



**City of Waukesha**  
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## City of Waukesha Cover Sheet

|                                                                                                                                 |                                                     |
|---------------------------------------------------------------------------------------------------------------------------------|-----------------------------------------------------|
| <b>Committee:</b><br>Building and Grounds                                                                                       | <b>Meeting Date:</b><br>6/30/2025                   |
| <b>ID Number:</b><br>25-00897                                                                                                   | <b>Ordinance/Resolution Number (if applicable):</b> |
| <b>Department Submitting:</b><br>Public Works                                                                                   | <b>Submission Date:</b><br>6/17/2025                |
| <b>Agenda Item Title:</b><br>Review and possible action on safety improvements at the intersection of Sunset Dr and Guthrie Dr. |                                                     |

|                                                                                                                                                                                                                                                                                                                                                                                 |
|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| <b>Issue Before the Council:</b><br>To be determined based on the motion and recommendation(s) of the Buildings and Ground Committee.                                                                                                                                                                                                                                           |
| <b>Options &amp; Alternatives:</b><br>1. Approve short a term improvement tier or some combination of tiers 1 through 4.<br>2. Direct staff to investigate, including long-term improvements in the future CIP with no short-term improvements.<br>3. No change                                                                                                                 |
| <b>Additional Details:</b><br>This item was brought forward by Ald. Wuteska as a referral to complete an intersection safety study at the intersection of Sunset Dr. and Guthrie Dr. and to make recommendations to improve the safety of the intersection. Engineering staff will present their findings including guidance from the MUTCD, traffic counts, and crash history. |

**What is the Strategic Plan Priority this item relates to:**

People-centered development

**What impact will this item have on the Strategic Plan Priority?**

Approving or not approving this item would have an impact on objective one under people-centered development relating to existing mobility, and transportation improvements.

**Financial Remarks:**

Engineering will present the short-term and long-term improvements costs. The financial impact will depend on the recommendation. If the recommended motion exceeds the B&G special projects budget, the motion should include recommendation to finance committee for a budget amendment.

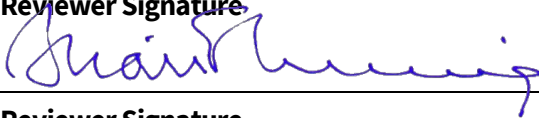
**Executive Recommendation:**

This item was brought forward by Ald. Wuteska as a referral. The Department of Public Works does not have a recommendation.

**Recommended Motion:**

The Department of Public Works does not have a recommended motion.

**Reviewed By:**

|                                     |                                                                                      |
|-------------------------------------|--------------------------------------------------------------------------------------|
| <b>Reviewer #1 Name &amp; Title</b> | <b>Reviewer Signature</b>                                                            |
| Joseph Ciurro, Finance Director     | 06/18/2025                                                                           |
| <b>Reviewer #1 Name &amp; Title</b> | <b>Reviewer Signature</b>                                                            |
| Brian E. Running, City Attorney     |  |
| <b>City Administrator</b>           | <b>Reviewer Signature</b>                                                            |
|                                     | <i>Anthony Brown</i> 06/18/2025                                                      |

## MEMORANDUM

To: Craig D. Ausen, PE, City of Waukesha

From: Alexander Cowan, PE, PTOE  
Noutheng Yang, PE, PTOE

Date: May 14, 2025

Project No.: 24-0447.10

Re: Sunset Drive & Guthrie Road  
Intersection Safety Study

### **Background**

The City of Waukesha has requested a safety study be conducted at the Sunset Drive and Guthrie Road intersection to understand historical crash trends and identify potential safety improvements. The following report summarizes the study intersection, crash history, traffic volumes, and development of safety improvement strategies to mitigate crashes at the intersection.

### **Study Area**

The Sunset Drive and Guthrie Road intersection is a four-legged intersection that currently operates under all-way stop control with a minor skew on the north and south legs as shown in **Figure 1**.

**Figure 1: Study Intersection**



Image Courtesy: Google Earth

Guthrie Road is a two-lane north/south undivided roadway with a posted speed limit of 30 mph on the southbound approach and 35 mph on the northbound approach. Sunset Drive is a two-lane east/west undivided roadway with a posted speed limit of 30 mph. The eastbound approach features an uphill grade that ends approximately 450 feet west of the intersection. West of this point, the intersection is not visible to eastbound drivers approaching the intersection. With the exception of the eastbound approach, which consists of a shared left-turn/through lane and an exclusive right-turn lane, all approaches operate as a shared left-turn/through/right-turn lane. Stop ahead advance warning signs (W3-1) are present in the eastbound, westbound, and northbound approaches to the intersection.

Sidewalk is provided along the west approach of Sunset Drive, as well as the west side of the Guthrie Road corridor. A sidewalk connection is provided from the northeast quadrant of the intersection to the adjacent Sunset Drive frontage road to the northeast. Crosswalks are provided on the north and west legs of the intersection. Intersection lighting is provided in the northwest quadrant.

### **Crash History**

A review of the 2020-2025 intersection crash history (including 2025 crashes up to the writing of this report) was conducted using crash data obtained from the University of Wisconsin-Madison Traffic Operations and Safety Laboratory (UW TOPS Lab). As shown in **Table 1**, 13 crashes occurred at the intersection over the review period, or 2.4 crashes per year.

**Table 1: Crash History**

| Location                    | Crashes |      |      |      |      |                   | Crash Severity          |        |       | Total |
|-----------------------------|---------|------|------|------|------|-------------------|-------------------------|--------|-------|-------|
|                             | 2020    | 2021 | 2022 | 2023 | 2024 | (Jan-Apr)<br>2025 | Property<br>Damage Only | Injury | Fatal |       |
| Sunset Drive & Guthrie Road | 1       | 2    | 2    | 3    | 4    | 1                 | 6                       | 6      | 1     | 13    |

The crash trend suggests an increasing number of crashes year on year, beginning with one crash in 2020 and increasing through 2024, with one crash occurring in the first four months of 2025. Crash details can be found in the intersection crash summary and diagram in **Attachment 1**.

Ten of the 13 reported crashes occurred during the daytime while 12 of the 13 crashes occurred during dry roadway conditions, suggesting that neither poor lighting nor poor weather conditions were a primary contributing factor to the crashes. Angle and rear-end crashes were the crash types present at the intersection, with 11 and two occurring, respectively.

Both rear-end crashes involved distracted eastbound drivers failing to stop and hitting an eastbound vehicle already stopped at the intersection.

Of the 11 angle crashes that occurred at the intersection, eight involved an eastbound vehicle hitting a northbound or southbound vehicle, two involved a westbound vehicle hitting a northbound vehicle, and one involved a southbound vehicle hitting an eastbound vehicle, suggesting the primary fault tends to lie with vehicles traveling on Sunset Drive. As noted in the police reports, the causes of the angle crashes include:

- Driver distraction
- Failure to see other vehicle at intersection
- Failure to yield right-of-way/obey stop sign
- Confusion on which driver had the right-of-way
- Driver impairment

The eight angle crashes involving an eastbound vehicle hitting a northbound or southbound vehicle indicate a clear crash pattern at the intersection. A review of these right-angle crash reports reveals that

four of the crashes involved the eastbound driver disregarding the stop sign (one of which included a driver operating his/her vehicle while intoxicated), two of the crashes involved the eastbound driver failing to yield the right-of-way, and one crash involved the eastbound driver being distracted by construction. The remaining crash report did not include details explaining the circumstances of the incident.

The following lists the injury severity level of the intersection crashes:

- Injury O/PDO (no apparent injury/property damage only): 6
- Injury C (possible injury): 2
- Injury B (minor injury): 4
- Injury K (fatal injury): 1

The fatal injury crash involved an eastbound driver who was excessively speeding while under the influence of alcohol. The driver disregarded the stop sign at the intersection and hit a northbound vehicle that had the right-of-way and had legally entered the intersection.

### **Crash Rate**

Intersection turning movement count data collected on Wednesday, March 30, 2022, was used for the purpose of calculating the intersection crash rate. The intersection turning movement count data shown in **Attachment 2** indicates an intersection annual average daily traffic (AADT) of 7,150 vehicles entering per day. Combining this volume with the 13 reported crashes results in an intersection crash rate of 0.94 crashes per million entering vehicles (MEV) at the Sunset Drive and Guthrie Road intersection.

The Wisconsin Department of Transportation (WisDOT) no longer produces statewide average crash rates and does not utilize a specific threshold for screening potential intersection safety issues. Historically, statewide average intersection crash rates have typically been around 1.00 crashes per MEV. The combined factors of an intersection crash rate near this historical average, an increasing trend of crashes, a clear right-angle crash pattern, and the severity rate of crashes indicate an opportunity to improve safety.

### **Intersection Safety Improvements**

The main cause of crashes at the intersection is the failure to obey the stop signs or yield the right-of-way at the intersection, particularly in the eastbound direction along Sunset Drive. To help mitigate potential future crashes, the following improvements are recommended for consideration. The improvements have been categorized as “short-term” (those improvements not requiring significant reconstruction) and “long-term” (those improvements requiring significant reconstruction).

#### **Short-Term Improvement Options**

- The recommended short-term improvements summarized below are shown in **Attachment 3**.
- Flashing LED Stop Signs
  - The installation of flashing LED stop signs at the intersection will provide greater visibility in various lighting and weather conditions in addition to improving general awareness of the stop signs for drivers approaching the intersection, especially eastbound drivers as they reach the top of the uphill grade along Sunset Drive west of the intersection.
  - Data from the Crash Modification Factors (CMF) Clearinghouse indicates that the replacement of a standard stop sign with a flashing LED stop sign has an angle crash modification factor (CMF) of 0.585. This equates to a 41.5% reduction in angle crashes.
    - Although flashing beacons are currently mounted above the stop signs on the eastbound and westbound approaches of the intersection, studies indicate that the addition of flashing beacons to stop signs has a CMF of 0.95 or a 5% reduction in intersection crashes. The study also suggests the flashing beacons have a right-angle crash CMF of 0.87 or a 13% reduction in angle crashes. In both cases, flashing beacons are expected to have a smaller crash reduction factor than flashing LED stop signs.

- Stop ahead advance warning signs (W3-1) are present along the eastbound, westbound, and northbound approaches to the intersection. It is recommended that the eastbound and westbound signs be replaced with flashing LED stop ahead advance warning signs (W3-1).
- Overhead-Mounted Stop Signs
  - Given the wide roadway cross section, an overhead mounted stop sign may help provide better visibility of the stop sign for drivers as they approach the intersection. An overhead mounted sign is recommended for the eastbound and westbound approaches due to the high number of crashes attributed to Sunset Drive vehicles failing to comply with the stop sign. It should be noted that an existing utility/power line crosses Sunset Drive on the west leg of the intersection and will need to be considered when installing any overhead signs.
    - Data from the US Department of Transportation Federal Highway Administration (FHWA) indicates that the installation of overhead mounted stop signs has a CMF of 0.81 or a 19% reduction in intersection crashes.
- Pavement Marking Changes
  - “STOP AHEAD” pavement markings within the travel lanes help provide additional driver awareness of the all-way stop control while approaching the intersection. An example can be seen in **Figure 2**.
    - Data from the CMF Clearinghouse indicates that the utilization of “STOP AHEAD” pavement markings have a CMF of 0.69 or a 31% reduction in intersection crashes.

**Figure 2: “Stop Ahead” Pavement Markings**



Image Courtesy: Federal Highway Administration (FHWA)

- Replace the existing intersection crosswalk markings with continental crosswalk markings. A comparison of the crosswalk designs is shown in **Figure 3**.
  - Continental crosswalks are more visible to drivers, and create a more urban-like feel to the roadway, which tends to reduce vehicle speeds and improve compliance at crossing locations.
  - Data from the CMF Clearinghouse indicates that the implementation of a continental crosswalk has a vehicle CMF of 0.81 or a 19% reduction in vehicle crashes.
  - Continental crosswalks also have the added benefit of providing higher visibility of pedestrian crossings which may reduce the likelihood of pedestrian crashes.

**Figure 3: Crosswalk Comparison**



Image Courtesy: Utah Gov

- During the field review, it was noted that pavement markings approaching and at the intersection exhibited some minor fading. Restriping of the pavement markings will make them more visible to drivers.
- It was observed that previous pavement markings were still visible at the intersection as seen in **Figure 4**. It is recommended that these pavement markings be removed to avoid potential driver confusion.

**Figure 4: Previous Pavement Markings**



- Consider adding right-side longitudinal lines along Sunset Drive to provide a marked 12-foot lane, thereby reducing the perceived width of the roadway. Pavement markings that make the roadway appear narrower may help reduce vehicle speeds as drivers typically drive at speeds they perceive as appropriate for the roadway.
- Speed Feedback Sign
  - Consider installing a speed feedback sign for eastbound Sunset Drive traffic near the intersection with Navajo Lane to encourage compliance with the posted speed limit.

#### Short-Term Improvement Costs

**Attachment 3** provides a visual summary of the short-term improvements recommended in this study. The costs associated with these improvements are summarized in **Table 2**. The costs are structured within tiers, with the highest priority improvements listed in Tier 1. The estimate is not based on detailed design but is a planning-level cost based on current unit prices for similar improvements.

**Table 2: Estimated Short-Term Improvement Costs**

|                               | Item                                                                         | Quantity     | Price           |
|-------------------------------|------------------------------------------------------------------------------|--------------|-----------------|
| <b>Tier 1</b>                 |                                                                              |              |                 |
|                               | Flashing LED Stop Sign                                                       | 7 Signs      | \$14,000        |
|                               | Overhead Mounting for Stop Sign (Includes Concrete Base, Pole, and Mast Arm) | 2 Assemblies | \$10,900        |
|                               | Pavement Marking – “STOP AHEAD”                                              | 8 Symbols    | \$2,000         |
| <b>Tier 1 Total Cost</b>      |                                                                              |              | <b>\$26,900</b> |
| <b>Tier 2</b>                 |                                                                              |              |                 |
|                               | Pavement Marking – Centerline & Edgeline                                     | 8,720 LF     | \$8,720         |
|                               | Pavement Marking – Crosswalk Marking                                         | 350 LF       | \$2,360         |
|                               | Pavement Marking – Stop Bar                                                  | 90 LF        | \$1,440         |
|                               | Pavement Marking – Right-Turn Only Markings                                  | 4 Symbols    | \$1,100         |
|                               | Pavement Marking Removal                                                     | 100 LF       | \$100           |
| <b>Tier 2 Total Cost</b>      |                                                                              |              | <b>\$13,720</b> |
| <b>Tier 3</b>                 |                                                                              |              |                 |
|                               | Flashing LED Stop Ahead Sign                                                 | 2 Signs      | \$5,000         |
| <b>Tier 3 Total Cost</b>      |                                                                              |              | <b>\$5,000</b>  |
| <b>Tier 4</b>                 |                                                                              |              |                 |
|                               | Dynamic Speed Feedback Sign                                                  | 1 Sign       | \$7,500         |
| <b>Tier 4 Total Cost</b>      |                                                                              |              | <b>\$7,500</b>  |
| <b>Total Cost (All Tiers)</b> |                                                                              |              | <b>\$53,120</b> |

#### Long-Term Improvement Options

The following long-term improvement options, which require significant reconstruction effort, have been included for consideration in the scenario that short-term improvements do not result in achieving the desired level of safety improvement.

