

Date: October 30, 2019

Technical Memorandum

To: Sarah Beck, Project Manager
Bear Development, LLC

From: Michael May, P.E. PTOE

cc List:

Subject: Frame Park Commons – Driveway Design & Vision Corners
City of Waukesha, Wisconsin

PART A – INTRODUCTION

Frame Park Commons is proposed to be located along both sides of White Rock Avenue to the south of Moreland Boulevard. A preliminary site plan is shown in [Exhibit 1](#). This technical memorandum has been prepared to provide guidance on the location and width of driveways proposed for Frame Park Commons, as well as illustrate and opine on vision corners in the study area.

PART B – STUDY AREA

White Rock Avenue is an undivided north/south two-lane street with a posted speed limit of 25 mph. Sidewalks exist along both sides of the street. The Wisconsin Department of Transportation estimates the Year 2018 average annual daily traffic (AADT) volume on White Rock Avenue was 7,200 vehicles per day (vpd).

Elm Street is an undivided east/west two-lane undivided dead-end street that intersects White Rock Avenue from the west. Sidewalks exist along the north side of the street. AADT volumes are not available on Elm Street, though with one small, low-traffic generating business and few homes the street does not carry substantial traffic.

Niagara Street is an undivided east/west two-lane undivided street with a posted speed limit of 25 mph that intersects White Rock Avenue from the east. Sidewalks exist along the north side of the street. AADT volumes are not available on Niagara Street. The street provides access to a residential neighborhood.

Eales Avenue is an undivided east/west two-lane undivided street with a posted speed limit of 25 mph that terminates as a dead-end immediately north of the proposed Frame Park Commons. AADT volumes are not available on Eales Avenue but are expected to be negligible at the dead end.

A traffic count was collected at Moreland Boulevard and White Rock Avenue in December of 2017. The existing peak hour traffic volumes are shown in [Exhibit 2](#). The full traffic count is included in [Appendix A](#).

PART C – PROPOSED DRIVEWAYS

CI. Driveway Descriptions & Trip Generation

Frame Park Commons is proposed to have four driveways. TADI is labeling the driveways “A” through “D” for reference.

- Driveway A: Driveway to the surface lot located along Elm Street with the centerline of the driveway to be located approximately 95-feet west of the stop line of Elm Street to White Rock Avenue.
- Driveway B: Driveway to the covered lot located along Elm Street with the centerline of the driveway to be located approximately 45-feet west of the stop line of Elm Street to White Rock Avenue.
- Driveway C: Driveway to the surface lot located along Niagara Street with the centerline of the driveway to be located approximately 115-feet east of the stop line of Elm Street to White Rock Avenue.
- Driveway D: One driveway to the surface located along Eales Avenue.

A trip generation for Frame Park Commons was prepared using the Institute of Transportation Engineers *Trip Generation Manual, 10th Edition*. The trip distribution, or where trips are expected to come and go from Frame Park Commons, was estimated based on existing traffic counts at Moreland Boulevard & White Rock Avenue. The trip generation and distributions are shown below. Volumes are rounded to the nearest 5 vehicles. A volume of zero does not mean no traffic – these values mean volumes are expected to be negligible.

Frame Park Commons Trip Generation

| Land Use | ITE Code | Proposed Size | Weekday Daily | AM Peak | | | PM Peak | | |
|--------------------------------|----------|---------------|---------------|-------------|-------------|-----------|-------------|-------------|-----------|
| | | | | In | Out | Total | In | Out | Total |
| Frame Park Commons | 220 | 72 Units | 500 FCE | 10 (23%) | 25 (77%) | 35 FCE | 30 (63%) | 15 (37%) | 45 FCE |
| Total Development Trips | | | 500 | 10 | 25 | 35 | 30 | 15 | 45 |
| <i>Building A (52 Units):</i> | | | 360 | 5 | 20 | 25 | 20 | 10 | 30 |
| <i>Building B (20 Units):</i> | | | 140 | 5 | 5 | 10 | 10 | 5 | 15 |

FCE: Fitted Curve Equation

Trip Distribution, Building A

| | | | | | | |
|---------------------|-------------|------------|----------|-----------|-----------|-----------|
| West on Moreland | 45% | 160 | 5 | 10 | 10 | 5 |
| East on Moreland | 35% | 130 | 0 | 5 | 5 | 5 |
| North on White Rock | 0% | 0 | 0 | 0 | 0 | 0 |
| South on White Rock | 15% | 50 | 0 | 5 | 5 | 0 |
| East on Niagara | 5% | 20 | 0 | 0 | 0 | 0 |
| | 100% | 360 | 5 | 20 | 20 | 10 |

Trip Distribution, Building B

| | | | | | | |
|---------------------|-------------|------------|----------|----------|-----------|----------|
| West on Moreland | 45% | 60 | 0 | 0 | 5 | 0 |
| East on Moreland | 35% | 50 | 5 | 5 | 5 | 0 |
| North on White Rock | 0% | 0 | 0 | 0 | 0 | 0 |
| South on White Rock | 15% | 30 | 0 | 0 | 0 | 5 |
| East on Niagara | 5% | 0 | 0 | 0 | 0 | 0 |
| | 100% | 140 | 5 | 5 | 10 | 5 |

The volumes were assigned to the study area intersections and driveways. As shown in [Exhibit 3](#), the driveways are expected to service low volumes.

C2. Driveway Widths

All four driveways were checked to ensure turning templates for passenger vehicles (P-vehicles) are accommodated. With the exception of Driveway B, turning templates for a 40-foot long single-unit truck (SU-vehicle) were also checked to ensure refuse trucks and long moving vehicles can enter/exit the site. Driveway B was not checked for an SU-vehicle because the covered parking will service P-vehicles only. The turning templates are included in [Appendix B](#). Based on the results of the turning templates, the following driveway widths are recommended.

- Driveway A: 26-feet face-of-curb to face-of-curb
- Driveway B: 24 feet face-of-curb to face-of-curb
- Driveway C: 24 feet face-of-curb to face-of-curb
- Driveway D: 24 feet face-of-curb to face-of-curb

C3. Driveway Placement

Elm Street functions as a short dead-end street with a design speed of 25 mph or less. With a design speed of 25 mph the minimum driveway separation from White Rock Avenue is 75-feet (upstream functional area). Though ideally Driveway B would not exist in order to satisfy this distance, the street segment is short, carries very little other volume, and is very unlikely to be extended to cross over the railroad in the future. Therefore, the driveway spacing along Elm Street as shown in the preliminary site plan is expected to be sufficient for conditions on Elm Street.

Niagara Street functions with a posted speed limit of 25 mph and a design speed of 30 mph. With a design speed of 30 mph the minimum driveway separation from White Rock Avenue is 105-feet or more (upstream functional area). The driveway spacing along Niagara Street as shown in the preliminary site plan is expected meet or exceed this distance and be sufficient.

The driveway location along Eales Avenue is at the dead-end of the street with no other nearby commercial driveways. The driveway spacing along Eales Avenue as shown in the preliminary site plan is expected to be sufficient.

PART D – VISION CORNERS

D1. Railroad Vision Corner

Wisconsin Statutes § 195.29(6) states:

... Every municipality shall keep the public highways within its jurisdiction clear of brush and shall adequately trim all trees within 330 feet of the center of any railroad highway grade crossing. Every person or corporation owning or occupying any land adjacent to any railroad highway grade crossing shall keep all brush cut and adequately trim all trees on the land within the triangles bounded on 2 sides by the railway and the highway, and on the 3rd side by a line connecting points on the center lines of the railway and the highway, 330 feet from the intersection of the center lines. ...

A diagram showing a 330-foot x 330-foot vision corner for the railroad crossing of Moreland Boulevard, west of White Rock Avenue, is shown in [Exhibit 4](#). Note that this statute does not appear to prohibit structures or landscaping within the vision corner. The statute stipulates that brush be cut and trees adequately trimmed within the vision corner.

D2. Street Intersection Vision Corners

The City of Waukesha RMC 22.53(1) stipulates that “In all districts, no structures, fences, or vegetation shall be permitted on a corner lot within twenty (20) feet of the point of intersection of right-of-way lines (the “corner”) which obstructs or interferes with traffic visibility.”

Diagrams of the vision corners for Elm Street, Niagara Street, and Moreland Boulevard & White Rock Avenue are shown in Exhibits 5A and 5B. It is recommended that nothing within the vision corners be allowed to exceed 30-inches in height.

D3. Summary of Vision Corners

It is recommended that the site plan be verified by the civil engineer/designer and that a notation of the vision corners be made on the final site plan.

PART E – CONCLUSION

The proposed Frame Park Commons is expected to be a low traffic generator (fewer than 100 trip ends in each peak hour) and is not expected to create an adverse traffic impact to the study area.

Should any questions or comments arise, please feel free to contact Michael May, P.E. PTOE of TADI at 414-807-1912 or mmay@tadi-us.com.



| PROJECT DATA | | | | | | | | | | | |
|--------------|-------|-----|-----|-----|-------|------------------|---------|---------|--------|----------|-----------|
| BLDG | UNITS | | | | | PARKING PROVIDED | | | | | |
| | 2R | 1BR | 2BR | 3BR | TOTAL | BKTS | COVERED | SURFACE | TOTALS | RATIOS | |
| A | 0 | 27 | 22 | 3 | 52 | 80 | 42 | 58 | 100 | 1.92 / U | 1.25 / BR |
| B | 2 | 0 | 0 | 0 | 2 | 40 | 10 | 29 | 39 | 1.95 / U | 0.95 / BR |
| T | 2 | 27 | 24 | 3 | 56 | 120 | 52 | 87 | 139 | 1.93 / U | 1.13 / BR |
| AVG | 40% | 33% | 21% | | | | | | | | |



