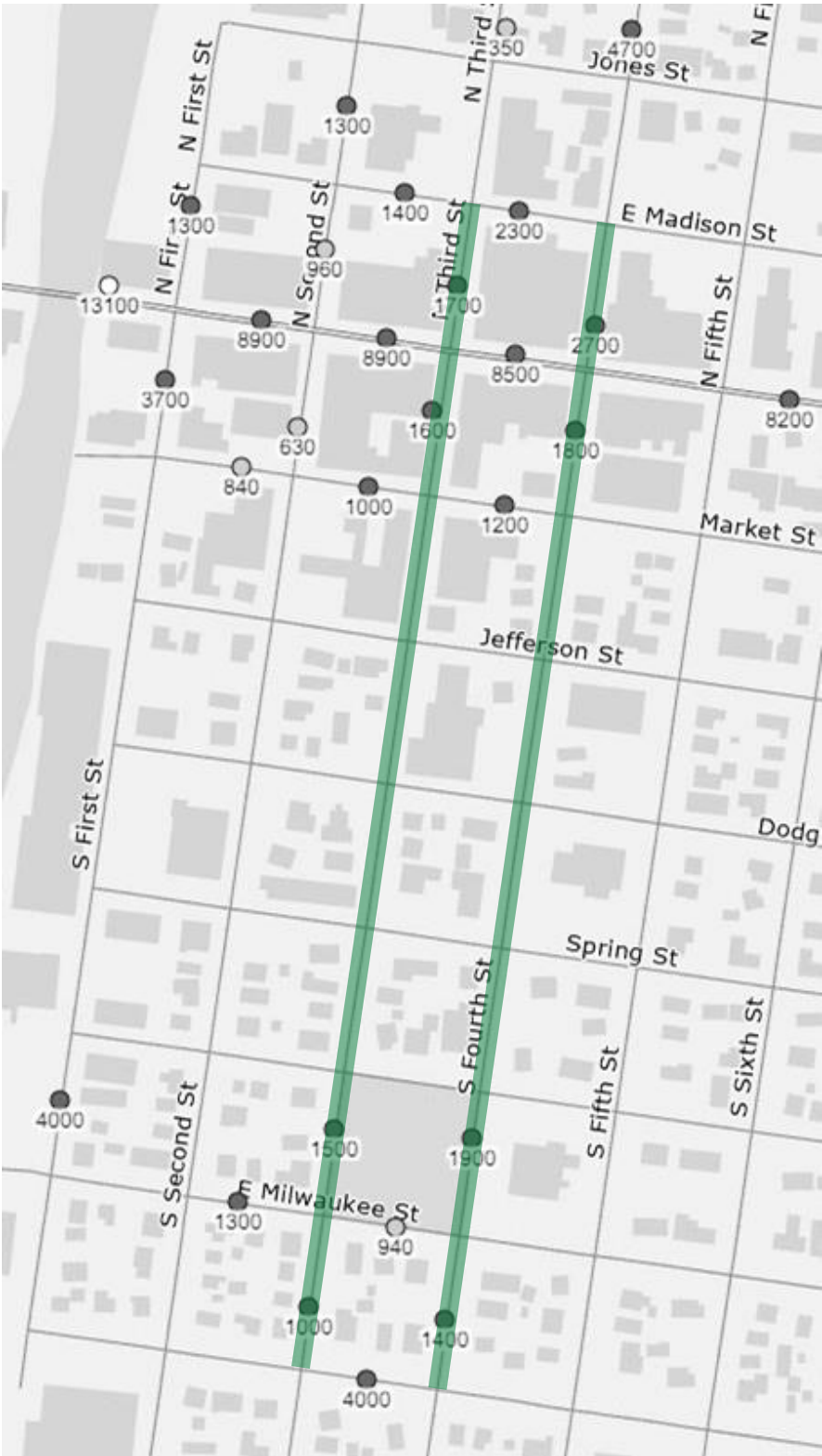
APPENDIX B

Traffic Information

Supplemental Volume Exhibits



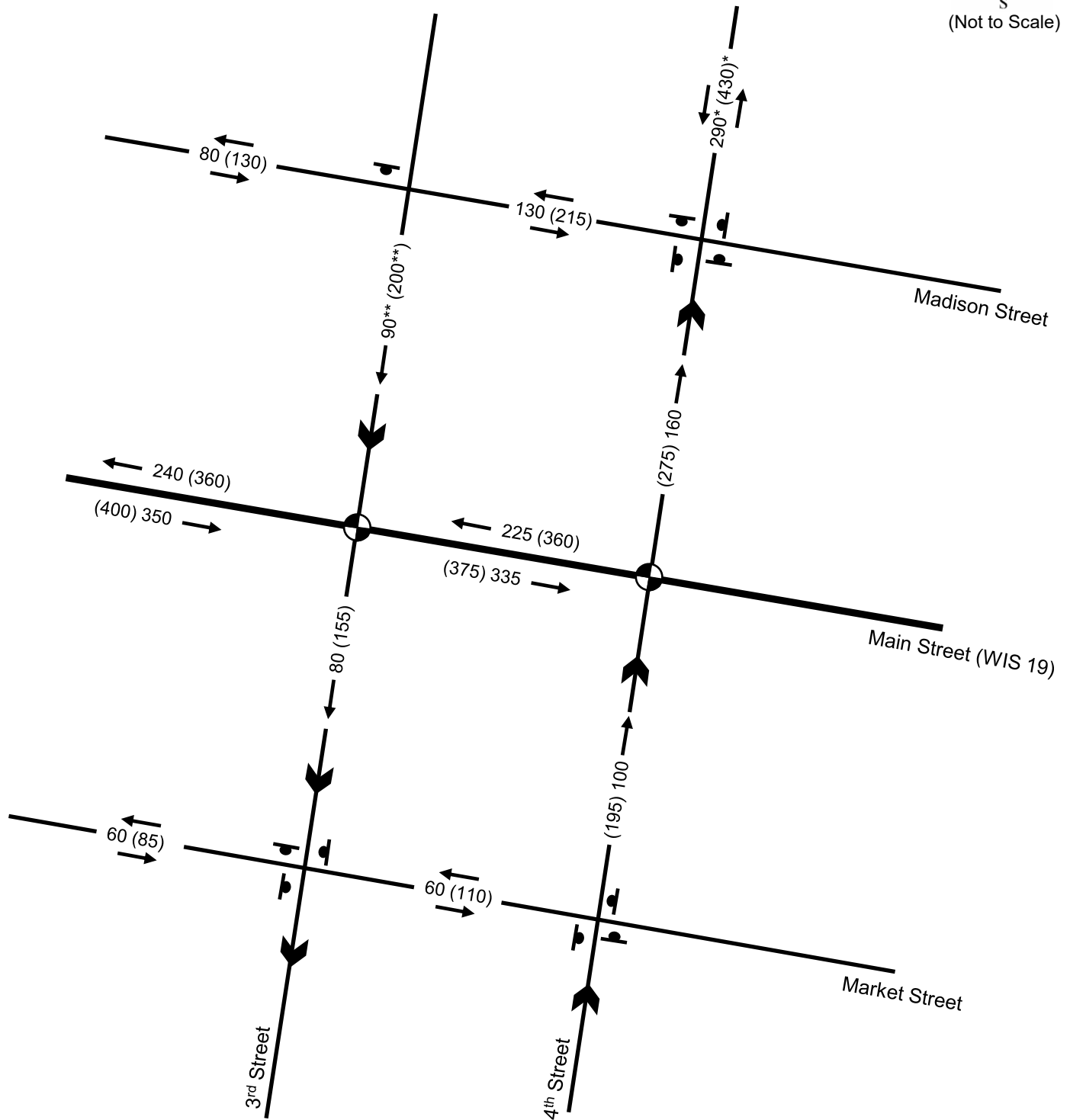
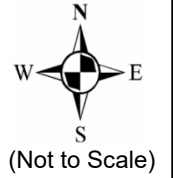
Note: Reported AADTs obtained from WisDOT



Source: WisDOT Traffic Count Map

Note: Reported AADTs represent volumes collected between 2018 and 2023, except 1st Street which was collected in 2009.

Existing Average Annual Daily Traffic (AADT) Volumes	Exhibit B-2
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Legend

XX = Weekday Morning Peak Hour Volume (7:00-8:00 AM)

(XX) = Weekday Evening Peak Hour Volume (4:00-5:00 PM)

= Traffic Signal = Stop Sign = One-way travel

Notes:

- Counts were collected by WisDOT in July of 2022
- * Indicates values were taken from the next available block

**WisDOT Bi-Directional
Roadway Counts**

**Exhibit
B-3**

Summary of Estimated PHF and Percent Heavy Vehicles

Intersection	Traffic Control	Peak Hour	Peak Hour Factor	Percent Heavy Vehicles			
				Eastbound	Westbound	Northbound	Southbound
3 rd St with Market St	All-Way Stop Control	AM	0.82	3%	3%	-	3%
		PM	0.90	3%	3%	-	3%
3 rd St with Main St	Traffic Signal	AM	0.82	3%	3%	-	3%
		PM	0.90	3%	3%	-	3%
3 rd St with Madison St	Two-Way Stop Control	AM	0.82	1%	3%	-	1%
		PM	0.90	1%	3%	-	1%
4 th St with Market St	All-Way Stop Control	AM	0.82	3%	1%	3%	-
		PM	0.90	3%	1%	3%	-
4 th St with Main St	Traffic Signal	AM	0.82	3%	3%	3%	-
		PM	0.90	3%	3%	3%	-
4 th St with Madison St	All-Way Stop Control	AM	0.82	1%	1%	3%	3%
		PM	0.90	1%	1%	3%	3%

Notes:

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

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

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

Intersection	Traffic Control	Peak Hour	Peak Hour Factor	Percent Heavy Vehicles			
				Eastbound	Westbound	Northbound	Southbound
3 rd St with Market St	All-Way Stop Control	AM	0.82	3%	3%	3%	3%
		PM	0.90	3%	3%	3%	3%
3 rd St with Main St	Traffic Signal	AM	0.82	3%	3%	3%	3%
		PM	0.90	3%	3%	3%	3%
3 rd St with Madison St	All-Way Stop Control	AM	0.82	1%	3%	3%	1%
		PM	0.90	1%	3%	3%	1%
4 th St with Market St	All-Way Stop Control	AM	0.82	3%	1%	3%	3%
		PM	0.90	3%	1%	3%	3%
4 th St with Main St	Traffic Signal	AM	0.82	3%	3%	3%	3%
		PM	0.90	3%	3%	3%	3%
4 th St with Madison St	All-Way Stop Control	AM	0.82	3%	1%	3%	3%
		PM	0.90	3%	1%	3%	3%

Notes:

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

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

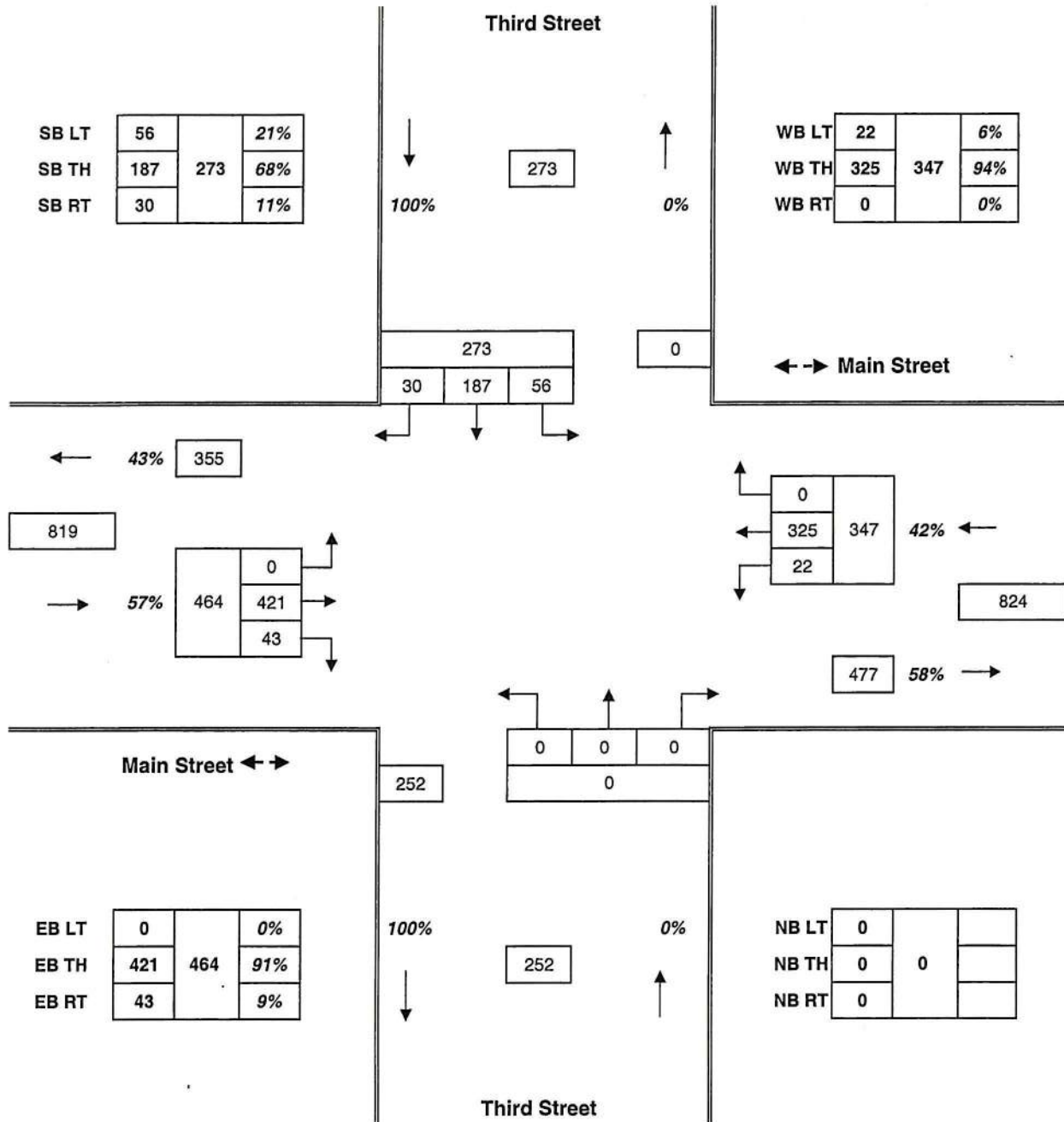
Summary of Peak Hour Factor and Percent Heavy Vehicle Data Two-Way Configuration

Intersection Traffic Counts

TRAFFIC VOLUME SUMMARY

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

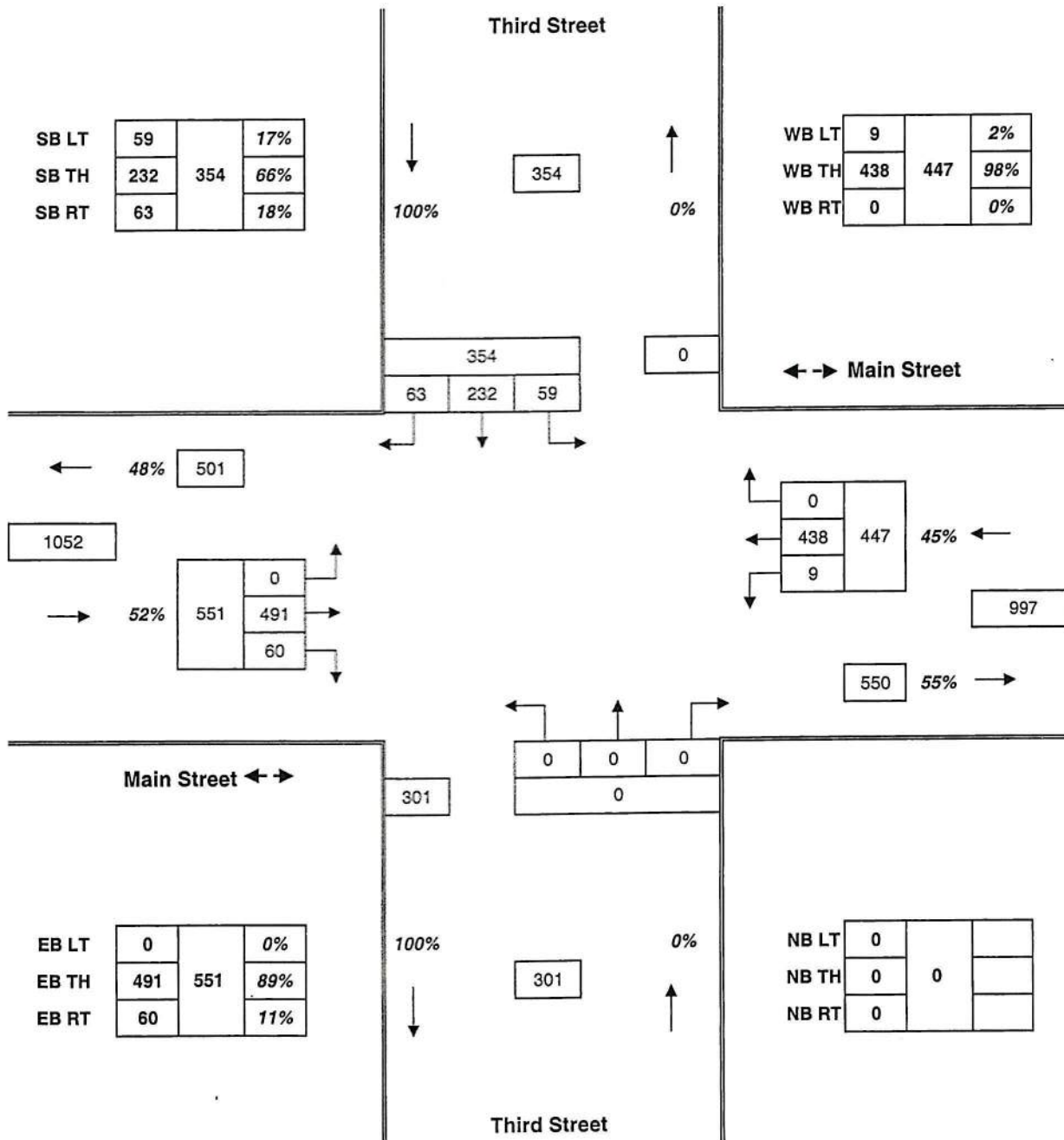
Existing AM Design Hour Traffic Volumes
 Design Hour: 7:30-8:30
 Location: Main Street & Third Street



TRAFFIC VOLUME SUMMARY

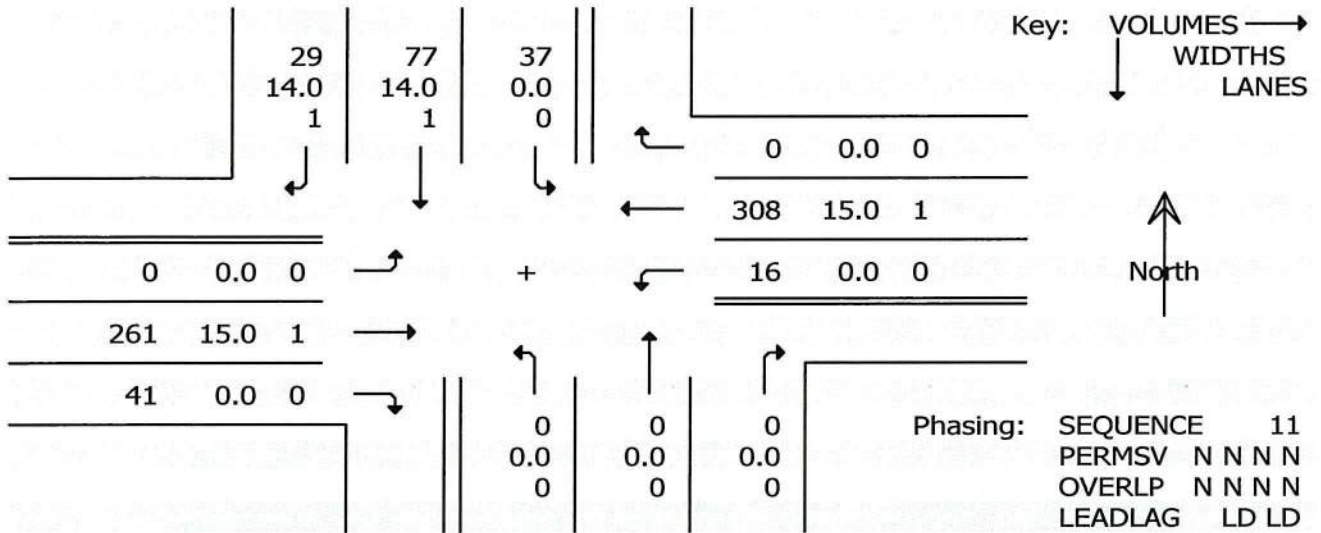
Project Title: Watertown Traffic Signal Analysis
 Project I.D.: 77611
 Date of Count: May 25, 2004
 Design Year: 2004

Existing PM Design Hour Traffic Volumes
 Design Hour: 3:45-4:45
 Location: Main Street & Third Street