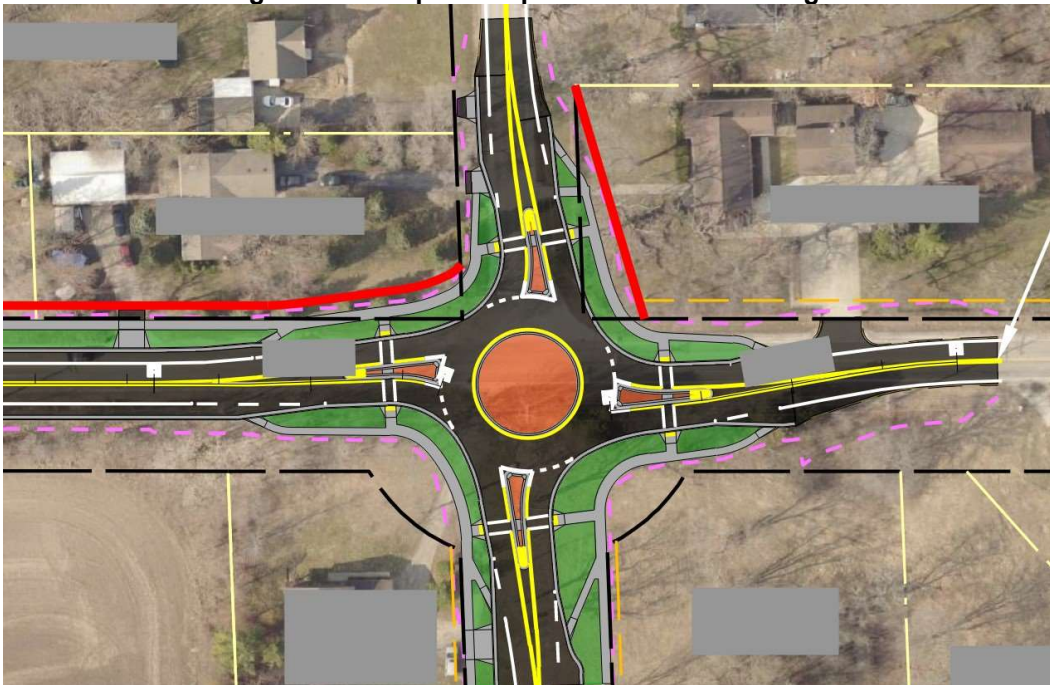
- Convert the intersection from all-way stop control to single-lane roundabout control.
  - The conversion of the intersection from all-way stop control to roundabout control has a CMF of 0.83 or a 17% reduction in intersection crashes.
    - The implementation of a roundabout is anticipated to reduce the severity of crashes by mitigating the likelihood of angle crashes.
  - Although the existing all-way stop controlled intersection operates under acceptable level of service conditions, it is anticipated that a single-lane roundabout would have the added benefit of reducing vehicular delay.
  - Guidance from Section 11-25-3 of the WisDOT Facilities Development Manual states that it is appropriate to consider a roundabout where an intersection has a unique safety issue such as significant right-angle crashes.
  - Given the posted speed limit along both corridors and the existing traffic volumes, it is anticipated that this location may be a good candidate for the consideration of a compact roundabout. This roundabout would operate similarly to a traditional single-lane roundabout but feature a traversable center island that could be used by large trucks, allowing for a slightly smaller roundabout with a diameter of 100' to 120'.
- Curb Bump Outs
  - The consideration of curb bump outs are included within this study as a possible long-term improvement but are not the selected long-term recommendation. For the potential cost associated with the roadway and storm sewer impacts, it is suggested that more value could be gained by other intersection improvements.

- Curb bump outs installed at the intersection would geometrically reduce the roadway width and provide a more urban roadway feel which may help reduce vehicle speeds approaching the intersection.
- The addition of curb bump outs would require improvements to existing curb ramps in addition to implementing crosswalks on all four intersection approaches.
- The use of curb bump outs would likely alter the westbound lane configuration from two lanes at the intersection down to a single lane. The observed westbound traffic volumes would be expected to continue to operate at an acceptable LOS under a single lane.
- Convert the intersection from all-way stop control to traffic signal control
  - The conversion of the intersection from all-way stop control to traffic signal control has a CMF of 0.77 or a 23% reduction in intersection crashes.
    - The implementation of a signal would likely reduce the number of angle crashes, but slightly increase the occurrence of rear-end crashes at the intersection.
  - A signal warrant analysis was conducted using 2022 intersection turning movement volumes to determine whether the intersection warranted consideration of a traffic signal. Signal Warrants 1 (eight-hour volume), 2 (four-hour volume), 3 (peak hour volume), and 7 (crash experience) were analyzed. Signal Warrants 1, 2, and 3 are not met. Signal Warrant 7 meets the threshold of containing five or more reported crashes within a 12-month period that is susceptible to correction by signal. However, it does not meet the criteria of having implemented adequate remedial measures. If the short-term improvements do not result in a reduction in crashes, consideration could be given to signalization, although the preferred long-term improvement would be a single-lane compact roundabout to gain a higher safety benefit for right-angle and severe crashes.

#### Long-Term Improvement Costs

If the short-term improvements recommended in this study do not reduce intersection crashes to a satisfactory degree, a single-lane compact roundabout is recommended as the long-term intersection safety improvement. Single-lane compact roundabouts, similar to the example provided in **Figure 5**, typically cost between \$0.5 million and \$1 million. If a roundabout concept moves forward for consideration, additional analysis and design will be required to confirm the appropriate layout.

**Figure 5: Example Compact Roundabout Design**



## **Conclusion**

The intersection of Sunset Drive and Guthrie Road has experienced 13 reported crashes over the previous 5 years and 4 months. One fatality resulted from these crashes with an additional six crashes reporting at least one injury. Right-angle crashes, predominantly with eastbound and westbound vehicles failing to stop or yield the right-of-way, represent the primary crash pattern.

To improve safety at the Sunset Drive and Guthrie Road intersection, potential short-term and long-term improvements are recommended to potentially mitigate crashes at the intersection. To help address ongoing crash concerns at the intersection, a short-term safety improvement conceptual exhibit with recommendations is attached as **Attachment 3**. The following short-term improvements are recommended:

- Replace all stop signs with flashing LED stop signs
- Add overhead mounted flashing LED stop signs on the east and west legs of the intersection
- Add "STOP AHEAD" pavement markings in advance of the intersection on all approaches
- Remove incorrect legacy pavement markings
- Restripe existing pavement markings
- Add continental crosswalk pavement markings to the north and west legs of the intersection
- Add right-side longitudinal pavement markings along Sunset Drive
- Replace the existing stop ahead warning signs for the eastbound and westbound intersection approaches with flashing LED stop ahead signs
- Add a speed feedback sign for eastbound traffic along Sunset Drive near Navajo Lane

If the short-term improvements recommended in this study do not reduce intersection crashes to a satisfactory degree, a single-lane compact roundabout is recommended for consideration as a long-term intersection safety improvement.

## Attachment 1

## INTERSECTION CRASH STATISTICS



INTERSECTION: SUNSET DRIVE & GUTHRIE ROAD  
 MUNICIPALITY: WAUKESHA COUNTY: WAUKESHA STATE: WI  
 PERIOD: 5 YEARS 4 MONTHS FROM: 1/1/2020 TO: 4/24/2025  
 PROJECT ID: N/A PREPARED BY: NTY DATE: 4/25/2025

## INTERSECTION CHARACTERISTICS

TRAFFIC CONTROL: ALL-WAY STOP CONTROLLED POSTED SPEED MAJOR: 30  
 INTERSECTION AADT (2022): 7,150 POSTED SPEED MINOR: 30 N, 35 S  
 NUMBER OF LEGS: 4

## CRASH STATISTICS

| CRASH FREQUENCY & SEVERITY |     |        |       |       |
|----------------------------|-----|--------|-------|-------|
| YEAR                       | PDO | INJURY | FATAL | TOTAL |
| 2020                       | 0   | 1      | 0     | 1     |
| 2021                       | 0   | 2      | 0     | 2     |
| 2022                       | 2   | 0      | 0     | 2     |
| 2023                       | 2   | 1      | 0     | 3     |
| 2024                       | 2   | 1      | 1     | 4     |
| 2025                       | 0   | 1      | 0     | 1     |

|           |       |       |      |        |
|-----------|-------|-------|------|--------|
| TOTAL     | 6     | 6     | 1    | 13     |
| PERCENT   | 46.2% | 46.2% | 7.7% | 100.0% |
| YEAR AVG. | 1.13  | 1.13  | 0.19 | 2.45   |

| CRASH RATES       | per MEV |
|-------------------|---------|
| CRASH RATE        | 0.94    |
| INJURY CRASH RATE | 0.43    |
| FATAL CRASH RATE  | 0.07    |

| LIGHT CONDITIONS | PERCENT   |
|------------------|-----------|
| DAY              | 10 76.9%  |
| DARK             | 3 23.1%   |
| TOTAL            | 13 100.0% |

| ROAD CONDITIONS | PERCENT   |
|-----------------|-----------|
| DRY             | 12 92.3%  |
| WET             | 1 7.7%    |
| SNOW            | 0 0.0%    |
| ICE             | 0 0.0%    |
| OTHER           | 0 0.0%    |
| TOTAL           | 13 100.0% |

| CRASH TYPE  | PERCENT   |
|-------------|-----------|
| ANGLE       | 11 84.6%  |
| REAR-END    | 2 15.4%   |
| HEAD-ON     | 0 0.0%    |
| LEFT TURN   | 0 0.0%    |
| SS-SAME     | 0 0.0%    |
| SS-OPPOSITE | 0 0.0%    |
| PEDESTRIAN  | 0 0.0%    |
| BICYCLE     | 0 0.0%    |
| FIXED       | 0 0.0%    |
| NOT FIXED   | 0 0.0%    |
| DEER        | 0 0.0%    |
| OVERTURN    | 0 0.0%    |
| OTHR/UNKN   | 0 0.0%    |
| TOTAL       | 13 100.0% |

## DAY AND TIME

| DAY OF WEEK | EARLY    | AM      | PM       | LATE    | TOTAL    |         |
|-------------|----------|---------|----------|---------|----------|---------|
|             | MORNING  | PEAK    | MIDDAY   | PEAK    |          |         |
|             | 12:00 AM | 6:00 AM | 10:00 AM | 3:00 PM |          |         |
|             | TO       | TO      | TO       | TO      |          |         |
|             | 5:59 AM  | 9:59 AM | 2:59 PM  | 6:59 PM | 11:59 PM |         |
| MONDAY      | 0        | 0       | 0        | 1       | 1        | Weekday |
| TUESDAY     | 0        | 1       | 0        | 1       | 0        |         |
| WEDNESDAY   | 0        | 0       | 2        | 0       | 1        |         |
| THURSDAY    | 0        | 0       | 0        | 0       | 0        |         |
| FRIDAY      | 0        | 1       | 1        | 2       | 0        |         |
| SATURDAY    | 0        | 0       | 1        | 0       | 0        | Weekend |
| SUNDAY      | 0        | 0       | 0        | 1       | 0        |         |
| TOTAL       | 0        | 2       | 4        | 5       | 2        |         |

| DRIVER AGES | PERCENT |
|-------------|---------|
| < 25        | 7 27%   |
| 25-34       | 3 12%   |
| 35-44       | 5 19%   |
| 45-54       | 5 19%   |
| 55-64       | 2 8%    |
| 65-74       | 1 4%    |
| 75-84       | 2 8%    |
| 85+         | 1 4%    |
| Unknown     | 0 0%    |
| TOTAL       | 26 100% |

| VEH. DAMAGE | PERCENT |
|-------------|---------|
| Other/unk   | 0 0%    |
| None        | 0 0%    |
| Very Minor  | 0 0%    |
| Minor       | 1 4%    |
| Moderate    | 10 38%  |
| Severe      | 13 50%  |
| Very Severe | 2 8%    |
| TOTAL       | 26 100% |

| BY SEASON | PERCENT   |
|-----------|-----------|
| Spring    | 3 23.1%   |
| Summer    | 4 30.8%   |
| Fall      | 2 15.4%   |
| Winter    | 4 30.8%   |
| TOTAL     | 13 100.0% |

Note: Wint:Jan-Mar,Spr:Apr-June,Sum-Jul-Sept,Fall:Oct-Dec

Note: Statistics based on first and second vehicles in crashes. For vehicle damage, functional vehicles were classified as "minor" or "moderate" damage and disabled vehicles were classified as "severe" or "very severe" damage.