FRAME PARK COMMONS
CONCEPTUAL MASTERPLAN

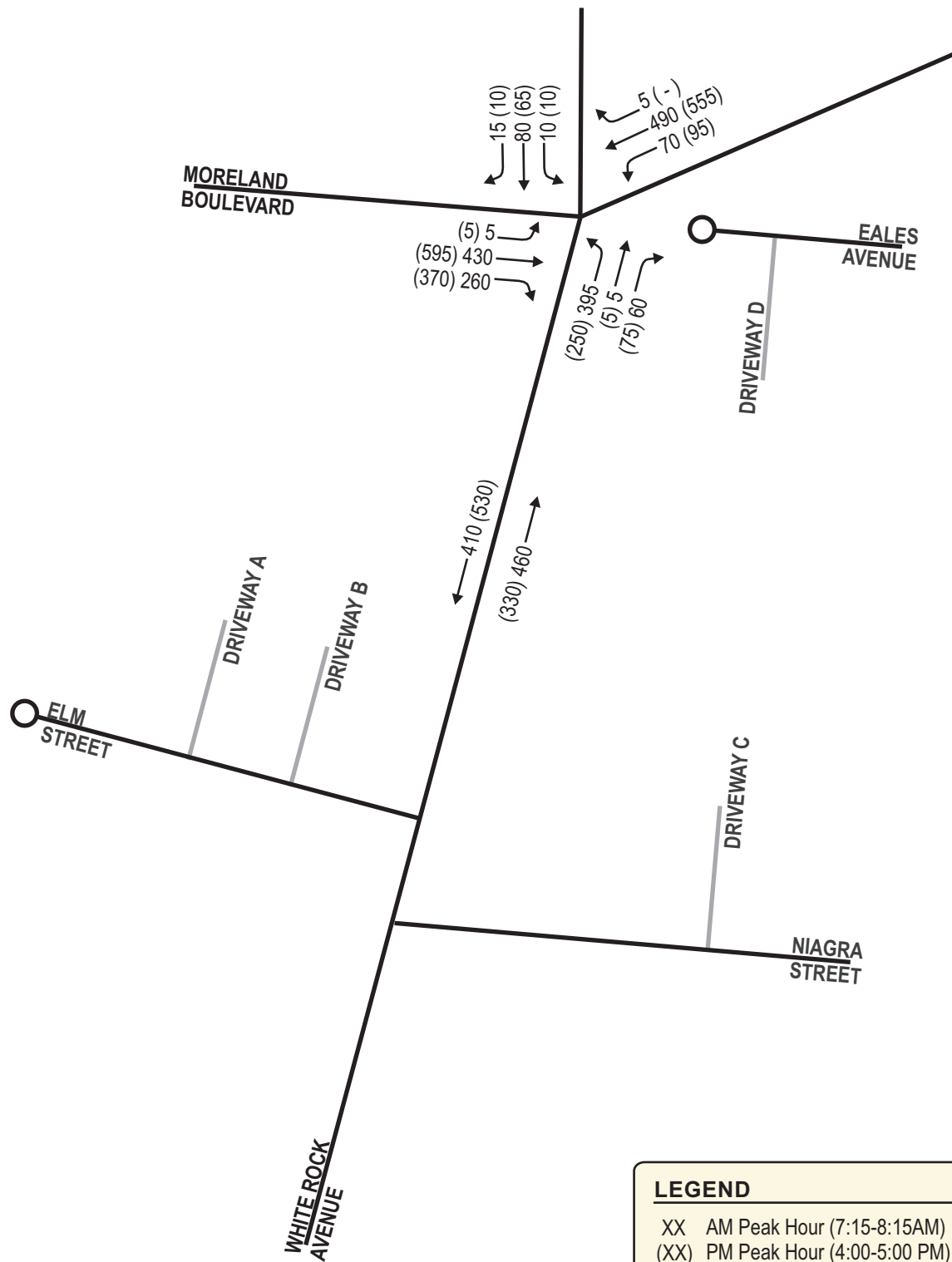
SEPT 17, 2019
1"=60' @ 11x17



NOT TO SCALE

EXHIBIT 1
PRELIMINARY SITE PLAN

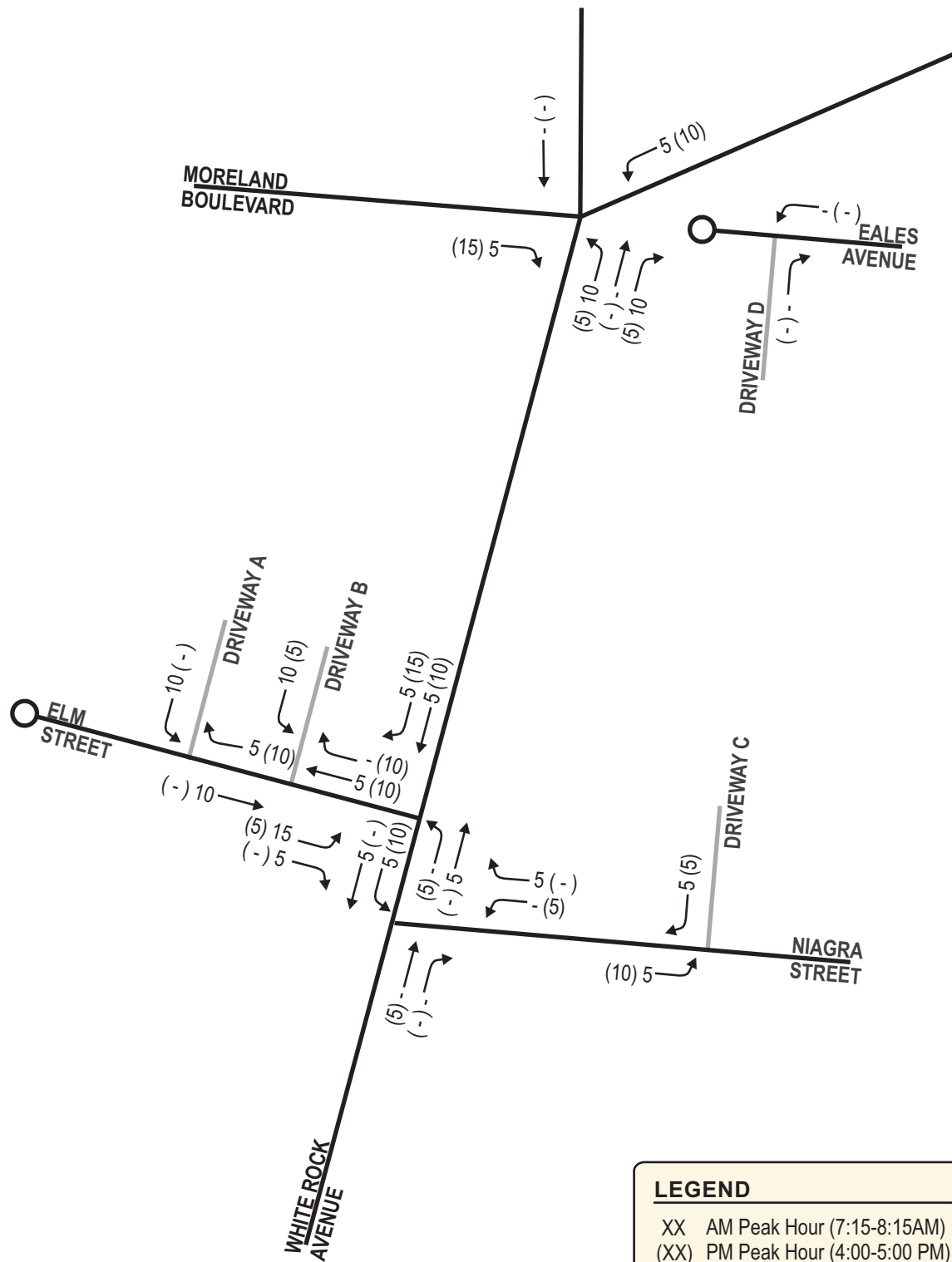
WAUKESHA, WISCONSIN



LEGEND

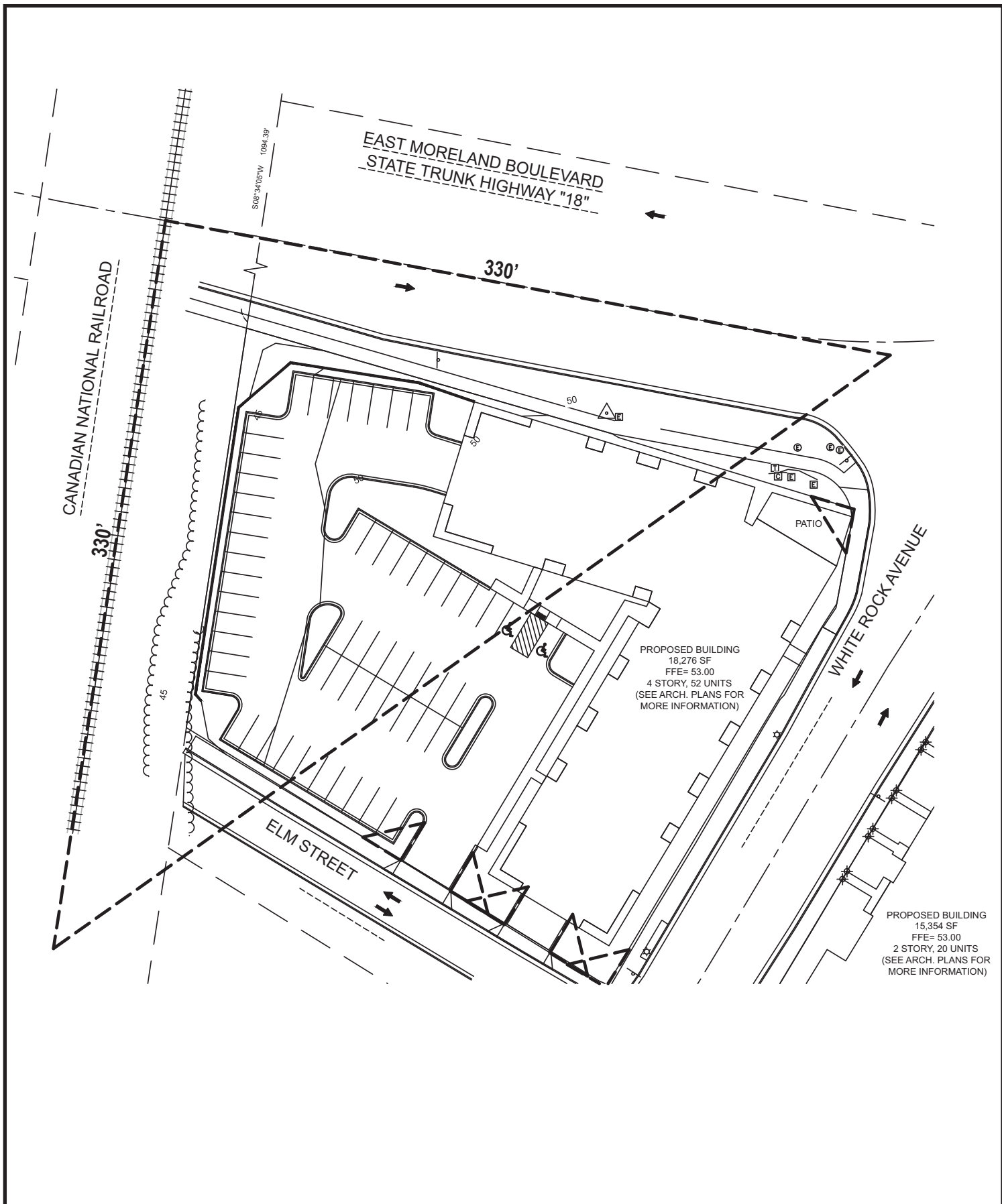
- XX AM Peak Hour (7:15-8:15AM)
- (XX) PM Peak Hour (4:00-5:00 PM)
- Negligible Traffic Volumes (Fewer than 3 vph)

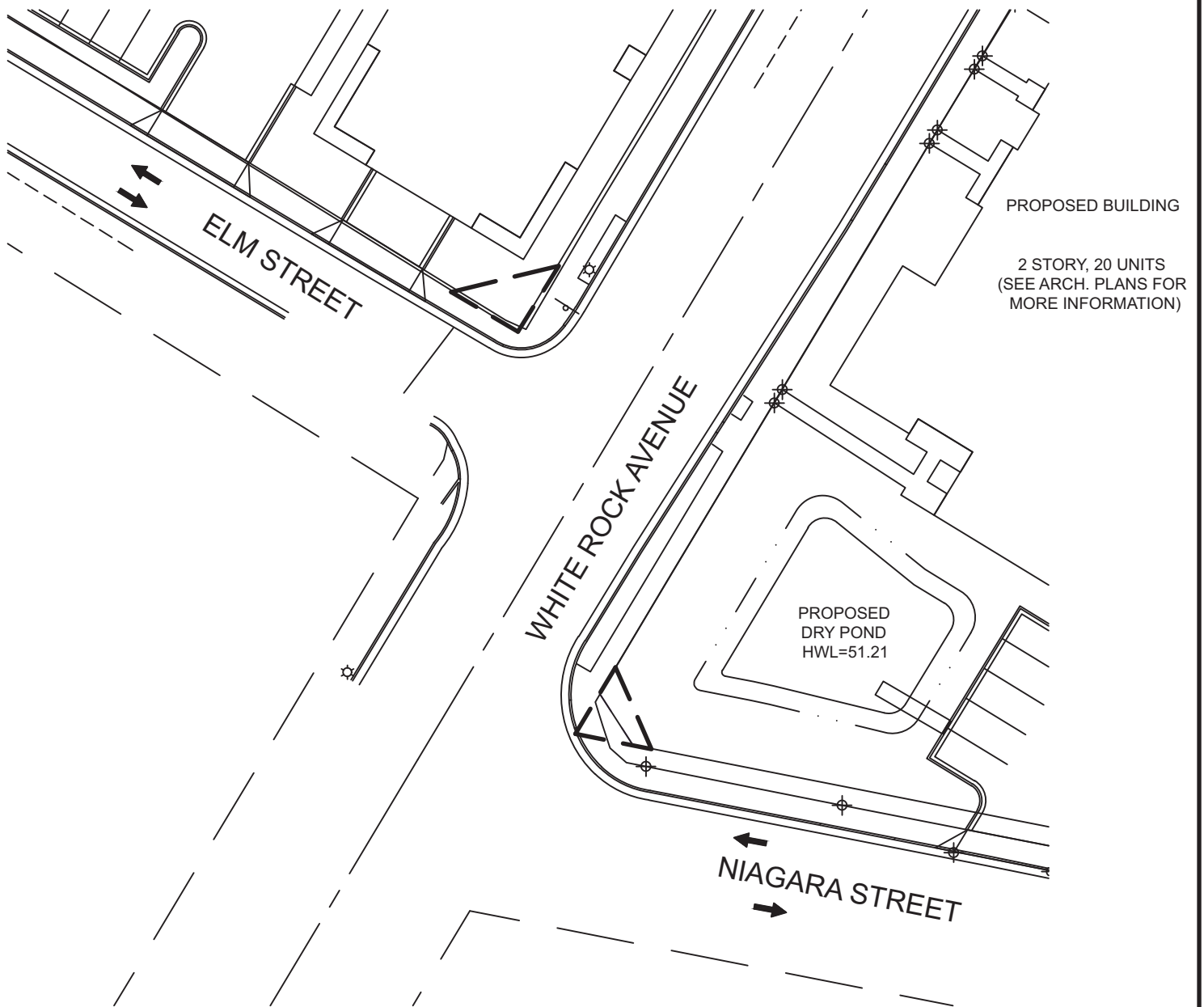


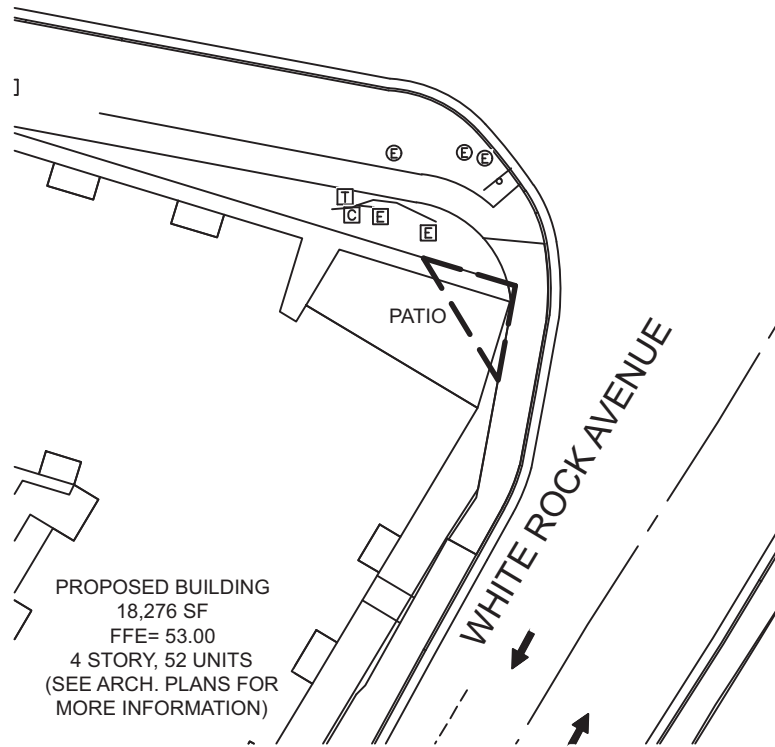


LEGEND

- XX AM Peak Hour (7:15-8:15AM)
- (XX) PM Peak Hour (4:00-5:00 PM)
- Negligible Traffic Volumes (Fewer than 3 vph)







APPENDIX

Turning Movement Traffic Count

Intersection Traffic Volume Report



Base Information, Observed (6) Hour and Estimated (24) Hour Volume Summaries

Intersection of: **Whiterock Avenue and Moreland Blvd**

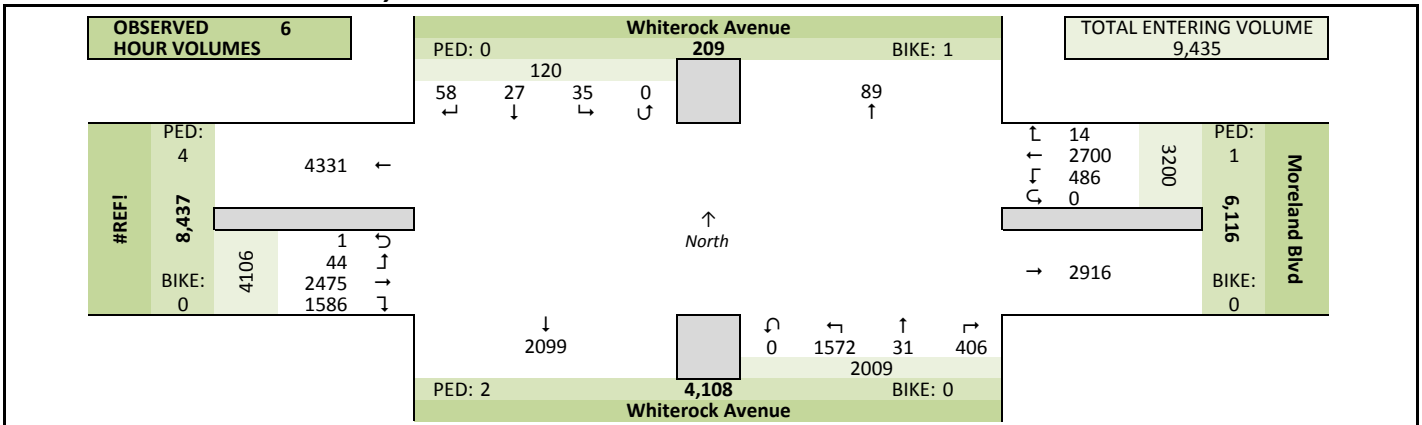
Site Information

| | | | |
|------------------------------|---|---------------|----|
| Municipality | City of Waukesha | | |
| County | Waukesha | WisDOT Region | SE |
| Traffic Control | Traffic Signal | | |
| Roadway Names | North Direction ↑ | | |
| North Leg | Whiterock Avenue | | |
| East Leg | Moreland Blvd | | |
| South Leg | Whiterock Avenue | | |
| West Leg | Moreland Blvd | | |
| 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 | | |

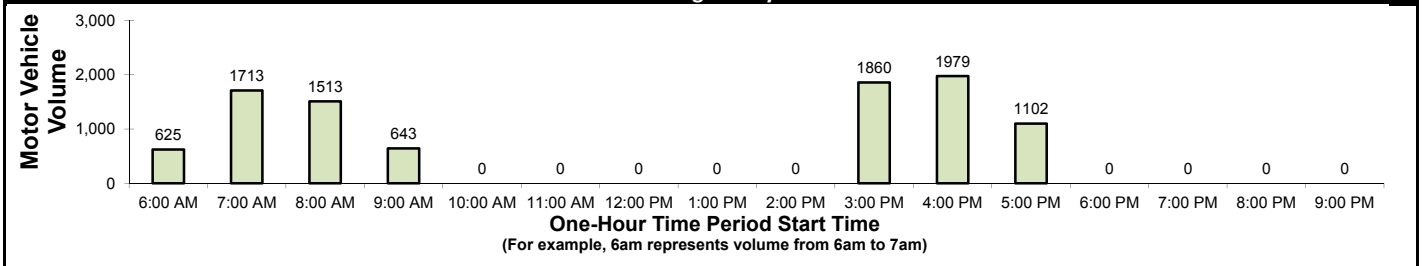
Count Information

| | | | |
|----------------------------------|-------------------------------------|------------------------|-------------------|
| Hrs Counted: | 6:30 AM-9:30 AM and 3:00 PM-6:00 PM | | |
| 1st Day of Count | Monday, December 18, 2017 | | Weather |
| AM Peak Period | Tuesday, December 19, 2017 | | Clear & Dry |
| Midday Peak Period | Tuesday, December 19, 2017 | | Clear & Dry |
| PM Peak Period | Monday, December 18, 2017 | | Clear & Dry |
| Calculated Peak Hours | | | |
| | AM 7:15-8:15am | MD | PM 4:00-5:00pm |
| Peak Hours Selected for Analysis | | | |
| | AM 7:15-8:15am | MD | PM 4:00-5:00pm |
| Daily/Seasonal Adjustment Group | (2) Urban Arterials & Collectors | | |
| Count Expansion Group | (2) Urban Arterials & Collectors | | |
| Daily/Seasonal Adjustment Factor | 1.004 | Count Expansion Factor | 2.354 |
| Company Name | TADI Inc | | Manual Adj. 1.000 |
| Observers | AM Peak Period | Ben Garbe | |
| | Midday Peak Period | None | |
| | PM Peak Period | Ben Garbe | |
| Comments | 2016 DOT Seasonal Factors | | |