TEAPAC[Ver 8.52.01] - Display of Intersection Parameters

Intersection # 9 - Main & Third



Church St and Main St TS System
 PM Peak Hour
 4:30 to 5:30 PM

06/26/17
 17:21:33

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

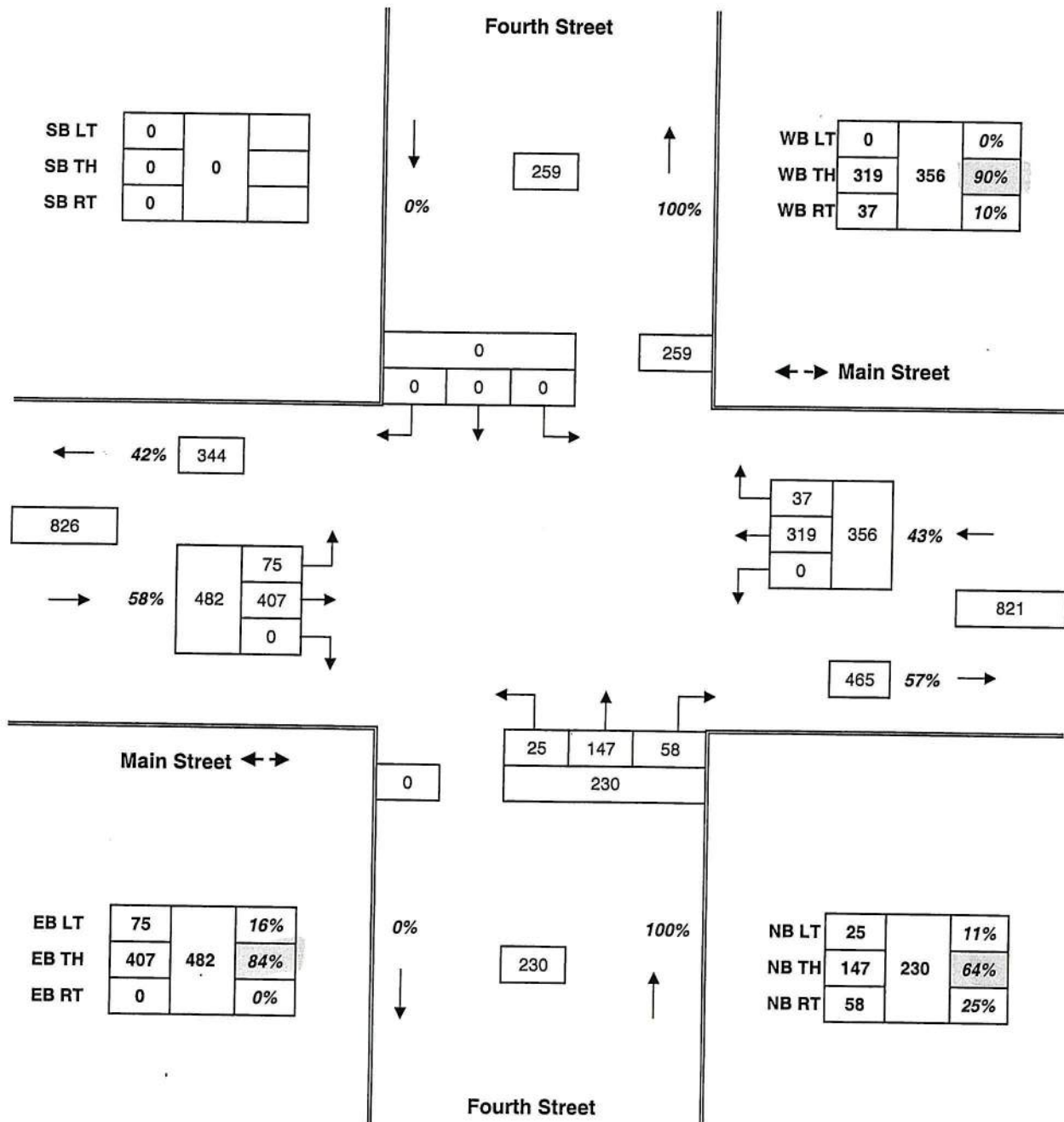
Intersection # 9 - Main & Third

SEQ= 11 CYC= 60	N Approach			E Approach			S Approach			W Approach		
	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT
Volumes	46	124	43	0	511	4	0	0	0	44	503	0
Wid/Lan	14/1	14/1	0/0	0/0	15/1	0/0	0/0	0/0	0/0	0/0	15/1	0/0
Protctd	1287	1738	0	0	1754	0	0	0	0	0	1736	0
Permitd			0			0			0			0
LT Cmax			167			1800			0			0

TRAFFIC VOLUME SUMMARY

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

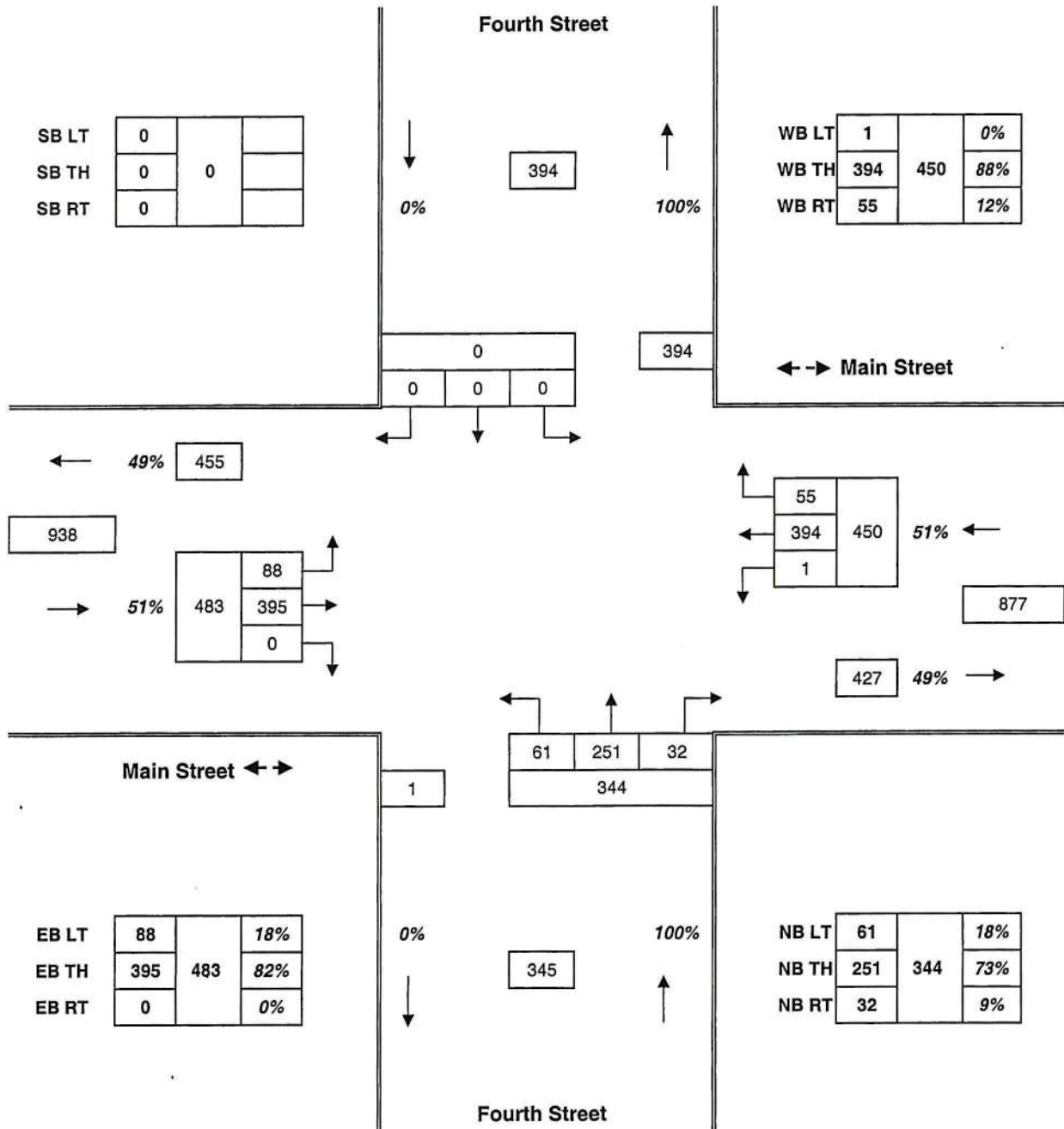
Existing AM Design Hour Traffic Volumes
 Design Hour: 7:30-8:30
 Location: Main Street & Fourth Street



TRAFFIC VOLUME SUMMARY

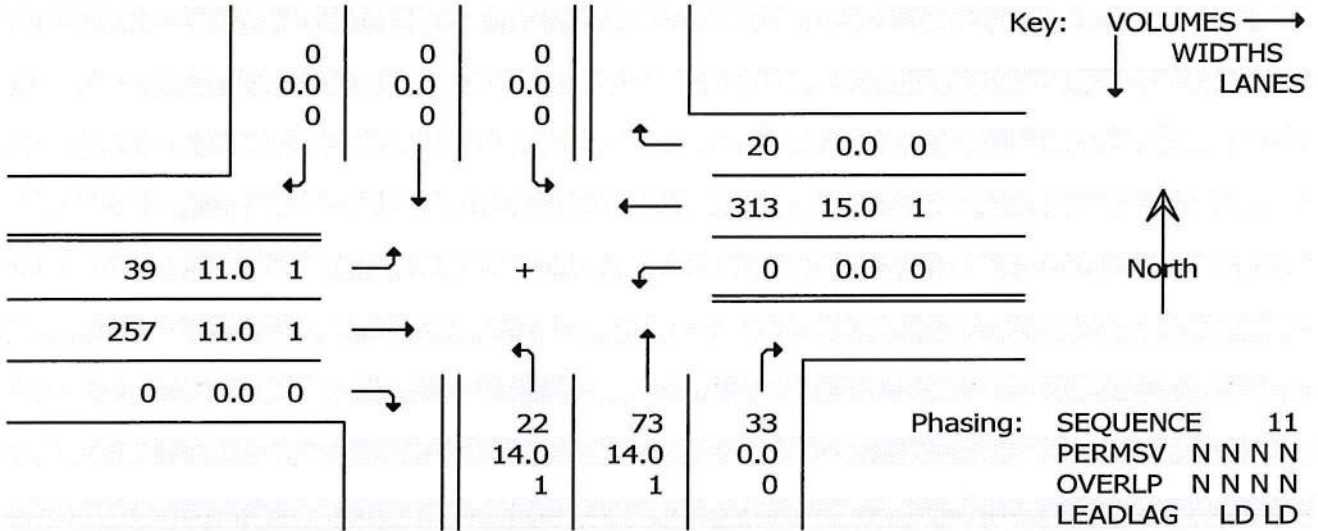
Project Title: Watertown Traffic Signal Analysis
 Project I.D.: 77611
 Date of Count: May 25, 2004
 Design Year: 2004

Existing PM Design Hour Traffic Volumes
 Design Hour: 3:45-4:45
 Location: Main Street & Fourth Street



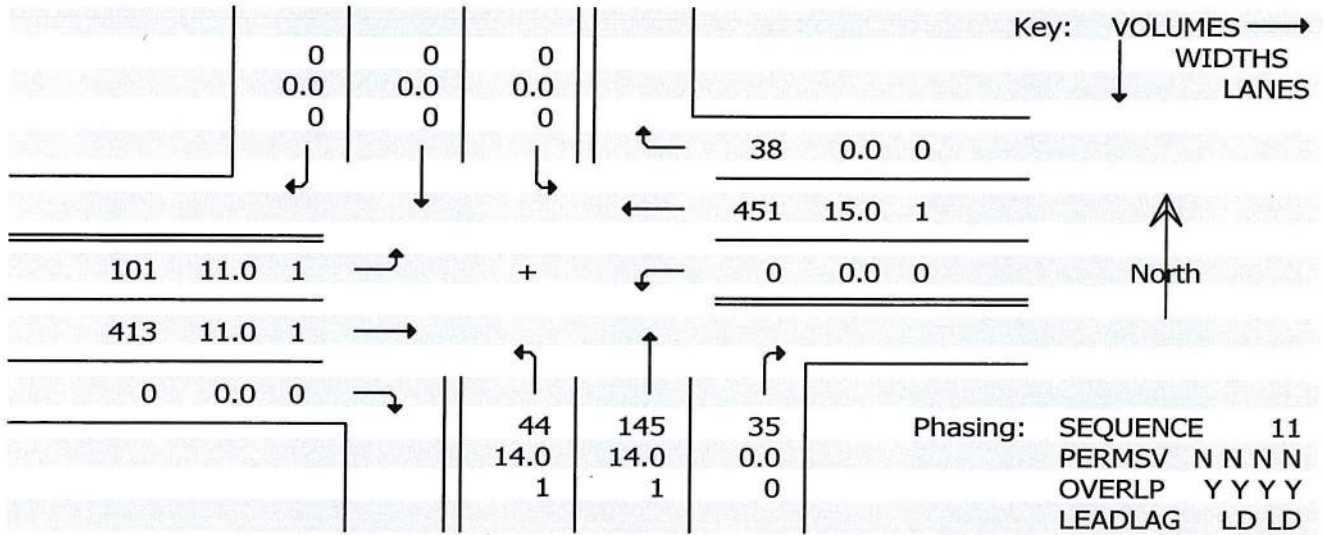
TEAPAC[Ver 8.52.01] - Display of Intersection Parameters

Intersection # 10 - Main & Fourth



TEAPAC[Ver 8.52.01] - Display of Intersection Parameters

Intersection # 10 - Main & Fourth



Intersection Traffic Volume Report

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

Intersection of: N 5th & STH 19

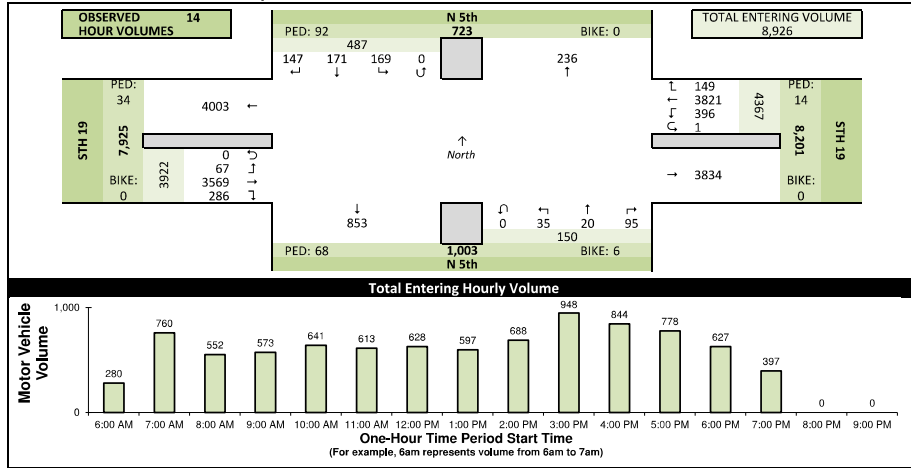
Site Information

Municipality	City of Watertown
County	Jefferson
Traffic Control	Partial Stop Control
Roadway Names	North Direction
North Leg	STH 19
East Leg	STH 19
South Leg	STH 19
West Leg	STH 19
Special Considerations	
Schools	In Session
Holidays	None
Special Events	None
Special Pedestrians Observed	
Pre-school children	None
Elementary school age children	None
Visually impaired (white cane/helper dog)	None
Elderly/disabled (except wheelchairs)	None
Wheelchairs/electric scooters	None
Other (describe)	None

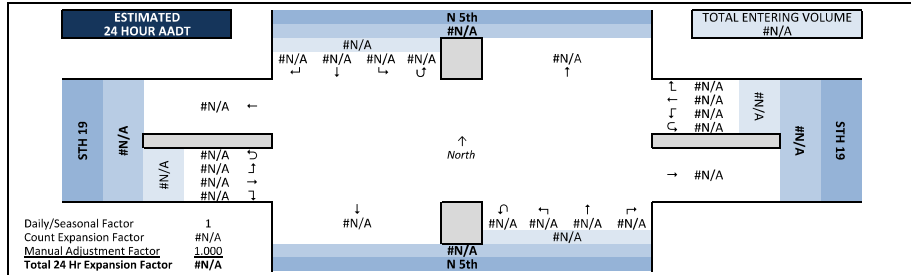
Count Information

Hrs Counted:	16:00 AM-8:00 PM
1st Day of Count	Thursday, April 14, 2022
AM Peak Period	Thursday, April 14, 2022
Midday Peak Period	Thursday, April 14, 2022
PM Peak Period	Thursday, April 14, 2022
Calculated Peak Hours	
AM	7:15-8:15am
MD	10:15-11:15am
PM	2:45-3:45pm
Peak Hours Selected for Analysis	
AM	7:15-8:15am
MD	10:15-11:15am
PM	2:45-3:45pm
Daily/Seasonal Adjustment Group	
Count Expansion Group	
Daily/Seasonal Adjustment Factor	1
Count Expansion Factor	#N/A
Company Name	MSA Professional Services
Manual Adj.	1.000
Observers	AM Peak Period: Miovision Video Recording Midday Peak Period: Miovision Video Recording PM Peak Period: Miovision Video Recording
Comments	2019 DOT Seasonal Factors

Observed 14 Hour Volume Summary



Estimated 24 Hour AADT



Intersection Traffic Volume Report

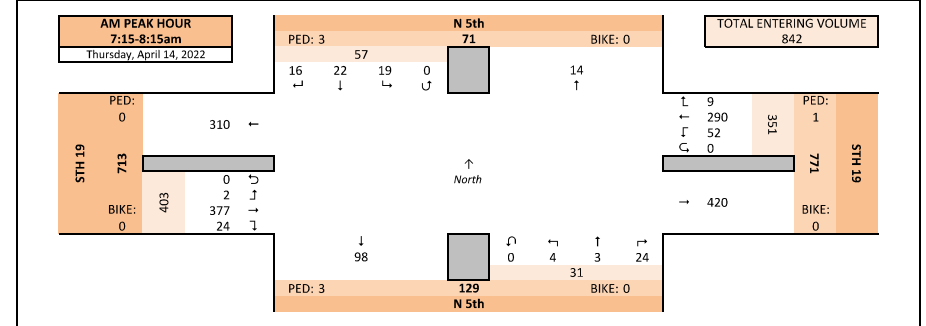
Peak Hour Volume Graphical Summary

N 5th & STH 19

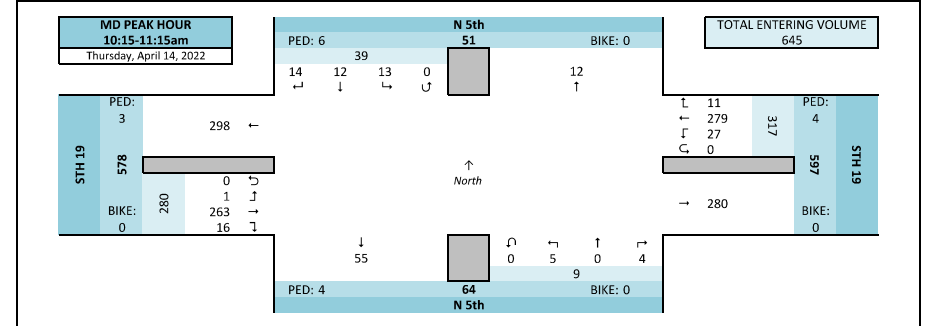
Count Basics	Thursday, April 14, 2022	Weekday	Schools In Session
Start Date	Thursday, April 14, 2022	Non-Holiday	No Special Events
Total Number of Hours Counted:	14		



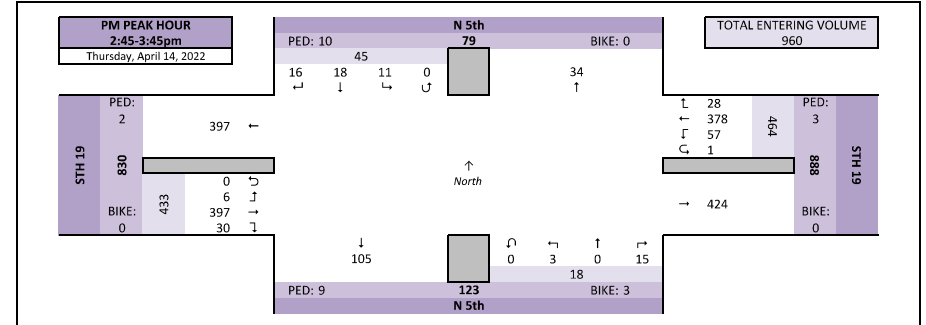
AM Peak Hour Summary



Midday (MD) Peak Hour Summary



PM Peak Hour Summary



Intersection Traffic Volume Report

Peak Hour Volume Summary

N 5th & STH 19

Peak Hour Volumes, Truck Percentages, and PHFs

Thursday, April 14, 2022		From North					From East					From South					From West					Totals
		N 5th					STH 19					N 5th					STH 19					
AM Peak Hour	Start Time	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	
	7:15 AM	0	2	1	0	3	2	43	13	0	58	3	0	1	0	4	6	81	1	0	88	153
	7:30 AM	6	8	4	0	18	1	82	11	0	94	11	0	1	0	12	7	120	1	0	128	252
	7:45 AM	5	5	7	0	17	3	98	18	0	119	7	2	1	0	10	6	105	0	0	111	257
	8:00 AM	5	7	7	0	19	3	67	10	0	80	3	1	1	0	5	5	71	0	0	76	180
	Peak Hour Volume	16	22	19	0	57	9	290	52	0	351	24	3	4	0	31	24	377	2	0	403	842
	Rounded Hourly Volume	15	20	20	0	55	10	290	50	0	350	25	3	5	0	35	25	375	0	0	400	840
	% Single Unit Trucks	0.0	0.0	0.0	0.0	0.0	11.1	3.1	1.9	0.0	3.1	0.0	0.0	0.0	0.0	0.0	1.6	0.0	0.0	1.5	2.0	
	% Heavy Trucks	0.0	0.0	0.0	0.0	0.0	0.0	0.3	0.0	0.0	0.3	0.0	0.0	0.0	0.0	0.0	0.3	0.0	0.0	0.2	0.2	
	% Trucks (Total)	0.0	0.0	0.0	0.0	0.0	11.1	3.4	1.9	0.0	3.4	0.0	0.0	0.0	0.0	0.0	1.9	0.0	0.0	1.7	2.3	
	Peak Hour Factor (PHF)	0.67	0.69	0.68	0.00	0.75	0.75	0.74	0.72	0.00	0.74	0.55	0.37	1.00	0.00	0.65	0.86	0.79	0.50	0.00	0.79	0.82