ATTACHMENT 2  
 INTERSECTION CRASH STATISTICS  
 SUNSET DRIVE & GUTHRIE ROAD

Note: Statistics based on first and second vehicles in crashes

# INTERSECTION CRASH DATA



INTERSECTION: SUNSET DRIVE & GUTHRIE ROAD  
MUNICIPALITY: WAUKESHA COUNTY: WAUKESHA STATE: WI  
PERIOD: 5 YEARS 4 MONTHS FROM: 1/1/2020 TO: 4/24/2025

PROJECT ID: N/A PREPARED BY: NTY DATE: 4/25/2025

## CRASH DETAILS

| ACC<br>NUMBER | LABEL | DATE       | DAY OF<br>WEEK | TIME OF<br>DAY | SEVERITY | MANNER<br>OF<br>COLLISION | ACCIDENT<br>TYPE | LIGHT<br>COND. | ROAD<br>COND. |
|---------------|-------|------------|----------------|----------------|----------|---------------------------|------------------|----------------|---------------|
| 3VL0DPGFBB    | A     | 5/1/2020   | FRIDAY         | 5 PM           | INJ      | ANGLE                     | MV IN TRANS.     | DAY            | DRY           |
| 3VL0GNQ6N9    | B     | 6/14/2021  | MONDAY         | 5 PM           | INJ      | ANGLE                     | MV IN TRANS.     | DAY            | DRY           |
| 3VL0GFB04B    | C     | 12/1/2021  | WEDNESDAY      | 10 AM          | INJ      | ANGLE                     | MV IN TRANS.     | DAY            | WET           |
| 3VL0DN7D9C    | D     | 1/7/2022   | FRIDAY         | 4 PM           | PDO      | ANGLE                     | MV IN TRANS.     | DUSK           | DRY           |
| 3VL0CVRP7Z    | E     | 1/19/2022  | WEDNESDAY      | 11 AM          | PDO      | ANGLE                     | MV IN TRANS.     | DAY            | DRY           |
| 3VL0JFSSFV    | F     | 1/31/2023  | TUESDAY        | 4 PM           | INJ      | REAR-END                  | MV IN TRANS.     | DAY            | DRY           |
| 3VL0K4SFBQ    | G     | 9/3/2023   | SUNDAY         | 6 PM           | PDO      | REAR-END                  | MV IN TRANS.     | DAY            | DRY           |
| 3VL0K2BC4K    | H     | 10/11/2023 | WEDNESDAY      | 10 PM          | PDO      | ANGLE                     | MV IN TRANS.     | DARK LT        | DRY           |
| 3VL0LL0Q76    | I     | 5/4/2024   | SATURDAY       | 1 PM           | PDO      | ANGLE                     | MV IN TRANS.     | DAY            | DRY           |
| 3VL0HWRB08    | J     | 7/19/2024  | FRIDAY         | 8 AM           | PDO      | ANGLE                     | MV IN TRANS.     | DAY            | DRY           |
| 3VL0LF2KT5    | K     | 11/15/2024 | FRIDAY         | 12 PM          | INJ      | ANGLE                     | MV IN TRANS.     | DAY            | DRY           |
| 3VL0K4SFD8    | L     | 12/30/2024 | MONDAY         | 7 PM           | FAT      | ANGLE                     | MV IN TRANS.     | DUSK           | DRY           |
| 3VL0J3XHVK    | M     | 4/1/2025   | TUESDAY        | 7 AM           | INJ      | ANGLE                     | MV IN TRANS.     | DAY            | DRY           |

# INTERSECTION COLLISION DIAGRAM



INTERSECTION: SUNSET DRIVE & GUTHRIE ROAD

MUNICIPALITY: WAUKESHA

COUNTY: WAUKESHA

STATE: WI

PERIOD: 5 YEARS 4 MONTHS

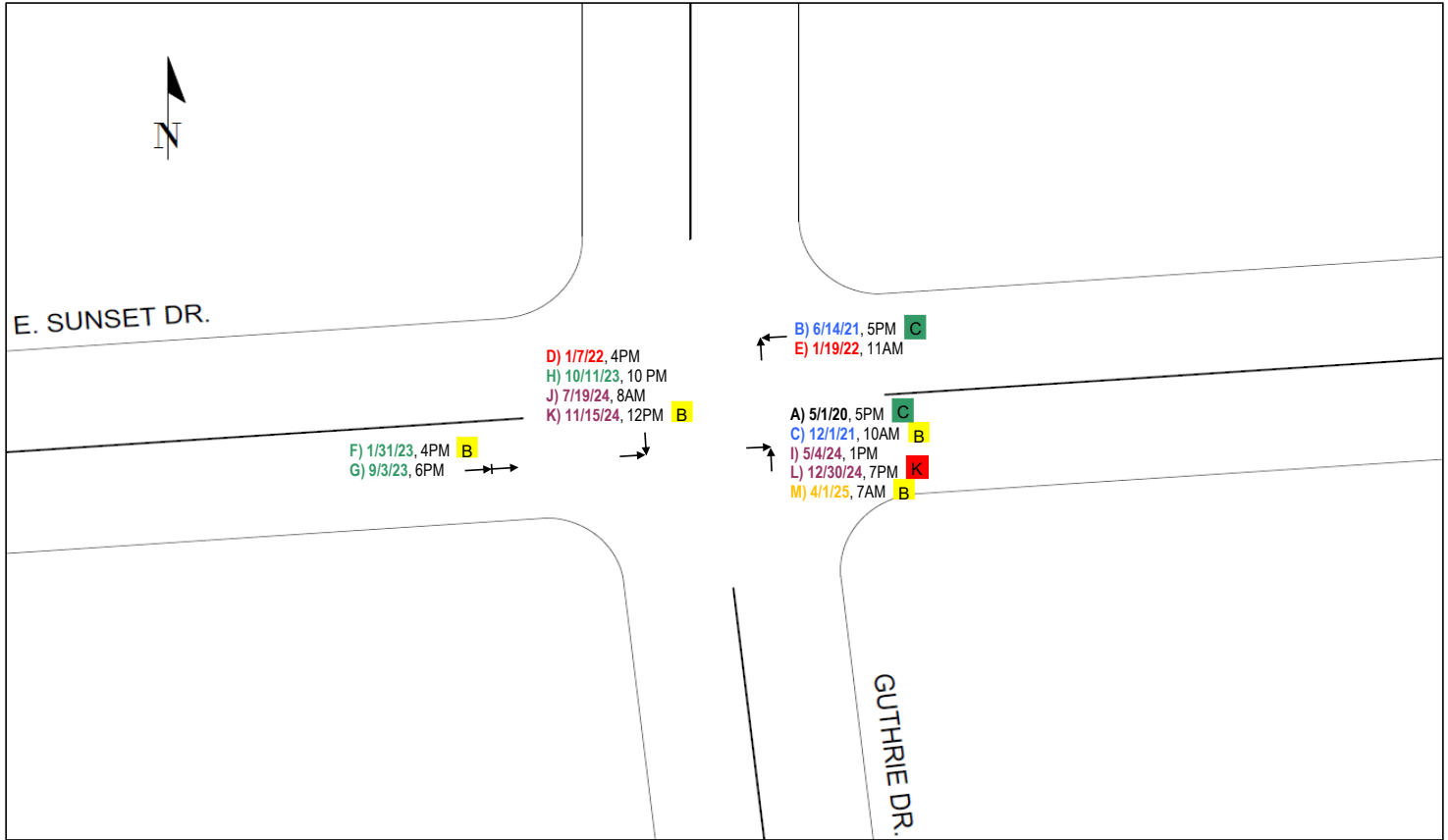
FROM: 1/1/2020

TO: 4/24/2025

PROJECT ID: N/A

PREPARED BY: NTY

DATE: 4/25/2025



NOTE: CRASH DIAGRAM IS A REPRESENTATION OF CRASH TYPES AT INTERSECTION AND MAY NOT REFLECT TRUE LOCATION OF INCIDENT.

| YEAR        |
|-------------|
| 2020 BLACK  |
| 2021 BLUE   |
| 2022 RED    |
| 2023 GREEN  |
| 2024 PURPLE |
| 2025 ORANGE |

| CRASH RATE                  |
|-----------------------------|
| 0.94 Crashes                |
| Per Million                 |
| Entering Vehicles           |
| Entering Vehicles: 7150/day |

| CRASH FREQUENCY/SEVERITY |
|--------------------------|
| 1 Fatal Crash (K)        |
| 0 Incapacitating (A)     |
| 4 Non-Incapacitating (B) |
| 2 Possible (C)           |
| 6 Property Damage Only   |
| <b>13 Crashes</b>        |

## LEGEND

→ Moving Vehicle  
↔ Backing Vehicle  
--- Pedestrian  
— Bicyclist  
▭ Parked Vehicle

⊙ Stop/Yield Sign  
⊙ Tree  
⊙ Utility Pole  
⊙ Fixed Object  
⊙ Non-Fixed Object

↗ Right Angle  
↖ Left Turn  
↘ Right Turn  
↔ Sideswipe Same  
↔ Sideswipe Opposite

↔ Head On  
↔ Rear End  
↗ Off Road  
↔ Overtake  
↔ Overturn

"Letter" = Used for referencing crashes in report as needed

Date of crash  
Hour  
Severity (see severity condition)  
Road conditions  
Light conditions

## Crash Severity Definitions

**K** = Fatal crash  
**A** = Incapacitating injury crash  
**B** = Non-Incapacitating injury crash  
**C** = Possible injury crash  
= Property damage only crash

| CRASH TYPE           | ANGLE | REAR-END | HEAD-ON | LEFT TURN | SS-SAME | SS-OPPOSITE | PEDESTRIAN | BICYCLE | FIXED | NOT FIXED | OVERTURN | OTHR/UNKN |
|----------------------|-------|----------|---------|-----------|---------|-------------|------------|---------|-------|-----------|----------|-----------|
|                      | AN    | RE       | HD      | LT        | SSS     | SSO         | PED        | BK      | FD    | NF        | OT       | OU        |
| NUMBER OF OCCURENCES | 11    | 2        | 0       | 0         | 0       | 0           | 0          | 0       | 0     | 0         | 0        | 0         |

ATTACHMENT 2  
INTERSECTION COLLISION DIAGRAM  
SUNSET DRIVE & GUTHRIE ROAD  
WAUKESHA, WI

# Attachment 2

## Intersection Traffic Volume Report

| Count Basics                   |                           | Version 2023.05.03 |  | Page 1 of 13       |  |
|--------------------------------|---------------------------|--------------------|--|--------------------|--|
| Start Date:                    | Wednesday, March 30, 2022 | Weekday            |  | Schools in Session |  |
| Total Number of Hours Counted: | 24                        | Non-Holiday        |  | No Special Events  |  |

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

Major St: Sunset Dr.

Minor St: Guthrie Dr.

Intersection of: Sunset Dr. & Guthrie Dr.

IX\_ID:



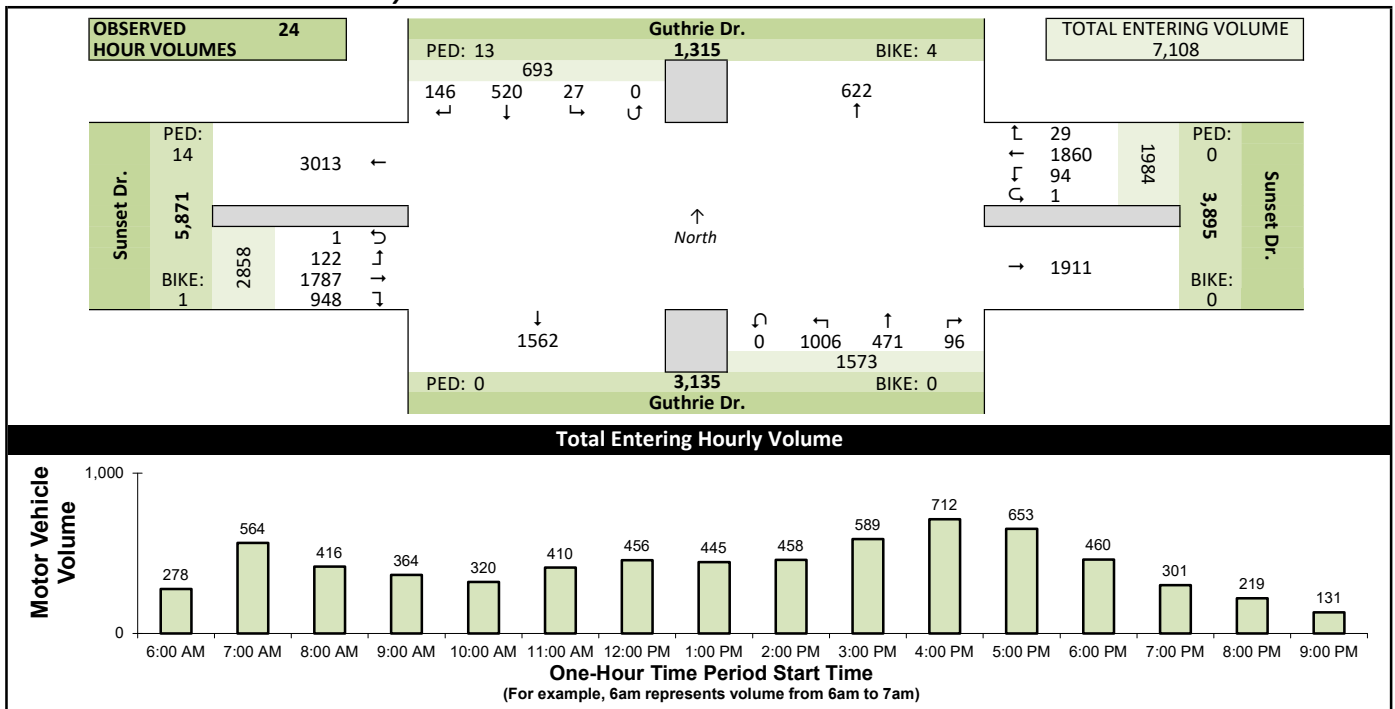
#### Site Information

|                                           |                  |
|-------------------------------------------|------------------|
| Municipality                              | City of Waukesha |
| County                                    | 67 - Waukesha    |
| WisDOT Region                             | SE               |
| Traffic Control                           | All-Way Stop     |
| Roadway Names                             | North Direction  |
| North Leg                                 | Guthrie Dr.      |
| East Leg                                  | Sunset Dr.       |
| South Leg                                 | Guthrie Dr.      |
| West Leg                                  | Sunset Dr.       |
| 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             |