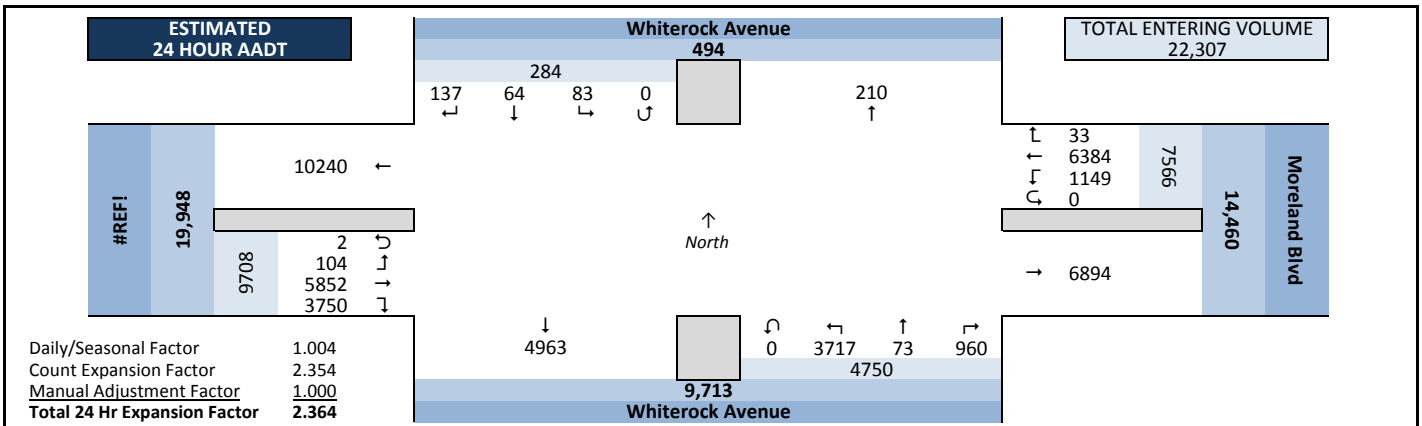
Observed 6 Hour Volume Summary



Total Entering Hourly Volume



Estimated 24 Hour AADT



Intersection Traffic Volume Report

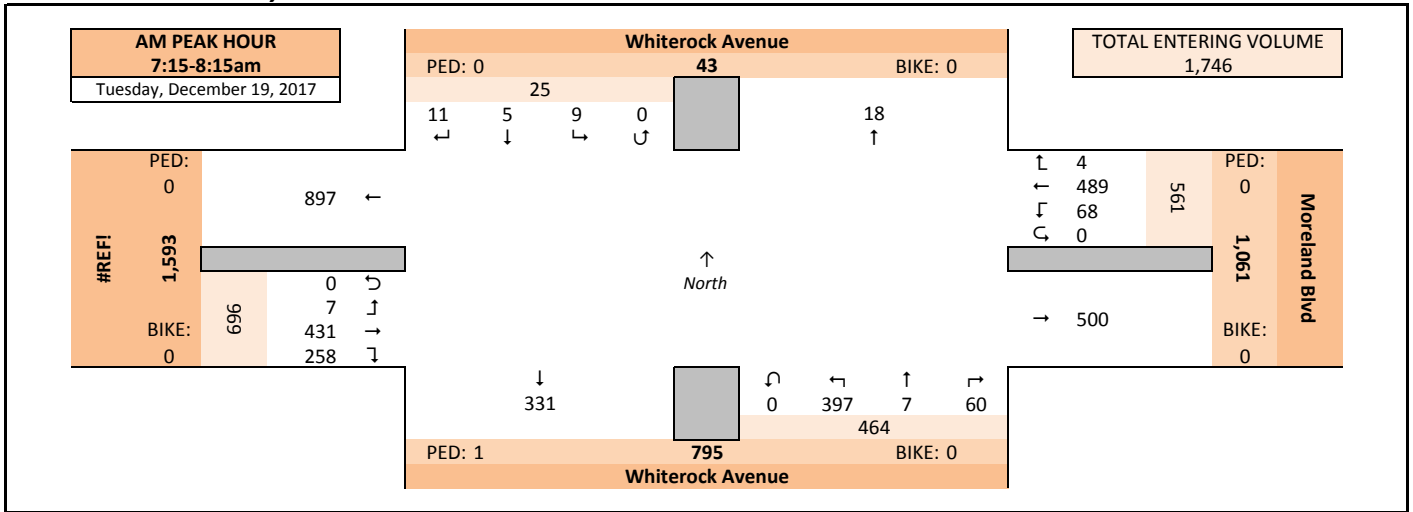
| | | | |
|--------------------------------|---------------------------|---------------------|--------------------|
| Count Basics | | Page 2 of 11 | |
| Start Date: | Monday, December 18, 2017 | Weekday | Schools in Session |
| Total Number of Hours Counted: | 6 | Non-Holiday | No Special Events |

Peak Hour Volume Graphical Summary

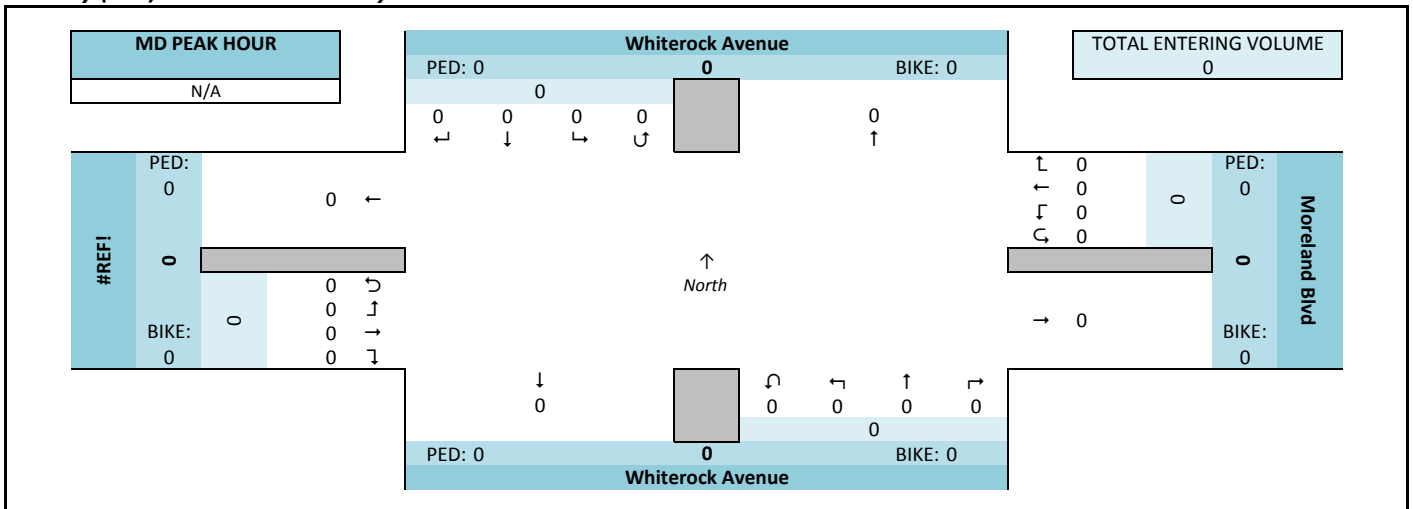
Whiterock Avenue and Moreland Blvd



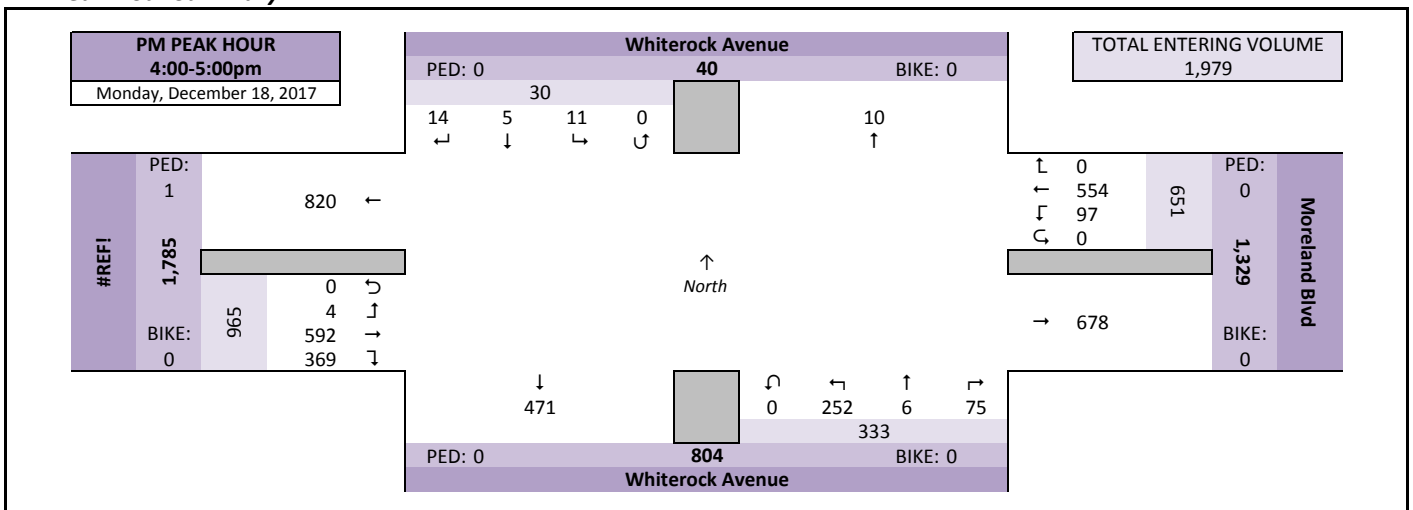
AM Peak Hour Summary



Midday (MD) Peak Hour Summary



PM Peak Hour Summary

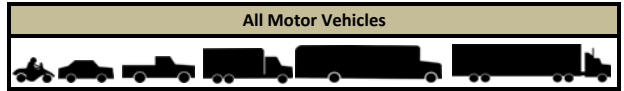


Intersection Traffic Volume Report

| | | | | | |
|--------------------------------|---------------------------|-------------|--------------------|--|--|
| Count Basics | | | Page 3 of 11 | | |
| Start Date: | Monday, December 18, 2017 | Weekday | Schools in Session | | |
| Total Number of Hours Counted: | 6 | Non-Holiday | No Special Events | | |

Peak Hour Volume Summary

Whiterock Avenue and Moreland Blvd



Peak Hour Volumes, Truck Percentages, and PHFs

| Tuesday, December 19, 2017 | | From North | | | | | From East | | | | | From South | | | | | From West | | | | | Totals | | | | | |
|----------------------------|------------|------------------------|------|------|------|-------|---------------|------|------|------|-------|------------------|------|------|------|-------|-----------|------|------|------|-------|--------|------|--|--|--|--|
| | | Whiterock Avenue | | | | | Moreland Blvd | | | | | Whiterock Avenue | | | | | #REF! | | | | | | | | | | |
| AM Peak Hour | | 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 Hour | Start Time | 7:15 AM | 2 | 1 | 4 | 0 | 7 | 2 | 102 | 16 | 0 | 120 | 21 | 0 | 104 | 0 | 125 | 67 | 95 | 1 | 0 | 163 | 415 | | | | |
| | | 7:30 AM | 3 | 1 | 0 | 0 | 4 | 1 | 136 | 14 | 0 | 151 | 12 | 3 | 111 | 0 | 126 | 83 | 115 | 2 | 0 | 200 | 481 | | | | |
| | | 7:45 AM | 3 | 1 | 2 | 0 | 6 | 1 | 152 | 20 | 0 | 173 | 13 | 2 | 107 | 0 | 122 | 63 | 112 | 1 | 0 | 176 | 477 | | | | |
| | | 8:00 AM | 3 | 2 | 3 | 0 | 8 | 0 | 99 | 18 | 0 | 117 | 14 | 2 | 75 | 0 | 91 | 45 | 109 | 3 | 0 | 157 | 373 | | | | |
| | | Peak Hour Volume | 11 | 5 | 9 | 0 | 25 | 4 | 489 | 68 | 0 | 561 | 60 | 7 | 397 | 0 | 464 | 258 | 431 | 7 | 0 | 696 | 1746 | | | | |
| | | Rounded Hourly Volume | 10 | 5 | 10 | 0 | 25 | 5 | 490 | 70 | 0 | 565 | 60 | 5 | 395 | 0 | 460 | 260 | 430 | 5 | 0 | 695 | 1745 | | | | |
| | | % Single Unit Trucks | 9.1 | 20.0 | 0.0 | 0.0 | 8.0 | 0.0 | 2.7 | 5.9 | 0.0 | 3.0 | 3.3 | 0.0 | 1.5 | 0.0 | 1.7 | 0.8 | 2.3 | 0.0 | 0.0 | 1.7 | 2.2 | | | | |
| | | % Heavy Trucks | 18.2 | 0.0 | 11.1 | 0.0 | 12.0 | 25.0 | 3.1 | 1.5 | 0.0 | 3.0 | 1.7 | 0.0 | 1.5 | 0.0 | 1.5 | 0.8 | 2.6 | 0.0 | 0.0 | 1.9 | 2.3 | | | | |
| | | % Trucks (Total) | 27.3 | 20.0 | 11.1 | 0.0 | 20.0 | 25.0 | 5.7 | 7.4 | 0.0 | 6.1 | 5.0 | 0.0 | 3.0 | 0.0 | 3.2 | 1.6 | 4.9 | 0.0 | 0.0 | 3.6 | 4.5 | | | | |
| | | Peak Hour Factor (PHF) | 0.92 | 0.62 | 0.56 | 0.00 | 0.78 | 0.50 | 0.80 | 0.85 | 0.00 | 0.81 | 0.71 | 0.58 | 0.89 | 0.00 | 0.92 | 0.78 | 0.94 | 0.58 | 0.00 | 0.87 | 0.91 | | | | |

| N/A | | From North | | | | | From East | | | | | From South | | | | | From West | | | | | Totals | | | | | |
|-----------------------|------------|------------------------|------|------|------|-------|---------------|------|------|------|-------|------------------|------|------|------|-------|-----------|------|------|------|-------|--------|------|--|--|--|--|
| | | Whiterock Avenue | | | | | Moreland Blvd | | | | | Whiterock Avenue | | | | | #REF! | | | | | | | | | | |
| Midday (MD) Peak Hour | | Right | Thru | Left | U-Tn | Total | Right | Thru | Left | U-Tn | Total | Right | Thru | Left | U-Tn | Total | Right | Thru | Left | U-Tn | Total | | | | | | |
| Midday (MD) Peak Hour | Start Time | 12:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | | | |
| | | 12:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | | | |
| | | 12:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | | | |
| | | 12:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | | | |
| | | Peak Hour Volume | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | | | |
| | | Rounded Hourly Volume | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | | | |
| | | % Single Unit Trucks | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | | | | |
| | | % Heavy Trucks | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | | | | |
| | | % Trucks (Total) | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | | | | |
| | | Peak Hour Factor (PHF) | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | | | | |

| Monday, December 18, 2017 | | From North | | | | | From East | | | | | From South | | | | | From West | | | | | Totals | | | | | |
|---------------------------|------------|------------------------|------|------|------|-------|---------------|------|------|------|-------|------------------|------|------|------|-------|-----------|------|------|------|-------|--------|------|--|--|--|--|
| | | Whiterock Avenue | | | | | Moreland Blvd | | | | | Whiterock Avenue | | | | | #REF! | | | | | | | | | | |
| PM Peak Hour | | Right | Thru | Left | U-Tn | Total | Right | Thru | Left | U-Tn | Total | Right | Thru | Left | U-Tn | Total | Right | Thru | Left | U-Tn | Total | | | | | | |
| PM Peak Hour | Start Time | 4:00 PM | 3 | 3 | 2 | 0 | 8 | 0 | 137 | 19 | 0 | 156 | 15 | 3 | 63 | 0 | 81 | 85 | 163 | 0 | 0 | 248 | 493 | | | | |
| | | 4:15 PM | 1 | 1 | 3 | 0 | 5 | 0 | 139 | 26 | 0 | 165 | 17 | 3 | 75 | 0 | 95 | 68 | 108 | 1 | 0 | 177 | 442 | | | | |
| | | 4:30 PM | 6 | 1 | 5 | 0 | 12 | 0 | 133 | 29 | 0 | 162 | 23 | 0 | 61 | 0 | 84 | 116 | 165 | 1 | 0 | 282 | 540 | | | | |
| | | 4:45 PM | 4 | 0 | 1 | 0 | 5 | 0 | 145 | 23 | 0 | 168 | 20 | 0 | 53 | 0 | 73 | 100 | 156 | 2 | 0 | 258 | 504 | | | | |
| | | Peak Hour Volume | 14 | 5 | 11 | 0 | 30 | 0 | 554 | 97 | 0 | 651 | 75 | 6 | 252 | 0 | 333 | 369 | 592 | 4 | 0 | 965 | 1979 | | | | |
| | | Rounded Hourly Volume | 15 | 5 | 10 | 0 | 30 | 0 | 555 | 95 | 0 | 650 | 75 | 5 | 250 | 0 | 330 | 370 | 590 | 5 | 0 | 965 | 1975 | | | | |
| | | % Single Unit Trucks | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.9 | 3.1 | 0.0 | 1.2 | 6.7 | 0.0 | 2.0 | 0.0 | 3.0 | 0.8 | 0.8 | 0.0 | 0.0 | 0.8 | 1.3 | | | | |
| | | % Heavy Trucks | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.5 | 0.0 | 0.0 | 0.5 | 2.7 | 0.0 | 0.8 | 0.0 | 1.2 | 0.0 | 1.2 | 0.0 | 0.0 | 0.7 | 0.7 | | | | |
| | | % Trucks (Total) | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 1.4 | 3.1 | 0.0 | 1.7 | 9.3 | 0.0 | 2.8 | 0.0 | 4.2 | 0.8 | 2.0 | 0.0 | 0.0 | 1.6 | 2.0 | | | | |
| | | Peak Hour Factor (PHF) | 0.58 | 0.42 | 0.55 | 0.00 | 0.62 | 0.00 | 0.96 | 0.84 | 0.00 | 0.97 | 0.82 | 0.50 | 0.84 | 0.00 | 0.88 | 0.80 | 0.90 | 0.50 | 0.00 | 0.86 | 0.92 | | | | |