Thursday, April 14, 2022		From North					From East					From South					From West					
MD Peak Hour	Start Time	N 5th					STH 19					N 5th					STH 19					Totals
		Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	
	10:15 AM	2	3	2	0	7	3	66	8	0	77	2	0	1	0	3	4	56	0	0	60	147
	10:30 AM	0	4	3	0	7	5	73	8	0	86	1	0	3	0	4	5	64	1	0	70	167
	10:45 AM	3	3	5	0	11	0	69	7	0	76	1	0	1	0	2	3	80	0	0	83	172
	11:00 AM	9	2	3	0	14	3	71	4	0	78	0	0	0	0	0	4	63	0	0	67	159
	Peak Hour Volume	14	12	13	0	39	11	279	27	0	317	4	0	5	0	9	16	263	1	0	280	645
	Rounded Hourly Volume	15	10	15	0	40	10	280	28	0	315	5	0	5	0	10	15	265	0	0	280	645
	% Single Unit Trucks	7.1	8.3	7.7	0.0	7.7	0.0	1.4	3.7	0.0	1.6	0.0	0.0	0.0	0.0	6.2	1.9	0.0	0.0	2.1	2.2	
	% Heavy Trucks	0.0	0.0	0.0	0.0	0.0	2.6	0.0	1.4	0.0	1.3	0.0	0.0	0.0	0.0	0.0	1.1	0.0	0.0	1.1	1.2	
	% Trucks (Total)	7.1	8.3	15.4	0.0	10.3	0.0	2.9	3.7	0.0	2.8	0.0	0.0	0.0	0.0	6.2	3.0	0.0	0.0	3.2	3.4	
	Peak Hour Factor (PHF)	0.39	0.75	0.65	0.00	0.70	0.55	0.96	0.84	0.00	0.92	0.50	0.00	0.42	0.00	0.56	0.80	0.82	0.25	0.00	0.84	0.94

Thursday, April 14, 2022		From North					From East					From South					From West					
PM Peak Hour	Start Time	N 5th				Total	STH 19				Total	N 5th				Total	STH 19				Total	Totals
		Right	Thru	Left	U-Tn		Right	Thru	Left	U-Tn		Right	Thru	Left	U-Tn		Right	Thru	Left	U-Tn		
	2:45 PM	8	5	3	0	16	5	74	9	0	88	5	0	1	0	6	8	92	2	0	102	212
	3:00 PM	4	4	1	0	9	7	81	11	0	99	1	0	1	0	2	6	103	1	0	110	220
	3:15 PM	1	5	6	0	12	7	105	10	1	123	6	0	1	0	7	9	115	2	0	126	268
	3:30 PM	3	4	1	0	8	9	118	27	0	154	3	0	0	0	3	7	87	1	0	95	266
	Peak Hour Volume	16	18	11	0	45	28	378	57	1	464	15	0	3	0	18	30	397	6	0	433	960
	Rounded Hourly Volume	15	20	10	0	45	30	380	55	0	465	15	0	5	0	20	30	395	5	0	430	960
PM Peak Hour	% Single Unit Trucks	0.0	0.0	0.0	0.0	0.0	0.0	2.1	0.0	0.0	1.7	0.0	0.0	0.0	0.0	0.0	2.5	0.0	0.0	2.3	1.9	
	% Heavy Trucks	0.0	0.0	0.0	0.0	0.0	0.0	0.5	0.0	0.0	0.4	0.0	0.0	0.0	0.0	0.0	0.3	0.0	0.0	0.2	0.3	
	% Trucks (Total)	0.0	0.0	0.0	0.0	0.0	0.0	2.6	0.0	0.0	2.2	0.0	0.0	0.0	0.0	0.0	2.8	0.0	0.0	2.5	2.2	
	Peak Hour Factor (PHF)	0.50	0.90	0.46	0.00	0.70	0.78	0.80	0.53	0.25	0.75	0.62	0.00	0.75	0.00	0.64	0.83	0.86	0.75	0.00	0.86	0.90

Peak Hour Pedestrian and Bicyclist Volumes

Pedestrians and Bicyclists		Crossing North Approach			Crossing East Approach			Crossing South Approach			Crossing West Approach			Total Ped & Bike Volume
		N 5th			STH 19			N 5th			STH 19			
15-Minute Start Time		Pedestrian	Bicyclist	Total	Pedestrian	Bicyclist	Total	Pedestrian	Bicyclist	Total	Pedestrian	Bicyclist	Total	
AM	7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	
	7:30 AM	0	0	0	0	0	0	2	0	2	0	0	0	
	7:45 AM	3	0	3	0	0	0	0	0	0	0	0	0	
	8:00 AM	0	0	0	1	0	1	1	0	1	0	0	0	
	Total	3	0	3	1	0	1	3	0	3	0	0	0	
MD	10:15 AM	2	0	2	0	0	0	3	0	3	1	0	1	
	10:30 AM	1	0	1	3	0	3	0	0	0	0	0	0	
	10:45 AM	2	0	2	0	0	0	1	0	1	0	0	0	
	11:00 AM	1	0	1	1	0	1	0	0	0	2	0	2	
	Total	6	0	6	4	0	4	4	0	4	3	0	3	
PM	2:45 PM	3	0	3	2	0	2	4	0	4	0	0	0	
	3:00 PM	2	0	2	1	0	1	3	2	5	1	0	1	
	3:15 PM	2	0	2	0	0	0	2	1	3	0	0	0	
	3:30 PM	3	0	3	0	0	0	0	0	0	1	0	1	
	Total	10	0	10	3	0	3	9	3	12	2	0	2	

Intersection Traffic Volume Report

Hourly Volume Summary - Motor Vehicle Data

N 5th & STH 19

One-Hour Motor Vehicle Data

One-Hour Time Period Start Time		From North				From East				From South				From West				Total Vehicle	Directional Volume Totals			
		N 5th				STH 19				N 5th				STH 19								
		Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right		Thru	Left	U-Tn	Total
AM	6:00 AM	2	6	5	0	13	2	110	7	0	119	0	2	0	2	9	136	1	0	146	280	
	7:00 AM	11	18	14	0	43	8	258	50	0	316	23	2	3	0	28	22	349	2	373	760	
	8:00 AM	10	15	10	0	35	7	227	24	0	258	12	3	2	0	17	17	221	4	242	552	
	9:00 AM	4	16	15	0	35	4	241	37	0	282	4	2	0	0	6	30	220	0	250	573	
	10:00 AM	7	14	15	0	36	14	283	34	0	331	7	0	0	5	12	20	241	1	262	641	
MD	11:00 AM	19	8	11	0	38	11	271	27	0	309	2	1	0	0	3	19	244	0	263	613	
	12:00 PM	9	5	6	0	20	8	284	28	0	320	7	1	3	0	11	22	247	8	277	628	
	1:00 PM	8	15	21	0	44	11	254	23	0	288	5	3	4	0	12	29	220	4	253	597	
	2:00 PM	14	24	9	0	37	29	328	29	0	336	8	2	4	0	14	24	274	3	274	658	
	3:00 PM	11	15	10	0	36	25	309	32	1	476	11	0	0	0	16	28	383	9	470	848	
PM	4:00 PM	22	12	16	0	50	21	379	23	0	423	3	0	1	0	4	18	335	14	0	367	844
	5:00 PM	10	8	14	0	32	15	355	33	0	403	6	3	3	0	12	16	308	7	331	778	
	6:00 PM	11	17	12	0	40	4	268	23	0	295	5	1	1	0	7	30	247	8	285	627	
	7:00 PM	9	8	11	0	28	6	199	6	0	211	2	1	3	0	6	2	144	6	0	152	397
	8:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Totals		147	171	169	0	487	149	3821	396	1	4367	95	20	35	0	150	286	3569	67	0	3921	8926

Intersection Traffic Volume Report

15-Minute Motor Vehicle Data

N 5th & STH 19

15-Minute Motor Vehicle Data

15-Minute Start Time	From North					From East					From South					From West					15-Min Totals	Hourly Sum	PHF	
	N 5th					STH 19					N 5th					STH 19								
	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total				
AM Peak Period	6:30 AM	1	2	1	0	4	0	18	1	0	19	0	0	0	0	2	30	0	0	32	55	280	0.80	
	6:45 AM	0	0	2	0	2	0	28	3	0	31	0	0	0	0	4	27	0	0	31	64	323	0.82	
	6:30 AM	0	3	2	0	5	1	27	1	0	29	0	0	0	1	0	2	35	1	0	38	73	412	0.67
	6:45 AM	1	1	0	0	2	1	37	2	0	40	0	0	0	1	0	1	44	0	0	45	88	591	0.59
	7:00 AM	0	3	2	0	5	2	35	8	0	45	2	0	0	0	2	3	43	0	0	46	98	760	0.74
	7:15 AM	0	2	1	0	3	2	43	13	0	58	3	0	1	0	4	6	81	1	0	88	153	842	0.82
	7:30 AM	6	8	4	0	18	1	82	11	0	94	11	0	0	0	12	7	120	1	0	128	252	838	0.82
	7:45 AM	5	5	7	0	17	3	98	18	0	119	7	2	1	0	10	6	105	0	0	111	257	691	0.77
	8:00 AM	5	7	7	0	19	3	67	10	0	80	3	1	1	0	5	5	71	0	0	76	180	552	0.77
	8:15 AM	2	3	2	0	7	1	59	5	0	65	7	1	0	0	8	7	61	1	0	69	149	522	0.87
Midday Peak Period	8:30 AM	1	2	0	0	3	2	48	4	0	54	1	1	0	0	2	2	43	1	0	46	105	524	0.87
	8:45 AM	2	3	1	0	6	1	53	5	0	59	1	0	0	0	2	3	46	2	0	51	118	546	0.90
	9:00 AM	2	5	3	0	10	0	63	11	0	74	2	0	0	0	2	11	53	0	0	64	150	573	0.95
	9:15 AM	1	4	6	0	11	3	74	6	0	83	0	1	0	0	1	3	53	0	0	56	151	578	0.93
	9:30 AM	1	2	3	0	6	1	41	12	0	54	2	0	0	0	2	8	57	0	0	65	127	574	0.93
	9:45 AM	0	5	3	0	8	0	63	8	0	71	0	1	0	0	1	8	57	0	0	65	145	614	0.92
	10:00 AM	2	4	5	0	11	6	75	11	0	92	3	0	0	0	3	8	41	0	0	49	155	641	0.93
	10:15 AM	2	3	2	0	7	3	66	8	0	77	2	0	1	0	3	4	56	0	0	60	147	645	0.94
	10:30 AM	0	4	3	0	7	5	73	8	0	86	1	0	3	0	4	5	64	1	0	70	167	644	0.94
	10:45 AM	3	3	5	0	11	0	69	7	0	76	1	0	0	0	2	3	80	0	0	83	172	629	0.91
PM Peak Period	11:00 AM	9	2	3	0	14	3	71	4	0	78	0	0	0	0	4	63	0	0	67	159	613	0.96	
	11:15 AM	5	2	2	0	9	2	68	4	0	74	0	0	0	0	3	60	0	0	63	146	638	0.87	
	11:30 AM	4	2	2	0	8	3	62	9	0	74	2	1	0	0	3	8	59	0	0	67	152	644	0.88
	11:45 AM	1	2	4	0	7	3	70	10	0	83	0	0	0	0	4	62	0	0	66	156	630	0.86	
	12:00 PM	4	1	2	0	7	1	84	11	0	96	5	1	1	0	7	11	60	3	0	74	184	628	0.85
	12:15 PM	3	1	1	0	5	1	71	5	0	77	1	0	1	0	2	3	63	2	0	68	152	591	0.96
	12:30 PM	2	1	2	0	5	1	69	4	0	74	1	0	1	0	2	3	53	1	0	57	138	578	0.94
	12:45 PM	0	2	1	0	3	5	60	8	0	73	0	0	0	0	5	71	2	0	78	154	604	0.92	
	1:00 PM	2	4	3	0	9	1	72	7	0	80	1	0	0	0	2	4	50	2	0	56	147	597	0.91
	1:15 PM	3	4	3	0	14	1	54	3	0	58	2	0	0	0	2	13	52	0	0	65	139	608	0.93
PM Peak Period	1:30 PM	1	4	5	0	10	7	62	9	0	78	1	1	2	0	4	9	61	2	0	72	164	624	0.95
	1:45 PM	2	3	6	0	11	2	66	4	0	72	1	2	1	0	4	3	57	0	0	60	147	623	0.96
	2:00 PM	3	2	1	0	6	6	81	8	0	95	1	0	1	0	2	4	51	0	0	55	158	688	0.81
	2:15 PM	0	4	3	0	7	1	65	7	0	73	1	1	0	0	2	5	67	1	0	73	155	750	0.85
	2:30 PM	3	3	2	0	8	1	74	5	0	80	1	1	2	0	4	7	64	0	0	71	163	863	0.81
	2:45 PM	8	5	3	0	16	5	74	9	0	88	5	0	1	0	6	8	92	2	0	102	212	960	0.96
	3:00 PM	4	4	3	0	11	6	81	11	0	99	1	0	1	0	2	6	103	1	0	110	220	948	0.88
	3:15 PM	1	5	6	0	12	7	105	10	1	123	6	0	1	0	7	9	115	2	0	126	268	932	0.87
	3:30 PM	3	4	1	0	8	9	118	27	0	154	3	0	0	0	3	7	87	1	0	95	266	851	0.82
	3:45 PM	3	2	2	0	7	2	94	4	0	100	1	1	2	0	4	6	78	5	0	89	200	833	0.86
PM Peak Period	4:00 PM	4	2	4	0	10	6	94	6	0	104	1	0	0	0	1	5	80	4	0	89	204	844	0.87
	4:15 PM	5	1	3	0	9	2	86	6	0	94	1	0	0	0	1	2	79	2	0	83	187	869	0.90
	4:30 PM	9	6	6	0	21	5	114	5	0	124	1	0	0	0	1	6	85	5	0	96	242	879	0.91
	4:45 PM	4	3	3	0	10	8	85	8	0	101	0	0	1	0	1	5	91	3	0	95	211	895	0.89
	5:00 PM	2	3	4	0	9	7	107	12	0	126	2	1	0	0	3	8	82	1	0	91	229	778	0.85
	5:15 PM	3	1	5	0	9	3	102	5	0	110	2	0	2	0	4	2	70	2	0	74	197	724	0.92
	5:30 PM	1	1	3	0	5	4	73	8	0	85	1	1	1	0	3	3	81	2	0	86	179	701	0.98
	5:45 PM	4	3	2	0	9	1	73	8	0	82	1	1	0	0	2	3	75	2	0	80	173	673	0.96
	6:00 PM	3	4	5	0	12	0	76	9	0	85	1	0	0	0	1	10	67	0	0	77	175	627	0.90
	6:15 PM	1	6	3	0	10	4	72	7	0	83	1	0	0	0	1	10	65	5	0	80	174	553	0.79
PM Peak Period	6:30 PM	3	4	2	0	9	0	67	7	0	74	1	1	1	0	3	6	57	2	0	65	151	466	0.77
	6:45 PM	4	3	2	0	9	0	53	0	0	53	2	0	0	0	2	4	58	1	0	63	127	414	0.81
	7:00 PM	2	2	1	0	5	1	48	1	0	50	2	0	1	0	3	0	39	4	0	43	101	397	0.90
	7:15 PM	2	3	3	0	8	2	51	0	0	53	0	0	0	0	0	0	26	0	0	26	87		
	7:30 PM	0	3	5	0	8	1	45	4	0	50	0	0	0	0	2	3	34	2	0	38	99		
	7:45 PM	5	0	2	0	7	2	55	1	0	58	0	0	0	0	0	0	45	0	0	45	110		
	8:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	8:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	8:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	8:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
PM Peak Period	9:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	9:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	9:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	9:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	Totals	147	171	169	0	487	149	3821	396	1	4367	95	20	35	0	150	286	3569	67	0	3922	8926		

Peak Hour All Vehicle Volume Summary

Hourly Time Period	From North					From East					From South					From West				
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Intersection Traffic Volume Report

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

N 5th & STH 19

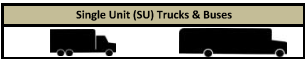
15-Minute Single Unit (SU) Truck & Bus Data

15-Minute Time Period Start Time	From North					From East					From South					From West					15-Min Totals	Hourly Sum
	N 5th					STH 19					N 5th					STH 19						
	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total		
AM Peak Period	6:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	7
	6:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	10
	6:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	0	0	0	4	15
	6:45 AM	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	2	15
	7:00 AM	0	0	0	0	0	1	0	0	1	0	0	0	0	0	2	0	0	0	0	2	18
	7:15 AM	0	0	0	0	0	3	1	0	4	0	0	0	0	0	2	0	0	0	0	2	17
	7:30 AM	0	0	0	0	0	1	0	0	1	0	0	0	0	0	3	0	0	0	0	3	15
	7:45 AM	0	0	0	0	0	4	0	0	4	0	0	0	0	0	1	0	0	0	0	1	13
	8:00 AM	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	9
	8:15 AM	0	0	0	0	0	2	0	0	2	0	0	0	0	0	2	0	0	0	0	2	10
Midday Peak Period	8:30 AM	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1	0	0	0	0	1	9
	8:45 AM	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	9
	9:00 AM	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	10
	9:15 AM	0	0	1	0	1	0	1	0	1	0	0	0	0	0	1	0	0	0	0	1	3
	9:30 AM	0	0	0	0	0	1	0	0	1	1	0	0	0	1	0	0	0	0	0	0	10
	9:45 AM	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1	0	0	0	0	1	11
	10:00 AM	0	0	0	0	0	3	0	0	3	0	0	0	0	0	0	0	0	0	0	0	15
	10:15 AM	0	0	0	0	0	3	0	0	3	0	0	0	0	0	0	0	0	0	0	0	14
	10:30 AM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	1	1	0	0	0	2	16
	10:45 AM	1	1	2	0	4	0	1	1	2	0	0	0	0	0	2	2	0	0	0	2	15
PM Peak Period	11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	2	13
	11:15 AM	0	1	0	0	1	0	1	0	1	0	0	0	0	0	3	0	0	0	0	3	11
	11:30 AM	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1	0	0	0	0	1	17
	11:45 AM	0	0	0	0	0	3	0	0	3	0	0	0	0	0	1	0	0	0	0	1	17
	12:00 PM	0	0	0	0	0	0	1	0	1	0	0	0	0	0	2	0	0	0	0	2	17
	12:15 PM	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1	0	0	0	0	1	15
	12:30 PM	0	0	0	0	0	4	0	0	4	0	1	0	0	1	3	0	0	0	0	3	16
	12:45 PM	0	0	0	0	0	1	0	0	1	0	0	0	0	0	3	0	0	0	0	3	13
	1:00 PM	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	14
	1:15 PM	0	0	1	0	1	0	1	0	1	0	0	0	0	0	1	0	0	0	0	1	18
1:30 PM	0	0	1	0	1	0	0	0	0	1	0	0	0	1	3	0	0	0	0	3	16	
1:45 PM	0	0	0	0	0	3	0	0	3	0	0	0	0	0	2	0	0	0	0	2	13	
2:00 PM	0	0	0	0	0	4	0	0	4	0	0	0	0	0	1	0	0	0	0	1	15	
2:15 PM	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	16	
2:30 PM	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	19	
2:45 PM	0	0	0	0	0	2	0	0	2	0	0	0	0	0	5	0	0	0	0	5	7	
3:00 PM	0	0	0	0	0	2	0	0	2	2	0	0	0	0	0	4	0	0	0	4	6	
3:15 PM	0	0	0	0	0	3	0	0	3	0	0	0	0	0	0	1	0	0	0	1	14	
3:30 PM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1	
3:45 PM	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	13	
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0	0	0	0	3	8	
4:15 PM	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	5	
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5	
4:45 PM	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1	0	0	0	0	1	2	
5:00 PM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1	
5:15 PM	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	2	
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
6:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
6:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
6:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
6:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
7:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
7:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
7:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
7:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
8:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
8:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
8:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
8:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
9:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
9:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
9:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
9:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Totals	1	2	4	0	7	1	65	3	0	69	2	1	1	0	4	3	64	0	0	0	67	147