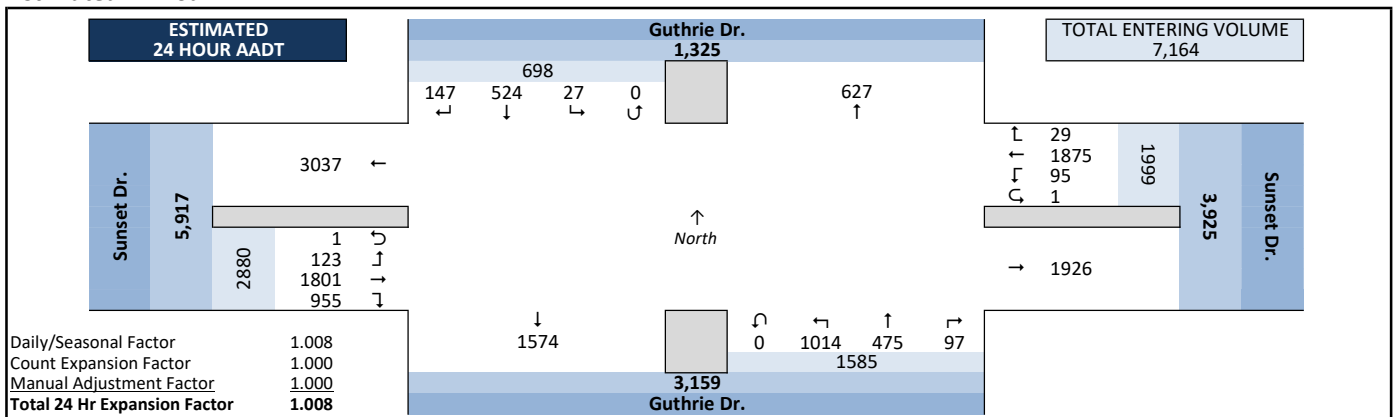
#### Count Information

|                                  |                                   |
|----------------------------------|-----------------------------------|
| Hrs Counted:                     | 12:00 AM-12:00 AM                 |
| 1st Day of Count                 | Wednesday, March 30, 2022         |
| Weather                          | Clear & Dry                       |
| AM Peak Period                   | Wednesday, March 30, 2022         |
| Midday Peak Period               | Wednesday, March 30, 2022         |
| PM Peak Period                   | Wednesday, March 30, 2022         |
| Calculated Peak Hours            |                                   |
| AM                               | 7:00-8:00am                       |
| MD                               | 12:15-1:15pm                      |
| PM                               | 4:00-5:00pm                       |
| Peak Hours Selected for Analysis |                                   |
| AM                               | 7:00-8:00am                       |
| MD                               | 12:15-1:15pm                      |
| PM                               | 4:00-5:00pm                       |
| Daily/Seasonal Adjustment Group  | (2) Urban Arterials & Collectors  |
| Count Expansion Group            | (2) Urban Arterials & Collectors  |
| Daily/Seasonal Adjustment Factor | 1.008                             |
| Count Expansion Factor           | 1.000                             |
| Company Name                     | Ayres Associates                  |
| Manual Adj.                      | 1.000                             |
| Observers                        |                                   |
| AM Peak Period                   | Miovision Video Recording         |
| Midday Peak Period               | Miovision Video Recording         |
| PM Peak Period                   | Miovision Video Recording         |
| Comments                         | 2021 DOT Daily & Seasonal Factors |

#### Observed 24 Hour Volume Summary



#### Estimated 24 Hour AADT

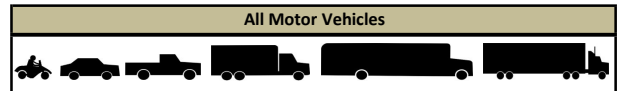


## Intersection Traffic Volume Report

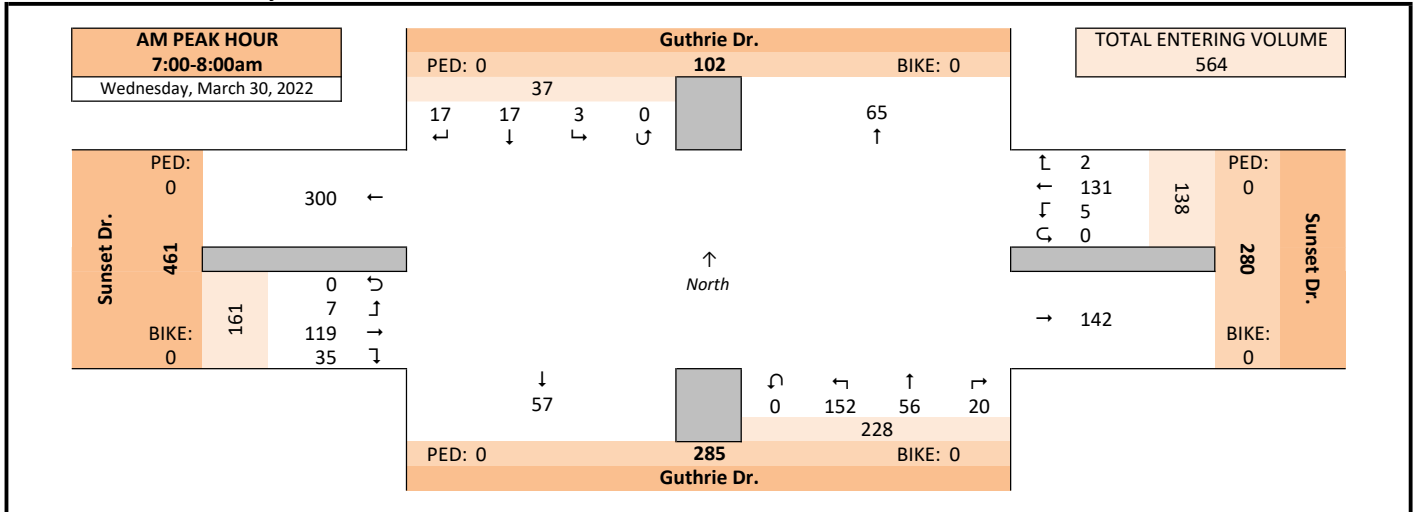
|                                   |                           |                     |                    |
|-----------------------------------|---------------------------|---------------------|--------------------|
| <b>Count Basics</b>               |                           | <b>Page 2 of 13</b> |                    |
| Start Date:                       | Wednesday, March 30, 2022 | Weekday             | Schools in Session |
| Total Number of Hours Counted: 24 |                           | Non-Holiday         | No Special Events  |

### Peak Hour Volume Graphical Summary

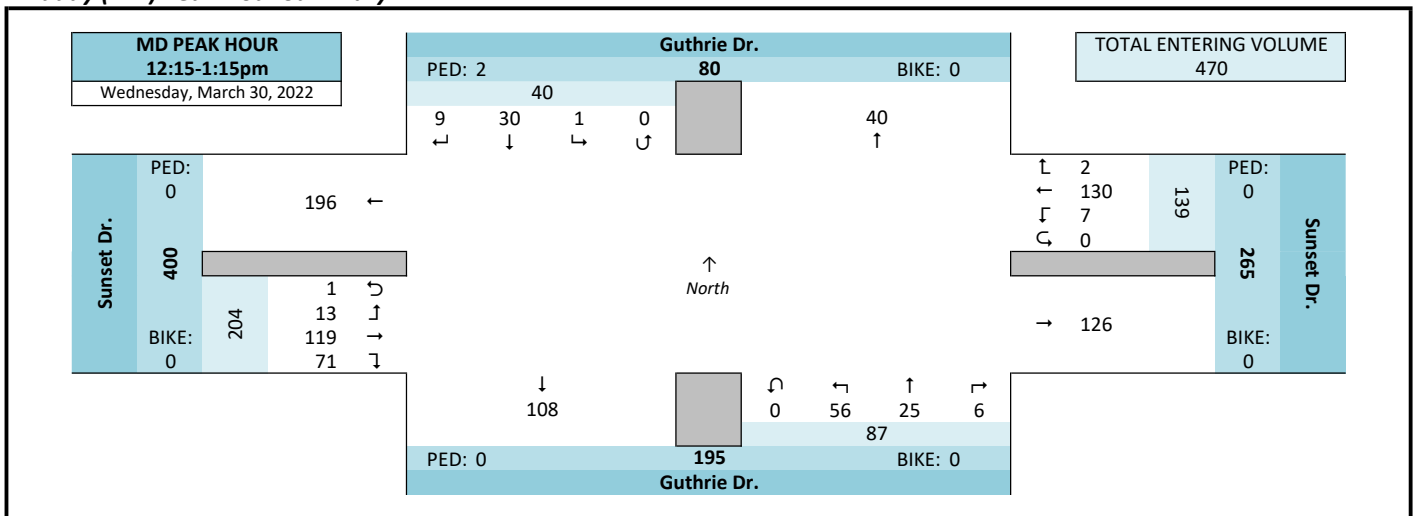
**Sunset Dr. & Guthrie Dr.**



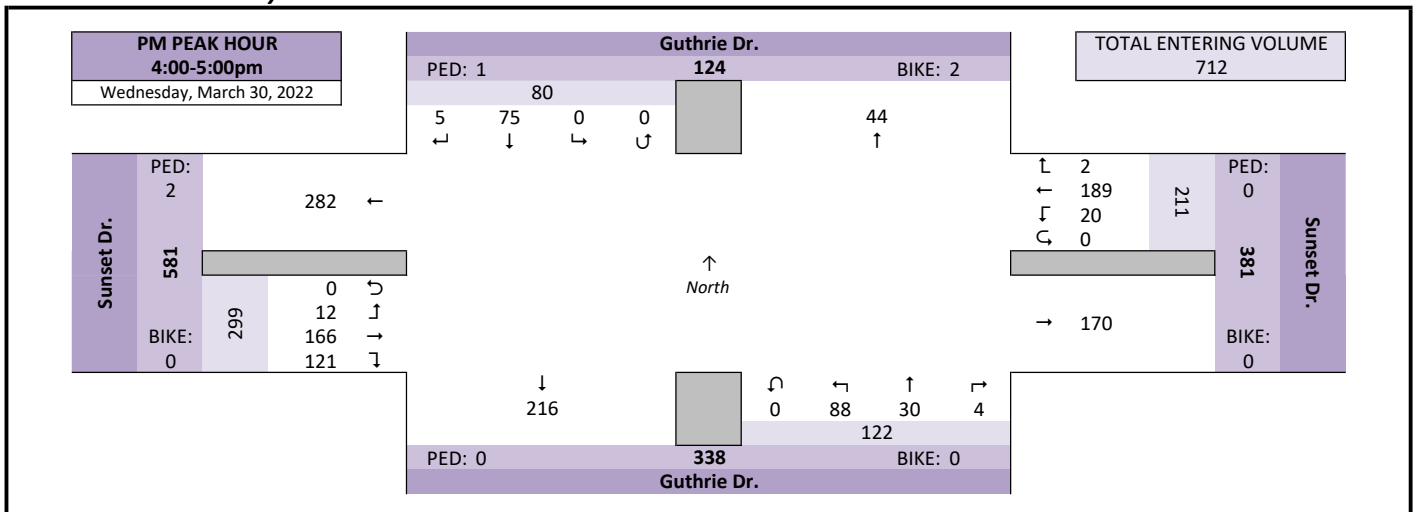
### AM Peak Hour Summary



### Midday (MD) Peak Hour Summary



### PM Peak Hour Summary

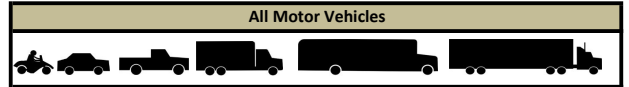


# Intersection Traffic Volume Report

| Count Basics                   |                           |             | Page 3 of 13       |
|--------------------------------|---------------------------|-------------|--------------------|
| Start Date:                    | Wednesday, March 30, 2022 | Weekday     | Schools in Session |
| Total Number of Hours Counted: | 24                        | Non-Holiday | No Special Events  |

## Peak Hour Volume Summary

Sunset Dr. & Guthrie Dr.



### Peak Hour Volumes, Truck Percentages, and PHFs

| Wednesday, March 30, 2022 |                        | From North<br>Guthrie Dr. |      |      |      |       | From East<br>Sunset Dr. |      |      |      |       | From South<br>Guthrie Dr. |      |      |      |       | From West<br>Sunset Dr. |      |      |      |       | 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 |        |
| AM Peak Hour              | Start Time             |                           |      |      |      |       |                         |      |      |      |       |                           |      |      |      |       |                         |      |      |      |       |        |
|                           | 7:00 AM                | 6                         | 0    | 1    | 0    | 7     | 0                       | 36   | 0    | 0    | 36    | 3                         | 16   | 31   | 0    | 50    | 5                       | 23   | 1    | 0    | 29    | 122    |
|                           | 7:15 AM                | 6                         | 6    | 0    | 0    | 12    | 1                       | 36   | 2    | 0    | 39    | 9                         | 12   | 42   | 0    | 63    | 2                       | 32   | 3    | 0    | 37    | 151    |
|                           | 7:30 AM                | 4                         | 6    | 1    | 0    | 11    | 1                       | 32   | 2    | 0    | 35    | 5                         | 20   | 43   | 0    | 68    | 8                       | 34   | 2    | 0    | 44    | 158    |
|                           | 7:45 AM                | 1                         | 5    | 1    | 0    | 7     | 0                       | 27   | 1    | 0    | 28    | 3                         | 8    | 36   | 0    | 47    | 20                      | 30   | 1    | 0    | 51    | 133    |
|                           | Peak Hour Volume       | 17                        | 17   | 3    | 0    | 37    | 2                       | 131  | 5    | 0    | 138   | 20                        | 56   | 152  | 0    | 228   | 35                      | 119  | 7    | 0    | 161   | 564    |
|                           | Rounded Hourly Volume  | 15                        | 15   | 5    | 0    | 35    | 0                       | 130  | 5    | 0    | 135   | 20                        | 55   | 150  | 0    | 225   | 35                      | 120  | 5    | 0    | 160   | 555    |
|                           | % Single Unit Trucks   | 5.9                       | 5.9  | 33.3 | 0.0  | 8.1   | 0.0                     | 0.8  | 20.0 | 0.0  | 1.4   | 5.0                       | 1.8  | 0.0  | 0.0  | 0.9   | 8.6                     | 0.8  | 28.6 | 0.0  | 3.7   | 2.3    |
|                           | % 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)       | 5.9                       | 5.9  | 33.3 | 0.0  | 8.1   | 0.0                     | 0.8  | 20.0 | 0.0  | 1.4   | 5.0                       | 1.8  | 0.0  | 0.0  | 0.9   | 8.6                     | 0.8  | 28.6 | 0.0  | 3.7   | 2.3    |
|                           | Peak Hour Factor (PHF) | 0.71                      | 0.71 | 0.75 | 0.00 | 0.77  | 0.50                    | 0.91 | 0.62 | 0.00 | 0.88  | 0.56                      | 0.70 | 0.88 | 0.00 | 0.84  | 0.44                    | 0.87 | 0.58 | 0.00 | 0.79  | 0.89   |