Peak Hour Pedestrian and Bicyclist Volumes

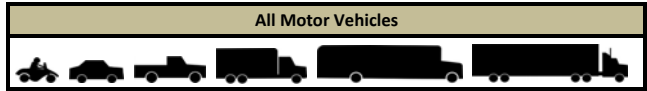
| Pedestrians and Bicyclists | Crossing North Approach | | | Crossing East Approach | | | Crossing South Approach | | | Crossing West Approach | | | Total Ped & Bike Volume | |
|----------------------------|-------------------------|-----------|-------|------------------------|-----------|-------|-------------------------|-----------|-------|------------------------|-----------|-------|-------------------------|---|
| | Pedestrian | Bicyclist | Total | Pedestrian | Bicyclist | Total | Pedestrian | Bicyclist | Total | Pedestrian | Bicyclist | Total | | |
| 15-Minute Start Time | Whiterock Avenue | | | Moreland Blvd | | | Whiterock Avenue | | | #REF! | | | | |
| AM | 7:15 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | 7:30 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | 7:45 AM | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 1 |
| | 8:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | Total | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 1 |
| MD | 12:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | 12:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | 12:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | 12:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | Total | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| PM | 4:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | 4:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | 4:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 1 |
| | 4:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | Total | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 1 |

Intersection Traffic Volume Report

| | | | |
|--------------------------------|---------------------------|-------------|---------------------|
| Count Basics | | | Page 4 of 11 |
| Start Date: | Monday, December 18, 2017 | Weekday | Schools in Session |
| Total Number of Hours Counted: | 6 | Non-Holiday | No Special Events |

Hourly Volume Summary - Motor Vehicle Data

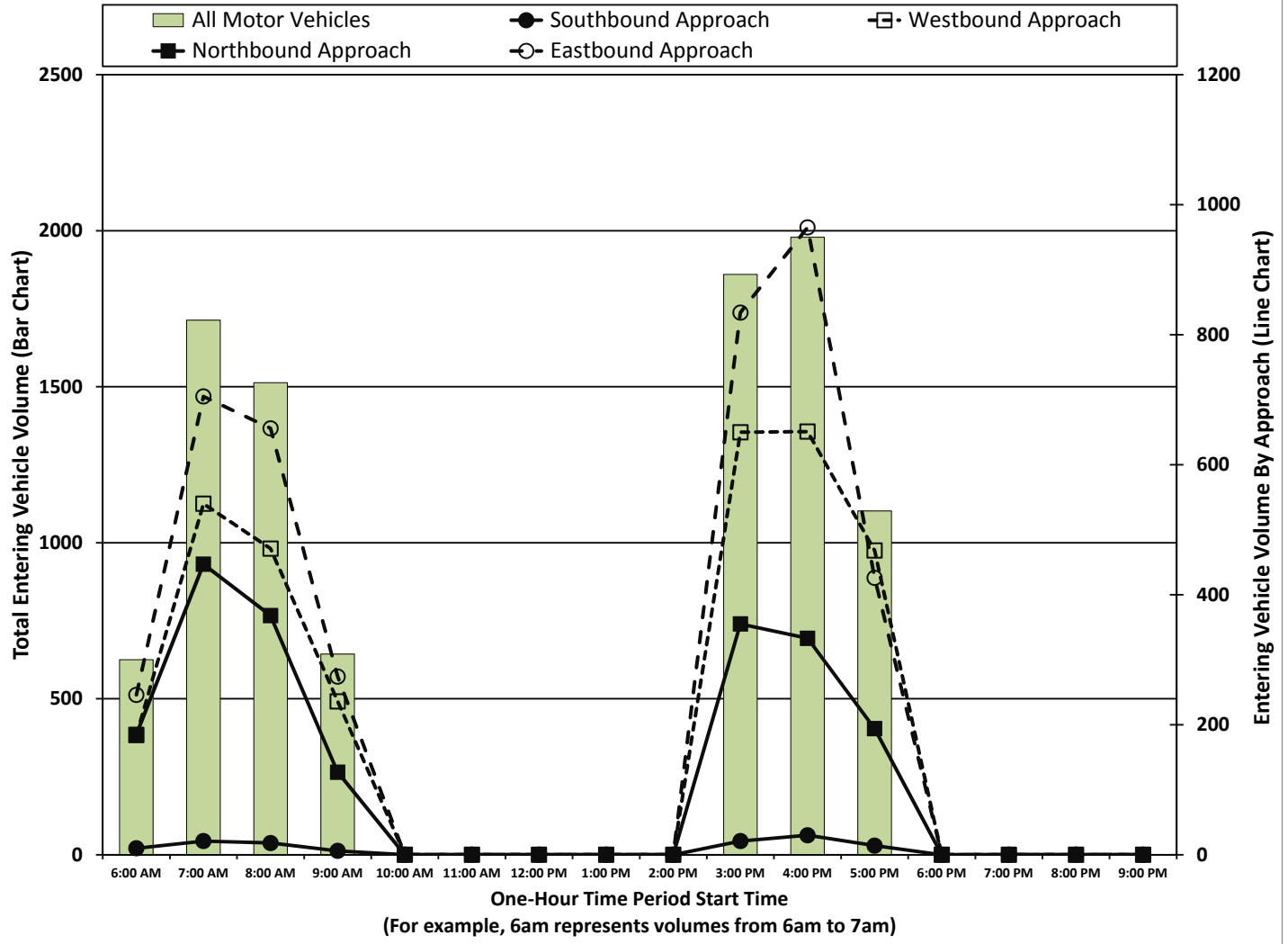
Whiterock Avenue and Moreland Blvd



One-Hour Motor Vehicle Data

| One-Hour Time Period | From North | | | | | From East | | | | | From South | | | | | From West | | | | | Total Vehicle Volume | Directional Volume Totals | |
|----------------------|------------------|-----------|-----------|----------|------------|---------------|-------------|------------|----------|-------------|------------------|-----------|-------------|----------|-------------|-------------|-------------|-----------|----------|-------------|----------------------|---------------------------|-------------|
| | Whiterock Avenue | | | | | Moreland Blvd | | | | | Whiterock Avenue | | | | | #REF! | | | | | | E/W | N/S |
| | 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 | 6 | 3 | 1 | 0 | 10 | 1 | 160 | 23 | 0 | 184 | 9 | 2 | 174 | 0 | 185 | 115 | 124 | 7 | 0 | 246 | 625 | 430 | 195 |
| 7:00 AM | 9 | 3 | 9 | 0 | 21 | 5 | 473 | 62 | 0 | 540 | 53 | 5 | 389 | 0 | 447 | 293 | 405 | 7 | 0 | 705 | 1713 | 1245 | 468 |
| 8:00 AM | 10 | 5 | 3 | 0 | 18 | 2 | 381 | 88 | 0 | 471 | 72 | 5 | 291 | 0 | 368 | 218 | 429 | 9 | 0 | 656 | 1513 | 1127 | 386 |
| 9:00 AM | 1 | 1 | 4 | 0 | 6 | 2 | 201 | 33 | 0 | 236 | 24 | 2 | 101 | 0 | 127 | 116 | 157 | 1 | 0 | 274 | 643 | 510 | 133 |
| 10:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 11:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 12:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 2:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 3:00 PM | 11 | 5 | 5 | 0 | 21 | 3 | 536 | 111 | 0 | 650 | 82 | 8 | 265 | 0 | 355 | 311 | 512 | 11 | 0 | 834 | 1860 | 1484 | 376 |
| 4:00 PM | 14 | 5 | 11 | 0 | 30 | 0 | 554 | 97 | 0 | 651 | 75 | 6 | 252 | 0 | 333 | 369 | 592 | 4 | 0 | 965 | 1979 | 1616 | 363 |
| 5:00 PM | 7 | 5 | 2 | 0 | 14 | 1 | 395 | 72 | 0 | 468 | 91 | 3 | 100 | 0 | 194 | 164 | 256 | 5 | 1 | 426 | 1102 | 894 | 208 |
| 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 |
| 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 |
| 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 |
| 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 |
| Totals | 58 | 27 | 35 | 0 | 120 | 14 | 2700 | 486 | 0 | 3200 | 406 | 31 | 1572 | 0 | 2009 | 1586 | 2475 | 44 | 1 | 4106 | 9435 | 7306 | 2129 |

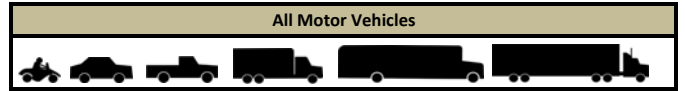
Graphical Summary of Hourly Volumes



Intersection Traffic Volume Report

15-Minute Motor Vehicle Data

Whiterock Avenue and Moreland Blvd



15-Minute Motor Vehicle Data

| 15-Minute Time Period Start Time | From North Whiterock Avenue | | | | | From East Moreland Blvd | | | | | From South Whiterock Avenue | | | | | From West #REF! | | | | | 15-Min Totals | Hourly Sum | PHF |
|--|--------------------------------|------|------|------|-------|----------------------------|------|------|------|-------|--------------------------------|------|------|------|-------|--------------------|------|------|------|-------|------------------|---------------|------|
| | 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 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | | |
| 6:15 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | |
| 6:30 AM | 4 | 2 | 0 | 0 | 6 | 1 | 70 | 8 | 0 | 79 | 2 | 2 | 104 | 0 | 108 | 53 | 62 | 5 | 0 | 120 | 313 | 1380 | 0.83 |
| 6:45 AM | 2 | 1 | 1 | 0 | 4 | 0 | 90 | 15 | 0 | 105 | 7 | 0 | 70 | 0 | 77 | 62 | 62 | 2 | 0 | 126 | 312 | 1548 | 0.80 |
| 7:00 AM | 1 | 0 | 3 | 0 | 4 | 1 | 83 | 12 | 0 | 96 | 7 | 0 | 67 | 0 | 74 | 80 | 83 | 3 | 0 | 166 | 340 | 1713 | 0.89 |
| 7:15 AM | 2 | 1 | 4 | 0 | 7 | 2 | 102 | 16 | 0 | 120 | 21 | 0 | 104 | 0 | 125 | 67 | 95 | 1 | 0 | 163 | 415 | 1746 | 0.91 |
| 7:30 AM | 3 | 1 | 0 | 0 | 4 | 1 | 136 | 14 | 0 | 151 | 12 | 3 | 111 | 0 | 126 | 83 | 115 | 2 | 0 | 200 | 481 | 1746 | 0.91 |
| 7:45 AM | 3 | 1 | 2 | 0 | 6 | 1 | 152 | 20 | 0 | 173 | 13 | 2 | 107 | 0 | 122 | 63 | 112 | 1 | 0 | 176 | 477 | 1668 | 0.87 |
| 8:00 AM | 3 | 2 | 3 | 0 | 8 | 0 | 99 | 18 | 0 | 117 | 14 | 2 | 75 | 0 | 91 | 45 | 109 | 3 | 0 | 157 | 373 | 1513 | 0.91 |
| 8:15 AM | 4 | 1 | 0 | 0 | 5 | 0 | 101 | 32 | 0 | 133 | 26 | 0 | 80 | 0 | 106 | 65 | 102 | 4 | 0 | 171 | 415 | 1453 | 0.88 |
| 8:30 AM | 2 | 2 | 0 | 0 | 4 | 0 | 112 | 18 | 0 | 130 | 17 | 3 | 73 | 0 | 93 | 57 | 118 | 1 | 0 | 176 | 403 | 1368 | 0.85 |
| 8:45 AM | 1 | 0 | 0 | 0 | 1 | 2 | 69 | 20 | 0 | 91 | 15 | 0 | 63 | 0 | 78 | 51 | 100 | 1 | 0 | 152 | 322 | | |
| 9:00 AM | 0 | 0 | 1 | 0 | 1 | 1 | 96 | 18 | 0 | 115 | 9 | 1 | 52 | 0 | 62 | 64 | 71 | 0 | 0 | 135 | 313 | | |
| 9:15 AM | 1 | 1 | 3 | 0 | 5 | 1 | 105 | 15 | 0 | 121 | 15 | 1 | 49 | 0 | 65 | 52 | 86 | 1 | 0 | 139 | 330 | | |
| 9:30 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | |
| 9:45 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | |
| 10:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | |
| 10:15 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | |
| 10:30 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | |
| 10:45 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | |
| 11:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | |
| 11:15 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | |
| 11:30 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | |
| 11:45 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | |
| 12:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | |
| 12:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | |
| 12:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | |
| 12:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | |
| 1:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | |
| 1:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | |
| 1:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | |
| 1:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | |
| 2:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | |
| 2:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | |
| 2:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | |
| 2:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | |
| 3:00 PM | 1 | 0 | 1 | 0 | 2 | 0 | 120 | 25 | 0 | 145 | 21 | 1 | 65 | 0 | 87 | 80 | 109 | 4 | 0 | 193 | 427 | 1860 | 0.92 |
| 3:15 PM | 6 | 2 | 2 | 0 | 10 | 1 | 134 | 25 | 0 | 160 | 20 | 2 | 64 | 0 | 86 | 82 | 135 | 1 | 0 | 218 | 474 | 1926 | 0.96 |
| 3:30 PM | 2 | 0 | 1 | 0 | 3 | 1 | 160 | 32 | 0 | 193 | 28 | 3 | 70 | 0 | 101 | 65 | 138 | 4 | 0 | 207 | 504 | 1894 | 0.94 |
| 3:45 PM | 2 | 3 | 1 | 0 | 6 | 1 | 122 | 29 | 0 | 152 | 13 | 2 | 66 | 0 | 81 | 84 | 130 | 2 | 0 | 216 | 455 | 1930 | 0.89 |
| 4:00 PM | 3 | 3 | 2 | 0 | 8 | 0 | 137 | 19 | 0 | 156 | 15 | 3 | 63 | 0 | 81 | 85 | 163 | 0 | 0 | 248 | 493 | 1979 | 0.92 |
| 4:15 PM | 1 | 1 | 3 | 0 | 5 | 0 | 139 | 26 | 0 | 165 | 17 | 3 | 75 | 0 | 95 | 68 | 108 | 1 | 0 | 177 | 442 | 1679 | 0.78 |
| 4:30 PM | 6 | 1 | 5 | 0 | 12 | 0 | 133 | 29 | 0 | 162 | 23 | 0 | 61 | 0 | 84 | 116 | 165 | 1 | 0 | 282 | 540 | 1318 | 0.61 |
| 4:45 PM | 4 | 0 | 1 | 0 | 5 | 0 | 145 | 23 | 0 | 168 | 20 | 0 | 53 | 0 | 73 | 100 | 156 | 2 | 0 | 258 | 504 | 1247 | 0.62 |
| 5:00 PM | 2 | 2 | 2 | 0 | 6 | 0 | 62 | 20 | 0 | 82 | 10 | 0 | 29 | 0 | 39 | 31 | 34 | 0 | 1 | 66 | 193 | 1102 | 0.59 |
| 5:15 PM | 0 | 1 | 0 | 0 | 1 | 0 | 22 | 6 | 0 | 28 | 40 | 1 | 0 | 0 | 41 | 1 | 10 | 0 | 0 | 11 | 81 | | |
| 5:30 PM | 3 | 0 | 0 | 0 | 3 | 1 | 180 | 21 | 0 | 202 | 26 | 2 | 41 | 0 | 69 | 77 | 114 | 4 | 0 | 195 | 469 | | |
| 5:45 PM | 2 | 2 | 0 | 0 | 4 | 0 | 131 | 25 | 0 | 156 | 15 | 0 | 30 | 0 | 45 | 55 | 98 | 1 | 0 | 154 | 359 | | |
| 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 | 58 | 27 | 35 | 0 | 120 | 14 | 2700 | 486 | 0 | 3200 | 406 | 31 | 1572 | 0 | 2009 | 1586 | 2475 | 44 | 1 | 4106 | 9435 | | |