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

Hourly Time Period Start Time	From North					From East					From South					From West					Total Hourly Volume
	N 5th					STH 19					N 5th					STH 19					
	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	
AM 7:15 AM	0	0	0	0	0	1	9	1	0	11	0	0	0	0	0	6	0	0	0	6	17
MD 10:15 AM	1	1	1	0	3	0	4	1	0	5	0	0	0	0	0	1	5	0	0	6	14
PM 2:45 PM	0	0	0	0	0	8	0	0	0	8	0	0	0	0	0	0	10	0	0	10	18

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



Intersection Traffic Volume Report

15-Minute Semi-Truck Data

N 5th & STH 19

15-Minute Semi-Truck Data

15-Minute Time Period Start Time	From North					From East					From South					From West					15-Min Totals	Hourly Sum
	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total		
AM Peak Period	6:00 AM	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	2
	6:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
	6:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
	6:45 AM	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1	3
	7:00 AM	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1	2
	7:15 AM	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1	2
	7:30 AM	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	2	3
	7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3
	8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	3
	8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	4
Midday Peak Period	8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4
	8:45 AM	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	4
	9:00 AM	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	1	1	0	0	5
	9:15 AM	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	1	1	0	0	6
	9:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	7
	9:45 AM	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	1	0	0	1	8
	10:00 AM	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	1	0	0	0	7
	10:15 AM	0	0	1	0	1	1	0	0	1	0	0	0	0	0	0	0	1	0	0	1	8
	10:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	7
	10:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	7
PM Peak Period	11:00 AM	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	2	8
	11:15 AM	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	1	0	0	1	7
	11:30 AM	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	1	0	0	1	6
	11:45 AM	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	1	0	0	1	5
	12:00 PM	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1	4
	12:15 PM	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1	7
	12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	6
	12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	6
	1:00 PM	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	0	2	0	0	2	7
	1:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4
PM Peak Period	1:30 PM	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1	5
	1:45 PM	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	1	0	0	1	4
	2:00 PM	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	1	0	0	1	4
	2:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3
	2:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3
	2:45 PM	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	1	0	0	1	3
	3:00 PM	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1	2
	3:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
	3:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	3:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	
4:15 PM	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	0	1	0	0	1	3	
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1	
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	
6:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
6:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
6:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
6:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
7:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
7:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	
7:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
7:45 PM	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1	
8:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
8:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
8:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
8:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
9:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
9:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
9:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
9:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Totals	1	0	1	0	2	0	28	1	0	29	0	0	0	0	0	0	20	0	0	20	51	

Intersection Traffic Volume Report

15-Minute Heavy Vehicle Data

N 5th & STH 19

15-Minute Heavy Vehicle Data

15-Minute Time Period Start Time	From North					From East					From South					From West					15-Min Totals	Hourly Sum	
	N 5th					STH 19					N 5th					STH 19							
	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total			
6:00 AM	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	9	
6:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	12	
6:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	0	0	0	4	17	
6:45 AM	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	0	0	0	0	0	3	18	
7:00 AM	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	2	0	0	0	2	20	
7:15 AM	0	0	0	0	0	0	3	1	0	4	0	0	0	0	0	0	2	0	0	0	2	19	
7:30 AM	0	0	0	0	0	0	1	1	0	2	0	0	0	0	0	0	3	0	0	0	3	18	
7:45 AM	0	0	0	0	0	0	4	0	0	4	0	0	0	0	0	0	1	0	0	0	1	15	
8:00 AM	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	1	1	0	1	3	12	
8:15 AM	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	3	0	0	0	3	14	
8:30 AM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	1	1	0	0	1	13	
8:45 AM	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	2	14	
9:00 AM	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	2	16	
9:15 AM	0	0	1	0	1	0	2	0	0	2	0	0	0	0	0	0	1	0	0	1	4	15	
9:30 AM	0	0	0	0	0	0	1	0	0	1	1	0	0	0	1	1	0	0	0	0	1	17	
9:45 AM	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	2	0	0	0	2	19	
10:00 AM	0	0	0	0	0	0	4	0	0	4	0	0	0	0	0	0	0	0	0	0	4	22	
10:15 AM	0	0	1	0	1	0	4	0	0	4	0	0	0	0	0	0	1	0	0	0	1	22	
10:30 AM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	1	3	0	0	0	0	4	23	
10:45 AM	1	1	2	0	2	2	2	0	3	2	0	0	0	0	2	0	0	0	0	0	2	22	
11:00 AM	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	2	0	0	0	0	2	21	
11:15 AM	0	1	0	0	1	0	2	0	0	2	0	0	0	0	0	4	0	0	0	0	4	21	
11:30 AM	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	2	0	0	0	0	2	17	
11:45 AM	0	0	0	0	0	0	4	0	0	4	0	0	0	0	0	2	0	0	0	0	2	21	
12:00 PM	0	0	0	0	0	0	0	2	0	2	0	0	0	0	0	2	0	0	0	0	2	22	
12:15 PM	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	1	0	0	0	0	1	22	
12:30 PM	0	0	0	0	0	0	5	0	0	5	0	1	0	1	0	3	0	0	0	0	3	22	
12:45 PM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	4	0	0	0	0	4	19	
1:00 PM	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	2	0	0	0	0	2	21	
1:15 PM	0	0	1	0	1	0	1	0	0	1	0	0	0	0	0	1	0	0	0	0	1	22	
1:30 PM	0	0	1	0	1	0	1	0	0	1	1	0	0	0	1	0	0	0	0	0	3	21	
1:45 PM	0	0	0	0	0	0	4	0	0	4	0	0	0	0	0	3	0	0	0	0	3	17	
2:00 PM	0	0	0	0	0	0	5	0	0	5	0	0	0	0	0	1	0	0	0	0	1	19	
2:15 PM	0	0	0	0	0	0	1	0	0	1	0	1	0	1	0	0	0	0	0	0	0	20	
2:30 PM	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	22	
2:45 PM	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	0	6	0	0	0	6	9	21
3:00 PM	0	0	0	0	0	0	0	0	0	0	3	0	0	0	0	0	4	0	0	0	4	7	20
3:15 PM	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	0	1	0	0	0	1	4	17
3:30 PM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1	18
3:45 PM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	7	0	0	0	0	7	17	8
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0	0	0	0	3	4	12
4:15 PM	0	0	0	0	0	0	4	0	0	4	0	0	0	0	0	1	0	0	0	0	1	5	9
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	6
4:45 PM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	2	0	0	0	0	2	3	6
5:00 PM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1	4
5:15 PM	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	2	3
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	1	
6:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
7:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 PM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
8:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Totals	2	2	5	0	9	1	93	4	0	98	2	1	1	0	4	3	84	0	0	87	198		

Peak Hour Heavy Vehicle Volume Summary

Hourly Time Period Start Time	From North				From East				From South				From West				Total Hourly Volume
	N 5th				STH 19				N 5th				STH 19				
	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total		
AM 7:15 AM	0	0	0	0	0	1	10	1	0	12	0	0	0	0	7	19	
MD 10:15 AM	1	1	2	0	4	0	8	1	0	9	0	0	0	1	8	22	
PM 2:45 PM	0	0	0	0	0	0	10	0	0	10	0	0	0	0	11	21	

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



Intersection Traffic Volume Report

15-Minute Heavy Vehicle Percentages

N 5th & STH 19

15-Minute Heavy Vehicle Percentages

15-Minute Time Period Start Time	From North					From East					From South					From West					Total Heavy Vehicle	Hourly Heavy Vehicle	
	N 5th					STH 19					N 5th					STH 19					Vehicle	Vehicle	
	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Percent	Percent	
AM Peak Period	6:00 AM	100.0	0.0	0.0	0.0	25.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1.8	3.2
	6:15 AM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	3.7	0.0	0.0	3.2	1.6	3.7
	6:30 AM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	11.4	0.0	0.0	10.5	5.5	4.1	
	6:45 AM	0.0	0.0	0.0	0.0	0.0	8.1	0.0	0.0	7.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	3.4	3.0
	7:00 AM	0.0	0.0	0.0	0.0	0.0	5.7	0.0	0.0	4.4	0.0	0.0	0.0	0.0	0.0	0.0	4.7	0.0	0.0	4.3	4.1	2.6	
	7:15 AM	0.0	0.0	0.0	0.0	0.0	7.0	7.7	0.0	6.9	0.0	0.0	0.0	0.0	0.0	0.0	2.5	0.0	0.0	2.3	2.3	2.3	
	7:30 AM	0.0	0.0	0.0	0.0	0.0	100.0	1.2	0.0	2.1	0.0	0.0	0.0	0.0	0.0	0.0	2.5	0.0	0.0	2.3	2.0	2.1	
	7:45 AM	0.0	0.0	0.0	0.0	0.0	4.1	0.0	0.0	3.4	0.0	0.0	0.0	0.0	0.0	0.0	1.0	0.0	0.0	0.9	1.9	2.2	
	8:00 AM	0.0	0.0	0.0	0.0	0.0	3.0	0.0	0.0	2.5	0.0	0.0	0.0	0.0	0.0	0.0	1.4	0.0	0.0	1.3	1.7	2.2	
	8:15 AM	0.0	0.0	0.0	0.0	0.0	3.4	0.0	0.0	3.1	0.0	0.0	0.0	0.0	0.0	0.0	4.9	0.0	0.0	4.3	3.4	2.7	
Midday Peak Period	8:30 AM	0.0	0.0	0.0	0.0	0.0	2.1	0.0	0.0	1.9	0.0	0.0	0.0	0.0	0.0	0.0	2.3	0.0	0.0	2.2	1.9	2.5	
	8:45 AM	0.0	0.0	0.0	0.0	0.0	3.8	0.0	0.0	3.4	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	3.7	
	9:00 AM	0.0	0.0	0.0	0.0	0.0	3.2	0.0	0.0	2.7	0.0	0.0	0.0	0.0	0.0	0.0	3.0	0.0	0.0	2.7	3.0	2.8	
	9:15 AM	0.0	0.0	16.7	0.0	9.1	0.0	2.7	0.0	2.4	0.0	0.0	0.0	0.0	0.0	0.0	1.9	0.0	0.0	1.8	2.6	2.6	
	9:30 AM	0.0	0.0	0.0	0.0	0.0	2.4	0.0	0.0	1.9	50.0	0.0	0.0	0.0	50.0	0.0	1.8	0.0	0.0	1.5	2.4	3.0	
	9:45 AM	0.0	0.0	0.0	0.0	0.0	3.2	0.0	0.0	2.8	0.0	0.0	0.0	0.0	0.0	0.0	3.5	0.0	0.0	3.1	2.8	3.1	
	10:00 AM	0.0	0.0	0.0	0.0	0.0	5.3	0.0	0.0	4.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2.6	3.4	
	10:15 AM	0.0	0.0	50.0	0.0	14.3	0.0	6.1	0.0	5.2	0.0	0.0	0.0	0.0	0.0	0.0	1.8	0.0	0.0	1.7	4.1	3.4	
	10:30 AM	0.0	25.0	0.0	0.0	14.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	20.0	4.7	0.0	0.0	5.7	3.0	3.6		
	10:45 AM	33.3	0.0	20.0	0.0	18.2	0.0	2.9	14.3	0.0	2.9	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2.4	2.1	3.5	
PM Peak Period	11:00 AM	0.0	0.0	0.0	0.0	0.0	2.8	0.0	0.0	2.6	0.0	0.0	0.0	0.0	0.0	0.0	3.2	0.0	0.0	3.0	2.5	3.4	
	11:15 AM	0.0	50.0	0.0	0.0	11.1	0.0	2.9	0.0	2.7	0.0	0.0	0.0	0.0	0.0	0.0	6.7	0.0	0.0	6.3	4.8	3.3	
	11:30 AM	0.0	0.0	0.0	0.0	0.0	0.0	3.2	0.0	2.7	0.0	0.0	0.0	0.0	0.0	0.0	3.4	0.0	0.0	3.0	2.6	2.6	
	11:45 AM	0.0	0.0	0.0	0.0	0.0	5.7	0.0	0.0	4.8	0.0	0.0	0.0	0.0	0.0	0.0	3.2	0.0	0.0	3.0	3.8	3.5	
	12:00 PM	0.0	0.0	0.0	0.0	0.0	0.0	18.2	0.0	2.1	0.0	0.0	0.0	0.0	0.0	0.0	3.3	0.0	0.0	2.7	3.2	3.3	
	12:15 PM	0.0	0.0	0.0	0.0	0.0	2.9	0.0	0.0	2.6	0.0	0.0	0.0	0.0	0.0	0.0	0.6	0.0	0.0	0.5	2.0	3.7	
	12:30 PM	0.0	0.0	0.0	0.0	0.0	7.7	0.0	0.0	6.8	0.0	100.0	0.0	50.0	50.0	0.0	5.6	0.0	0.0	5.3	6.5	3.8	
	12:45 PM	0.0	0.0	0.0	0.0	0.0	1.2	0.0	0.0	1.4	0.0	0.0	0.0	0.0	0.0	0.0	5.6	0.0	0.0	5.3	3.2	3.1	
	1:00 PM	0.0	0.0	0.0	0.0	0.0	4.2	0.0	0.0	3.7	0.0	0.0	0.0	0.0	0.0	0.0	4.0	0.0	0.0	3.6	3.4	3.5	
	1:15 PM	0.0	0.0	14.3	0.0	7.1	0.0	1.9	0.0	1.7	0.0	0.0	0.0	0.0	0.0	0.0	7.7	0.0	0.0	1.5	1.2	3.6	
1:30 PM	0.0	0.0	20.0	0.0	10.0	0.0	1.6	0.0	1.3	100.0	0.0	0.0	0.0	25.0	0.0	4.9	0.0	0.0	4.2	3.7	3.4		
AM Peak Period	1:45 PM	0.0	0.0	0.0	0.0	0.0	6.1	0.0	0.0	5.6	0.0	0.0	0.0	0.0	0.0	0.0	5.3	0.0	0.0	5.0	4.8	2.7	
	2:00 PM	0.0	0.0	0.0	0.0	0.0	6.2	0.0	0.0	5.3	0.0	0.0	0.0	0.0	0.0	20.0	0.0	0.0	0.0	3.8	2.8		
	2:15 PM	0.0	0.0	0.0	0.0	0.0	1.5	0.0	1.4	1.4	100.0	0.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1.3	2.7	
	2:30 PM	0.0	0.0	0.0	0.0	0.0	2.7	0.0	0.0	2.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1.2	2.5	
	2:45 PM	0.0	0.0	0.0	0.0	0.0	4.1	0.0	0.0	3.4	0.0	0.0	0.0	0.0	0.0	0.0	6.5	0.0	0.0	5.9	4.2	2.2	
	3:00 PM	0.0	0.0	0.0	0.0	0.0	3.7	0.0	0.0	3.0	0.0	0.0	0.0	0.0	0.0	0.0	3.9	0.0	0.0	3.6	3.2	2.1	
	3:15 PM	0.0	0.0	0.0	0.0	0.0	2.9	0.0	0.0	2.4	0.0	0.0	0.0	0.0	0.0	0.0	0.9	0.0	0.0	0.8	1.5	2.8	
	3:30 PM	0.0	0.0	0.0	0.0	0.0	0.8	0.0	0.0	0.6	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.6	0.4	2.1	
	3:45 PM	0.0	0.0	0.0	0.0	0.0	1.1	0.0	0.0	1.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1.1	
	4:00 PM	0.0	0.0	0.0	0.0	0.0	1.1	0.0	0.0	1.0	0.0	0.0	0.0	0.0	0.0	0.0	3.7	0.0	0.0	3.4	2.0	1.4	
PM Peak Period	4:15 PM	0.0	0.0	0.0	0.0	0.0	4.7	0.0	0.0	4.3	0.0	0.0	0.0	0.0	0.0	0.0	1.3	0.0	0.0	1.2	2.7	1.0	
	4:30 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.7	
	4:45 PM	0.0	0.0	0.0	0.0	0.0	1.2	0.0	0.0	1.0	0.0	0.0	0.0	0.0	0.0	0.0	2.2	0.0	0.0	2.0	1.4	0.7	
	5:00 PM	0.0	0.0	0.0	0.0	0.0	0.9	0.0	0.0	0.8	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.4	
	5:15 PM	0.0	0.0	0.0	0.0	0.0	2.0	0.0	0.0	1.8	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.5	
	5:30 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	5:45 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1.3	0.0	0.0	1.2	0.6	0.1	
	6:00 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	6:15 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	6:30 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
6:45 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		
7:00 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		
7:15 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.3		
7:30 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		
7:45 PM	0.0	0.0	0.0	0.0	0.0	0.0	1.8	0.0	0.0	1.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.9		
8:00 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		
8:15 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		
8:30 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		
8:45 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		
8:00 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		
9:15 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		
9:30 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		
9:45 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		
Totals	1.4	1.2	3.0	0.0	1.8	0.7	2.4	1.0	0.0	2.2	2.1	5.0	2.4	0.0	2.7	1.0	2.4	0.0	0.0	2.2	2.2		

Intersection Traffic Volume Report

15-Minute Pedestrian and Bicyclist Data

N 5th & STH 19

15-Minute Pedestrian and Bicyclist Data

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



15-Minute Time Period		Crossing North Approach			Crossing East Approach			Crossing South Approach			Crossing West Approach			15-Min Totals	Hourly Sum
		N 5th			STH 19			N 5th			STH 19				
		Pedestrian	Bicyclist	Total	Pedestrian	Bicyclist	Total	Pedestrian	Bicyclist	Total	Pedestrian	Bicyclist	Total		
AM Peak Period	Start Time														
	5:00 AM	0	0	0	0	0	0	2	0	2	0	0	0	2	5
	5:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	3	3
	5:30 AM	1	0	1	0	0	0	0	0	0	0	0	0	1	3
	5:45 AM	0	0	0	0	0	0	2	0	2	0	0	0	2	4
	6:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	5
	6:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	7
	6:30 AM	0	0	0	0	0	0	2	0	2	0	0	0	2	10
	6:45 AM	3	0	3	0	0	0	0	0	0	0	0	0	3	9
	7:00 AM	0	0	0	0	0	1	1	0	1	0	0	0	2	8
	7:15 AM	0	0	0	0	0	0	3	0	3	0	0	0	3	9
	7:30 AM	0	0	0	0	0	0	0	0	0	1	0	1	1	7
	7:45 AM	2	0	2	0	0	0	0	0	0	0	0	0	2	6
	8:00 AM	0	0	0	0	0	0	3	0	3	0	0	0	3	7
	8:15 AM	0	0	0	0	0	0	1	0	1	0	0	0	1	6
	Midday Peak Period	8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:45 AM		0	0	0	0	0	0	0	0	0	0	0	0	0	15
9:00 AM		0	0	0	0	0	0	2	0	2	1	0	1	3	15
9:15 AM		0	0	0	0	0	1	0	0	0	0	0	0	1	16
9:30 AM		0	0	0	0	0	0	0	0	0	0	0	0	0	20
9:45 AM		0	0	0	0	0	0	2	0	2	1	0	1	3	22
10:00 AM		1	0	1	1	0	1	0	0	0	0	0	0	2	15
10:15 AM		2	0	2	0	0	0	3	0	3	1	0	1	6	17
10:30 AM		1	0	1	2	0	3	0	3	0	0	0	0	4	20
10:45 AM		2	0	2	0	0	0	1	0	1	0	0	0	3	20
11:00 AM		1	0	1	1	0	1	0	0	0	2	0	2	4	22
11:15 AM		2	0	2	1	0	1	4	0	4	2	0	2	9	26
11:30 AM		2	0	2	0	0	0	2	0	2	0	0	0	4	25
11:45 AM		3	0	3	0	0	0	1	1	1	1	0	1	4	29
12:00 PM		6	0	6	0	0	0	2	0	2	0	0	0	8	31
PM Peak Period		12:15 PM	4	0	4	1	0	1	3	0	3	0	0	0	8
	12:30 PM	1	0	1	0	0	0	0	0	0	0	0	0	1	18
	12:45 PM	4	0	4	1	0	1	3	0	3	0	0	0	8	18
	1:00 PM	3	0	3	0	0	0	0	0	1	3	0	3	7	15
	1:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	16
	1:30 PM	1	0	1	0	0	0	2	0	2	0	0	0	2	15
	1:45 PM	1	0	1	0	0	0	3	0	3	1	0	1	5	21
	2:00 PM	2	0	2	0	0	0	0	0	0	3	1	4	6	22
	2:15 PM	3	0	3	0	0	0	0	0	0	2	0	2	6	25
	2:30 PM	0	0	0	0	0	0	1	0	1	1	0	1	2	25
	2:45 PM	3	0	3	2	0	2	4	0	4	0	0	0	9	27
	3:00 PM	2	0	2	1	0	1	3	2	5	1	0	1	9	20
	3:15 PM	2	0	2	0	0	0	2	1	3	0	0	0	5	15
	3:30 PM	3	0	3	0	0	0	0	0	0	1	0	1	4	13
	3:45 PM	2	0	2	0	0	0	0	0	0	0	0	0	2	14
	4:00 PM	2	0	2	0	0	0	2	0	2	0	0	0	4	21
4:15 PM	1	0	1	0	0	0	2	0	2	0	0	0	3	27	
4:30 PM	5	0	5	0	0	0	0	0	0	0	0	0	5	26	
4:45 PM	4	0	4	1	0	1	1	2	3	1	0	1	9	26	
5:00 PM	5	0	5	0	0	0	2	0	2	3	0	3	10	22	
5:15 PM	1	0	1	1	0	1	0	0	0	0	0	0	2	20	
5:30 PM	3	0	3	0	0	0	1	0	1	1	0	1	5	23	
5:45 PM	3	0	3	1	0	1	1	0	1	0	0	0	3	19	
6:00 PM	6	0	6	0	0	0	0	0	0	2	0	2	8	16	
6:15 PM	1	0	1	0	0	0	3	0	3	1	0	1	5	9	
6:30 PM	0	0	0	0	0	0	0	0	0	1	0	1	1	6	
6:45 PM	2	0	2	0	0	0	0	0	0	0	0	0	2	6	
7:00 PM	1	0	1	0	0	0	0	0	0	0	0	0	0	7	
7:15 PM	1	0	1	0	0	0	1	0	1	0	0	0	2		
7:30 PM	0	0	0	0	0	0	0	1	1	0	0	0	1		
7:45 PM	1	0	1	0	0	0	2	0	2	0	0	0	3		
8:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0		
8:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0		
8:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0		
8:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0		
9:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0		
9:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0		
9:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0		
9:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0		
Totals		92	0	92	14	0	14	68	6	74	34	0	34	214	