| Wednesday, March 30, 2022 |                        | From North<br>Guthrie Dr. |      |      |      |       | From East<br>Sunset Dr. |      |      |      |       | From South<br>Guthrie Dr. |      |      |      |       | From West<br>Sunset Dr. |      |      |      |       | 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 |        |
| Midday (MD) Peak Hour     | Start Time             |                           |      |      |      |       |                         |      |      |      |       |                           |      |      |      |       |                         |      |      |      |       |        |
|                           | 12:15 PM               | 2                         | 9    | 1    | 0    | 12    | 0                       | 28   | 2    | 0    | 30    | 1                         | 8    | 19   | 0    | 28    | 17                      | 31   | 2    | 0    | 50    | 120    |
|                           | 12:30 PM               | 1                         | 6    | 0    | 0    | 7     | 0                       | 36   | 2    | 0    | 38    | 1                         | 4    | 20   | 0    | 25    | 16                      | 32   | 1    | 0    | 49    | 119    |
|                           | 12:45 PM               | 0                         | 5    | 0    | 0    | 5     | 1                       | 35   | 3    | 0    | 39    | 1                         | 5    | 9    | 0    | 15    | 21                      | 28   | 6    | 1    | 56    | 115    |
|                           | 1:00 PM                | 6                         | 10   | 0    | 0    | 16    | 1                       | 31   | 0    | 0    | 32    | 3                         | 8    | 8    | 0    | 19    | 17                      | 28   | 4    | 0    | 49    | 116    |
|                           | Peak Hour Volume       | 9                         | 30   | 1    | 0    | 40    | 2                       | 130  | 7    | 0    | 139   | 6                         | 25   | 56   | 0    | 87    | 71                      | 119  | 13   | 1    | 204   | 470    |
|                           | Rounded Hourly Volume  | 10                        | 30   | 0    | 0    | 40    | 0                       | 130  | 5    | 0    | 135   | 5                         | 25   | 55   | 0    | 85    | 70                      | 120  | 15   | 0    | 205   | 465    |
|                           | % Single Unit Trucks   | 11.1                      | 0.0  | 0.0  | 0.0  | 2.5   | 0.0                     | 3.1  | 14.3 | 0.0  | 3.6   | 0.0                       | 8.0  | 5.4  | 0.0  | 5.7   | 4.2                     | 1.7  | 0.0  | 0.0  | 2.5   | 3.4    |
|                           | % Heavy Trucks         | 0.0                       | 0.0  | 0.0  | 0.0  | 0.0   | 0.0                     | 0.0  | 0.0  | 0.0  | 0.7   | 0.0                       | 0.0  | 0.0  | 0.0  | 0.0   | 0.0                     | 0.0  | 0.0  | 0.0  | 0.0   | 0.2    |
|                           | % Trucks (Total)       | 11.1                      | 0.0  | 0.0  | 0.0  | 2.5   | 0.0                     | 3.8  | 14.3 | 0.0  | 4.3   | 0.0                       | 8.0  | 5.4  | 0.0  | 5.7   | 4.2                     | 1.7  | 0.0  | 0.0  | 2.5   | 3.6    |
|                           | Peak Hour Factor (PHF) | 0.37                      | 0.75 | 0.25 | 0.00 | 0.62  | 0.50                    | 0.90 | 0.58 | 0.00 | 0.89  | 0.50                      | 0.78 | 0.70 | 0.00 | 0.78  | 0.85                    | 0.93 | 0.54 | 0.25 | 0.91  | 0.98   |

| Wednesday, March 30, 2022 |                        | From North<br>Guthrie Dr. |      |      |      |       | From East<br>Sunset Dr. |      |      |      |       | From South<br>Guthrie Dr. |      |      |      |       | From West<br>Sunset Dr. |      |      |      |       | 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 |        |
| PM Peak Hour              | Start Time             |                           |      |      |      |       |                         |      |      |      |       |                           |      |      |      |       |                         |      |      |      |       |        |
|                           | 4:00 PM                | 2                         | 22   | 0    | 0    | 24    | 0                       | 50   | 2    | 0    | 52    | 1                         | 8    | 19   | 0    | 28    | 39                      | 34   | 2    | 0    | 75    | 179    |
|                           | 4:15 PM                | 1                         | 16   | 0    | 0    | 17    | 0                       | 57   | 5    | 0    | 62    | 1                         | 7    | 16   | 0    | 24    | 34                      | 45   | 3    | 0    | 82    | 185    |
|                           | 4:30 PM                | 0                         | 15   | 0    | 0    | 15    | 0                       | 42   | 6    | 0    | 48    | 0                         | 8    | 32   | 0    | 40    | 24                      | 39   | 2    | 0    | 65    | 168    |
|                           | 4:45 PM                | 2                         | 22   | 0    | 0    | 24    | 2                       | 40   | 7    | 0    | 49    | 2                         | 7    | 21   | 0    | 30    | 24                      | 48   | 5    | 0    | 77    | 180    |
|                           | Peak Hour Volume       | 5                         | 75   | 0    | 0    | 80    | 2                       | 189  | 20   | 0    | 211   | 4                         | 30   | 88   | 0    | 122   | 121                     | 166  | 12   | 0    | 299   | 712    |
|                           | Rounded Hourly Volume  | 5                         | 75   | 0    | 0    | 80    | 0                       | 190  | 20   | 0    | 210   | 5                         | 30   | 90   | 0    | 125   | 120                     | 165  | 10   | 0    | 295   | 710    |
|                           | % Single Unit Trucks   | 0.0                       | 0.0  | 0.0  | 0.0  | 0.0   | 0.0                     | 1.6  | 5.0  | 0.0  | 1.9   | 0.0                       | 3.3  | 3.4  | 0.0  | 3.3   | 0.8                     | 0.6  | 0.0  | 0.0  | 0.7   | 1.4    |
|                           | % 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                     | 0.6  | 0.0  | 0.0  | 0.3   | 0.1    |
|                           | % Trucks (Total)       | 0.0                       | 0.0  | 0.0  | 0.0  | 0.0   | 0.0                     | 1.6  | 5.0  | 0.0  | 1.9   | 0.0                       | 3.3  | 3.4  | 0.0  | 3.3   | 0.8                     | 1.2  | 0.0  | 0.0  | 1.0   | 1.5    |
|                           | Peak Hour Factor (PHF) | 0.62                      | 0.85 | 0.00 | 0.00 | 0.83  | 0.25                    | 0.83 | 0.71 | 0.00 | 0.85  | 0.50                      | 0.94 | 0.69 | 0.00 | 0.76  | 0.78                    | 0.86 | 0.60 | 0.00 | 0.91  | 0.96   |

### Peak Hour Pedestrian and Bicyclist Volumes

| Pedestrians and Bicyclists |                      | Crossing<br>North Approach<br>Guthrie Dr. |           |       | Crossing<br>East Approach<br>Sunset Dr. |           |       | Crossing<br>South Approach<br>Guthrie Dr. |           |       | Crossing<br>West Approach<br>Sunset Dr. |           |       | Total<br>Ped &<br>Bike<br>Volume |
|----------------------------|----------------------|-------------------------------------------|-----------|-------|-----------------------------------------|-----------|-------|-------------------------------------------|-----------|-------|-----------------------------------------|-----------|-------|----------------------------------|
|                            |                      | Pedestrian                                | Bicyclist | Total | Pedestrian                              | Bicyclist | Total | Pedestrian                                | Bicyclist | Total | Pedestrian                              | Bicyclist | Total |                                  |
| AM                         | 15-Minute Start Time |                                           |           |       |                                         |           |       |                                           |           |       |                                         |           |       |                                  |
|                            | 7:00 AM              | 0                                         | 0         | 0     | 0                                       | 0         | 0     | 0                                         | 0         | 0     | 0                                       | 0         | 0     | 0                                |
|                            | 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     | 0                                         | 0         | 0     | 0                                       | 0         | 0     | 0                                |
|                            | Total                | 0                                         | 0         | 0     | 0                                       | 0         | 0     | 0                                         | 0         | 0     | 0                                       | 0         | 0     | 0                                |
| MD                         | 12:15 PM             | 2                                         | 0         | 2     | 0                                       | 0         | 0     | 0                                         | 0         | 0     | 0                                       | 0         | 0     | 2                                |
|                            | 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                                |
|                            | Total                | 2                                         | 0         | 2     | 0                                       | 0         | 0     | 0                                         | 0         | 0     | 0                                       | 0         | 0     | 2                                |
| 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              | 1                                         | 1         | 2     | 0                                       | 0         | 0     | 0                                         | 0         | 0     | 1                                       | 0         | 1     | 3                                |
|                            | 4:45 PM              | 0                                         | 1         | 1     | 0                                       | 0         | 0     | 0                                         | 0         | 0     | 1                                       | 0         | 1     | 2                                |
|                            | Total                | 1                                         | 2         | 3     | 0                                       | 0         | 0     | 0                                         | 0         | 0     | 2                                       | 0         | 2     | 5                                |

# Intersection Traffic Volume Report

| Count Basics                   |                           |             | Page 4 of 13       |
|--------------------------------|---------------------------|-------------|--------------------|
| Start Date:                    | Wednesday, March 30, 2022 | Weekday     | Schools in Session |
| Total Number of Hours Counted: | 24                        | Non-Holiday | No Special Events  |

## Hourly Volume Summary - Motor Vehicle Data

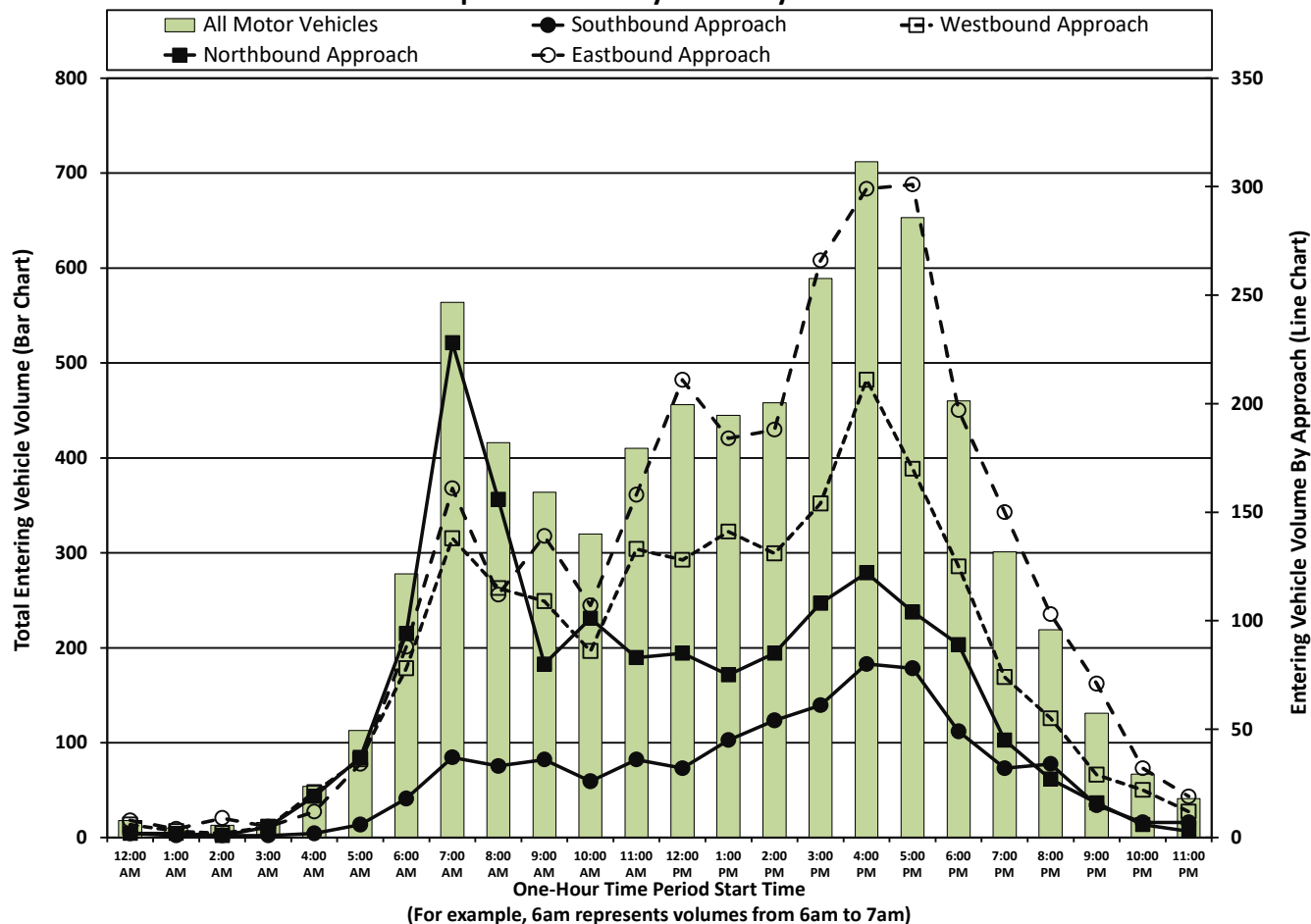
Sunset Dr. & Guthrie Dr.