Peak Hour All Vehicle Volume Summary

| Hourly Time Period Start Time | From North Whiterock Avenue | | | | | From East Moreland Blvd | | | | | From South Whiterock Avenue | | | | | From West #REF! | | | | | Total Hourly Volume | PHF |
|-------------------------------------|--------------------------------|------|------|------|-------|----------------------------|------|------|------|-------|--------------------------------|------|------|------|-------|--------------------|------|------|------|-------|---------------------------|------|
| | 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 | 11 | 5 | 9 | 0 | 25 | 4 | 489 | 68 | 0 | 561 | 60 | 7 | 397 | 0 | 464 | 258 | 431 | 7 | 0 | 696 | 1746 | 0.91 |
| MD 12:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| PM 4:00 PM | 14 | 5 | 11 | 0 | 30 | 0 | 554 | 97 | 0 | 651 | 75 | 6 | 252 | 0 | 333 | 369 | 592 | 4 | 0 | 965 | 1979 | 0.92 |

Intersection Traffic Volume Report

15-Minute Automobile Data

Whiterock Avenue and Moreland Blvd



15-Minute Automobile Data

| 15-Minute Time Period Start Time | From North | | | | | From East | | | | | From South | | | | | From West | | | | | 15-Min Totals | Hourly Sum | | |
|-------------------------------------|------------------|-----------|-----------|----------|------------|---------------|-------------|------------|----------|-------------|------------------|-----------|-------------|----------|-------------|-------------|-------------|-----------|----------|-------------|---------------|------------|---|---|
| | Whiterock Avenue | | | | | Moreland Blvd | | | | | Whiterock Avenue | | | | | #REF! | | | | | | | | |
| | 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 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 6:15 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 6:30 AM | 2 | 1 | 0 | 0 | 3 | 1 | 68 | 6 | 0 | 75 | 2 | 2 | 98 | 0 | 102 | 52 | 62 | 5 | 0 | 119 | 299 | 1317 | | |
| 6:45 AM | 1 | 1 | 1 | 0 | 3 | 0 | 86 | 14 | 0 | 100 | 7 | 0 | 69 | 0 | 76 | 58 | 60 | 2 | 0 | 120 | 299 | 1479 | | |
| 7:00 AM | 1 | 0 | 3 | 0 | 4 | 0 | 76 | 11 | 0 | 87 | 5 | 0 | 65 | 0 | 70 | 80 | 80 | 1 | 0 | 161 | 322 | 1632 | | |
| 7:15 AM | 2 | 1 | 3 | 0 | 6 | 2 | 96 | 15 | 0 | 113 | 20 | 0 | 102 | 0 | 122 | 67 | 88 | 1 | 0 | 156 | 397 | 1667 | | |
| 7:30 AM | 2 | 1 | 0 | 0 | 3 | 0 | 129 | 13 | 0 | 142 | 12 | 3 | 107 | 0 | 122 | 82 | 110 | 2 | 0 | 194 | 461 | 1652 | | |
| 7:45 AM | 3 | 1 | 2 | 0 | 6 | 1 | 140 | 17 | 0 | 158 | 12 | 2 | 105 | 0 | 119 | 61 | 107 | 1 | 0 | 169 | 452 | 1574 | | |
| 8:00 AM | 1 | 1 | 3 | 0 | 5 | 0 | 96 | 18 | 0 | 114 | 13 | 2 | 71 | 0 | 86 | 44 | 105 | 3 | 0 | 152 | 357 | 1416 | | |
| 8:15 AM | 4 | 1 | 0 | 0 | 5 | 0 | 94 | 29 | 0 | 123 | 23 | 0 | 77 | 0 | 100 | 57 | 93 | 4 | 0 | 154 | 382 | 1350 | | |
| 8:30 AM | 2 | 2 | 0 | 0 | 4 | 0 | 107 | 16 | 0 | 123 | 17 | 3 | 72 | 0 | 92 | 51 | 112 | 1 | 0 | 164 | 383 | 1280 | | |
| 8:45 AM | 0 | 0 | 0 | 0 | 0 | 1 | 66 | 19 | 0 | 86 | 14 | 0 | 58 | 0 | 72 | 47 | 88 | 1 | 0 | 136 | 294 | | | |
| 9:00 AM | 0 | 0 | 0 | 0 | 0 | 1 | 85 | 17 | 0 | 103 | 9 | 1 | 49 | 0 | 59 | 61 | 68 | 0 | 0 | 129 | 291 | | | |
| 9:15 AM | 1 | 1 | 3 | 0 | 5 | 1 | 98 | 15 | 0 | 114 | 13 | 1 | 46 | 0 | 60 | 51 | 81 | 1 | 0 | 133 | 312 | | | |
| 9:30 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| 9:45 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| 10:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| 10:15 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| 10:30 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| 10:45 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| 11:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| 11:15 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| 11:30 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| 11:45 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| 12:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| 12:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| 12:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| 12:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| 1:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| 1:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| 1:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| 1:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| 2:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| 2:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| 2:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| 2:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| 3:00 PM | 1 | 0 | 1 | 0 | 2 | 0 | 115 | 24 | 0 | 139 | 20 | 1 | 64 | 0 | 85 | 77 | 101 | 4 | 0 | 182 | 408 | 1786 | | |
| 3:15 PM | 5 | 2 | 2 | 0 | 9 | 1 | 131 | 24 | 0 | 156 | 20 | 2 | 62 | 0 | 84 | 77 | 125 | 1 | 0 | 203 | 452 | 1857 | | |
| 3:30 PM | 2 | 0 | 0 | 0 | 2 | 0 | 157 | 31 | 0 | 188 | 26 | 3 | 70 | 0 | 99 | 63 | 132 | 3 | 0 | 198 | 487 | 1835 | | |
| 3:45 PM | 2 | 2 | 1 | 0 | 5 | 1 | 120 | 27 | 0 | 148 | 12 | 2 | 64 | 0 | 78 | 80 | 126 | 2 | 0 | 208 | 439 | 1881 | | |
| 4:00 PM | 3 | 3 | 2 | 0 | 8 | 0 | 132 | 19 | 0 | 151 | 13 | 3 | 60 | 0 | 76 | 85 | 159 | 0 | 0 | 244 | 479 | 1939 | | |
| 4:15 PM | 1 | 1 | 3 | 0 | 5 | 0 | 138 | 24 | 0 | 162 | 15 | 3 | 74 | 0 | 92 | 65 | 105 | 1 | 0 | 171 | 430 | 1647 | | |
| 4:30 PM | 6 | 1 | 5 | 0 | 12 | 0 | 133 | 28 | 0 | 161 | 22 | 0 | 61 | 0 | 83 | 116 | 160 | 1 | 0 | 277 | 533 | 1298 | | |
| 4:45 PM | 4 | 0 | 1 | 0 | 5 | 0 | 143 | 23 | 0 | 166 | 18 | 0 | 50 | 0 | 68 | 100 | 156 | 2 | 0 | 258 | 497 | 1227 | | |
| 5:00 PM | 2 | 2 | 2 | 0 | 6 | 0 | 58 | 19 | 0 | 77 | 9 | 0 | 29 | 0 | 38 | 31 | 34 | 0 | 1 | 66 | 187 | 1085 | | |
| 5:15 PM | 0 | 1 | 0 | 0 | 1 | 0 | 22 | 6 | 0 | 28 | 40 | 1 | 0 | 0 | 41 | 1 | 10 | 0 | 0 | 11 | 81 | | | |
| 5:30 PM | 3 | 0 | 0 | 0 | 3 | 0 | 178 | 20 | 0 | 198 | 25 | 2 | 40 | 0 | 67 | 77 | 113 | 4 | 0 | 194 | 462 | | | |
| 5:45 PM | 2 | 2 | 0 | 0 | 4 | 0 | 130 | 24 | 0 | 154 | 14 | 0 | 30 | 0 | 44 | 55 | 97 | 1 | 0 | 153 | 355 | | | |
| 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 | | |
| 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 | | |
| 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 | | |
| 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 | | |
| 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 | | |
| 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 | | |
| 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 | | |
| 7:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | |
| 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 | | |
| 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 | | |
| 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 | | |
| 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 | | |
| 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 | | |
| 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 | | |
| 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 | | |
| 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 | | |
| Totals | 50 | 24 | 32 | 0 | 106 | 9 | 2598 | 459 | 0 | 3066 | 381 | 31 | 1523 | 0 | 1935 | 1538 | 2372 | 41 | 1 | 3952 | 9059 | | | |

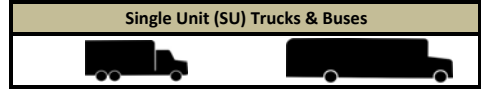
Peak Hour Automobile Volume Summary

| Hourly Time Period Start Time | From North | | | | | From East | | | | | From South | | | | | From West | | | | | Total Hourly Volume | |
|----------------------------------|------------------|------|------|------|-------|---------------|------|------|------|-------|------------------|------|------|------|-------|-----------|------|------|------|-------|---------------------|---|
| | Whiterock Avenue | | | | | Moreland Blvd | | | | | Whiterock Avenue | | | | | #REF! | | | | | | |
| | 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 | 8 | 4 | 8 | 0 | 20 | 3 | 461 | 63 | 0 | 527 | 57 | 7 | 385 | 0 | 449 | 254 | 410 | 7 | 0 | 671 | 1667 | |
| MD 12:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| PM 4:00 PM | 14 | 5 | 11 | 0 | 30 | 0 | 546 | 94 | 0 | 640 | 68 | 6 | 245 | 0 | 319 | 366 | 580 | 4 | 0 | 950 | 1939 | |

Intersection Traffic Volume Report

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

Whiterock Avenue and Moreland Blvd



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

| 15-Minute Time Period | From North | | | | | From East | | | | | From South | | | | | From West | | | | | 15-Min Totals | Hourly Sum |
|-----------------------|------------------|----------|----------|----------|----------|---------------|-----------|-----------|----------|-----------|------------------|----------|-----------|----------|-----------|-----------|-----------|----------|----------|-----------|---------------|------------|
| | Whiterock Avenue | | | | | Moreland Blvd | | | | | Whiterock Avenue | | | | | #REF! | | | | | | |
| | 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 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 6:15 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 6:30 AM | 1 | 0 | 0 | 0 | 1 | 0 | 2 | 1 | 0 | 3 | 0 | 0 | 6 | 0 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 10 |
| 6:45 AM | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 1 | 0 | 3 | 0 | 0 | 1 | 0 | 1 | 4 | 1 | 0 | 0 | 0 | 5 | 9 |
| 7:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 1 | 0 | 3 | 2 | 0 | 2 | 0 | 4 | 0 | 2 | 0 | 0 | 2 | 9 | 40 |
| 7:15 AM | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 1 | 0 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 6 | 39 |
| 7:30 AM | 0 | 0 | 0 | 0 | 0 | 0 | 5 | 0 | 0 | 5 | 0 | 0 | 3 | 0 | 3 | 1 | 5 | 0 | 0 | 6 | 14 | 53 |
| 7:45 AM | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 3 | 0 | 7 | 1 | 0 | 1 | 0 | 2 | 0 | 2 | 0 | 0 | 2 | 11 | 54 |
| 8:00 AM | 1 | 1 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 2 | 0 | 3 | 1 | 2 | 0 | 0 | 3 | 8 | 58 |
| 8:15 AM | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 3 | 0 | 7 | 3 | 0 | 3 | 0 | 6 | 3 | 4 | 0 | 0 | 7 | 20 | 62 |
| 8:30 AM | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 1 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 5 | 6 | 0 | 0 | 11 | 15 | 51 |
| 8:45 AM | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 3 | 1 | 0 | 2 | 0 | 3 | 2 | 7 | 0 | 0 | 9 | 15 | |
| 9:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 6 | 1 | 0 | 7 | 0 | 0 | 1 | 0 | 1 | 2 | 2 | 0 | 0 | 4 | 12 | |
| 9:15 AM | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 2 | 1 | 0 | 2 | 0 | 3 | 0 | 4 | 0 | 0 | 4 | 9 | |
| 9:30 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| 9:45 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| 10:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| 10:15 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| 10:30 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| 10:45 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| 11:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| 11:15 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| 11:30 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| 11:45 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| 12:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| 12:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| 12:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| 12:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| 1:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| 1:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| 1:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| 1:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| 2:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| 2:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| 2:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| 2:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| 3:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 1 | 0 | 4 | 1 | 0 | 1 | 0 | 2 | 2 | 4 | 0 | 0 | 6 | 12 | 41 |
| 3:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 2 | 0 | 0 | 1 | 0 | 1 | 4 | 3 | 0 | 0 | 7 | 10 | 40 |
| 3:30 PM | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 1 | 0 | 1 | 1 | 0 | 0 | 0 | 1 | 0 | 3 | 0 | 0 | 3 | 6 | 37 |
| 3:45 PM | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 2 | 0 | 2 | 1 | 0 | 2 | 0 | 3 | 4 | 3 | 0 | 0 | 7 | 13 | 35 |
| 4:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 5 | 0 | 0 | 5 | 2 | 0 | 2 | 0 | 4 | 0 | 2 | 0 | 0 | 2 | 11 | 26 |
| 4:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 2 | 2 | 0 | 0 | 0 | 2 | 3 | 0 | 0 | 0 | 3 | 7 | 19 |
| 4:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 0 | 3 | 4 | 12 |
| 4:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 3 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 4 | 12 |
| 5:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 1 | 0 | 3 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 4 | 11 |
| 5:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| 5:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 2 | 1 | 0 | 1 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 4 | |
| 5:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 2 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 3 | |
| 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 | 2 | 2 | 1 | 0 | 5 | 1 | 48 | 24 | 0 | 73 | 20 | 0 | 33 | 0 | 53 | 31 | 54 | 0 | 0 | 85 | 216 | |

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

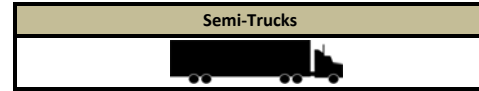
| Hourly Time Period | From North | | | | | From East | | | | | From South | | | | | From West | | | | | Total Hourly Volume |
|--------------------|------------------|------|------|------|-------|---------------|------|------|------|-------|------------------|------|------|------|-------|-----------|------|------|------|-------|---------------------|
| | Whiterock Avenue | | | | | Moreland Blvd | | | | | Whiterock Avenue | | | | | #REF! | | | | | |
| | 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 | 1 | 1 | 0 | 0 | 2 | 0 | 13 | 4 | 0 | 17 | 2 | 0 | 6 | 0 | 8 | 2 | 10 | 0 | 0 | 12 | 39 |
| MD 12:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| PM 4:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 5 | 3 | 0 | 8 | 5 | 0 | 5 | 0 | 10 | 3 | 5 | 0 | 0 | 8 | 26 |