Special Pedestrians

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

WisDOT Bi-Directional Roadway Counts

Wisconsin Department of Transportation

Hourly Traffic Volume Report

2022-Jul-18 to 2022-Jul-20

Coverage Count

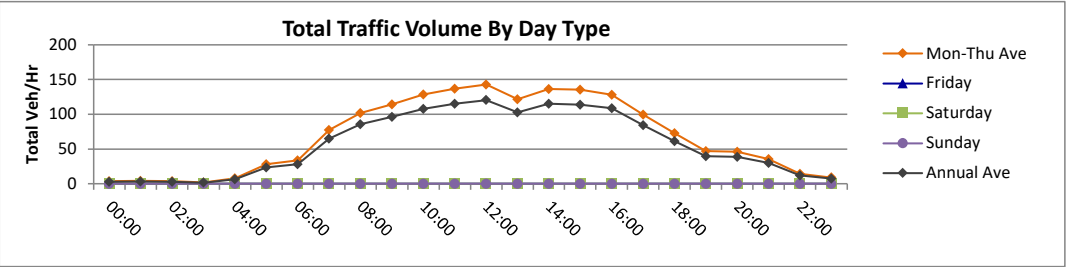
49 Hour Count - Averages and Graphs Do Not Include All Days

Location	E MADISON ST BTWN N SECOND & N THIRD STS WATERTOWN						Segment ID	
Site #	280614						Seasonal Factor Group	2
Region	SW						Daily Factor Group	2
County	JEFFERSON						Axle Factor Group	7
Funct. Class	U Collector						Growth Factor Group	

Hour	Sun			Mon 2022-07-18			Tues 2022-07-19			Wed 2022-07-20			Thur			Fri			Sat		
	Undivided Hwy		Total	Undivided Hwy		Total	Undivided Hwy		Total	Undivided Hwy		Total	Undivided Hwy		Total	Undivided Hwy		Total	Undivided Hwy		Total
00:00-00:59			-			-		3	3		4	4			-			-			-
01:00-01:59			-			-		6	6		2	2			-			-			-
02:00-02:59			-			-		4	4		3	3			-			-			-
03:00-03:59			-			-		3	3		1	1			-			-			-
04:00-04:59			-			-		8	8		8	8			-			-			-
05:00-05:59			-		25	25		28	28		31	31			-			-			-
06:00-06:59			-		24	24		43	43			-			-			-			-
07:00-07:59			-		69	69		86	86			-			-			-			-
08:00-08:59			-		90	90		114	114			-			-			-			-
09:00-09:59			-		98	98		131	131			-			-			-			-
10:00-10:59			-		110	110		147	147			-			-			-			-
11:00-11:59			-		124	124		150	150			-			-			-			-
12:00-12:59			-		139	139		147	147			-			-			-			-
13:00-13:59			-		128	128		115	115			-			-			-			-
14:00-14:59			-		133	133		140	140			-			-			-			-
15:00-15:59			-		122	122		149	149			-			-			-			-
16:00-16:59			-		145	145		111	111			-			-			-			-
17:00-17:59			-		104	104		95	95			-			-			-			-
18:00-18:59			-		56	56		90	90			-			-			-			-
19:00-19:59			-		40	40		54	54			-			-			-			-
20:00-20:59			-		37	37		55	55			-			-			-			-
21:00-21:59			-		29	29		42	42			-			-			-			-
22:00-22:59			-		10	10		19	19			-			-			-			-
23:00-23:59			-		9	9		9	9			-			-			-			-
Daily Total	-	-	-	-	-	-	-	1,749	1,749	-	-	-	-	-	-	-	-	-	-	-	-

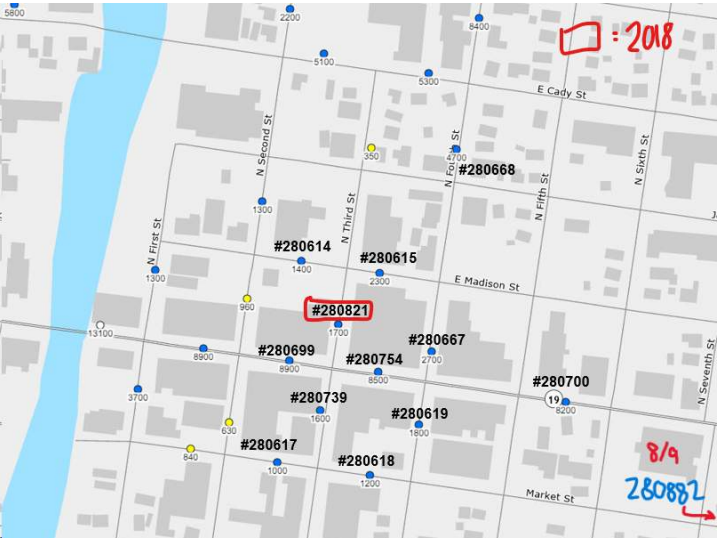
AM Peak	-	-	-	-	-	-	-	131	131	-	-	-	-	-	-	-	-	-	-	-	-
Hour	-	-	-	-	-	-	-	09:00	09:00	-	-	-	-	-	-	-	-	-	-	-	-
MD Peak	-	-	-	-	-	139	139	-	150	150	-	-	-	-	-	-	-	-	-	-	-
Hour	-	-	-	-	-	12:00	12:00	-	11:00	11:00	-	-	-	-	-	-	-	-	-	-	-
PM Peak	-	-	-	-	-	145	145	-	149	149	-	-	-	-	-	-	-	-	-	-	-
Hour	-	-	-	-	-	16:00	16:00	-	15:00	15:00	-	-	-	-	-	-	-	-	-	-	-
Daily Peak	-	-	-	-	-	-	-	-	150	150	-	-	-	-	-	-	-	-	-	-	-
Hour	-	-	-	-	-	-	-	-	11:00	11:00	-	-	-	-	-	-	-	-	-	-	-
% of Total	-	-	-	-	-	-	-	-	8.6%	8.6%	-	-	-	-	-	-	-	-	-	-	-
Daily Ave	-	-	-	-	-	-	-	-	73	73	-	-	-	-	-	-	-	-	-	-	-

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



Hour	Mon-Thurs Average			Mon-Fri Average			7 Day Average			Estimated Annual Ave		
	Undivided Hwy	Total		Undivided Hwy	Total		Undivided Hwy	Total		Undivided Hwy	Total	
00:00-00:59	-	4	4	-	-	-	-	-	-	-	3	3
01:00-01:59	-	4	4	-	-	-	-	-	-	-	3	3
02:00-02:59	-	4	4	-	-	-	-	-	-	-	3	3
03:00-03:59	-	2	2	-	-	-	-	-	-	-	2	2
04:00-04:59	-	8	8	-	-	-	-	-	-	-	7	7
05:00-05:59	-	28	28	-	-	-	-	-	-	-	23	23
06:00-06:59	-	34	34	-	-	-	-	-	-	-	28	28
07:00-07:59	-	78	78	-	-	-	-	-	-	-	65	65
08:00-08:59	-	102	102	-	-	-	-	-	-	-	86	86
09:00-09:59	-	115	115	-	-	-	-	-	-	-	96	96
10:00-10:59	-	129	129	-	-	-	-	-	-	-	108	108
11:00-11:59	-	137	137	-	-	-	-	-	-	-	115	115
12:00-12:59	-	143	143	-	-	-	-	-	-	-	121	121
13:00-13:59	-	122	122	-	-	-	-	-	-	-	103	103
14:00-14:59	-	137	137	-	-	-	-	-	-	-	115	115
15:00-15:59	-	136	136	-	-	-	-	-	-	-	114	114
16:00-16:59	-	128	128	-	-	-	-	-	-	-	109	109
17:00-17:59	-	100	100	-	-	-	-	-	-	-	84	84
18:00-18:59	-	73	73	-	-	-	-	-	-	-	61	61
19:00-19:59	-	47	47	-	-	-	-	-	-	-	39	39
20:00-20:59	-	46	46	-	-	-	-	-	-	-	39	39
21:00-21:59	-	36	36	-	-	-	-	-	-	-	30	30
22:00-22:59	-	15	15	-	-	-	-	-	-	-	12	12
23:00-23:59	-	9	9	-	-	-	-	-	-	-	8	8
Daily Total	-	1,631	1,631	-	-	-	-	-	-	-	1,373	1,373

AM Peak	-	115	115	-	-	-	-	-	96	96
Hour	-	09:00	09:00	-	-	-	-	-	09:00	09:00
MD Peak	-	143	143	-	-	-	-	-	121	121
Hour	-	12:00	12:00	-	-	-	-	-	12:00	12:00
PM Peak	-	136	136	-	-	-	-	-	114	114
Hour	-	15:00	15:00	-	-	-	-	-	15:00	15:00
Daily Peak	-	143	143	-	-	-	-	-	121	121
Hour	-	12:00	12:00	-	-	-	-	-	12:00	12:00
% of Total	-	8.8%	8.8%	-	-	-	-	-	8.8%	8.8%
Daily Ave	-	68	68	-	-	-	-	-	57	57



Hourly Traffic Volume Report

2022-Jul-18 to 2022-Jul-20

Coverage Count

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

Total Traffic Volume By Day Type

Time	Mon-Thu Ave	Friday	Saturday	Sunday	Annual Ave
00:00	10	10	10	10	10
01:00	10	10	10	10	10
02:00	10	10	10	10	10
03:00	10	10	10	10	10
04:00	20	20	20	20	20
05:00	50	50	50	50	50
06:00	130	130	130	130	130
07:00	160	160	160	160	160
08:00	200	200	200	200	200
09:00	210	210	210	210	210
10:00	220	220	220	220	220
11:00	230	230	230	230	230
12:00	190	190	190	190	190
13:00	200	200	200	200	200
14:00	210	210	210	210	210
15:00	220	220	220	220	220
16:00	170	170	170	170	170
17:00	140	140	140	140	140
18:00	100	100	100	100	100
19:00	70	70	70	70	70
20:00	40	40	40	40	40
21:00	20	20	20	20	20
22:00	10	10	10	10	10

[illegible][illegible]

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

Hourly Traffic Volume Report

2022-Jul-18 to 2022-Jul-20

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

Coverage Count

Total Traffic Volume By Day Type

Time	Mon-Thu Ave	Friday	Saturday	Sunday	Annual Ave
00:00	8	2	1	1	5
01:00	5	2	1	1	5
02:00	2	1	1	1	2
03:00	2	1	1	1	2
04:00	5	1	1	1	5
05:00	10	1	1	1	10
06:00	25	1	1	1	25
07:00	55	1	1	1	55
08:00	50	1	1	1	50
09:00	75	1	1	1	75
10:00	75	1	1	1	75
11:00	80	1	1	1	80
12:00	95	1	1	1	80
13:00	80	1	1	1	70
14:00	85	1	1	1	70
15:00	88	1	1	1	72
16:00	88	1	1	1	72
17:00	88	1	1	1	72
18:00	80	1	1	1	65
19:00	60	1	1	1	48
20:00	50	1	1	1	38
21:00	35	1	1	1	28
22:00	10	1	1	1	10

[illegible][illegible]

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

Hourly Traffic Volume Report

2022-Jul-18 to 2022-Jul-20

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

Total Traffic Volume By Day Type

Time	Mon-Thu Ave	Friday	Saturday	Sunday	Annual Ave
00:00	5	0	0	0	5
01:00	5	0	0	0	5
02:00	5	0	0	0	5
03:00	5	0	0	0	5
04:00	10	0	0	0	10
05:00	20	0	0	0	20
06:00	55	0	0	0	45
07:00	50	0	0	0	45
08:00	90	0	0	0	75
09:00	90	0	0	0	70
10:00	90	0	0	0	70
11:00	100	0	0	0	80
12:00	90	0	0	0	70
13:00	95	0	0	0	80
14:00	110	0	0	0	95
15:00	115	0	0	0	95
16:00	105	0	0	0	90
17:00	95	0	0	0	80
18:00	80	0	0	0	65
19:00	60	0	0	0	45
20:00	40	0	0	0	30
21:00	20	0	0	0	15
22:00	10	0	0	0	10

[illegible][illegible]

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

Hourly Traffic Volume Report

2022-Jul-18 to 2022-Jul-20

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

Total Traffic Volume By Day Type

Time of Day	Mon-Thu Ave	Friday	Saturday	Sunday	Annual Ave
00:00	10	5	2	1	10
02:00	5	2	1	0	5
04:00	15	5	2	1	15
06:00	100	10	5	2	80
08:00	140	10	5	2	110
10:00	160	10	5	2	130
12:00	150	10	5	2	110
14:00	170	10	5	2	140
16:00	195	10	5	2	160
18:00	120	10	5	2	100
20:00	70	10	5	2	60
22:00	10	5	2	1	10

[illegible][illegible]

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

Wisconsin Department of Transportation

Hourly Traffic Volume Report

2022-Jul-18 to 2022-Jul-20

Coverage Count

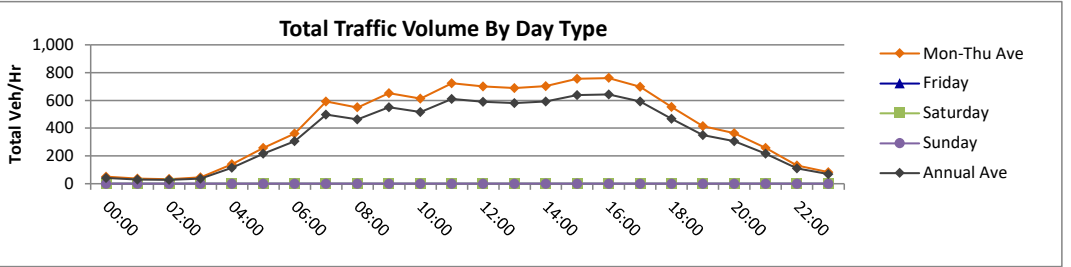
48 Hour Count - Averages and Graphs Do Not Include All Days

Location	STH 19 BTWN SECOND & THIRD STS WATERTOWN	Segment ID	9932
Site #	280699	Seasonal Factor Group	2
Region	SW	Daily Factor Group	2
County	JEFFERSON	Axle Factor Group	5
Funct. Class	U Principal Arterial - Other	Growth Factor Group	1

Hour	Sun			Mon 2022-07-18			Tues 2022-07-19			Wed 2022-07-20			Thur			Fri			Sat		
	Pos Dir	Neg Dir	Total	Pos Dir	Neg Dir	Total	Pos Dir	Neg Dir	Total	Pos Dir	Neg Dir	Total	Pos Dir	Neg Dir	Total	Pos Dir	Neg Dir	Total	Pos Dir	Neg Dir	Total
00:00-00:59			-			-	31	31	62	28	13	41			-			-			-
01:00-01:59			-			-	20	14	34	23	15	38			-			-			-
02:00-02:59			-			-	22	11	33	21	14	35			-			-			-
03:00-03:59			-			-	28	17	45	29	18	47			-			-			-
04:00-04:59			-			-	95	48	143	92	46	138			-			-			-
05:00-05:59			-	150	84	234	171	111	282			-			-			-			-
06:00-06:59			-	194	152	346	249	130	379			-			-			-			-
07:00-07:59			-	302	232	534	401	249	650			-			-			-			-
08:00-08:59			-	301	210	511	323	265	588			-			-			-			-
09:00-09:59			-	316	283	599	384	323	707			-			-			-			-
10:00-10:59			-	295	287	582	331	314	645			-			-			-			-
11:00-11:59			-	358	325	683	404	360	764			-			-			-			-
12:00-12:59			-	376	316	692	391	317	708			-			-			-			-
13:00-13:59			-	364	310	674	426	277	703			-			-			-			-
14:00-14:59			-	368	332	700	373	331	704			-			-			-			-
15:00-15:59			-	383	381	764	354	392	746			-			-			-			-
16:00-16:59			-	418	356	774	382	368	750			-			-			-			-
17:00-17:59			-	382	346	728	361	309	670			-			-			-			-
18:00-18:59			-	310	235	545	309	252	561			-			-			-			-
19:00-19:59			-	223	209	432	214	184	398			-			-			-			-
20:00-20:59			-	170	167	337	223	167	390			-			-			-			-
21:00-21:59			-	135	107	242	134	140	274			-			-			-			-
22:00-22:59			-	61	49	110	74	78	152			-			-			-			-
23:00-23:59			-	43	40	83	52	29	81			-			-			-			-
Daily Total	-	-	-	-	-	-	5,752	4,717	10,469	-	-	-	-	-	-	-	-	-	-	-	-

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

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



Hour	Mon-Thurs Average			Mon-Fri Average			7 Day Average			Estimated Annual Ave		
	Pos Dir	Neg Dir	Total	Pos Dir	Neg Dir	Total	Pos Dir	Neg Dir	Total	Pos Dir	Neg Dir	Total
00:00-00:59	30	22	52	-	-	-	-	-	-	24	18	42
01:00-01:59	22	15	36	-	-	-	-	-	-	18	12	29
02:00-02:59	22	13	34	-	-	-	-	-	-	18	10	28
03:00-03:59	29	18	46	-	-	-	-	-	-	23	14	38
04:00-04:59	94	47	141	-	-	-	-	-	-	76	38	115
05:00-05:59	161	98	258	-	-	-	-	-	-	135	82	217
06:00-06:59	222	141	363	-	-	-	-	-	-	186	119	306
07:00-07:59	352	241	592	-	-	-	-	-	-	295	203	498
08:00-08:59	312	238	550	-	-	-	-	-	-	263	200	463
09:00-09:59	350	303	653	-	-	-	-	-	-	294	255	550
10:00-10:59	313	301	614	-	-	-	-	-	-	264	253	517
11:00-11:59	381	343	724	-	-	-	-	-	-	321	289	610
12:00-12:59	384	317	700	-	-	-	-	-	-	324	267	591
13:00-13:59	395	294	689	-	-	-	-	-	-	333	248	581
14:00-14:59	371	332	702	-	-	-	-	-	-	313	280	593
15:00-15:59	369	387	755	-	-	-	-	-	-	312	326	638
16:00-16:59	400	362	762	-	-	-	-	-	-	338	305	644
17:00-17:59	372	328	699	-	-	-	-	-	-	314	277	591
18:00-18:59	310	244	553	-	-	-	-	-	-	261	205	467
19:00-19:59	219	197	415	-	-	-	-	-	-	185	166	351
20:00-20:59	197	167	364	-	-	-	-	-	-	165	141	306
21:00-21:59	135	124	258	-	-	-	-	-	-	114	104	217
22:00-22:59	68	64	131	-	-	-	-	-	-	57	53	110
23:00-23:59	48	35	82	-	-	-	-	-	-	40	29	69
Daily Total	5,547	4,622	10,169	-	-	-	-	-	-	4,672	3,897	8,570

AM Peak	352	303	653	-	-	-	-	-	-	295	255	550
Hour	07:00	09:00	09:00	-	-	-	-	-	-	07:00	09:00	09:00
MD Peak	395	343	724	-	-	-	-	-	-	333	289	610
Hour	13:00	11:00	11:00	-	-	-	-	-	-	13:00	11:00	11:00
PM Peak	400	387	762	-	-	-	-	-	-	338	326	644
Hour	16:00	15:00	16:00	-	-	-	-	-	-	16:00	15:00	16:00
Daily Peak	400	387	762	-	-	-	-	-	-	338	326	644
Hour	16:00	15:00	16:00	-	-	-	-	-	-	16:00	15:00	16:00
% of Total	7.2%	8.4%	7.5%	-	-	-	-	-	-	7.2%	8.4%	7.5%
Daily Ave	231	193	424	-	-	-	-	-	-	195	162	357