### One-Hour Motor Vehicle Data

| One-Hour Time Period | Start Time | From North<br>Guthrie Dr. |      |      |      |       | From East<br>Sunset Dr. |      |      |      |       | From South<br>Guthrie Dr. |      |      |      |       | From West<br>Sunset Dr. |      |      |      |       | Total Vehicle Volume | Directional Volume Totals<br>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 |                      |                                      |      |
|                      |            |                           |      |      |      |       |                         |      |      |      |       |                           |      |      |      |       |                         |      |      |      |       |                      |                                      |      |
| Pre-AM               | 12:00 AM   | 0                         | 2    | 0    | 0    | 2     | 1                       | 4    | 1    | 0    | 6     | 1                         | 0    | 1    | 0    | 2     | 2                       | 5    | 1    | 0    | 8     | 18                   | 14                                   | 4    |
|                      | 1:00 AM    | 1                         | 0    | 0    | 0    | 1     | 0                       | 2    | 1    | 0    | 3     | 0                         | 0    | 1    | 0    | 2     | 0                       | 3    | 1    | 0    | 4     | 10                   | 7                                    | 3    |
|                      | 2:00 AM    | 0                         | 0    | 1    | 0    | 1     | 0                       | 2    | 0    | 0    | 2     | 0                         | 0    | 1    | 0    | 1     | 1                       | 7    | 1    | 0    | 9     | 13                   | 11                                   | 2    |
|                      | 3:00 AM    | 0                         | 1    | 0    | 0    | 1     | 0                       | 5    | 0    | 0    | 5     | 0                         | 3    | 2    | 0    | 5     | 2                       | 3    | 0    | 0    | 5     | 16                   | 10                                   | 6    |
|                      | 4:00 AM    | 1                         | 1    | 0    | 0    | 2     | 0                       | 21   | 0    | 0    | 21    | 1                         | 10   | 8    | 0    | 19    | 3                       | 9    | 0    | 0    | 12    | 54                   | 33                                   | 21   |
| AM                   | 5:00 AM    | 2                         | 3    | 1    | 0    | 6     | 0                       | 36   | 0    | 0    | 36    | 0                         | 14   | 23   | 0    | 37    | 2                       | 31   | 1    | 0    | 34    | 113                  | 70                                   | 43   |
|                      | 6:00 AM    | 7                         | 6    | 5    | 0    | 18    | 0                       | 78   | 0    | 0    | 78    | 7                         | 31   | 56   | 0    | 94    | 16                      | 71   | 1    | 0    | 88    | 278                  | 166                                  | 112  |
|                      | 7:00 AM    | 17                        | 17   | 3    | 0    | 37    | 2                       | 131  | 5    | 0    | 138   | 20                        | 56   | 152  | 0    | 228   | 35                      | 119  | 7    | 0    | 161   | 564                  | 299                                  | 265  |
|                      | 8:00 AM    | 12                        | 19   | 2    | 0    | 33    | 1                       | 111  | 3    | 0    | 115   | 8                         | 43   | 105  | 0    | 156   | 23                      | 86   | 3    | 0    | 112   | 416                  | 227                                  | 189  |
|                      | 9:00 AM    | 16                        | 19   | 1    | 0    | 36    | 1                       | 101  | 7    | 0    | 109   | 3                         | 27   | 50   | 0    | 80    | 31                      | 98   | 10   | 0    | 139   | 364                  | 248                                  | 116  |
| MD                   | 10:00 AM   | 8                         | 16   | 2    | 0    | 26    | 7                       | 79   | 0    | 0    | 86    | 7                         | 33   | 61   | 0    | 101   | 28                      | 71   | 8    | 0    | 107   | 320                  | 193                                  | 127  |
|                      | 11:00 AM   | 8                         | 27   | 1    | 0    | 36    | 0                       | 129  | 3    | 1    | 133   | 3                         | 31   | 49   | 0    | 83    | 54                      | 97   | 7    | 0    | 158   | 410                  | 291                                  | 119  |
|                      | 12:00 PM   | 3                         | 28   | 1    | 0    | 32    | 1                       | 120  | 7    | 0    | 128   | 4                         | 23   | 58   | 0    | 85    | 76                      | 125  | 9    | 1    | 211   | 456                  | 339                                  | 117  |
|                      | 1:00 PM    | 11                        | 32   | 2    | 0    | 45    | 3                       | 135  | 3    | 0    | 141   | 6                         | 32   | 37   | 0    | 75    | 69                      | 102  | 13   | 0    | 184   | 445                  | 325                                  | 120  |
|                      | 2:00 PM    | 12                        | 41   | 1    | 0    | 54    | 4                       | 122  | 5    | 0    | 131   | 2                         | 28   | 55   | 0    | 85    | 59                      | 128  | 1    | 0    | 188   | 458                  | 319                                  | 139  |
| PM                   | 3:00 PM    | 14                        | 46   | 1    | 0    | 61    | 2                       | 147  | 5    | 0    | 154   | 3                         | 35   | 70   | 0    | 108   | 88                      | 171  | 7    | 0    | 266   | 589                  | 420                                  | 169  |
|                      | 4:00 PM    | 5                         | 75   | 0    | 0    | 80    | 2                       | 189  | 20   | 0    | 211   | 4                         | 30   | 88   | 0    | 122   | 121                     | 166  | 12   | 0    | 299   | 712                  | 510                                  | 202  |
|                      | 5:00 PM    | 11                        | 66   | 1    | 0    | 78    | 2                       | 158  | 10   | 0    | 170   | 5                         | 24   | 75   | 0    | 104   | 119                     | 165  | 17   | 0    | 301   | 653                  | 471                                  | 182  |
|                      | 6:00 PM    | 8                         | 38   | 3    | 0    | 49    | 2                       | 115  | 8    | 0    | 125   | 11                        | 17   | 61   | 0    | 89    | 69                      | 124  | 4    | 0    | 197   | 460                  | 322                                  | 138  |
|                      | 7:00 PM    | 5                         | 27   | 0    | 0    | 32    | 0                       | 70   | 4    | 0    | 74    | 6                         | 14   | 25   | 0    | 45    | 61                      | 85   | 4    | 0    | 150   | 301                  | 224                                  | 77   |
|                      | 8:00 PM    | 3                         | 29   | 2    | 0    | 34    | 0                       | 48   | 7    | 0    | 55    | 3                         | 11   | 13   | 0    | 27    | 51                      | 47   | 5    | 0    | 103   | 219                  | 158                                  | 61   |
|                      | 9:00 PM    | 0                         | 15   | 0    | 0    | 15    | 0                       | 26   | 3    | 0    | 29    | 0                         | 6    | 10   | 0    | 16    | 28                      | 40   | 3    | 0    | 71    | 131                  | 100                                  | 31   |
|                      | 10:00 PM   | 1                         | 6    | 0    | 0    | 7     | 0                       | 21   | 1    | 0    | 22    | 2                         | 1    | 3    | 0    | 6     | 8                       | 19   | 5    | 0    | 32    | 67                   | 54                                   | 13   |
|                      | 11:00 PM   | 1                         | 6    | 0    | 0    | 7     | 1                       | 10   | 1    | 0    | 12    | 0                         | 1    | 2    | 0    | 3     | 2                       | 15   | 2    | 0    | 19    | 41                   | 31                                   | 10   |
|                      | Totals     | 146                       | 520  | 27   | 0    | 693   | 29                      | 1860 | 94   | 1    | 1984  | 96                        | 471  | 1006 | 0    | 1573  | 948                     | 1787 | 122  | 1    | 2858  | 7108                 | 4842                                 | 2266 |

## Graphical Summary of Hourly Volumes



# Intersection Traffic Volume Report

|                                |                           |             |                    |              |  |
|--------------------------------|---------------------------|-------------|--------------------|--------------|--|
| Count Basics                   |                           |             |                    | Page 5 of 13 |  |
| Start Date:                    | Wednesday, March 30, 2022 | Weekday     | Schools in Session |              |  |
| Total Number of Hours Counted: | 24                        | Non-Holiday | No Special Events  |              |  |

## 15-Minute Motor Vehicle Data

Sunset Dr. & Guthrie Dr.