Intersection Traffic Volume Report

| Count Basics | | | Page 8 of 11 |
|--------------------------------|---------------------------|-------------|--------------------|
| Start Date: | Monday, December 18, 2017 | Weekday | Schools in Session |
| Total Number of Hours Counted: | 6 | Non-Holiday | No Special Events |

15-Minute Semi-Truck Data

Whiterock Avenue and Moreland Blvd



15-Minute Semi-Truck Data

| 15-Minute Time Period | From North | | | | | From East | | | | | From South | | | | | From West | | | | | 15-Min Totals | Hourly Sum | | |
|-----------------------|------------------|------|------|------|-------|---------------|------|------|------|-------|------------------|------|------|------|-------|-----------|------|------|------|-------|---------------|------------|----|----|
| | Whiterock Avenue | | | | | Moreland Blvd | | | | | Whiterock Avenue | | | | | #REF! | | | | | | | | |
| | 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 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| 6:15 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| 6:30 AM | 1 | 1 | 0 | 0 | 2 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 1 | 4 | 29 | |
| 6:45 AM | 1 | 0 | 0 | 0 | 1 | 0 | 2 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 4 | 31 |
| 7:00 AM | 0 | 0 | 0 | 0 | 0 | 1 | 5 | 0 | 0 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 2 | 0 | 0 | 3 | 9 | 41 |
| 7:15 AM | 0 | 0 | 1 | 0 | 1 | 0 | 2 | 0 | 0 | 2 | 1 | 0 | 2 | 0 | 3 | 0 | 6 | 0 | 0 | 0 | 6 | 12 | 40 | |
| 7:30 AM | 1 | 0 | 0 | 0 | 1 | 1 | 2 | 1 | 0 | 4 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 6 | 41 | |
| 7:45 AM | 0 | 0 | 0 | 0 | 0 | 0 | 8 | 0 | 0 | 8 | 0 | 0 | 1 | 0 | 1 | 2 | 3 | 0 | 0 | 0 | 5 | 14 | 40 | |
| 8:00 AM | 1 | 0 | 0 | 0 | 1 | 0 | 3 | 0 | 0 | 3 | 0 | 0 | 2 | 0 | 2 | 0 | 2 | 0 | 0 | 0 | 2 | 8 | 39 | |
| 8:15 AM | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 5 | 5 | 0 | 0 | 0 | 10 | 13 | 41 | |
| 8:30 AM | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 1 | 0 | 3 | 0 | 0 | 1 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 1 | 5 | 37 | |
| 8:45 AM | 1 | 0 | 0 | 0 | 1 | 0 | 2 | 0 | 0 | 2 | 0 | 0 | 3 | 0 | 3 | 2 | 5 | 0 | 0 | 0 | 7 | 13 | | |
| 9:00 AM | 0 | 0 | 1 | 0 | 1 | 1 | 5 | 0 | 0 | 5 | 0 | 0 | 2 | 0 | 2 | 1 | 1 | 0 | 0 | 0 | 2 | 10 | | |
| 9:15 AM | 0 | 0 | 0 | 0 | 0 | 0 | 5 | 0 | 0 | 5 | 1 | 0 | 1 | 0 | 2 | 1 | 1 | 0 | 0 | 0 | 2 | 9 | | |
| 9:30 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | |
| 9:45 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | |
| 10:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | |
| 10:15 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | |
| 10:30 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | |
| 10:45 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | |
| 11:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | |
| 11:15 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | |
| 11:30 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | |
| 11:45 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | |
| 12:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | |
| 12:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | |
| 12:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | |
| 12:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | |
| 1:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | |
| 1:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | |
| 1:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | |
| 1:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | |
| 2:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | |
| 2:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | |
| 2:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | |
| 2:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | |
| 3:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 1 | 4 | 0 | 0 | 0 | 5 | 7 | 33 | |
| 3:15 PM | 1 | 0 | 0 | 0 | 1 | 0 | 2 | 0 | 0 | 2 | 0 | 0 | 1 | 0 | 1 | 1 | 7 | 0 | 0 | 0 | 8 | 12 | 29 | |
| 3:30 PM | 0 | 0 | 0 | 0 | 0 | 1 | 3 | 0 | 0 | 4 | 1 | 0 | 0 | 0 | 1 | 2 | 3 | 1 | 0 | 0 | 6 | 11 | 22 | |
| 3:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 3 | 14 | |
| 4:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 2 | 0 | 0 | 0 | 2 | 3 | 14 | |
| 4:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 1 | 0 | 3 | 0 | 0 | 0 | 3 | 5 | 13 | |
| 4:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 2 | 0 | 0 | 0 | 2 | 3 | 8 | |
| 4:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 2 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 8 | |
| 5:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 6 | |
| 5:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | |
| 5:30 PM | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 3 | | |
| 5:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 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 | | |
| 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 | | |
| 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 | | |
| 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 | | |
| 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 | | |
| 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 | | |
| 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 | | |
| 7:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | |
| 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 | | |
| 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 | | |
| 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 | | |
| 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 | | |
| 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 | | |
| 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 | | |
| 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 | | |
| 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 | | |
| Totals | 6 | 1 | 2 | 0 | 9 | 4 | 54 | 3 | 0 | 61 | 5 | 0 | 16 | 0 | 21 | 17 | 49 | 3 | 0 | 69 | 160 | | | |

Peak Hour Semi-Truck Volume Summary

| Hourly Time Period | From North | | | | | From East | | | | | From South | | | | | From West | | | | | Total Hourly Volume |
|--------------------|------------------|------|------|------|-------|---------------|------|------|------|-------|------------------|------|------|------|-------|-----------|------|------|------|-------|---------------------|
| | Whiterock Avenue | | | | | Moreland Blvd | | | | | Whiterock Avenue | | | | | #REF! | | | | | |
| | 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 | 2 | 0 | 0 | 0 | 2 | 1 | 16 | 1 | 0 | 18 | 0 | 0 | 4 | 0 | 4 | 7 | 10 | 0 | 0 | 17 | 41 |
| MD 12:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| PM 4:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 0 | 3 | 1 | 0 | 2 | 0 | 3 | 0 | 8 | 0 | 0 | 8 | 14 |

Intersection Traffic Volume Report

15-Minute Heavy Vehicle Data

Whiterock Avenue and Moreland Blvd



15-Minute Heavy Vehicle Data

| 15-Minute Time Period | From North | | | | | From East | | | | | From South | | | | | From West | | | | | 15-Min Totals | Hourly Sum | |
|-----------------------|------------------|----------|----------|----------|-----------|---------------|------------|-----------|----------|------------|------------------|----------|-----------|----------|-----------|-----------|------------|----------|----------|------------|---------------|------------|-----|
| | Whiterock Avenue | | | | | Moreland Blvd | | | | | Whiterock Avenue | | | | | #REF! | | | | | | | |
| | 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 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 6:15 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 6:30 AM | 2 | 1 | 0 | 0 | 3 | 0 | 2 | 2 | 0 | 4 | 0 | 0 | 6 | 0 | 6 | 1 | 0 | 0 | 0 | 0 | 1 | 14 | 63 |
| 6:45 AM | 1 | 0 | 0 | 0 | 1 | 0 | 4 | 1 | 0 | 5 | 0 | 0 | 1 | 0 | 1 | 4 | 2 | 0 | 0 | 0 | 6 | 13 | 69 |
| 7:00 AM | 0 | 0 | 0 | 0 | 0 | 1 | 7 | 1 | 0 | 9 | 2 | 0 | 2 | 0 | 4 | 0 | 3 | 2 | 0 | 0 | 5 | 18 | 81 |
| 7:15 AM | 0 | 0 | 1 | 0 | 1 | 0 | 6 | 1 | 0 | 7 | 1 | 0 | 2 | 0 | 3 | 0 | 7 | 0 | 0 | 0 | 7 | 18 | 79 |
| 7:30 AM | 1 | 0 | 0 | 0 | 1 | 1 | 7 | 1 | 0 | 9 | 0 | 0 | 4 | 0 | 4 | 1 | 5 | 0 | 0 | 0 | 6 | 20 | 94 |
| 7:45 AM | 0 | 0 | 0 | 0 | 0 | 0 | 12 | 3 | 0 | 15 | 1 | 0 | 2 | 0 | 3 | 2 | 5 | 0 | 0 | 0 | 7 | 25 | 94 |
| 8:00 AM | 2 | 1 | 0 | 0 | 3 | 0 | 3 | 0 | 0 | 3 | 1 | 0 | 4 | 0 | 5 | 1 | 4 | 0 | 0 | 0 | 5 | 16 | 97 |
| 8:15 AM | 0 | 0 | 0 | 0 | 0 | 0 | 7 | 3 | 0 | 10 | 3 | 0 | 3 | 0 | 6 | 8 | 9 | 0 | 0 | 0 | 17 | 33 | 103 |
| 8:30 AM | 0 | 0 | 0 | 0 | 0 | 0 | 5 | 2 | 0 | 7 | 0 | 0 | 1 | 0 | 1 | 6 | 6 | 0 | 0 | 0 | 12 | 20 | 88 |
| 8:45 AM | 1 | 0 | 0 | 0 | 1 | 1 | 3 | 1 | 0 | 5 | 1 | 0 | 5 | 0 | 6 | 4 | 12 | 0 | 0 | 0 | 16 | 28 | |
| 9:00 AM | 0 | 0 | 1 | 0 | 1 | 0 | 11 | 1 | 0 | 12 | 0 | 0 | 3 | 0 | 3 | 3 | 3 | 0 | 0 | 0 | 6 | 22 | |
| 9:15 AM | 0 | 0 | 0 | 0 | 0 | 0 | 7 | 0 | 0 | 7 | 2 | 0 | 3 | 0 | 5 | 1 | 5 | 0 | 0 | 0 | 6 | 18 | |
| 9:30 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| 9:45 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| 10:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| 10:15 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| 10:30 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| 10:45 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| 11:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| 11:15 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| 11:30 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| 11:45 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| 12:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| 12:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| 12:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| 12:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| 1:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| 1:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| 1:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| 1:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| 2:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| 2:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| 2:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| 2:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| 3:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 5 | 1 | 0 | 6 | 1 | 0 | 1 | 0 | 2 | 3 | 8 | 0 | 0 | 0 | 11 | 19 | 74 |
| 3:15 PM | 1 | 0 | 0 | 0 | 1 | 0 | 3 | 1 | 0 | 4 | 0 | 0 | 2 | 0 | 2 | 5 | 10 | 0 | 0 | 0 | 15 | 22 | 69 |
| 3:30 PM | 0 | 0 | 1 | 0 | 1 | 1 | 3 | 1 | 0 | 5 | 2 | 0 | 0 | 0 | 2 | 2 | 6 | 1 | 0 | 0 | 9 | 17 | 59 |
| 3:45 PM | 0 | 1 | 0 | 0 | 1 | 0 | 2 | 2 | 0 | 4 | 1 | 0 | 2 | 0 | 3 | 4 | 4 | 0 | 0 | 0 | 8 | 16 | 49 |
| 4:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 5 | 0 | 0 | 5 | 2 | 0 | 3 | 0 | 5 | 0 | 4 | 0 | 0 | 0 | 4 | 14 | 40 |
| 4:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 2 | 0 | 3 | 2 | 0 | 1 | 0 | 3 | 3 | 3 | 0 | 0 | 0 | 6 | 12 | 32 |
| 4:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 1 | 0 | 0 | 0 | 1 | 0 | 5 | 0 | 0 | 0 | 5 | 7 | 20 |
| 4:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 2 | 2 | 0 | 3 | 0 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 7 | 20 |
| 5:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 1 | 0 | 5 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 6 | 17 |
| 5:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| 5:30 PM | 0 | 0 | 0 | 0 | 0 | 1 | 2 | 1 | 0 | 4 | 1 | 0 | 1 | 0 | 2 | 0 | 1 | 0 | 0 | 0 | 1 | 7 | |
| 5:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 2 | 1 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 1 | 4 | |
| 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 | |
| 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 | |
| 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 | |
| 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 | |
| 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 | |
| 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 | |
| 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 | |
| 7:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| 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 | |
| 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 | |
| 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 | |
| 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 | |
| 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 | |
| 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 | |
| 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 | |
| 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 | |
| Totals | 8 | 3 | 3 | 0 | 14 | 5 | 102 | 27 | 0 | 134 | 25 | 0 | 49 | 0 | 74 | 48 | 103 | 3 | 0 | 154 | 376 | | |

Peak Hour Heavy Vehicle Volume Summary

| Hourly Time Period | From North | | | | | From East | | | | | From South | | | | | From West | | | | | Total Hourly Volume |
|--------------------|------------------|------|------|------|-------|---------------|------|------|------|-------|------------------|------|------|------|-------|-----------|------|------|------|-------|---------------------|
| | Whiterock Avenue | | | | | Moreland Blvd | | | | | Whiterock Avenue | | | | | #REF! | | | | | |
| | 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 | 3 | 1 | 1 | 0 | 5 | 1 | 28 | 5 | 0 | 34 | 3 | 0 | 12 | 0 | 15 | 4 | 21 | 0 | 0 | 25 | 79 |
| MD 12:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| PM 4:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 8 | 3 | 0 | 11 | 7 | 0 | 7 | 0 | 14 | 3 | 12 | 0 | 0 | 15 | 40 |