Hourly Traffic Volume Report

2022-Jul-18 to 2022-Jul-20

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

Time	Mon-Thu Ave	Friday	Saturday	Sunday	Annual Ave
00:00	10	10	5	5	10
02:00	5	5	2	2	5
04:00	15	15	5	5	15
06:00	80	70	10	10	40
08:00	125	105	10	10	105
10:00	115	105	10	10	105
12:00	125	105	10	10	105
14:00	110	100	10	10	135
16:00	155	130	10	10	100
18:00	115	100	10	10	60
20:00	65	50	10	10	30
22:00	15	15	5	5	15

[illegible][illegible]

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

Wisconsin Department of Transportation

Hourly Traffic Volume Report

2022-Jul-18 to 2022-Jul-20

Coverage Count

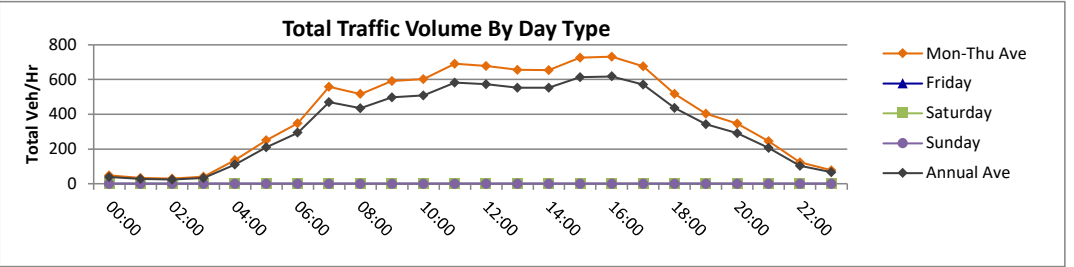
48 Hour Count - Averages and Graphs Do Not Include All Days

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

Hour	Sun			Mon 2022-07-18			Tues 2022-07-19			Wed 2022-07-20			Thur			Fri			Sat		
	Pos Dir	Neg Dir	Total	Pos Dir	Neg Dir	Total	Pos Dir	Neg Dir	Total	Pos Dir	Neg Dir	Total	Pos Dir	Neg Dir	Total	Pos Dir	Neg Dir	Total	Pos Dir	Neg Dir	Total
00:00-00:59			-			-	29	27	56	25	14	39			-			-			-
01:00-01:59			-			-	20	12	32	24	12	36			-			-			-
02:00-02:59			-			-	19	9	28	17	15	32			-			-			-
03:00-03:59			-			-	22	17	39	23	19	42			-			-			-
04:00-04:59			-			-	94	45	139	88	45	133			-			-			-
05:00-05:59			-	145	83	228	161	111	272			-			-			-			-
06:00-06:59			-	184	143	327	238	133	371			-			-			-			-
07:00-07:59			-	284	221	505	384	229	613			-			-			-			-
08:00-08:59			-	277	191	468	320	246	566			-			-			-			-
09:00-09:59			-	269	270	539	358	287	645			-			-			-			-
10:00-10:59			-	275	292	567	322	317	639			-			-			-			-
11:00-11:59			-	322	315	637	394	353	747			-			-			-			-
12:00-12:59			-	352	311	663	370	325	695			-			-			-			-
13:00-13:59			-	339	296	635	406	270	676			-			-			-			-
14:00-14:59			-	345	319	664	342	304	646			-			-			-			-
15:00-15:59			-	360	372	732	343	378	721			-			-			-			-
16:00-16:59			-	388	358	746	358	360	718			-			-			-			-
17:00-17:59			-	353	335	688	344	322	666			-			-			-			-
18:00-18:59			-	286	229	515	272	249	521			-			-			-			-
19:00-19:59			-	207	213	420	200	189	389			-			-			-			-
20:00-20:59			-	158	159	317	202	174	376			-			-			-			-
21:00-21:59			-	132	100	232	126	131	257			-			-			-			-
22:00-22:59			-	56	43	99	71	76	147			-			-			-			-
23:00-23:59			-	37	38	75	47	34	81			-			-			-			-
Daily Total	-	-	-	-	-	-	5,442	4,598	10,040	-	-	-	-	-	-	-	-	-	-	-	-

AM Peak	-	-	-	-	-	-	384	287	645	-	-	-	-	-	-	-	-	-	-	-	-
Hour	-	-	-	-	-	-	07:00	09:00	09:00	-	-	-	-	-	-	-	-	-	-	-	-
MD Peak	-	-	-	-	352	319	664	406	353	747	-	-	-	-	-	-	-	-	-	-	-
Hour	-	-	-	-	12:00	14:00	14:00	13:00	11:00	11:00	-	-	-	-	-	-	-	-	-	-	-
PM Peak	-	-	-	-	388	372	746	358	378	721	-	-	-	-	-	-	-	-	-	-	-
Hour	-	-	-	-	16:00	15:00	16:00	16:00	15:00	15:00	-	-	-	-	-	-	-	-	-	-	-
Daily Peak	-	-	-	-	-	-	-	406	378	747	-	-	-	-	-	-	-	-	-	-	-
Hour	-	-	-	-	-	-	-	13:00	15:00	11:00	-	-	-	-	-	-	-	-	-	-	-
% of Total	-	-	-	-	-	-	-	7.5%	8.2%	7.4%	-	-	-	-	-	-	-	-	-	-	-
Daily Ave	-	-	-	-	-	-	-	227	192	418	-	-	-	-	-	-	-	-	-	-	-

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



Hour	Mon-Thurs Average			Mon-Fri Average			7 Day Average			Estimated Annual Ave		
	Pos Dir	Neg Dir	Total	Pos Dir	Neg Dir	Total	Pos Dir	Neg Dir	Total	Pos Dir	Neg Dir	Total
00:00-00:59	27	21	48	-	-	-	-	-	-	22	17	39
01:00-01:59	22	12	34	-	-	-	-	-	-	18	10	28
02:00-02:59	18	12	30	-	-	-	-	-	-	15	10	25
03:00-03:59	23	18	41	-	-	-	-	-	-	18	15	33
04:00-04:59	91	45	136	-	-	-	-	-	-	74	37	111
05:00-05:59	153	97	250	-	-	-	-	-	-	129	81	210
06:00-06:59	211	138	349	-	-	-	-	-	-	177	117	294
07:00-07:59	334	225	559	-	-	-	-	-	-	280	190	470
08:00-08:59	299	219	517	-	-	-	-	-	-	251	184	435
09:00-09:59	314	279	592	-	-	-	-	-	-	263	235	498
10:00-10:59	299	305	603	-	-	-	-	-	-	251	257	508
11:00-11:59	358	334	692	-	-	-	-	-	-	301	281	583
12:00-12:59	361	318	679	-	-	-	-	-	-	305	268	573
13:00-13:59	373	283	656	-	-	-	-	-	-	314	239	553
14:00-14:59	344	312	655	-	-	-	-	-	-	290	263	553
15:00-15:59	352	375	727	-	-	-	-	-	-	297	317	614
16:00-16:59	373	359	732	-	-	-	-	-	-	315	303	619
17:00-17:59	349	329	677	-	-	-	-	-	-	294	278	572
18:00-18:59	279	239	518	-	-	-	-	-	-	236	202	437
19:00-19:59	204	201	405	-	-	-	-	-	-	172	170	342
20:00-20:59	180	167	347	-	-	-	-	-	-	151	140	292
21:00-21:59	129	116	245	-	-	-	-	-	-	109	97	206
22:00-22:59	64	60	123	-	-	-	-	-	-	53	50	103
23:00-23:59	42	36	78	-	-	-	-	-	-	35	30	66
Daily Total	5,194	4,496	9,690	-	-	-	-	-	-	4,373	3,790	8,164

AM Peak	334	279	592	-	-	-	-	-	-	280	235	498
Hour	07:00	09:00	09:00	-	-	-	-	-	-	07:00	09:00	09:00
MD Peak	373	334	692	-	-	-	-	-	-	314	281	583
Hour	13:00	11:00	11:00	-	-	-	-	-	-	13:00	11:00	11:00
PM Peak	373	375	732	-	-	-	-	-	-	315	317	619
Hour	16:00	15:00	16:00	-	-	-	-	-	-	16:00	15:00	16:00
Daily Peak	373	375	732	-	-	-	-	-	-	315	317	619
Hour	16:00	15:00	16:00	-	-	-	-	-	-	16:00	15:00	16:00
% of Total	7.2%	8.3%	7.6%	-	-	-	-	-	-	7.2%	8.4%	7.6%
Daily Ave	216	187	404	-	-	-	-	-	-	182	158	340

Hourly Traffic Volume Report

2018-Jul-24 to 2018-Jul-26

Coverage Count

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

Total Traffic Volume By Day Type

Time	Mon-Thu Ave	Friday	Saturday	Sunday	Annual Ave
00:00	5	0	0	0	5
01:00	5	0	0	0	5
02:00	10	0	0	0	10
03:00	5	0	0	0	5
04:00	20	0	0	0	15
05:00	40	0	0	0	35
06:00	80	0	0	0	75
07:00	90	0	0	0	85
08:00	110	0	0	0	100
09:00	130	0	0	0	115
10:00	140	0	0	0	125
11:00	155	0	0	0	135
12:00	145	0	0	0	125
13:00	150	0	0	0	130
14:00	175	0	0	0	155
15:00	195	0	0	0	175
16:00	160	0	0	0	135
17:00	120	0	0	0	100
18:00	90	0	0	0	75
19:00	85	0	0	0	70
20:00	40	0	0	0	30
21:00	20	0	0	0	15
22:00	15	0	0	0	10

[illegible][illegible]

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

Hourly Traffic Volume Report

2022-Jul-26 to 2022-Jul-28

Coverage Count

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

Total Traffic Volume By Day Type

Time	Mon-Thu Ave	Friday	Saturday	Sunday	Annual Ave
00:00	2	1	1	1	2
01:00	1	1	1	1	1
02:00	2	1	1	1	2
03:00	1	1	1	1	1
04:00	3	1	1	1	3
05:00	10	1	1	1	8
06:00	20	1	1	1	18
07:00	30	1	1	1	25
08:00	38	1	1	1	30
09:00	35	1	1	1	32
10:00	40	1	1	1	35
11:00	45	1	1	1	38
12:00	55	1	1	1	45
13:00	52	1	1	1	42
14:00	60	1	1	1	50
15:00	48	1	1	1	38
16:00	55	1	1	1	48
17:00	48	1	1	1	40
18:00	32	1	1	1	25
19:00	40	1	1	1	32
20:00	25	1	1	1	18
21:00	10	1	1	1	8
22:00	2	1	1	1	2

[illegible][illegible]

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

Existing Signal Timings

SEPAC ECOM All Data

9/13/2017
2:25:49PM

Intersection Name: **Main & 3rd**

Intersection Alias: **Main3rd**

Access Data

1 :1200 Baud
3 :1200 Baud

Access Code: 9999

Channel: 1

Address: 0

Revision: 3.34g

IP Address:

Phase Initialization Data

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Initial	0-None	4-Grn	0-None	1-Inact	0-None	0-None	0-None	0-None	0-None	0-None	0-None	0-None	0-None	0-None	0-None	0-None

PHASE DATA

Vehicle Basic Timings						Misc Timings				Pedestrian Timings				Alt				Actuated
Min	Max	Max2	Yellow	All	Green	Yellow	Offset	Offset	Bike	Ped	Alt	Ped	Flash	Ext	Rest in			
Phase	Green	Passage	Max1	Max2	Yellow	Red	Delay	Delay	Time	Mode	Green	Psg	Walk	Clr	Walk	Clr	Walk	Walk
1	0	0.0	0	0	4.0	0.0	0.0	0.0	0	0-Advance	0.0	0.0	0	0	0	No	0	No
2	15	5.0	40	40	3.2	2.5	0.0	0.0	0	0-Advance	0.0	0.0	14	13	0	0	No	No
3	0	0.0	0	0	4.0	0.0	0.0	0.0	0	0-Advance	0.0	0.0	0	0	0	No	0	No
4	15	5.0	40	40	3.2	1.9	0.0	0.0	0	0-Advance	0.0	0.0	6	13	0	0	No	No
5	0	0.0	0	0	4.0	1.0	0.0	0.0	0	0-Advance	0.0	0.0	0	0	0	No	0	No
6	0	0.0	0	0	4.0	1.0	0.0	0.0	0	0-Advance	0.0	0.0	0	0	0	No	0	No
7	0	0.0	0	0	4.0	1.0	0.0	0.0	0	0-Advance	0.0	0.0	0	0	0	No	0	No
8	0	0.0	0	0	4.0	1.0	0.0	0.0	0	0-Advance	0.0	0.0	0	0	0	No	0	No
9	0	0.0	0	0	3.0	0.0	0.0	0.0	0	0-Advance	0.0	0.0	0	0	0	No	0	No
10	0	0.0	0	0	3.0	0.0	0.0	0.0	0	0-Advance	0.0	0.0	0	0	0	No	0	No
11	0	0.0	0	0	3.0	0.0	0.0	0.0	0	0-Advance	0.0	0.0	0	0	0	No	0	No
12	0	0.0	0	0	3.0	0.0	0.0	0.0	0	0-Advance	0.0	0.0	0	0	0	No	0	No
13	0	0.0	0	0	3.0	0.0	0.0	0.0	0	0-Advance	0.0	0.0	0	0	0	No	0	No
14	0	0.0	0	0	3.0	0.0	0.0	0.0	0	0-Advance	0.0	0.0	0	0	0	No	0	No
15	0	0.0	0	0	3.0	0.0	0.0	0.0	0	0-Advance	0.0	0.0	0	0	0	No	0	No
16	0	0.0	0	0	3.0	0.0	0.0	0.0	0	0-Advance	0.0	0.0	0	0	0	No	0	No

Vehicle Density Timings						General Control				Miscellaneous				Special Sequence			
Ph.	Added Initial	Max Initial	Time B4 Redu	Car B4 Redu	Time To Min Gap	Non-Act Response	Veh Recall	Ped Recall	Recall Delay	Non Lock	Dual Entry	Last Car Pass	Condit Service	No Simu Gap Out	Omit	Minus Yel	Omit Call
1	0.0	0	0	0	0	0.0	None	None	None	0	No	No	No	No	0	0	0
2	0.0	0	0	0	0	0.0	None	Min	Ped	0	No	No	No	No	0	0	0
3	0.0	0	0	0	0	0.0	None	None	None	0	No	No	No	No	0	0	0
4	0.0	0	0	0	0	0.0	None	Min	Ped	0	No	No	No	No	0	0	0
5	0.0	0	0	0	0	0.0	None	None	None	0	No	No	No	No	0	0	0
6	0.0	0	0	0	0	0.0	None	None	None	0	No	No	No	No	0	0	0
7	0.0	0	0	0	0	0.0	None	None	None	0	No	No	No	No	0	0	0
8	0.0	0	0	0	0	0.0	None	None	None	0	No	No	No	No	0	0	0
9	0.0	0	0	0	0	0.0	None	None	None	0	No	No	No	No	0	0	0
10	0.0	0	0	0	0	0.0	None	None	None	0	No	No	No	No	0	0	0
11	0.0	0	0	0	0	0.0	None	None	None	0	No	No	No	No	0	0	0
12	0.0	0	0	0	0	0.0	None	None	None	0	No	No	No	No	0	0	0
13	0.0	0	0	0	0	0.0	None	None	None	0	No	No	No	No	0	0	0
14	0.0	0	0	0	0	0.0	None	None	None	0	No	No	No	No	0	0	0

15	0.0	0	0	0	0	0.0	None	None	None	0	No	No	No	No	No	0	0	0
16	0.0	0	0	0	0	0.0	None	None	None	0	No	No	No	No	No	0	0	0
Vehicle Detector Phase Assignment							Pedestrian Detector					Special Detector Phase Assignment						
Assign		Switch					Assign		Switch			Assign		Switch				
Phase	Mode	Phase	Extend	Delay				Phase	Mode	Phase	Extend	Delay	Phase	Mode	Phase	Extend	Delay	
Default Data							Default Data					Default Data						

Unit Data

General Control			
Startup Time:	5 sec	Input	Output
Startup State:	Flash	Ring	Respons Selection
Ad Revert:	4.0 sec	1	Ring 1 Ring 1
Auto Ped Clr:	No	2	Ring 2 Ring 2
Stop T Reset:	No	3	None None
Alt Sequence:	0	4	None None
Special Seq:	0-Standard		
I/O Modes:			
ABC Input(Entry) Modes: 0		D Input(Entry) Modes: 0	
ABC Output(O/STS) Modes: 0		D Output(O/STS) Modes: 0	

Remote Flash		Default Data	
Test A = Flash	No		
Phase	Entry Exit		
2	Yes		
4	Yes		

Overlaps	
Phase(s)	A B C D E F G H I J K L M N O P
Start Green	A B C D E F G H I J K L M N O P

Ring		Phase(s)																
Phase	Ring	Next Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
2	1	3	1	2	3	4	1	1	3	3	9	10	11	12	13	14	15	16
4	1	1	6	6	8	8	5	6	7	8								

Alternate Sequences
No Alternate
Sequences
Programmed

Port 1 Data
BIU Port Basic Message
Addr Status Det 40

Default Data

Signal Driver Output

Channel	Control	Hardware Pins
1	1 - Veh Phase 1	1 - Phase 1 RYG
2	2 - Veh Phase 2	2 - Phase 2 RYG
3	3 - Veh Phase 3	3 - Phase 3 RYG
4	4 - Veh Phase 4	4 - Phase 4 RYG
5	5 - Veh Phase 5	5 - Phase 5 RYG
6	6 - Veh Phase 6	6 - Phase 6 RYG
7	7 - Veh Phase 7	7 - Phase 7 RYG
8	8 - Veh Phase 8	8 - Phase 8 RYG
9	18 - Ped Phase 2	10 - Phase 2 DPW
10	20 - Ped Phase 4	12 - Phase 4 DPW
11	22 - Ped Phase 6	14 - Phase 6 DPW
12	24 - Ped Phase 8	16 - Phase 8 DPW
13	33 - Overlap A	17 - Overlap A RYG
14	34 - Overlap B	18 - Overlap B RYG
15	35 - Overlap C	19 - Overlap C RYG
16	36 - Overlap D	20 - Overlap D RYG
17	17 - Ped Phase 1	9 - Phase 1 DPW
18	19 - Ped Phase 3	11 - Phase 3 DPW
19	21 - Ped Phase 5	13 - Phase 5 DPW
20	23 - Ped Phase 7	15 - Phase 7 DPW

Coordination Data

General Coordination Data			Dial/Split	Cycle
Operation Mode:	1=Auto	Offset Mode:	1=End Grm	Manual Dial: 1
Coordination Mode:	0=Permissive	Force Mode:	0=Plan	Manual Split: 1
Maximum Mode:	0=Inhibit	Max Dwell Time:	15	Manual Offset: 1
Correction Mode:	3=Short Way Plus	Yield Period:	0	

Split Times and Phase Modes									
Dial 1 / Split 1									
Ph.	Splits	Ph. Mode	Ph.	Splits	Ph. Mode	Ph.	Splits	Ph. Mode	Ph.
2	51	1=Coordinate	4	29	7=Dual Coord				
Dial 1 / Split 2									
Ph.	Splits	Ph. Mode	Ph.	Splits	Ph. Mode	Ph.	Splits	Ph. Mode	Ph.
2	31	1=Coordinate	4	29	7=Dual Coord				
Dial 2 / Split 1									
Ph.	Splits	Ph. Mode	Ph.	Splits	Ph. Mode	Ph.	Splits	Ph. Mode	Ph.
2	51	1=Coordinate	4	29	7=Dual Coord				
Dial 3 / Split 1									
Ph.	Splits	Ph. Mode	Ph.	Splits	Ph. Mode	Ph.	Splits	Ph. Mode	Ph.
2	61	1=Coordinate	4	29	7=Dual Coord				
Dial 4 / Split 1									
Ph.	Splits	Ph. Mode	Ph.	Splits	Ph. Mode	Ph.	Splits	Ph. Mode	Ph.
2	61	1=Coordinate	4	29	7=Dual Coord				