### 15-Minute Motor Vehicle Data

| 15-Minute Time Period | From North  |      |      |      |       | From East  |      |      |      |       | From South  |      |      |      |       | From West  |      |      |      |       | 15-Min Totals | Hourly Sum | PHF  |  |  |  |
|-----------------------|-------------|------|------|------|-------|------------|------|------|------|-------|-------------|------|------|------|-------|------------|------|------|------|-------|---------------|------------|------|--|--|--|
|                       | Guthrie Dr. |      |      |      |       | Sunset Dr. |      |      |      |       | Guthrie Dr. |      |      |      |       | Sunset Dr. |      |      |      |       |               |            |      |  |  |  |
|                       | Right       | Thru | Left | U-Tn | Total | Right      | Thru | Left | U-Tn | Total | Right       | Thru | Left | U-Tn | Total | Right      | Thru | Left | U-Tn | Total |               |            |      |  |  |  |
| 12:00 AM              | 0           | 0    | 0    | 0    | 0     | 0          | 1    | 1    | 0    | 2     | 0           | 0    | 0    | 0    | 0     | 0          | 1    | 0    | 0    | 1     | 3             | 18         | 0.75 |  |  |  |
| 12:15 AM              | 0           | 1    | 0    | 0    | 1     | 1          | 1    | 0    | 0    | 2     | 1           | 0    | 0    | 0    | 1     | 1          | 0    | 1    | 0    | 2     | 6             | 20         | 0.83 |  |  |  |
| 12:30 AM              | 0           | 1    | 0    | 0    | 1     | 0          | 1    | 0    | 0    | 1     | 0           | 0    | 0    | 0    | 0     | 0          | 3    | 0    | 0    | 3     | 5             | 17         | 0.85 |  |  |  |
| 12:45 AM              | 0           | 0    | 0    | 0    | 0     | 0          | 1    | 0    | 0    | 1     | 0           | 0    | 1    | 0    | 1     | 1          | 1    | 0    | 0    | 2     | 4             | 13         | 0.65 |  |  |  |
| 1:00 AM               | 0           | 0    | 0    | 0    | 0     | 0          | 2    | 0    | 0    | 2     | 0           | 0    | 0    | 0    | 0     | 0          | 2    | 1    | 0    | 3     | 5             | 10         | 0.50 |  |  |  |
| 1:15 AM               | 1           | 0    | 0    | 0    | 1     | 0          | 0    | 0    | 0    | 0     | 0           | 0    | 1    | 0    | 1     | 0          | 1    | 0    | 0    | 1     | 3             | 8          | 0.67 |  |  |  |
| 1:30 AM               | 0           | 0    | 0    | 0    | 0     | 0          | 0    | 1    | 0    | 1     | 0           | 0    | 0    | 0    | 0     | 0          | 0    | 0    | 0    | 0     | 1             | 6          | 0.50 |  |  |  |
| 1:45 AM               | 0           | 0    | 0    | 0    | 0     | 0          | 0    | 0    | 0    | 0     | 0           | 0    | 1    | 0    | 0     | 1          | 0    | 0    | 0    | 0     | 1             | 10         | 0.50 |  |  |  |
| 2:00 AM               | 0           | 0    | 0    | 0    | 0     | 0          | 0    | 0    | 0    | 0     | 0           | 0    | 0    | 0    | 0     | 0          | 1    | 2    | 0    | 3     | 3             | 13         | 0.65 |  |  |  |
| 2:15 AM               | 0           | 0    | 0    | 0    | 0     | 0          | 0    | 0    | 0    | 0     | 0           | 0    | 0    | 0    | 0     | 0          | 1    | 0    | 0    | 1     | 1             | 11         | 0.55 |  |  |  |
| 2:30 AM               | 0           | 0    | 0    | 0    | 0     | 0          | 1    | 0    | 0    | 1     | 0           | 0    | 1    | 0    | 1     | 0          | 3    | 0    | 0    | 3     | 5             | 15         | 0.75 |  |  |  |
| 2:45 AM               | 0           | 0    | 1    | 0    | 1     | 0          | 1    | 0    | 0    | 1     | 0           | 0    | 0    | 0    | 0     | 0          | 1    | 1    | 0    | 2     | 4             | 13         | 0.65 |  |  |  |
| 3:00 AM               | 0           | 0    | 0    | 0    | 0     | 0          | 0    | 0    | 0    | 0     | 0           | 0    | 1    | 0    | 1     | 0          | 0    | 0    | 0    | 0     | 1             | 16         | 0.57 |  |  |  |
| 3:15 AM               | 0           | 1    | 0    | 0    | 1     | 0          | 1    | 0    | 0    | 1     | 0           | 1    | 0    | 0    | 1     | 1          | 1    | 0    | 0    | 2     | 5             | 20         | 0.71 |  |  |  |
| 3:30 AM               | 0           | 0    | 0    | 0    | 0     | 0          | 2    | 0    | 0    | 2     | 0           | 1    | 0    | 0    | 1     | 0          | 0    | 0    | 0    | 0     | 3             | 29         | 0.52 |  |  |  |
| 3:45 AM               | 0           | 0    | 0    | 0    | 0     | 0          | 2    | 0    | 0    | 2     | 0           | 1    | 1    | 0    | 2     | 1          | 2    | 0    | 0    | 3     | 7             | 44         | 0.61 |  |  |  |
| 4:00 AM               | 0           | 0    | 0    | 0    | 0     | 0          | 3    | 0    | 0    | 3     | 0           | 1    | 1    | 0    | 2     | 0          | 0    | 0    | 0    | 0     | 5             | 54         | 0.75 |  |  |  |
| 4:15 AM               | 0           | 0    | 0    | 0    | 0     | 0          | 5    | 0    | 0    | 5     | 1           | 4    | 2    | 0    | 7     | 0          | 2    | 0    | 0    | 2     | 14            | 68         | 0.89 |  |  |  |
| 4:30 AM               | 0           | 1    | 0    | 0    | 1     | 0          | 7    | 0    | 0    | 7     | 0           | 2    | 3    | 0    | 5     | 1          | 4    | 0    | 0    | 5     | 18            | 84         | 0.70 |  |  |  |
| 4:45 AM               | 1           | 0    | 0    | 0    | 1     | 0          | 6    | 0    | 0    | 6     | 0           | 3    | 2    | 0    | 5     | 2          | 3    | 0    | 0    | 5     | 17            | 95         | 0.79 |  |  |  |
| 5:00 AM               | 2           | 0    | 0    | 0    | 2     | 0          | 5    | 0    | 0    | 5     | 0           | 2    | 2    | 0    | 4     | 1          | 6    | 1    | 0    | 8     | 19            | 113        | 0.81 |  |  |  |
| 5:15 AM               | 0           | 1    | 0    | 0    | 1     | 0          | 7    | 0    | 0    | 7     | 0           | 3    | 7    | 0    | 10    | 1          | 11   | 0    | 0    | 12    | 30            | 144        | 0.72 |  |  |  |
| 5:30 AM               | 0           | 1    | 0    | 0    | 1     | 0          | 8    | 0    | 0    | 8     | 0           | 6    | 6    | 0    | 12    | 0          | 8    | 0    | 0    | 8     | 29            | 165        | 0.81 |  |  |  |
| 5:45 AM               | 0           | 1    | 1    | 0    | 2     | 0          | 16   | 0    | 0    | 16    | 0           | 3    | 8    | 0    | 11    | 0          | 6    | 0    | 0    | 6     | 35            | 224        | 0.64 |  |  |  |
| 6:00 AM               | 1           | 0    | 0    | 0    | 1     | 0          | 11   | 0    | 0    | 11    | 1           | 10   | 11   | 0    | 22    | 1          | 15   | 0    | 0    | 16    | 50            | 278        | 0.78 |  |  |  |
| 6:15 AM               | 2           | 1    | 2    | 0    | 5     | 0          | 19   | 0    | 0    | 19    | 0           | 3    | 9    | 0    | 12    | 4          | 11   | 0    | 0    | 15    | 51            | 350        | 0.72 |  |  |  |
| 6:30 AM               | 2           | 4    | 1    | 0    | 7     | 0          | 32   | 0    | 0    | 32    | 1           | 8    | 12   | 0    | 21    | 8          | 20   | 0    | 0    | 28    | 88            | 450        | 0.75 |  |  |  |
| 6:45 AM               | 2           | 1    | 2    | 0    | 5     | 0          | 16   | 0    | 0    | 16    | 5           | 10   | 24   | 0    | 39    | 3          | 25   | 1    | 0    | 29    | 89            | 520        | 0.82 |  |  |  |
| 7:00 AM               | 6           | 0    | 1    | 0    | 7     | 0          | 36   | 0    | 0    | 36    | 3           | 16   | 31   | 0    | 50    | 5          | 23   | 1    | 0    | 29    | 122           | 564        | 0.89 |  |  |  |
| 7:15 AM               | 6           | 6    | 0    | 0    | 12    | 1          | 36   | 2    | 0    | 39    | 9           | 12   | 42   | 0    | 63    | 2          | 32   | 3    | 0    | 37    | 151           | 533        | 0.84 |  |  |  |
| 7:30 AM               | 4           | 6    | 1    | 0    | 11    | 1          | 32   | 2    | 0    | 35    | 5           | 20   | 43   | 0    | 68    | 8          | 34   | 2    | 0    | 44    | 158           | 510        | 0.81 |  |  |  |
| 7:45 AM               | 1           | 5    | 1    | 0    | 7     | 0          | 27   | 1    | 0    | 28    | 3           | 8    | 36   | 0    | 47    | 20         | 30   | 1    | 0    | 51    | 133           | 462        | 0.87 |  |  |  |
| 8:00 AM               | 2           | 7    | 0    | 0    | 9     | 1          | 15   | 0    | 0    | 16    | 3           | 15   | 20   | 0    | 38    | 7          | 21   | 0    | 0    | 28    | 91            | 416        | 0.81 |  |  |  |
| 8:15 AM               | 7           | 5    | 0    | 0    | 12    | 0          | 42   | 1    | 0    | 43    | 2           | 14   | 32   | 0    | 48    | 2          | 23   | 0    | 0    | 25    | 128           | 428        | 0.84 |  |  |  |
| 8:30 AM               | 2           | 3    | 1    | 0    | 6     | 0          | 29   | 2    | 0    | 31    | 1           | 8    | 28   | 0    | 37    | 10         | 25   | 1    | 0    | 36    | 110           | 389        | 0.88 |  |  |  |
| 8:45 AM               | 1           | 4    | 1    | 0    | 6     | 0          | 25   | 0    | 0    | 25    | 2           | 6    | 25   | 0    | 33    | 4          | 17   | 2    | 0    | 23    | 87            | 364        | 0.88 |  |  |  |
| 9:00 AM               | 2           | 2    | 1    | 0    | 5     | 0          | 27   | 1    | 0    | 28    | 2           | 9    | 18   | 0    | 29    | 10         | 29   | 2    | 0    | 41    | 103           | 364        | 0.88 |  |  |  |
| 9:15 AM               | 6           | 6    | 0    | 0    | 12    | 1          | 26   | 2    | 0    | 29    | 1           | 5    | 9    | 0    | 15    | 10         | 19   | 4    | 0    | 33    | 89            | 334        | 0.94 |  |  |  |
| 9:30 AM               | 5           | 4    | 0    | 0    | 9     | 0          | 20   | 0    | 0    | 20    | 0           | 9    | 12   | 0    | 21    | 5          | 28   | 2    | 0    | 35    | 85            | 327        | 0.94 |  |  |  |
| 9:45 AM               | 3           | 7    | 0    | 0    | 10    | 0          | 28   | 4    | 0    | 32    | 0           | 4    | 11   | 0    | 15    | 6          | 22   | 2    | 0    | 30    | 87            | 323        | 0.93 |  |  |  |
| 10:00 AM              | 1           | 3    | 0    | 0    | 4     | 2          | 21   | 0    | 0    | 23    | 0           | 8    | 14   | 0    | 22    | 7          | 15   | 2    | 0    | 24    | 73            | 320        | 0.95 |  |  |  |
| 10:15 AM              | 3           | 7    | 0    | 0    | 10    | 0          | 19   | 0    | 0    | 19    | 4           | 11   | 10   | 0    | 25    | 8          | 19   | 1    | 0    | 28    | 82            | 342        | 0.90 |  |  |  |
| 10:30 AM              | 1           | 1    | 2    | 0    | 4     | 2          | 17   | 0    | 0    | 19    | 1           | 10   | 21   | 0    | 32    | 6          | 17   | 3    | 0    | 26    | 81            | 341        | 0.90 |  |  |  |
| 10:45 AM              | 3           | 5    | 0    | 0    | 8     | 3          | 22   | 0    | 0    | 25    | 2           | 4    | 16   | 0    | 22    | 7          | 20   | 2    | 0    | 29    | 84            | 374        | 0.82 |  |  |  |
| 11:00 AM              | 4           | 7    | 1    | 0    | 12    | 0          | 24   | 1    | 0    | 25    | 0           | 8    | 13   | 0    | 21    | 10         | 23   | 4    | 0    | 37    | 95            | 410        | 0.85 |  |  |  |
| 11:15 AM              | 0           | 5    | 0    | 0    | 5     | 0          | 26   | 0    | 0    | 26    | 0           | 8    | 8    | 0    | 16    | 15         | 19   | 0    | 0    | 34    | 81            | 417        | 0.87 |  |  |  |
| 11:30 AM              | 2           | 8    | 0    | 0    | 10    | 0          | 35   | 1    | 1    | 37    | 3           | 6    | 13   | 0    | 22    | 13         | 31   | 1    | 0    | 45    | 114           | 456        | 0.95 |  |  |  |
| 11:45 AM              | 2           | 7    | 0    | 0    | 9     | 0          | 44   | 1    | 0    | 45    | 0           | 9    | 15   | 0    | 24    | 16         | 24   | 2    | 0    | 42    | 120           | 461        | 0.96 |  |  |  |
| 12:00 PM              | 0           | 8    | 0    | 0    | 8     | 0          | 21   | 0    | 0    | 21    | 1           | 6    | 10   | 0    | 17    | 22         | 34   | 0    | 0    | 56    | 102           | 456        | 0.95 |  |  |  |
| 12:15 PM              | 2           | 9    | 1    | 0    | 12    | 0          | 28   | 2    | 0    | 30    | 1           | 8    | 19   | 0    | 28    | 17         | 31   | 2    | 0    | 50    | 120           | 470        | 0.98 |  |  |  |
| 12:30 PM              | 1           | 6    | 0    | 0    | 7     | 0          | 36   | 2    | 0    | 38    | 1           | 4    | 20   | 0    | 25    | 16         | 32   | 1    | 0    | 49    | 119           | 455        | 0.96 |  |  |  |
| 12:45 PM              | 0           | 5    | 0    | 0    | 5     | 1          | 35   | 3    | 0    | 39    | 1           | 5    | 9    | 0    | 15    | 21         | 28   | 6    | 1    | 56    | 115           | 451        | 0.97 |  |  |  |
| 1:00 PM               | 6           | 10   | 0    | 0    | 16    | 1          | 31   | 0    | 0    | 32    | 3           | 8    | 8    | 0    | 19    | 17         | 28   | 4    | 0    | 49    | 116           | 445        | 0.96 |  |  |  |
| 1:15 PM               | 1           | 6    | 1    | 0    | 8     | 1          | 34   | 1    | 0    | 36    | 0           | 7    | 10   | 0    | 17    | 19         | 22   | 3    | 0    | 44    | 105           | 433        | 0.94 |  |  |  |
| 1:30 PM               | 2           | 8    | 0    | 0    | 10    | 1          | 36   | 0    | 0    | 37    | 2           | 10   | 5    | 0    | 17    | 11         | 37   | 3    | 0    | 51    | 115           | 440        | 0.96 |  |  |  |
| 1:45 PM               | 2           | 8    | 1    | 0    | 11    | 0          | 34   | 2    | 0    | 36    | 1           | 7    | 14   | 0    | 22    | 22         | 15   | 3    | 0    | 40    | 109           | 454        | 0.88 |  |  |  |
| 2:00 PM               | 1           | 12   | 0    | 0    | 13    | 1          | 24   | 2    | 0    | 27    | 0           | 5    | 10   | 0    | 15    | 13         | 35   | 1    | 0    | 49    | 104           | 458        | 0.89 |  |  |  |
| 2:15 PM               | 1           | 10   | 1    | 0    | 12    | 0          | 31   | 0    | 0    | 31    | 0           | 10   | 15   | 0    | 25    | 16         | 28   | 0    | 0    | 44    | 112           | 492        | 0.89 |  |  |  |
| 2:30 PM               | 3           | 7    | 0    | 0    | 10    | 1          | 31   | 2    | 0    | 34    | 1           | 9    | 19   | 0    | 29    | 18         | 38   | 0    | 0    | 56    | 129           | 538        | 0.85 |  |  |  |
| 2:45 PM               | 7           | 12   | 0    | 0    | 19    | 2          | 36   | 1    | 0    | 39    | 1           | 4    | 11   | 0    | 16    | 12         | 27   | 0    | 0    | 39    | 113           | 559        | 0.88 |  |  |  |
| 3:00 PM               | 3           | 15   | 0    | 0    | 18    | 1          | 37   | 2    | 0    | 40    | 1           | 7    | 16   | 0    | 24    | 14         | 41   | 1    | 0    | 56    | 138           | 589        | 0.93 |  |  |  |
| 3:15 PM               | 3           | 9    | 0    | 0    | 12    | 1          | 40   | 1    | 0    | 42    | 0           | 13   | 21   | 0    | 34    | 20         | 48   | 2    | 0    | 70    | 158           | 630        | 0.88 |  |  |  |
| 3:30 PM               | 4           | 15   | 0    | 0    | 19    | 0          | 30   | 2    | 0    | 32    | 0           | 9    | 22   | 0    | 31    | 20         | 44   | 4    | 0    | 68    | 150           | 657        | 0.89 |  |  |  |
| 3:45 PM               | 4           | 7    | 1    | 0    | 12    | 0          | 40   | 0    | 0    | 40    | 2           | 6    | 11   | 0    | 19    | 34         | 38   | 0    | 0    | 72    | 143           | 675        | 0.91 |  |  |  |
| 4:00 PM               | 2           | 22   | 0    | 0    | 24    | 0          | 50   | 2    | 0    | 52    | 1           | 8    | 19   | 0    | 28    | 39         | 34   | 2    | 0    | 75    | 179           | 712        | 0.96 |  |  |  |
| 4:15 PM               | 1           | 16   | 0    | 0    | 17    | 0          | 57   | 5    | 0    | 62    | 1           | 7    | 16   | 0    | 24    | 34         | 45   | 3    | 0    | 82    | 185           | 711        | 0.96 |  |  |  |
| 4:30 PM               | 0           | 15   | 0    | 0    | 15    | 0          | 42   | 6    | 0    | 48    | 0           | 8    | 32   | 0    | 40    | 24         | 39   | 2    | 0    | 65    | 168           | 711        | 0.96 |  |  |  |
| 4:45 PM               | 2           | 22   | 0    | 0    | 24    | 2          | 40   | 7    | 0    | 49    | 2           | 7    | 21   | 0    | 30    | 24         | 48   | 5    | 0    | 77    | 180           | 692        | 0.94 |  |  |  |
| 5:00 PM               | 2           | 17   | 0    | 0    | 19    |            |      |      |      |       |             |      |      |      |       |            |      |      |      |       |               |            |      |  |  |  |

# Intersection Traffic Volume Report

| Count Basics                   |                           |             |                    | Page 6 of 13 |  |
|--------------------------------|---------------------------|-------------|--------------------|--------------|--|
| Start Date:                    | Wednesday, March 30, 2022 | Weekday     | Schools in Session |              |  |
| Total Number of Hours Counted: | 24                        | Non-Holiday | No Special Events  |              |  |

## 15-Minute Automobile Data

Sunset Dr. & Guthrie Dr.