Intersection Traffic Volume Report

15-Minute Pedestrian and Bicyclist Data

Whiterock Avenue and Moreland Blvd



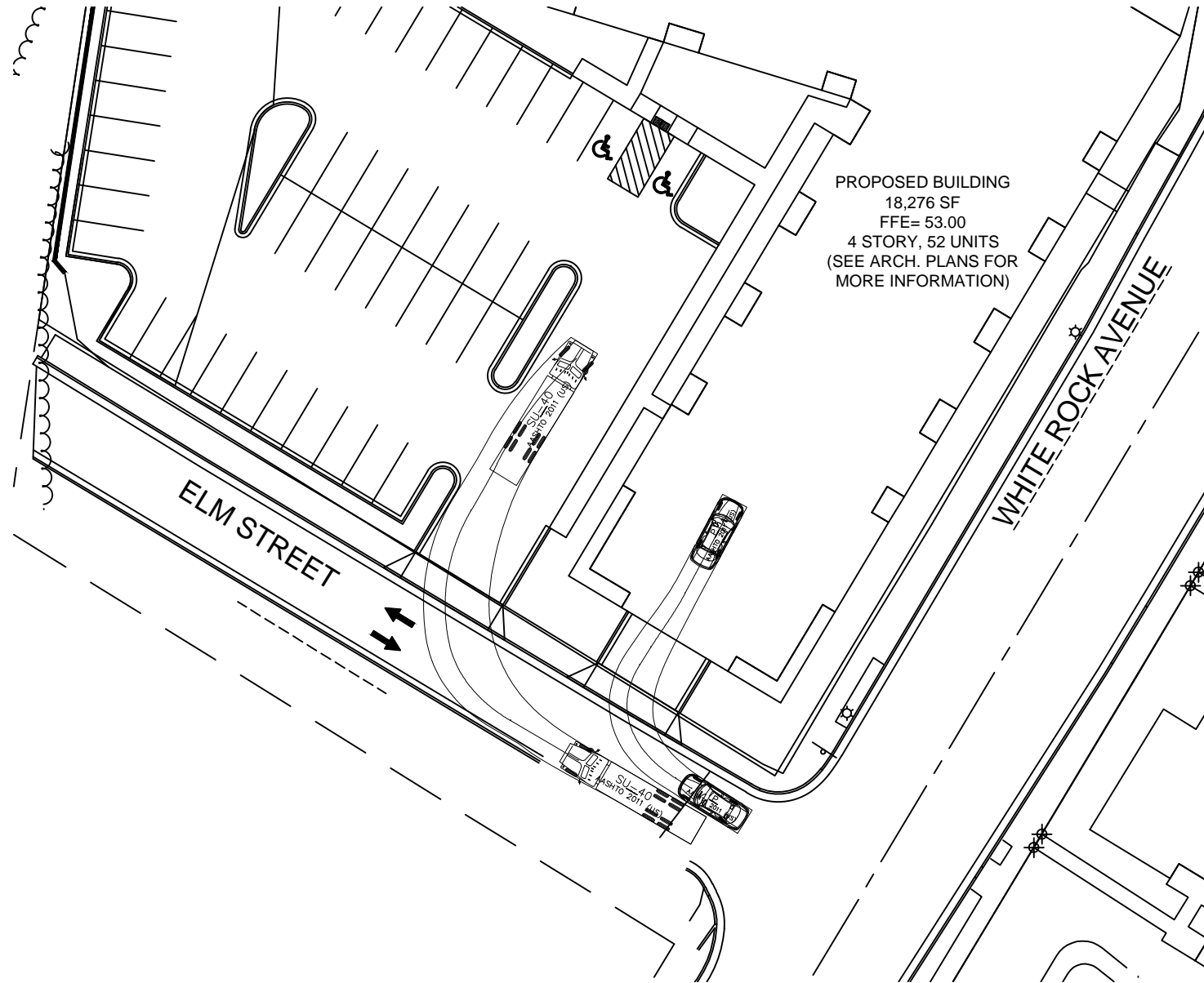
15-Minute Pedestrian and Bicyclist Data

| 15-Minute Time Period | Crossing North Approach | | | Crossing East Approach | | | Crossing South Approach | | | Crossing West Approach | | | 15-Min Totals | Hourly Sum |
|-----------------------|-------------------------|-----------|----------|------------------------|-----------|----------|-------------------------|-----------|----------|------------------------|-----------|----------|---------------|------------|
| | Whiterock Avenue | | | Moreland Blvd | | | Whiterock Avenue | | | #REF! | | | | |
| | Pedestrian | Bicyclist | Total | Pedestrian | Bicyclist | Total | Pedestrian | Bicyclist | Total | Pedestrian | Bicyclist | Total | | |
| 6:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| 6:15 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| 6:30 AM | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 |
| 6:45 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 7:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 7:15 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 7:30 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 7:45 AM | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 1 | 1 |
| 8:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 8:15 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 8:30 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 8:45 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 9:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| 9:15 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| 9:30 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| 9:45 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| 10:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| 10:15 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| 10:30 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| 10:45 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| 11:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| 11:15 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| 11:30 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| 11:45 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| 12:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| 12:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| 12:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| 12:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| 1:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| 1:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| 1:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| 1:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| 2:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| 2:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| 2:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| 2:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| 3:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 1 | 4 |
| 3:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 1 | 0 | 1 | 2 | 3 |
| 3:30 PM | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 |
| 3:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 4:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 4:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 4:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 1 | 2 |
| 4:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 5:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 5:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 1 | |
| 5:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| 5:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| 6:00 PM | 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 | |
| 6:30 PM | 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 | |
| 7:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| 7:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| 7:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| 7:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| 8:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| 8:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| 8:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| 8:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| 9:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| 9:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| 9:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| 9:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| Totals | 0 | 1 | 1 | 1 | 0 | 1 | 2 | 0 | 2 | 4 | 0 | 4 | 8 | |

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 | | | | | |

Turning Templates



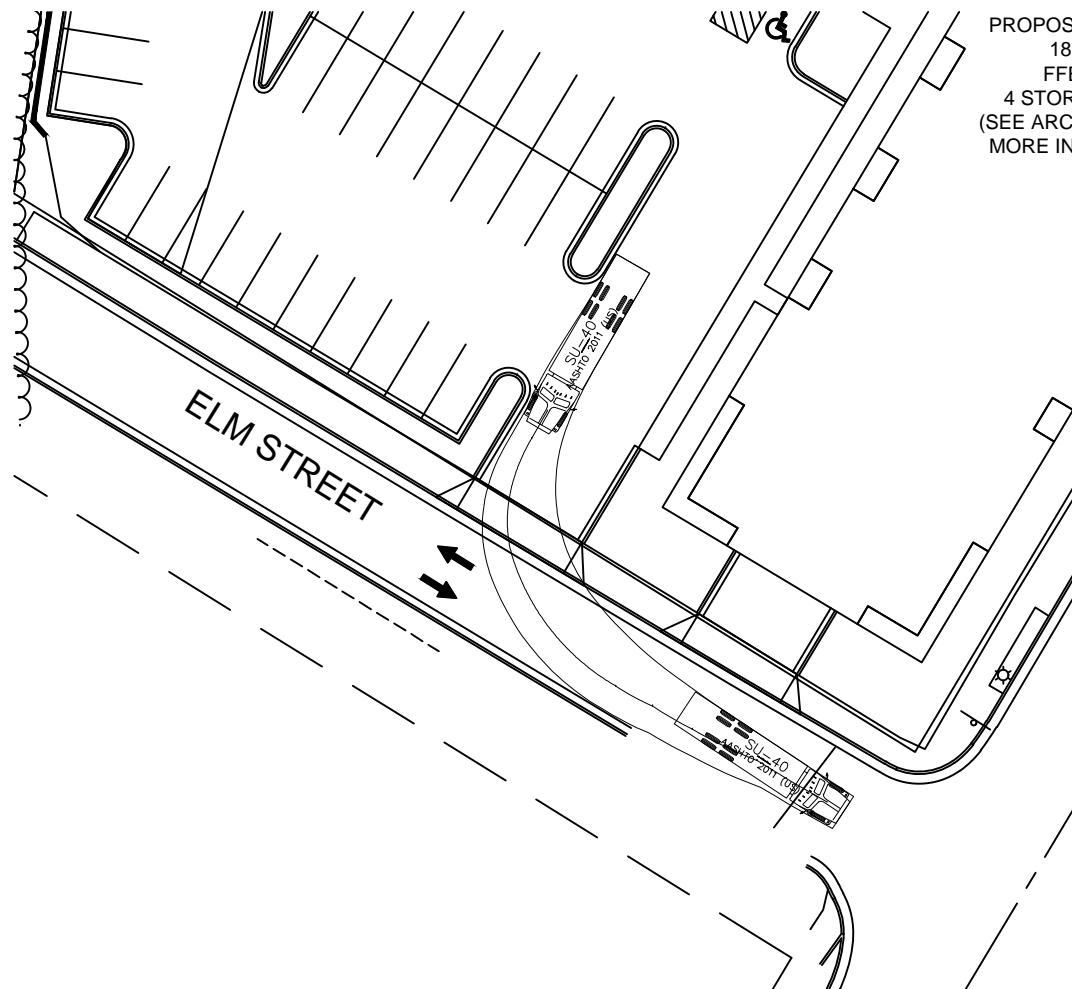
PROPOSED BUILDING
18,276 SF
FFE= 53.00
4 STORY, 52 UNITS
(SEE ARCH. PLANS FOR
MORE INFORMATION)