Traffic Plan Data						
Plan: 1/1/1	Offset Time: 43 Mode: 0=Normal	Alternat Sequence: 0 Special Function: 0	Rg 2 Lag Time: 0	Rg 3 Lag Time: 0	Rg 4 Lag Time: 0	Correction Mode: 0=No
Plan: 1/1/2	Offset Time: 43 Mode: 0=Normal	Alternat Sequence: 0 Special Function: 0	Rg 2 Lag Time: 0	Rg 3 Lag Time: 0	Rg 4 Lag Time: 0	Correction Mode: 0=No
Plan: 1/2/1	Offset Time: 27 Mode: 0=Normal	Alternat Sequence: 0 Special Function: 0	Rg 2 Lag Time: 0	Rg 3 Lag Time: 0	Rg 4 Lag Time: 0	Correction Mode: 0=No
Plan: 2/1/1	Offset Time: 43 Mode: 0=Normal	Alternat Sequence: 0 Special Function: 0	Rg 2 Lag Time: 0	Rg 3 Lag Time: 0	Rg 4 Lag Time: 0	Correction Mode: 0=No
Plan: 3/1/1	Offset Time: 43 Mode: 0=Normal	Alternat Sequence: 0 Special Function: 0	Rg 2 Lag Time: 0	Rg 3 Lag Time: 0	Rg 4 Lag Time: 0	Correction Mode: 0=No
Plan: 4/1/1	Offset Time: 43 Mode: 0=Normal	Alternat Sequence: 0 Special Function: 0	Rg 2 Lag Time: 0	Rg 3 Lag Time: 0	Rg 4 Lag Time: 0	Correction Mode: 0=No

Local TBC Data

Start of Daylight Saving Month: 3 Week: 2 Cycle Zero Reference Hours: 24 Min: 0
End of Daylight Saving Month: 11 Week: 1

Source	Equate Days						
Day	1	2	3	4	5	6	7
1	7	0	0	0	0	0	0
2	3	4	5	6	0	0	0

Traffic Data

					PHASE FUNCTION															
Event	Day	Time	D/S/O	flash	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
1	1	0:1	5/5/0	Flash On	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐
2	1	6:0	2/1/1		☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐
3	1	12:0	1/1/1		☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐
4	1	18:0	2/1/1		☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐
5	1	23:0	5/5/0	Flash On	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐
6	2	0:1	5/5/0	Flash On	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐
7	2	6:0	2/1/1		☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐
8	2	10:0	1/1/1		☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐
9	2	18:0	2/1/1		☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐
10	2	23:0	5/5/0	Flash On	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐

AUX. Events

Program				Aux Outputs			Det. Diag.	Det. Rpt.	Det. Mult100	Special Function Outputs								
Event	Day	Hour	Min.	1	2	3	D1	D2	D3	Dimming	1	2	3	4	5	6	7	8
1	2	0	1															
2	2	14	30	X														
3	2	17	30															

Default Data - No Special Day(s) or Week(s) Programmed

Special Functions

Function	SF1	SF2	SF3	SF4	SF5	SF6	SF7	SF8	SF9	SF10	SF11	SF12	SF13	SF14	SF15	SF16
Special Function 1	X															
Special Function 2		X														
Special Function 3			X													
Special Function 4				X												
Special Function 5					X											
Special Function 6						X										
Special Function 7							X									
Special Function 8								X								

Phase Function	PF1	PF2	PF3	PF4	PF5	PF6	PF7	PF8	PF9	PF10	PF11	PF12	PF13	PF14	PF15	PF16
Phase 1 Max2	X															
Phase 2 Max2		X														
Phase 3 Max2			X													
Phase 4 Max2				X												
Phase 5 Max2					X											
Phase 6 Max2						X										
Phase 7 Max2							X									
Phase 8 Max2								X								
Phase 1 Max2	X															
Phase 2 Max2		X														
Phase 3 Max2			X													
Phase 4 Max2				X												
Phase 5 Max2					X											
Phase 6 Max2						X										
Phase 7 Max2							X									
Phase 8 Max2								X								
Phase 2 Max2		X														
Phase 3 Max2			X													
Phase 4 Max2				X												
Phase 5 Max2					X											
Phase 6 Max2						X										
Phase 7 Max2							X									
Phase 8 Max2								X								
Phase 1 Max2	X															
Phase 2 Max2		X														
Phase 3 Max2			X													
Phase 4 Max2				X												
Phase 5 Max2					X											
Phase 6 Max2						X										
Phase 7 Max2							X									
Phase 8 Max2								X								
Phase 1 Max2	X															
Phase 2 Max2		X														
Phase 3 Max2			X													
Phase 4 Max2				X												
Phase 5 Max2					X											
Phase 6 Max2						X										
Phase 7 Max2							X									
Phase 8 Max2								X								
Phase 1 Max2	X															
Phase 2 Max2		X														
Phase 3 Max2			X													
Phase 4 Max2				X												

Phase 5 Max2					X											
Phase 6 Max2						X										
Phase 7 Max2							X									
Phase 8 Max2								X								
Phase 1 Max2	X															
Phase 2 Max2		X														
Phase 3 Max2			X													
Phase 4 Max2				X												
Phase 5 Max2					X											
Phase 6 Max2						X										
Phase 7 Max2							X									
Phase 8 Max2								X								
Phase 1 Max2	X															
Phase 2 Max2		X														
Phase 3 Max2			X													
Phase 4 Max2				X												
Phase 5 Max2					X											
Phase 6 Max2						X										
Phase 7 Max2							X									
Phase 8 Max2								X								
Phase 1 Max2	X															
Phase 2 Max2		X														
Phase 3 Max2			X													
Phase 4 Max2				X												
Phase 5 Max2					X											
Phase 6 Max2						X										
Phase 7 Max2							X									
Phase 8 Max2								X								
Phase 1 Max2	X															
Phase 2 Max2		X														
Phase 3 Max2			X													
Phase 4 Max2				X												
Phase 5 Max2					X											
Phase 6 Max2						X										
Phase 7 Max2							X									
Phase 8 Max2								X								
Phase 1 Max2	X															

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Veh Det Bike Recall	PF1	PF2	PF3	PF4	PF5	PF6	PF7	PF8	PF9	PF10	PF11	PF12	PF13	PF14	PF15	PF16
	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐
Vehicle Function																
Veh Det Switch Omit	PF1	PF2	PF3	PF4	PF5	PF6	PF7	PF8	PF9	PF10	PF11	PF12	PF13	PF14	PF15	PF16
	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐
Veh Det Switch Now	PF1	PF2	PF3	PF4	PF5	PF6	PF7	PF8	PF9	PF10	PF11	PF12	PF13	PF14	PF15	PF16
	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐
Veh Det Switch Also	PF1	PF2	PF3	PF4	PF5	PF6	PF7	PF8	PF9	PF10	PF11	PF12	PF13	PF14	PF15	PF16
	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐
Overlap Function																
	PF1	PF2	PF3	PF4	PF5	PF6	PF7	PF8	PF9	PF10	PF11	PF12	PF13	PF14	PF15	PF16
	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐

Dimming Data																
Default Data - No Dimming Programmed																
Lane Definition																
Lanes	Name	Green Inbound	Yellow Inbound	Red Inbound	Green Outbound	Yellow Outbound										
Default Data - Lane Definition																
program day program hour program minute LanePhFun																

Preemption Data

General Preemption Data		
Preempt > Flash	Preempt 2 > Preempt 3	Preempt 4 > Preempt 5
Preempt 1 > Preempt 2	Preempt 3 > Preempt 4	Preempt 5 > Preempt 6

Preempt N Lock	Link to Pmpt	Preempt Timers				De				Min				Select				Track				Return				Sel Ret Mode
		Del	Ext	Dur	Max Call	Lock- Out	Boun ce	Gate Ext	G W	Ped Clear	Yel	Rod	Gm	Ped	Yel	Red	Green	Ped Clear	Yel	Red	Green	Ped Clear	Yel	Red		
1	N	0	0	0	0	0	0.0	0	0	0	8	4.0	2.0	10	8	4.0	2.0	10	8	4.0	2.0	F	Aut			
2	N	0	0	0	0	0	0.0	0	0	0	8	4.0	2.0	10	8	4.0	2.0	10	8	4.0	2.0	F	Aut			
3	N	0	0	0	0	0	0.0	0	0	0	8	4.0	2.0	10	8	4.0	2.0	10	8	4.0	2.0	F	Aut			
4	N	0	0	0	0	0	0.0	0	0	0	8	4.0	2.0	10	8	4.0	2.0	10	8	4.0	2.0	F	Aut			
5	N	0	0	0	0	0	0.0	0	0	0	8	4.0	2.0	10	8	4.0	2.0	10	8	4.0	2.0	F	Aut			
6	N	0	0	0	0	0	0.0	0	0	0	8	4.0	2.0	10	8	4.0	2.0	10	8	4.0	2.0	F	Aut			

Preempt 1			Preempt 2			Preempt 3			Preempt 4			Preempt 5			Preempt 6		
Phase	Exit Phase	Exit Calls	Phase	Exit Phase	Exit Calls	Phase	Exit Phase	Exit Calls	Phase	Exit Phase	Exit Calls	Phase	Exit Phase	Exit Calls	Phase	Exit Phase	Exit Calls
1	No	Yes	1	No	Yes	1	No	Yes	1	No	Yes	1	No	Yes	1	No	Yes
2	No	Yes	2	No	Yes	2	No	Yes	2	No	Yes	2	No	Yes	2	No	Yes
3	No	Yes	3	No	Yes	3	No	Yes	3	No	Yes	3	No	Yes	3	No	Yes
4	No	Yes	4	No	Yes	4	No	Yes	4	No	Yes	4	No	Yes	4	No	Yes
5	No	Yes	5	No	Yes	5	No	Yes	5	No	Yes	5	No	Yes	5	No	Yes
6	No	Yes	6	No	Yes	6	No	Yes	6	No	Yes	6	No	Yes	6	No	Yes
7	No	Yes	7	No	Yes	7	No	Yes	7	No	Yes	7	No	Yes	7	No	Yes
8	No	Yes	8	No	Yes	8	No	Yes	8	No	Yes	8	No	Yes	8	No	Yes

Priority Timers																
Prio rity	Non- Locking	Del ay	Ext end	Free Dial	Free Split	Min Green	No Lock out	Lock A	Lock B	Max Green	Pre- Green	Recall	Excl-co Phase Svc.	Transit Overlap		
													Signal Type	Blankout		

Priority Detector Channels

Priority
Detector

Priority Fixed Phases

Priority

Legend:
CO-PHASE 0 FALSE
QJ-PHASE 1 TRUE

Priority

Priority Bank :

Level

Partial Priority	Full Priority	Recovery
Alt Seq	Freq. Override	Method
Alt Seq Enabled	Ped skip	Return
Min Walk	Force full Priority	PedWait
	Frequency	PedOverride
	Freq. Level	

Codes: 0 FALSE X TRUE

Priority :	Priority :	Priority :
Priority Bank : Queue Phase Detector Time	Priority Bank : Queue Phase Detector Time	Priority Bank : Queue Phase Detector Time
Default data	Default data	Default data

Priority :	Priority :	Priority :
Priority Bank : Queue Phase Detector Time	Priority Bank : Queue Phase Detector Time	Priority Bank : Queue Phase Detector Time
Default data	Default data	Default data

Priority : Bank Detector PE 1A 2A 3A 4A 5A 6A B Default Data	Priority : Bank Detector PE 1A 2A 3A 4A 5A 6A B Default Data
Priority : Bank Detector PE 1A 2A 3A 4A 5A 6A B Default Data	Priority : Bank Detector PE 1A 2A 3A 4A 5A 6A B Default Data
Priority : Bank Detector PE 1A 2A 3A 4A 5A 6A B Default Data	Priority : Bank Detector PE 1A 2A 3A 4A 5A 6A B Default Data

Preempt 1

Vehical Phases			Pedestrian Phases			Overlaps		
Ph.	Track	Dwell	Cycle	Ph.	Track	Dwell	Cycle	Trail Grn

Default Data

Default Data

Default Data

Preempt 2

Vehical Phases			Pedestrian Phases			Overlaps		
Ph.	Track	Dwell	Cycle	Ph.	Track	Dwell	Cycle	Trail Grn

Default Data

Default Data

Default Data

Preempt 3

Vehical Phases			Pedestrian Phases			Overlaps		
Ph.	Track	Dwell	Cycle	Ph.	Track	Dwell	Cycle	Trail Grn

Default Data

Default Data

Default Data

Preempt 4

Vehical Phases			Pedestrian Phases			Overlaps		
Ph.	Track	Dwell	Cycle	Ph.	Track	Dwell	Cycle	Trail Grn

Default Data

Default Data

Default Data

Preempt 5

Vehical Phases			Pedestrian Phases			Overlaps		
Ph.	Track	Dwell	Cycle	Ph.	Track	Dwell	Cycle	Trail Grn

Default Data

Default Data

Default Data

Preempt 6

Vehical Phases			Pedestrian Phases			Overlaps		
Ph.	Track	Dwell	Cycle	Ph.	Track	Dwell	Cycle	Trail Grn

Default Data

Default Data

Default Data

System/Detectors Data

Local Critical Alarms

Local Free: No

Cycle Failure: No

Coord Failure: No

Conflict Flash: No

Remote Flash: No

Local Flash: No

Cycle Fault: No

Coord Fault: No

Preemption: No

Special Status 1: No

Special Status 2: No

Special Status 3: No

Special Status 4: No

Special Status 5: No

Special Status 6: No

Revert to Backup: 15

1st Phone:

2nd Phone:

Voltage Monitor: No

Traffic Responsive

System	Detector	Veh/	Average	Occupancy	Min	Queue 1	System	Weight	Queue 2	System	Weight
Detector	Channel	Name	Hr	Time(mins)	Correction/10	Volume %	Detectors	Detectors	Factor	Detectors	Detectors

Default Data

Default Data

Default Data

Sample Interval:

0

Queue: 1

Input Selection: 0=Average

Detector Failed Level : 0

Queue: 2

Input Selection: 0=Average

Detector Failed Level : 0

Level

Enter

Leave

Dial / Split / Offset

/ /

Vehical Detector

Diagnostic Value 0

Max	No	Erratic
Detector	Presence	Activity

Vehical Detector

Diagnostic Value 1

Max	No	Erratic
Detector	Presence	Activity

Special Detector

Diagnostic Value 0

Max	No	Erratic
Detector	Presence	Activity

Default Data - Diag 0 Values

Default Data - No Diag 1 Values

Default Data - No Diag 0 Valu

Pedestrian Detector

Diagnostic Value 0

Max	No	Erratic
Detector	Presence	Activity

Pedestrian Detector

Diagnostic Value 1

Max	No	Erratic
Detector	Presence	Activity

Special Detector

Diagnostic Value 1

Max	No	Erratic
Detector	Presence	Activity

Default Data - No Diag 0 Values

Default Data - No Diag 1 Values

Default Data - No Diag 1 Values

Speed Trap Data

Speed Trap:

Measurement:

Detector 1 Detector_2 Distance :

Dial/Split/Offset

//

Default Data

Default Data

Volume Detector Data

Report Interval 0

Volume Controller

Detector Detector

Number Channel

Default Data

SEPAC ECOM All Data

9/13/2017
2:26:48PM

Intersection Name: **Main & 4th**

Intersection Alias: **main4th**

Access Data	1:1200 Baud
	3:1200 Baud

Access Code: 9999

Channel: 1

Address: 0

Revision: 3.32f

IP Address:

Phase Initialization Data

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Initial	4-Grn	1-Inact	0-None	1-Inact	0-None	4-Grn	0-None	0-None	0-None	0-None	0-None	0-None	0-None	0-None	0-None	0-None

PHASE DATA

Vehicle Basic Timings						Misc Timings				Pedestrian Timings				Alt				Actuated		
Min					All	Green	Yellow	Offset	Walk	Walk	Bike	Bike		Ped	Alt	Ped	Flash	Ext	Rest in	
Phase	Green	Passage	Max1	Max2	Yellow	Red	Delay	Delay	Time	Mode	Green	Pos		Walk	Clr	Walk	Clr	Walk	Ped Clr	Walk
1	14	3.0	40	40	3.2	2.3	0.0	0.0	0	0-Advance	0.0	0.0	5	11	0	0	No	0	No	
2	6	3.0	15	40	3.2	2.3	0.0	0.0	0	0-Advance	0.0	0.0	0	0	0	0	No	0	No	
3	0	0.0	0	0	3.0	2.0	0.0	0.0	0	0-Advance	0.0	0.0	0	0	0	0	No	0	No	
4	14	3.0	40	40	3.0	1.9	0.0	0.0	0	0-Advance	0.0	0.0	6	14	0	0	No	0	No	
5	0	0.0	0	0	3.0	2.0	0.0	0.0	0	0-Advance	0.0	0.0	0	0	0	0	No	0	No	
6	10	3.0	40	40	3.2	2.3	0.0	0.0	0	0-Advance	0.0	0.0	16	11	0	0	No	0	No	
7	0	0.0	0	0	3.0	2.0	0.0	0.0	0	0-Advance	0.0	0.0	0	0	0	0	No	0	No	
8	0	0.0	0	0	3.0	2.0	0.0	0.0	0	0-Advance	0.0	0.0	0	0	0	0	No	0	No	
9	0	0.0	0	0	3.0	0.0	0.0	0.0	0	0-Advance	0.0	0.0	0	0	0	0	No	0	No	
10	0	0.0	0	0	3.0	0.0	0.0	0.0	0	0-Advance	0.0	0.0	0	0	0	0	No	0	No	
11	0	0.0	0	0	3.0	0.0	0.0	0.0	0	0-Advance	0.0	0.0	0	0	0	0	No	0	No	
12	0	0.0	0	0	3.0	0.0	0.0	0.0	0	0-Advance	0.0	0.0	0	0	0	0	No	0	No	
13	0	0.0	0	0	3.0	0.0	0.0	0.0	0	0-Advance	0.0	0.0	0	0	0	0	No	0	No	
14	0	0.0	0	0	3.0	0.0	0.0	0.0	0	0-Advance	0.0	0.0	0	0	0	0	No	0	No	
15	0	0.0	0	0	3.0	0.0	0.0	0.0	0	0-Advance	0.0	0.0	0	0	0	0	No	0	No	
16	0	0.0	0	0	3.0	0.0	0.0	0.0	0	0-Advance	0.0	0.0	0	0	0	0	No	0	No	

Vehicle Density Timings							General Control				Miscellaneous					Special Sequence		
Ph.	Added Initial	Max Initial	Time Redu	Car B4 Redu	Time To Redu	Min Gap	Non-Act Response	Veh Recall	Ped Recall	Recall Delay	Non Lock	Dual Entry	Last Car Pass	Condit Service	No Simu Gap Out	Omit	Minus Yel	Omit Call
1	0.0	0	0	0	0	0.0	NonActII	Min	Ped	0	No	No	No	No	No	0	0	0
2	0.0	0	0	0	0	0.0	NonActII	Min	None	0	No	No	No	No	No	0	0	0
3	0.0	0	0	0	0	0.0	None	None	None	0	No	No	No	No	No	0	0	0
4	0.0	0	0	0	0	0.0	NonActII	Min	Ped	0	No	No	No	No	No	0	0	0
5	0.0	0	0	0	0	0.0	None	None	None	0	No	No	No	No	No	0	0	0
6	0.0	0	0	0	0	0.0	NonActII	Min	Ped	0	No	No	No	No	No	0	0	0
7	0.0	0	0	0	0	0.0	None	None	None	0	No	No	No	No	No	0	0	0
8	0.0	0	0	0	0	0.0	None	None	None	0	No	No	No	No	No	0	0	0
9	0.0	0	0	0	0	0.0	None	None	None	0	No	No	No	No	No	0	0	0
10	0.0	0	0	0	0	0.0	None	None	None	0	No	No	No	No	No	0	0	0
11	0.0	0	0	0	0	0.0	None	None	None	0	No	No	No	No	No	0	0	0
12	0.0	0	0	0	0	0.0	None	None	None	0	No	No	No	No	No	0	0	0
13	0.0	0	0	0	0	0.0	None	None	None	0	No	No	No	No	No	0	0	0
14	0.0	0	0	0	0	0.0	None	None	None	0	No	No	No	No	No	0	0	0

15	0.0	0	0	0	0	0.0	None	None	None	0	No	No	No	No	No	0	0	0	
16	0.0	0	0	0	0	0.0	None	None	None	0	No	No	No	No	No	0	0	0	
Vehicle Detector Phase Assignment							Pedestrian Detector					Special Detector Phase Assignment							
Assign		Switch					Assign		Switch			Assign		Switch					
Phase	Mode	Phase	Extend	Delay			Phase	Mode	Phase	Extend	Delay	Phase		Mode	Phase	Extend	Delay		
Default Data							Default Data					Default Data							

Unit Data

General Control			
Startup Time:	5 sec	Input	Output
Startup State:	Flash	Ring	Respons Selection
Revert:	4.0 sec	1	Ring 1
Auto Ped Clr:	No	2	Ring 2
Stop T Reset:	No	3	None
Alt Sequence:	0	4	None
Special Seq:	0-Standard		
I/O Modes:			
ABC Input(Entry) Modes:	0	D Input(Entry) Modes:	0
ABC Output(O/STS) Modes:	0	D Output(O/STS) Modes:	0

Remote Flash

Tcst A = Flash No

Phase	Entry	Exit
1		Yes
4	Yes	
6		Yes

Default Data
- No Flash

Overlaps

Phase(s)	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P
1																
6																

Start Green

Phase(s)	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P

Ring	Next	Phase(s)	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Phase	Ring	Phase																
1	1	2	1	2	3	4	1	1	3	3	9	10	11	12	13	14	15	16
2	1	3	5	5	7	7	2	2	4	4								
4	1	1	6	6	8	8	5	6	7	8								
6	2	7																

Alternate Sequences

No Alternate
Sequences
Programmed

Port 1 Data

BIU	Port	Basic	Message
Addr	Status	Del	40

Default Data

Signal Driver Output

Channel	Control	Hardware Pins
1	1 - Veh Phase 1	1 - Phase 1 RYG
2	2 - Veh Phase 2	2 - Phase 2 RYG
3	3 - Veh Phase 3	3 - Phase 3 RYG
4	4 - Veh Phase 4	4 - Phase 4 RYG
5	5 - Veh Phase 5	5 - Phase 5 RYG
6	6 - Veh Phase 6	6 - Phase 6 RYG
7	7 - Veh Phase 7	7 - Phase 7 RYG
8	8 - Veh Phase 8	8 - Phase 8 RYG
9	18 - Ped Phase 2	10 - Phase 2 DPW
10	20 - Ped Phase 4	12 - Phase 4 DPW
11	19 - Ped Phase 3	14 - Phase 6 DPW
12	24 - Ped Phase 8	16 - Phase 8 DPW
13	33 - Overlap A	17 - Overlap A RYG
14	34 - Overlap B	18 - Overlap B RYG
15	35 - Overlap C	19 - Overlap C RYG
16	36 - Overlap D	20 - Overlap D RYG
17	17 - Ped Phase 1	9 - Phase 1 DPW
18	22 - Ped Phase 6	11 - Phase 3 DPW
19	21 - Ped Phase 5	13 - Phase 5 DPW
20	23 - Ped Phase 7	15 - Phase 7 DPW

Coordination Data

General Coordination Data

Operation Mode: 1=Auto	Offset Mode: 1=End Gm	Manual Dial: 1	Dial/Split	Cycle
Coordination Mode: 0=Permissive	Force Mode: 0=Plan	Manual Split: 1	2/1	80
Maximum Mode: 0=Inhibit	Max Dwell Time: 15	Manual Offset: 1	3/1	90
Correction Mode: 3=Short Way Plus	Yield Period: 0		4/1	90

Split Times and Phase Modes

Dial 1 / Split 1									
Ph.	Splits	Ph. Mode	Ph.	Splits	Ph. Mode	Ph.	Splits	Ph. Mode	Ph. Mode
1	42	1=Coordinate	2	12	3=Max Recall	4	26	3=Max Recall	6 34 1=Coordinate
Dial 1 / Split 2									
Ph.	Splits	Ph. Mode	Ph.	Splits	Ph. Mode	Ph.	Splits	Ph. Mode	Ph. Mode
1	21	0=Actuated	2	12	0=Actuated	4	27	0=Actuated	6 33 0=Actuated
Dial 2 / Split 1									
Ph.	Splits	Ph. Mode	Ph.	Splits	Ph. Mode	Ph.	Splits	Ph. Mode	Ph. Mode
1	42	1=Coordinate	2	12	3=Max Recall	4	26	3=Max Recall	6 34 1=Coordinate
Dial 2 / Split 2									
Ph.	Splits	Ph. Mode	Ph.	Splits	Ph. Mode	Ph.	Splits	Ph. Mode	Ph. Mode
1	48	1=Coordinate	2	12	3=Max Recall	4	25	3=Max Recall	6 60 1=Coordinate
Dial 3 / Split 1									
Ph.	Splits	Ph. Mode	Ph.	Splits	Ph. Mode	Ph.	Splits	Ph. Mode	Ph. Mode
1	52	1=Coordinate	2	12	3=Max Recall	4	26	3=Max Recall	6 34 1=Coordinate
Dial 4 / Split 1									
Ph.	Splits	Ph. Mode	Ph.	Splits	Ph. Mode	Ph.	Splits	Ph. Mode	Ph. Mode
1	52	1=Coordinate	2	12	3=Max Recall	4	26	3=Max Recall	6 34 1=Coordinate

Traffic Plan Data					
Plan: 1/1/1	Offset Time: 43 Mode: 0=Normal	Alternat Sequence: 0 Special Function: 0	Rg 2 Lag Time: 0 Correction Mode: 0=No	Rg 3 Lag Time: 0	Rg 4 Lag Time: 0
Plan: 1/1/2	Offset Time: 43 Mode: 0=Normal	Alternat Sequence: 0 Special Function: 0	Rg 2 Lag Time: 0 Correction Mode: 0=No	Rg 3 Lag Time: 0	Rg 4 Lag Time: 0
Plan: 1/2/1	Offset Time: 32 Mode: 0=Normal	Alternat Sequence: 0 Special Function: 0	Rg 2 Lag Time: 0 Correction Mode: 0=No	Rg 3 Lag Time: 0	Rg 4 Lag Time: 0
Plan: 2/1/1	Offset Time: 43 Mode: 0=Normal	Alternat Sequence: 0 Special Function: 0	Rg 2 Lag Time: 0 Correction Mode: 0=No	Rg 3 Lag Time: 0	Rg 4 Lag Time: 0
Plan: 2/2/1	Offset Time: 41 Mode: 0=Normal	Alternat Sequence: 0 Special Function: 0	Rg 2 Lag Time: 0 Correction Mode: 0=No	Rg 3 Lag Time: 0	Rg 4 Lag Time: 0
Plan: 3/1/1	Offset Time: 43 Mode: 0=Normal	Alternat Sequence: 0 Special Function: 0	Rg 2 Lag Time: 0 Correction Mode: 0=No	Rg 3 Lag Time: 0	Rg 4 Lag Time: 0
Plan: 4/1/1	Offset Time: 43 Mode: 0=Normal	Alternat Sequence: 0 Special Function: 0	Rg 2 Lag Time: 0 Correction Mode: 0=No	Rg 3 Lag Time: 0	Rg 4 Lag Time: 0

Local TBC Data

Start of Daylight Saving Month: 3 Week: 2 Cycle Zero Reference Hours: 24 Min: 0
End of Daylight Saving Month: 11 Week: 1

Source Day	Equipe Days						
	1	2	3	4	5	6	7
1	7	0	0	0	0	0	0
2	3	4	5	6	0	0	0

Traffic Data																
					PHASE FUNCTION											
Event	Day	Time	D/S/O	Flash	1	2	3	4	5	6	7	8	9	10	11	12
1	1	0:1	5/5/0	Flash On												
2	1	6:0	2/1/1													
3	1	12:0	1/1/1													
4	1	18:0	2/1/1													
5	1	23:0	5/5/0	Flash On												
6	2	0:1	5/5/0	Flash On												
7	2	6:0	2/1/1													
8	2	10:0	1/1/1													
9	2	18:0	2/1/1													
10	2	23:0	5/5/0	Flash On												

AUX. Events

Event	Program Day	Hour	Min.	Aux Outputs			Det.	Det.	Det.	Special Function Outputs							
				1	2	3	D1	D2	D3	Dimming	1	2	3	4	5	6	7

Default Data - No Special Day(s) or Week(s) Programmed

Special Functions																
Function	SF1	SF2	SF3	SF4	SF5	SF6	SF7	SF8	SF9	SF10	SF11	SF12	SF13	SF14	SF15	SF16
Special Function 1	X															
Special Function 2		X														
Special Function 3			X													
Special Function 4				X												
Special Function 5					X											
Special Function 6						X										
Special Function 7							X									
Special Function 8								X								

Phase Function	PF1	PF2	PF3	PF4	PF5	PF6	PF7	PF8	PF9	PF10	PF11	PF12	PF13	PF14	PF15	PF16
Phase 1 Max2	X															
Phase 2 Max2		X														
Phase 3 Max2			X													
Phase 4 Max2				X												
Phase 5 Max2					X											
Phase 6 Max2						X										
Phase 7 Max2							X									
Phase 8 Max2								X								
Phase 1 Max2	X															
Phase 2 Max2		X														
Phase 3 Max2			X													
Phase 4 Max2				X												
Phase 5 Max2					X											
Phase 6 Max2						X										
Phase 7 Max2							X									
Phase 8 Max2								X								
Phase 2 Max2		X														
Phase 3 Max2			X													
Phase 4 Max2				X												
Phase 5 Max2					X											
Phase 6 Max2						X										
Phase 7 Max2							X									
Phase 8 Max2								X								
Phase 1 Max2	X															
Phase 2 Max2		X														
Phase 3 Max2			X													
Phase 4 Max2				X												
Phase 5 Max2					X											
Phase 6 Max2						X										
Phase 7 Max2							X									
Phase 8 Max2								X								
Phase 1 Max2	X															
Phase 2 Max2		X														
Phase 3 Max2			X													
Phase 4 Max2				X												
Phase 5 Max2					X											
Phase 6 Max2						X										
Phase 7 Max2							X									
Phase 8 Max2								X								
Phase 1 Max2	X															
Phase 2 Max2		X														
Phase 3 Max2			X													
Phase 4 Max2				X												

Phase 5 Max2					X											
Phase 6 Max2						X										
Phase 7 Max2							X									
Phase 8 Max2								X								
Phase 1 Max2	X															
Phase 2 Max2		X														
Phase 3 Max2			X													
Phase 4 Max2				X												
Phase 5 Max2					X											
Phase 6 Max2						X										
Phase 7 Max2							X									
Phase 8 Max2								X								
Phase 1 Max2	X															
Phase 2 Max2		X														
Phase 3 Max2			X													
Phase 4 Max2				X												
Phase 5 Max2					X											
Phase 6 Max2						X										
Phase 7 Max2							X									
Phase 8 Max2								X								
Phase 2 Max2		X														
Phase 3 Max2			X													
Phase 4 Max2				X												
Phase 5 Max2					X											
Phase 6 Max2						X										
Phase 7 Max2							X									
Phase 8 Max2								X								
Phase 1 Max2	X															
Phase 2 Max2		X														
Phase 3 Max2			X													
Phase 4 Max2				X												
Phase 5 Max2					X											
Phase 6 Max2						X										
Phase 7 Max2							X									
Phase 8 Max2								X								
Phase 1 Max2	X															
Phase 2 Max2		X														
Phase 3 Max2			X													
Phase 4 Max2				X												
Phase 5 Max2					X											
Phase 6 Max2						X										
Phase 7 Max2							X									
Phase 8 Max2								X								
Phase 1 Max2	X															

Phase 2 Max2		X															
Phase 3 Max2			X														
Phase 4 Max2				X													
Phase 5 Max2					X												
Phase 6 Max2						X											
Phase 7 Max2							X										
Phase 8 Max2								X									
Phase 1 Max2	X																
Phase 2 Max2		X															
Phase 3 Max2			X														
Phase 4 Max2				X													
Phase 5 Max2					X												
Phase 6 Max2						X											
Phase 7 Max2							X										
Phase 8 Max2								X									
Phase 1 Max2	X																
Phase 2 Max2		X															
Phase 3 Max2			X														
Phase 4 Max2				X													
Phase 5 Max2					X												
Phase 6 Max2						X											
Phase 7 Max2							X										
Phase 8 Max2								X									
Phase 1 Max2	X																
Phase 2 Max2		X															
Phase 3 Max2			X														
Phase 4 Max2				X													
Phase 5 Max2					X												
Phase 6 Max2						X											
Phase 7 Max2							X										
Phase 8 Max2								X									
Phase 1 Max2	X																
Phase 2 Max2		X															
Phase 3 Max2			X														
Phase 4 Max2				X													
Phase 5 Max2					X												
Phase 6 Max2						X											
Phase 7 Max2							X										
Phase 8 Max2								X									
Phase 1 Max2	X																
Phase 2 Max2		X															
Phase 3 Max2			X														
Phase 4 Max2				X													
Phase 5 Max2					X												
Phase 6 Max2						X											
Phase 7 Max2							X										
Phase 8 Max2								X									

Phase Omit	PF1	PF2	PF3	PF4	PF5	PF6	PF7	PF8	PF9	PF10	PF11	PF12	PF13	PF14	PF15	PF16
Phase 1 Phase Omit									X							
Phase 2 Phase Omit										X						
Phase 3 Phase Omit											X					
Phase 4 Phase Omit												X				
Phase 5 Phase Omit													X			
Phase 6 Phase Omit														X		
Phase 7 Phase Omit															X	
Phase 8 Phase Omit																X
Phase 1 Phase Omit									X							
Phase 2 Phase Omit										X						
Phase 3 Phase Omit											X					
Phase 4 Phase Omit												X				
Phase 5 Phase Omit													X			
Phase 6 Phase Omit														X		
Phase 7 Phase Omit															X	
Phase 8 Phase Omit																X
Phase 1 Phase Omit									X							
Phase 2 Phase Omit										X						
Phase 3 Phase Omit											X					
Phase 4 Phase Omit												X				
Phase 5 Phase Omit													X			
Phase 6 Phase Omit														X		
Phase 7 Phase Omit															X	
Phase 8 Phase Omit																X
Phase 1 Phase Omit									X							
Phase 2 Phase Omit										X						
Phase 3 Phase Omit											X					
Phase 4 Phase Omit												X				
Phase 5 Phase Omit													X			
Phase 6 Phase Omit														X		
Phase 7 Phase Omit															X	
Phase 8 Phase Omit																X
Phase 1 Phase Omit									X							
Phase 2 Phase Omit										X						
Phase 3 Phase Omit											X					
Phase 4 Phase Omit												X				
Phase 5 Phase Omit													X			
Phase 6 Phase Omit														X		

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Veh Det Bike Recall	PF1	PF2	PF3	PF4	PF5	PF6	PF7	PF8	PF9	PF10	PF11	PF12	PF13	PF14	PF15	PF16
	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐
Vehicle Function																
Veh Det Switch Omit	PF1	PF2	PF3	PF4	PF5	PF6	PF7	PF8	PF9	PF10	PF11	PF12	PF13	PF14	PF15	PF16
	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐
Veh Det Switch Now	PF1	PF2	PF3	PF4	PF5	PF6	PF7	PF8	PF9	PF10	PF11	PF12	PF13	PF14	PF15	PF16
	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐
Veh Det Switch Also	PF1	PF2	PF3	PF4	PF5	PF6	PF7	PF8	PF9	PF10	PF11	PF12	PF13	PF14	PF15	PF16
	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐
Overlap Function																
	PF1	PF2	PF3	PF4	PF5	PF6	PF7	PF8	PF9	PF10	PF11	PF12	PF13	PF14	PF15	PF16
	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐
Dimming Data																
Default Data - No Dimming Programmed																
Lane Definition																
Lanes	Name	Green Inbound	Yellow Inbound	Red Inbound	Green Outbound	Yellow Outbound										
Default Data - Lane Definition																
<u>program day</u> <u>program hour</u> <u>program minute</u> <u>LanePhFun</u>																

Preemption Data

General Preemption Data																						
Preempt > Flash					Preempt 2 > Preempt 3					Preempt 4 > Preempt 5												
Preempt 1 > Preempt 2					Preempt 3 > Preempt 4					Preempt 5 > Preempt 6												
Preempt N Lock	Link to Pmpt	Del	Ext	Dur	Max Call	Lock- Out	Boun ce	Gate Ext	Min G W	Select Ped Clear	Yel	Red	Track Grn	Ped	Yel	Red	Dwell Green	Return Ped Clear	Yel	Red	Sol Ret Mode	
1	N	0	0	0	0	0	0.0	0	0	0	8	4.0	2.0	10	8	4.0	2.0	10	8	4.0	2.0	F Aut
2	N	0	0	0	0	0	0.0	0	0	0	8	4.0	2.0	10	8	4.0	2.0	10	8	4.0	2.0	F Aut
3	N	0	0	0	0	0	0.0	0	0	0	8	4.0	2.0	10	8	4.0	2.0	10	8	4.0	2.0	F Aut
4	N	0	0	0	0	0	0.0	0	0	0	8	4.0	2.0	10	8	4.0	2.0	10	8	4.0	2.0	F Aut
5	N	0	0	0	0	0	0.0	0	0	0	8	4.0	2.0	10	8	4.0	2.0	10	8	4.0	2.0	F Aut
6	N	0	0	0	0	0	0.0	0	0	0	8	4.0	2.0	10	8	4.0	2.0	10	8	4.0	2.0	F Aut

Preempt 1			Preempt 2			Preempt 3			Preempt 4			Preempt 5			Preempt 6		
Exit Phase	Exit Phase	Exit Calls	Exit Phase	Exit Phase	Exit Calls	Exit Phase	Exit Phase	Exit Calls	Exit Phase	Exit Phase	Exit Calls	Exit Phase	Exit Phase	Exit Calls	Exit Phase	Exit Phase	Exit Calls
Priority Timers																	
Prio rity	Non- Locking	Del ay	Ext end	Free Dial	Free Split	Min Green	No Lock out	Lock out A	Lock out B	Max Green	Pre- Green	Recall	Excl-co Phase Svc.	Transit Overlap		Signal Type Blankout	
Priority Detector Channels																	
Priority Detector																	
Priority Fixed Phases																	
Priority																	
Legend: 0 FALSE 1 TRUE																	
Priority Bank : Level																	
Partial Priority						Full Priority						Recovery					
Alt Seq						Freq. Override						Method					
Alt Seq Enabled						Ped skip						Return					
Min Walk						Force full Priority						PedWait					
						Frequency						PedOverride					
						Freq. Level											
Codes: 0 FALSE X TRUE																	
Priority :						Priority :						Priority :					
Priority Bank : Queue Phase Detector Time						Priority Bank : Queue Phase Detector Time						Priority Bank : Queue Phase Detector Time					
Default data						Default data						Default data					

Priority :	Priority :	Priority :
Priority Bank : Queue Phase Detector Time	Priority Bank : Queue Phase Detector Time	Priority Bank : Queue Phase Detector Time
Default data	Default data	Default data

Priority :	Priority :
Bank Detector PE 1A 2A 3A 4A 5A 6A B	Bank Detector PE 1A 2A 3A 4A 5A 6A B
Default Data	Default Data
Priority :	Priority :
Bank Detector PE 1A 2A 3A 4A 5A 6A B	Bank Detector PE 1A 2A 3A 4A 5A 6A B
Default Data	Default Data
Priority :	Priority :
Bank Detector PE 1A 2A 3A 4A 5A 6A B	Bank Detector PE 1A 2A 3A 4A 5A 6A B
Default Data	Default Data

Preempt 1	Preempt 2	Preempt 3	Preempt 4	Preempt 5
Vehicle Phases Ph. Track Dwell Cycle	Pedestrian Phases Ph. Track Dwell Cycle	Overlaps Ovlp. Track Dwell Cycle	Trail Grn	
Default Data	Default Data	Default Data		
Vehicle Phases Ph. Track Dwell Cycle	Pedestrian Phases Ph. Track Dwell Cycle	Overlaps Ovlp. Track Dwell Cycle	Trail Grn	
Default Data	Default Data	Default Data		
Vehicle Phases Ph. Track Dwell Cycle	Pedestrian Phases Ph. Track Dwell Cycle	Overlaps Ovlp. Track Dwell Cycle	Trail Grn	
Default Data	Default Data	Default Data		
Vehicle Phases Ph. Track Dwell Cycle	Pedestrian Phases Ph. Track Dwell Cycle	Overlaps Ovlp. Track Dwell Cycle	Trail Grn	
Default Data	Default Data	Default Data		

Preempt 6	Vehicle Phases Ph. Track Dwell Cycle	Pedestrian Phases Ph. Track Dwell Cycle	Overlaps Ovlp. Track Dwell Cycle	Trail Grn
Default Data	Default Data	Default Data		
System/Detectors Data				
Local Critical Alarms				
Local Free: No	Cycle Failure: No	Coord Failure: No	Conflict Flash: No	Remote Flash: No
Local Flash: No	Cycle Fault: No	Coord Fault: No	Premption: No	Voltage Monitor: No
Special Status 1: No	Special Status 2: No	Special Status 3: No	Special Status 4: No	Special Status 5: No
Special Status 6: No				
Traffic Responsive				
System Detector	Veh/ Hr	Average Time(minus)	Occupancy Correction/10	Min Volume %
Detector Channel Name				
Default Data	Default Data	Default Data	Default Data	Default Data
Sample Interval:	0	Queue: 1	Input Selection: 0=Average	Queue: 1
			Detector Failed Level : 0	Level Enter Leave Dial / Split / Offset
		Queue: 2	Input Selection: 0=Average	Detector Failed Level : 0
Vehicle Detector	Vehicle Detector	Special Detector		
Diagnostic Value 0	Diagnostic Value 1	Diagnostic Value 0		
Max No Erratic	Max No Erratic	Max No Erratic		
Detector Presence Activity Count	Detector Presence Activity Count	Detector Presence Activity Count		
Default Data - Diag 0 Values	Default Data - No Diag 1 Values	Default Data - No Diag 0 Values		
Pedestrian Detector	Pedestrian Detector	Special Detector		
Diagnostic Value 0	Diagnostic Value 1	Diagnostic Value 1		
Max No Erratic	Max No Erratic	Max No Erratic		
Detector Presence Activity Count	Detector Presence Activity Count	Detector Presence Activity Count		
Default Data - No Diag 0 Values	Default Data - No Diag 1 Values	Default Data - No Diag 1 Values		
Speed Trap Data				
Speed Trap:		Dial/Split/Offset		
		//		
Measurement:				
Detector 1	Detector 2	Distance :		
Default Data	Default Data	Default Data		
Volume Detector Data				
Report Interval	0			
Volume Controller				
Detector Detector				
Number Channel				
Default Data				