ELM STREET

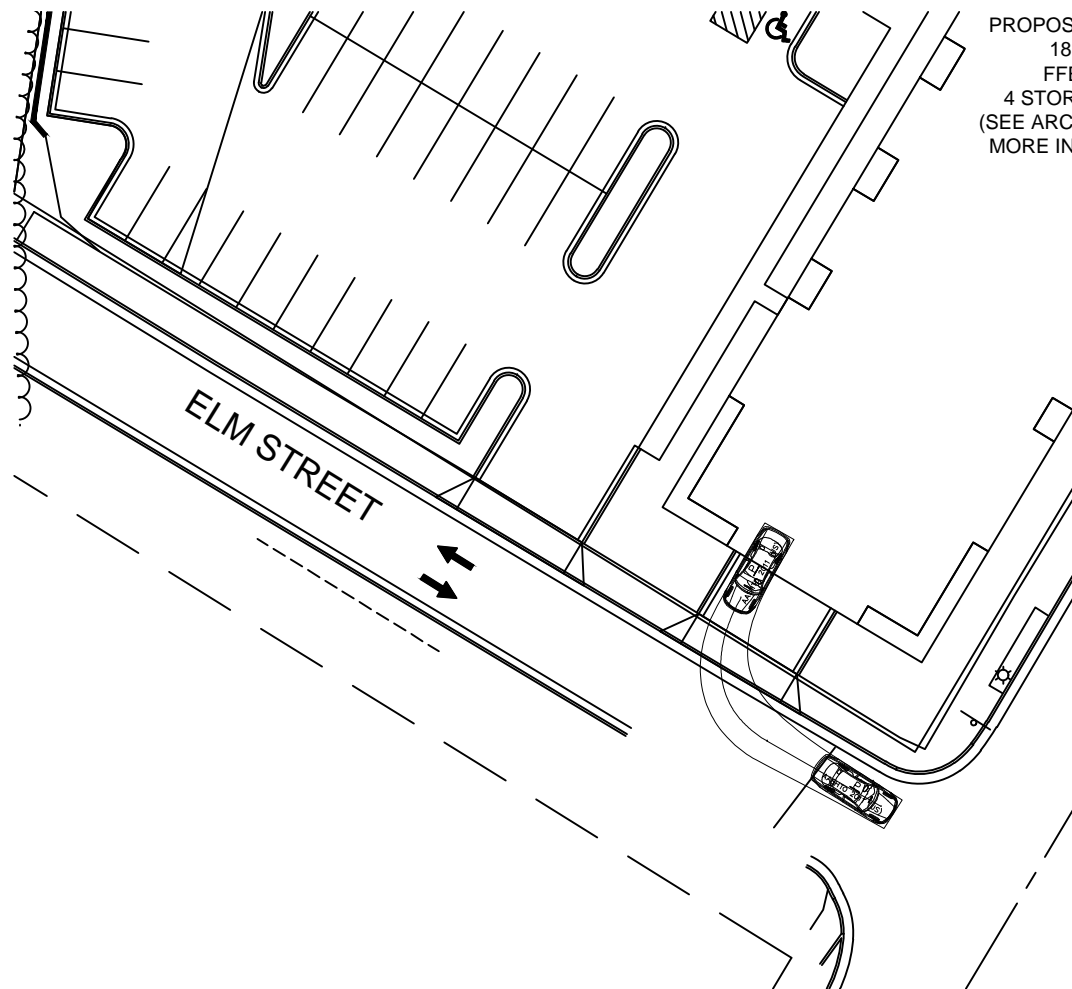
WHITE ROCK AVENUE

SU-40
10/10/2011

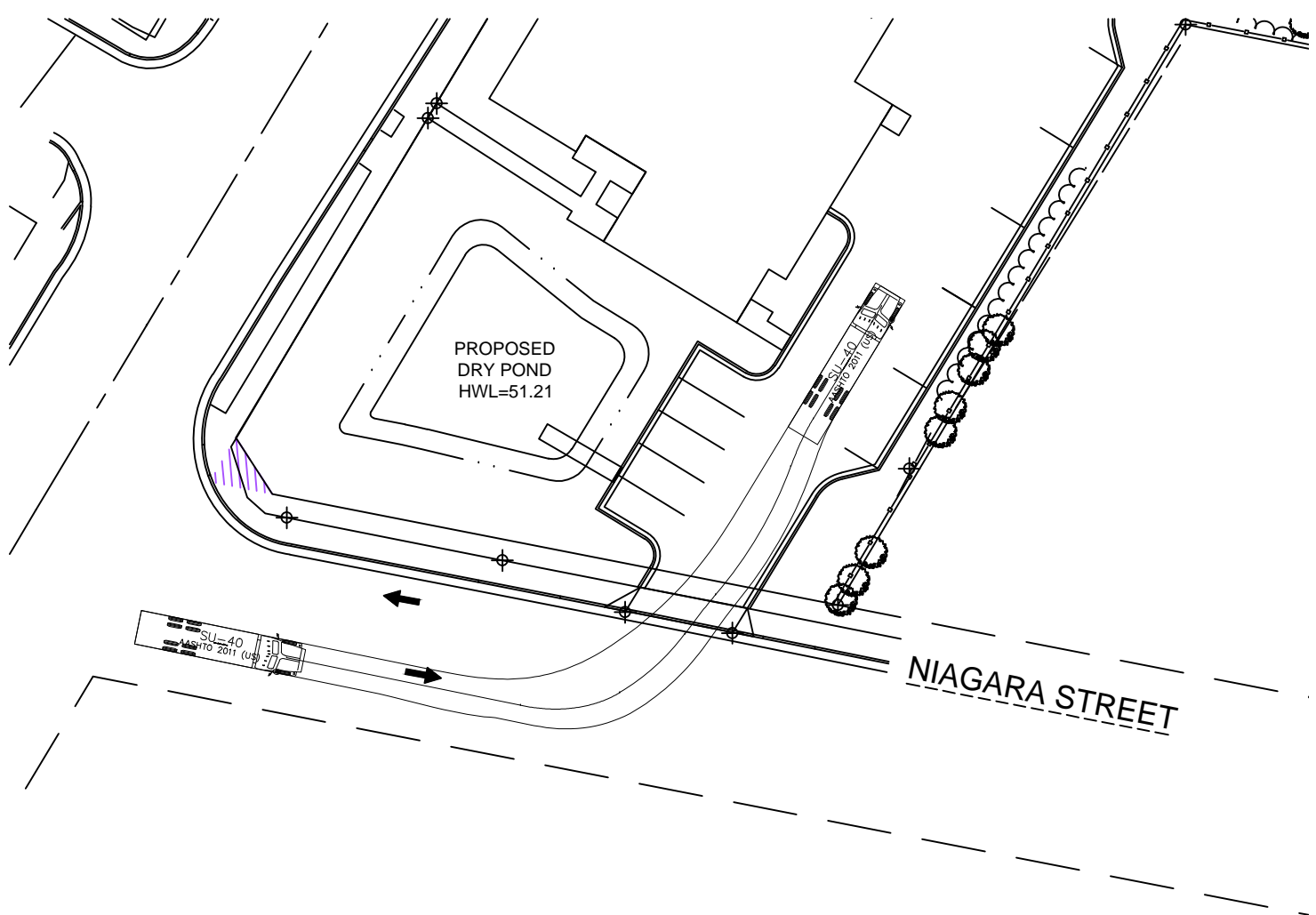
SU-41
10/10/2011

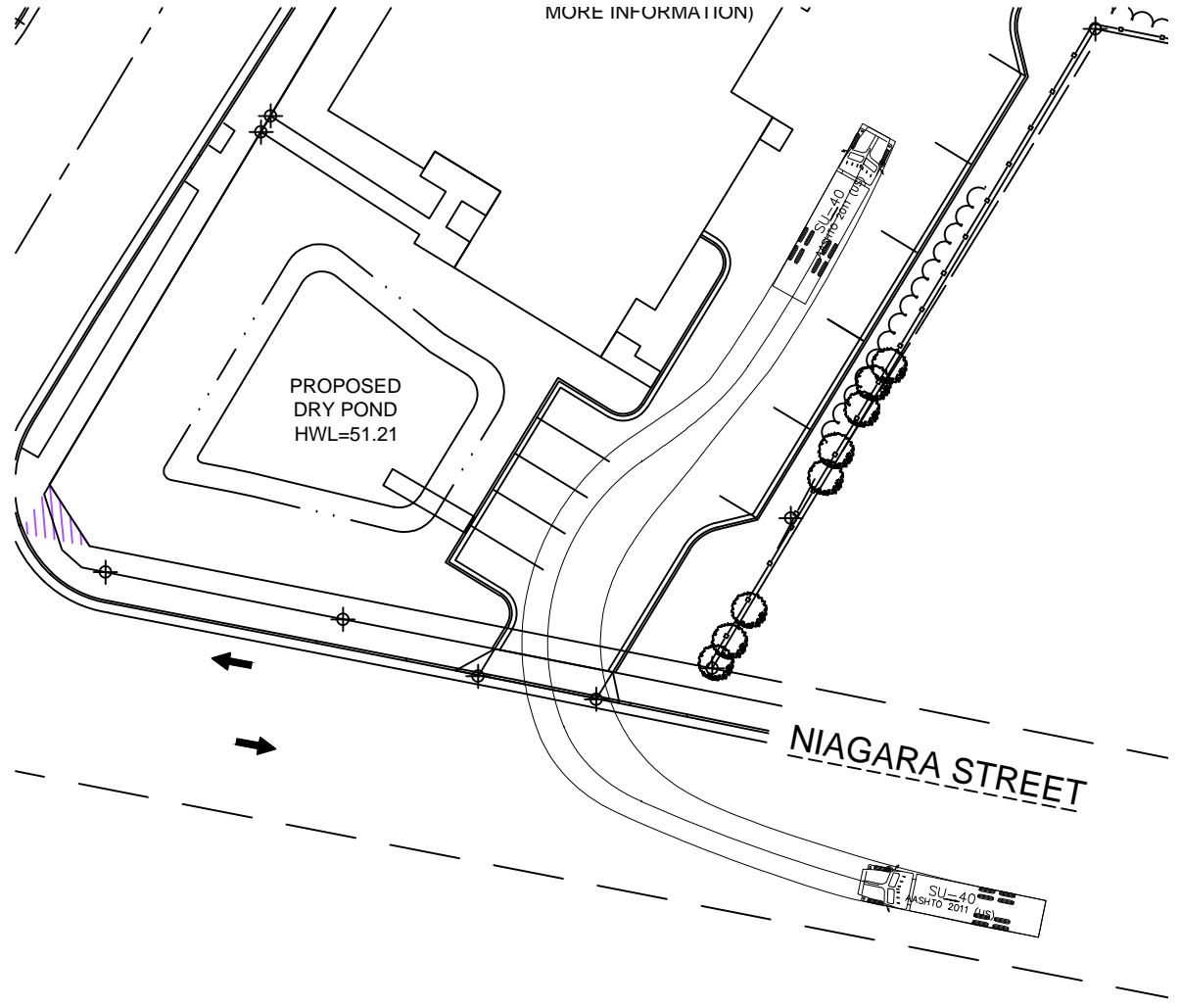


PROPOS
18,
FFE
4 STOR
(SEE ARCI
MORE IN



PROPOS
18,
FFE
4 STOR
(SEE ARCI
MORE IN



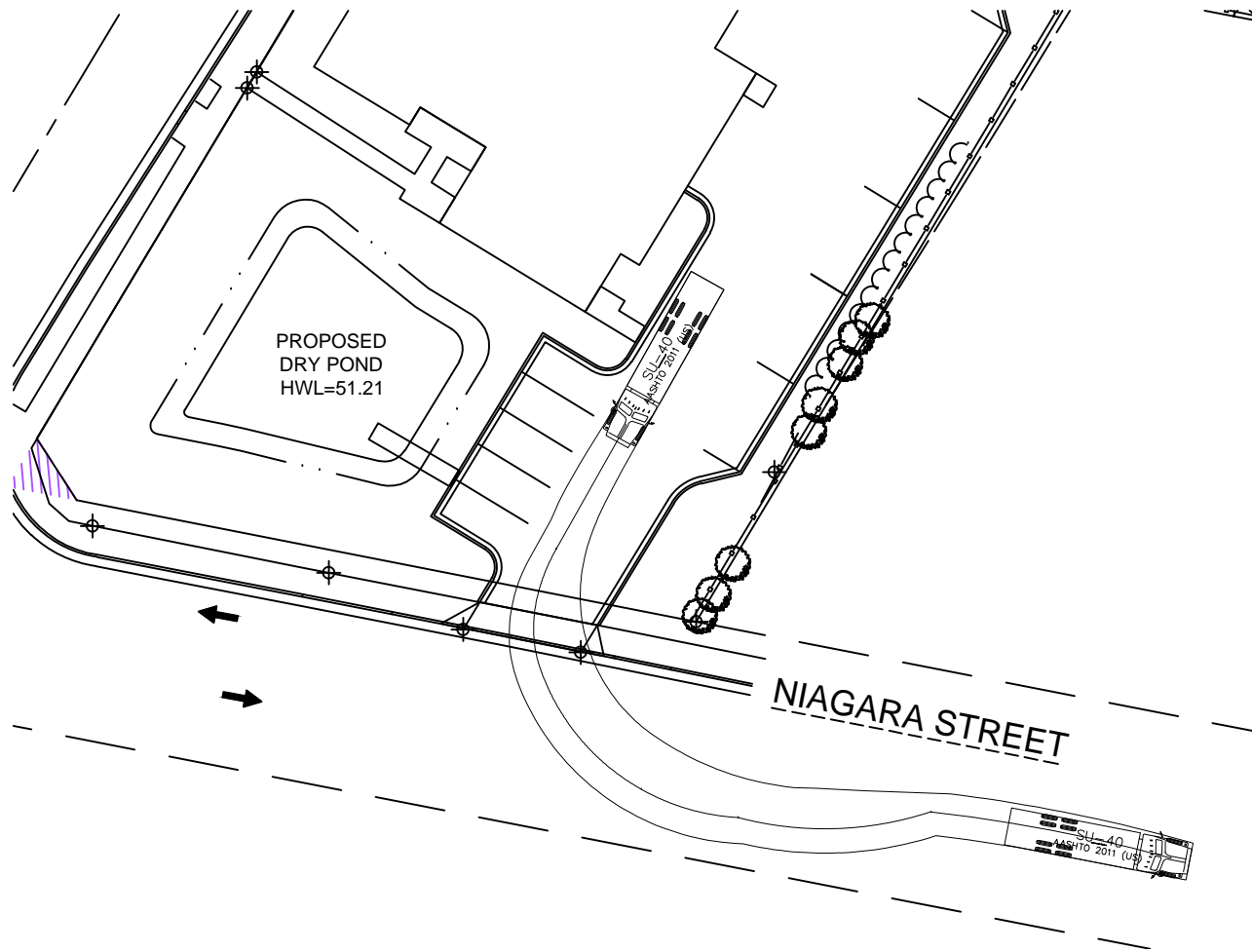


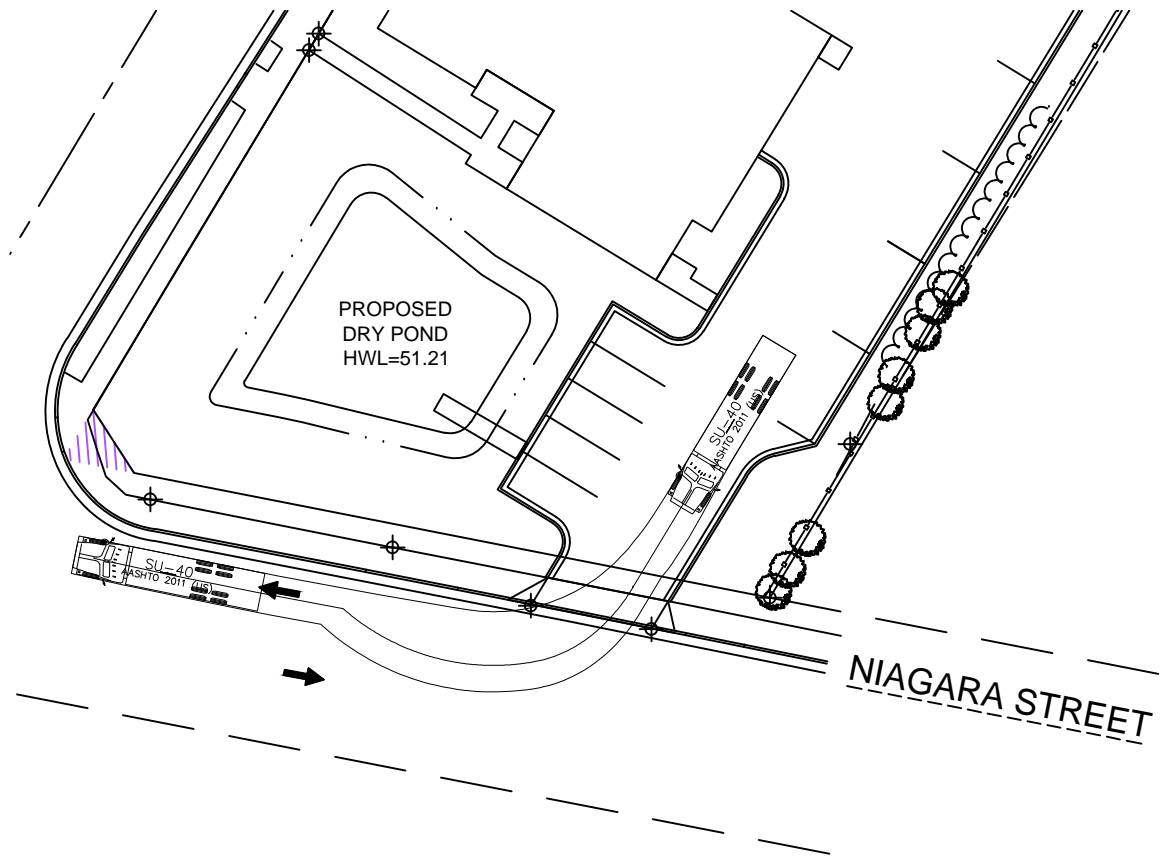
MORE INFORMATION)

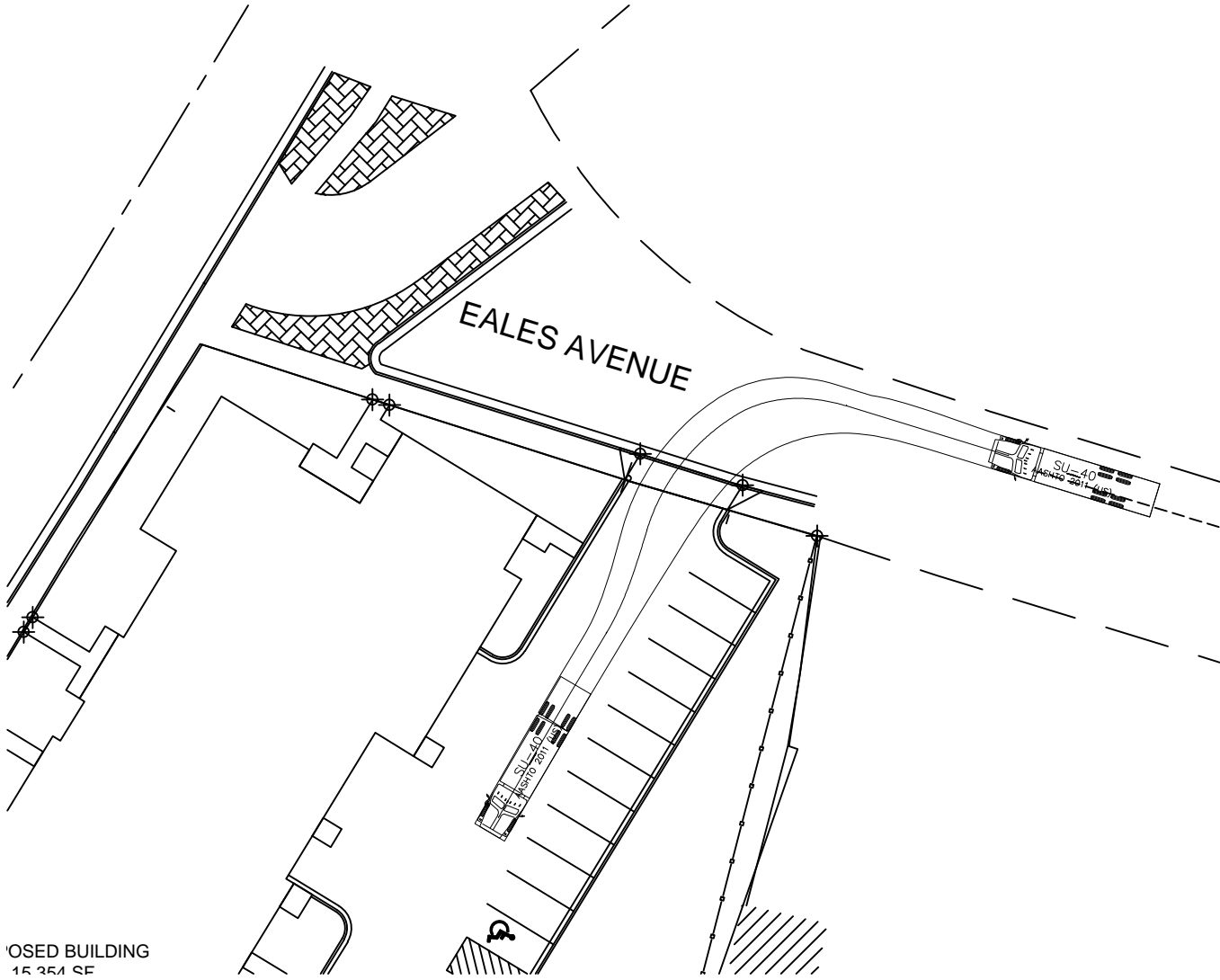
PROPOSED
DRY POND
HWL=51.21

NIAGARA STREET

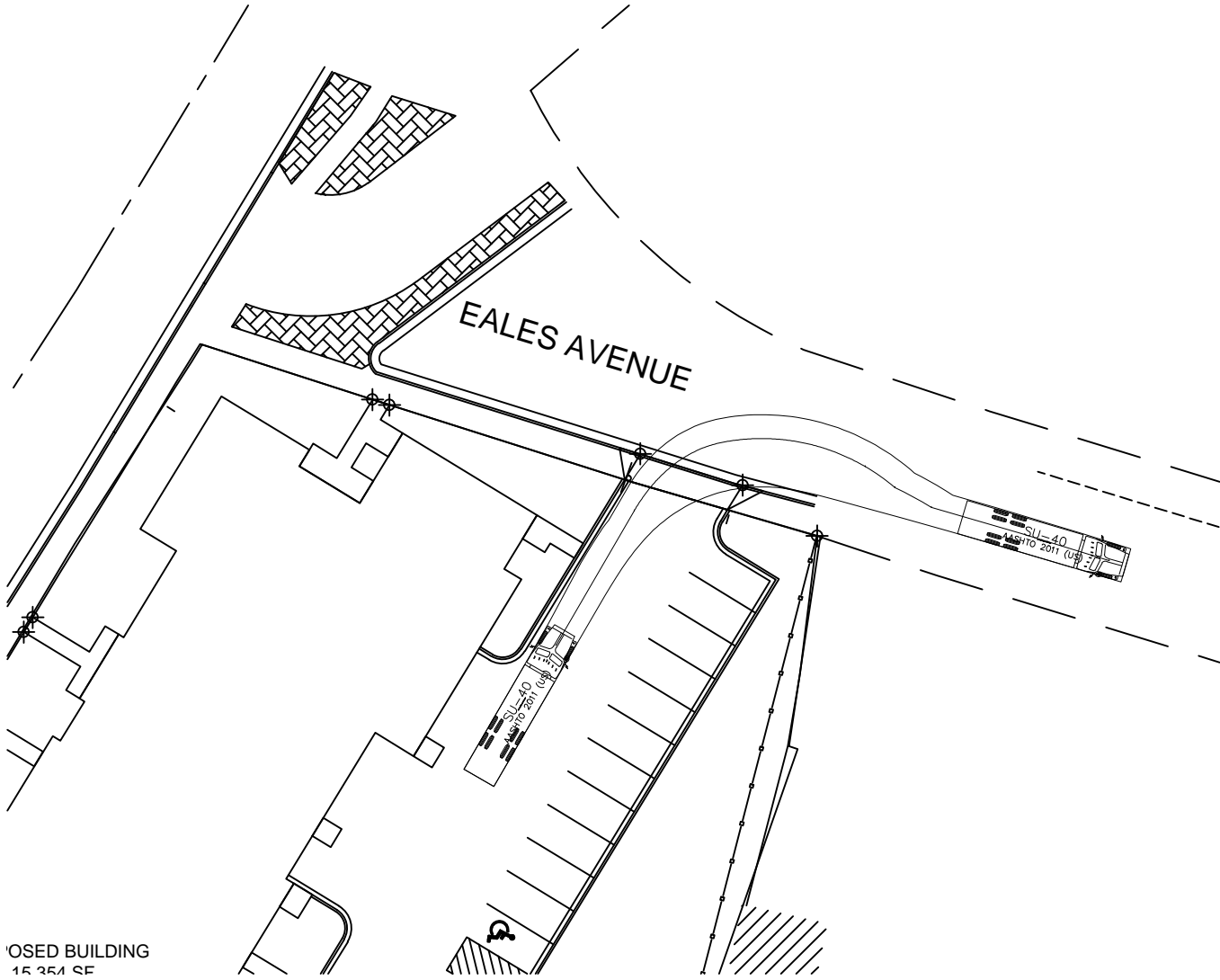
SLU-40
ASHTO 2011







USED BUILDING
15 351 SF



OSED BUILDING
15 354 SF