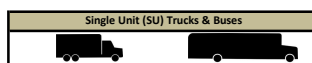


### 15-Minute Automobile Data

| 15-Minute Time Period<br>Start Time | From North<br>Guthrie Dr. |      |      |      |       | From East<br>Sunset Dr. |      |      |      |       | From South<br>Guthrie Dr. |      |      |      |       | From West<br>Sunset Dr. |      |      |      |       | 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 |               |            |    |  |
| 12:00 AM                            | 0                         | 0    | 0    | 0    | 0     | 0                       | 1    | 1    | 0    | 2     | 0                         | 0    | 0    | 0    | 0     | 0                       | 0    | 0    | 0    | 0     | 0             | 2          | 17 |  |
| 12:15 AM                            | 0                         | 1    | 0    | 0    | 1     | 1                       | 1    | 0    | 0    | 2     | 1                         | 0    | 0    | 0    | 1     | 1                       | 0    | 1    | 0    | 2     | 6             | 20         |    |  |
| 12:30 AM                            | 0                         | 1    | 0    | 0    | 1     | 0                       | 1    | 0    | 0    | 1     | 0                         | 0    | 0    | 0    | 0     | 0                       | 3    | 0    | 0    | 3     | 5             | 17         |    |  |
| 12:45 AM                            | 0                         | 0    | 0    | 0    | 0     | 0                       | 1    | 0    | 0    | 1     | 0                         | 0    | 1    | 0    | 1     | 1                       | 1    | 0    | 0    | 2     | 4             | 13         |    |  |
| 1:00 AM                             | 0                         | 0    | 0    | 0    | 0     | 0                       | 2    | 0    | 0    | 2     | 0                         | 0    | 0    | 0    | 0     | 0                       | 2    | 1    | 0    | 3     | 5             | 10         |    |  |
| 1:15 AM                             | 1                         | 0    | 0    | 0    | 1     | 0                       | 0    | 0    | 0    | 0     | 0                         | 0    | 1    | 0    | 1     | 0                       | 1    | 0    | 0    | 1     | 3             | 8          |    |  |
| 1:30 AM                             | 0                         | 0    | 0    | 0    | 0     | 0                       | 0    | 1    | 0    | 1     | 0                         | 0    | 0    | 0    | 0     | 0                       | 0    | 0    | 0    | 0     | 1             | 5          |    |  |
| 1:45 AM                             | 0                         | 0    | 0    | 0    | 0     | 0                       | 0    | 0    | 0    | 0     | 0                         | 1    | 0    | 0    | 1     | 0                       | 0    | 0    | 0    | 0     | 1             | 9          |    |  |
| 2:00 AM                             | 0                         | 0    | 0    | 0    | 0     | 0                       | 0    | 0    | 0    | 0     | 0                         | 0    | 0    | 0    | 0     | 1                       | 2    | 0    | 0    | 3     | 3             | 11         |    |  |
| 2:15 AM                             | 0                         | 0    | 0    | 0    | 0     | 0                       | 0    | 0    | 0    | 0     | 0                         | 0    | 0    | 0    | 0     | 0                       | 0    | 0    | 0    | 0     | 0             | 9          |    |  |
| 2:30 AM                             | 0                         | 0    | 0    | 0    | 0     | 0                       | 1    | 0    | 0    | 1     | 0                         | 0    | 1    | 0    | 1     | 0                       | 3    | 0    | 0    | 3     | 5             | 14         |    |  |
| 2:45 AM                             | 0                         | 0    | 1    | 0    | 1     | 0                       | 0    | 0    | 0    | 0     | 0                         | 0    | 0    | 0    | 0     | 0                       | 1    | 1    | 0    | 2     | 3             | 12         |    |  |
| 3:00 AM                             | 0                         | 0    | 0    | 0    | 0     | 0                       | 0    | 0    | 0    | 0     | 0                         | 0    | 1    | 0    | 1     | 0                       | 0    | 0    | 0    | 0     | 1             | 16         |    |  |
| 3:15 AM                             | 0                         | 1    | 0    | 0    | 1     | 0                       | 1    | 0    | 0    | 1     | 0                         | 1    | 0    | 0    | 1     | 1                       | 1    | 0    | 0    | 2     | 5             | 20         |    |  |
| 3:30 AM                             | 0                         | 0    | 0    | 0    | 0     | 0                       | 2    | 0    | 0    | 2     | 0                         | 1    | 0    | 0    | 1     | 0                       | 0    | 0    | 0    | 0     | 3             | 29         |    |  |
| 3:45 AM                             | 0                         | 0    | 0    | 0    | 0     | 0                       | 2    | 0    | 0    | 2     | 0                         | 1    | 1    | 0    | 2     | 1                       | 2    | 0    | 0    | 3     | 7             | 44         |    |  |
| 4:00 AM                             | 0                         | 0    | 0    | 0    | 0     | 0                       | 3    | 0    | 0    | 3     | 0                         | 1    | 1    | 0    | 2     | 0                       | 0    | 0    | 0    | 0     | 5             | 54         |    |  |
| 4:15 AM                             | 0                         | 0    | 0    | 0    | 0     | 0                       | 5    | 0    | 0    | 5     | 1                         | 4    | 2    | 0    | 7     | 0                       | 2    | 0    | 0    | 2     | 14            | 68         |    |  |
| 4:30 AM                             | 0                         | 1    | 0    | 0    | 1     | 0                       | 7    | 0    | 0    | 7     | 0                         | 2    | 3    | 0    | 5     | 1                       | 4    | 0    | 0    | 5     | 18            | 83         |    |  |
| 4:45 AM                             | 1                         | 0    | 0    | 0    | 1     | 0                       | 6    | 0    | 0    | 6     | 0                         | 3    | 2    | 0    | 5     | 2                       | 3    | 0    | 0    | 5     | 17            | 92         |    |  |
| 5:00 AM                             | 2                         | 0    | 0    | 0    | 2     | 0                       | 5    | 0    | 0    | 5     | 0                         | 2    | 2    | 0    | 4     | 1                       | 6    | 1    | 0    | 8     | 19            | 110        |    |  |
| 5:15 AM                             | 0                         | 1    | 0    | 0    | 1     | 0                       | 7    | 0    | 0    | 7     | 0                         | 3    | 7    | 0    | 10    | 1                       | 10   | 0    | 0    | 11    | 29            | 141        |    |  |
| 5:30 AM                             | 0                         | 1    | 0    | 0    | 1     | 0                       | 7    | 0    | 0    | 7     | 0                         | 5    | 6    | 0    | 11    | 0                       | 8    | 0    | 0    | 8     | 27            | 162        |    |  |
| 5:45 AM                             | 0                         | 1    | 1    | 0    | 2     | 0                       | 16   | 0    | 0    | 16    | 0                         | 3    | 8    | 0    | 11    | 0                       | 6    | 0    | 0    | 6     | 35            | 221        |    |  |
| 6:00 AM                             | 1                         | 0    | 0    | 0    | 1     | 0                       | 11   | 0    | 0    | 11    | 1                         | 10   | 11   | 0    | 22    | 1                       | 15   | 0    | 0    | 16    | 50            | 268        |    |  |
| 6:15 AM                             | 2                         | 1    | 2    | 0    | 5     | 0                       | 19   | 0    | 0    | 19    | 0                         | 3    | 9    | 0    | 12    | 3                       | 11   | 0    | 0    | 14    | 50            | 336        |    |  |
| 6:30 AM                             | 2                         | 4    | 1    | 0    | 7     | 0                       | 31   | 0    | 0    | 31    | 1                         | 8    | 11   | 0    | 20    | 8                       | 20   | 0    | 0    | 28    | 86            | 435        |    |  |
| 6:45 AM                             | 2                         | 1    | 2    | 0    | 5     | 0                       | 16   | 0    | 0    | 16    | 4                         | 9    | 22   | 0    | 35    | 2                       | 24   | 0    | 0    | 26    | 82            | 505        |    |  |
| 7:00 AM                             | 5                         | 0    | 0    | 0    | 5     | 0                       | 35   | 0    | 0    | 35    | 2                         | 16   | 31   | 0    | 49    | 5                       | 23   | 1    | 0    | 29    | 118           | 551        |    |  |
| 7:15 AM                             | 6                         | 6    | 0    | 0    | 12    | 1                       | 36   | 2    | 0    | 39    | 9                         | 12   | 42   | 0    | 63    | 2                       | 31   | 2    | 0    | 35    | 149           | 521        |    |  |
| 7:30 AM                             | 4                         | 6    | 1    | 0    | 11    | 1                       | 32   | 2    | 0    | 35    | 5                         | 20   | 43   | 0    | 68    | 7                       | 34   | 1    | 0    | 42    | 156           | 495        |    |  |
| 7:45 AM                             | 1                         | 4    | 1    | 0    | 6     | 0                       | 27   | 0    | 0    | 27    | 3                         | 7    | 36   | 0    | 46    | 18                      | 30   | 1    | 0    | 49    | 128           | 449        |    |  |
| 8:00 AM                             | 2                         | 6    | 0    | 0    | 8     | 1                       | 15   | 0    | 0    | 16    | 3                         | 15   | 19   | 0    | 37    | 7                       | 20   | 0    | 0    | 27    | 88            | 407        |    |  |
| 8:15 AM                             | 5                         | 5    | 0    | 0    | 10    | 0                       | 41   | 1    | 0    | 42    | 1                         | 13   | 32   | 0    | 46    | 2                       | 23   | 0    | 0    | 25    | 123           | 420        |    |  |
| 8:30 AM                             | 2                         | 3    | 1    | 0    | 6     | 0                       | 29   | 2    | 0    | 31    | 1                         | 8    | 28   | 0    | 37    | 10                      | 25   | 1    | 0    | 36    | 110           | 383        |    |  |
| 8:45 AM                             | 1                         | 4    | 1    | 0    | 6     | 0                       | 25   | 0    | 0    | 25    | 2                         | 6    | 25   | 0    | 33    | 4                       | 16   | 2    | 0    | 22    | 86            | 357        |    |  |
| 9:00 AM                             | 2                         | 2    | 1    | 0    | 5     | 0                       | 27   | 1    | 0    | 28    | 2                         | 8    | 18   | 0    | 28    | 10                      | 28   | 2    | 0    | 40    | 101           | 356        |    |  |
| 9:15 AM                             | 6                         | 6    | 0    | 0    | 12    | 1                       | 24   | 1    | 0    | 26    | 1                         | 5    | 9    | 0    | 15    | 10                      | 19   | 4    | 0    | 33    | 86            | 325        |    |  |
| 9:30 AM                             | 5                         | 4    | 0    | 0    | 9     | 0                       | 20   | 0    | 0    | 20    | 0                         | 9    | 12   | 0    | 21    | 4                       | 28   | 2    | 0    | 34    | 84            | 319        |    |  |
| 9:45 AM                             | 2                         | 7    | 0    | 0    | 9     | 0                       | 27   | 4    | 0    | 31    | 0                         | 4    | 11   | 0    | 15    | 6                       | 22   | 2    | 0    | 30    | 85            | 316        |    |  |
| 10:00 AM                            | 0                         | 3    | 0    | 0    | 3     | 2                       | 20   | 0    | 0    | 22    | 0                         | 8    | 14   | 0    | 22    | 7                       | 14   | 2    | 0    | 23    | 70            | 315        |    |  |
| 10:15 AM                            | 3                         | 7    | 0    | 0    | 10    | 0                       | 17   | 0    | 0    | 17    | 4                         | 11   | 10   | 0    | 25    | 8                       | 19   | 1    | 0    | 28    | 80            | 335        |    |  |
| 10:30 AM                            | 1                         | 1    | 2    | 0    | 4     | 2                       | 17   | 0    | 0    | 19    | 1                         | 10   | 21   | 0    | 32    | 6                       | 17   | 3    | 0    | 26    | 81            | 336        |    |  |
| 10:45 AM                            | 3                         | 5    | 0    | 0    | 8     | 3                       | 22   | 0    | 0    | 25    | 2                         | 4    | 16   | 0    | 22    | 7                       | 20   | 2    | 0    | 29    | 84            | 369        |    |  |
| 11:00 AM                            | 4                         | 7    | 1    | 0    | 12    | 0                       | 23   | 1    | 0    | 24    | 0                         | 8    | 11   | 0    | 19    | 9                       | 23   | 3    | 0    | 35    | 90            | 401        |    |  |
| 11:15 AM                            | 0                         | 5    | 0    | 0    | 5     | 0                       | 26   | 0    | 0    | 26    | 0                         | 8    | 8    | 0    | 16    | 15                      | 19   | 0    | 0    | 34    | 81            | 410        |    |  |
| 11:30 AM                            | 2                         | 8    | 0    | 0    | 10    | 0                       | 35   | 1    | 1    | 37    | 3                         | 6    | 13   | 0    | 22    | 13                      | 31   | 1    | 0    | 45    | 114           | 445        |    |  |
| 11:45 AM                            | 1                         | 7    | 0    | 0    | 8     | 0                       | 44   | 1    | 0    | 45    | 0                         | 8    | 15   | 0    | 23    | 16                      | 22   | 2    | 0    | 40    | 116           | 442        |    |  |
| 12:00 PM                            | 0                         | 8    | 0    | 0    | 8     | 0                       | 19   | 0    | 0    | 19    | 1                         | 6    | 10   | 0    | 17    | 21                      | 34   | 0    | 0    | 55    | 99            | 439        |    |  |
| 12:15 PM                            | 2                         | 9    | 1    | 0    | 12    | 0                       | 28   | 2    | 0    | 30    | 1                         | 7    | 17   | 0    | 25    | 17                      | 30   | 2    | 0    | 49    | 116           | 453        |    |  |
| 12:30 PM                            | 1                         | 6    | 0    | 0    | 7     | 0                       | 32   | 1    | 0    | 33    | 1                         | 4    | 19   | 0    | 24    | 15                      | 31   | 1    | 0    | 47    | 111           | 439        |    |  |
| 12:45 PM                            | 0                         | 5    | 0    | 0    | 5     | 1                       | 35   | 3    | 0    | 39    | 1                         | 5    | 9    | 0    | 15    | 19                      | 28   | 6    | 1    | 54    | 113           | 442        |    |  |
| 1:00 PM                             | 5                         | 10   | 0    | 0    | 15    | 1                       | 30   | 0    | 0    | 31    | 3                         | 7    | 8    | 0    | 18    | 17                      | 28   | 4    | 0    | 49    | 113           | 436        |    |  |
| 1:15 PM                             | 1                         | 6    | 1    | 0    | 8     | 1                       | 32   | 1    | 0    | 34    | 0                         | 7    | 10   | 0    | 17    | 18                      | 22   | 3    | 0    | 43    | 102           | 427        |    |  |
| 1:30 PM                             | 2                         | 8    | 0    | 0    | 10    | 1                       | 35   | 0    | 0    | 36    | 2                         | 10   | 5    | 0    | 17    | 11                      | 37   | 3    | 0    | 51    | 114           | 436        |    |  |
| 1:45 PM                             | 2                         | 8    | 1    | 0    | 11    | 0                       | 32   | 2    | 0    | 34    | 1                         | 7    | 14   | 0    | 22    | 22                      | 15   | 3    | 0    | 40    | 107           | 449        |    |  |
| 2:00 PM                             | 1                         | 12   | 0    | 0    | 13    | 1                       | 24   | 2    | 0    | 27    | 0                         | 5    | 10   | 0    | 15    | 13                      | 35   | 1    | 0    | 49    | 104           | 452        |    |  |
| 2:15 PM                             | 1                         | 10   | 1    | 0    | 12    | 0                       | 31   | 0    | 0    | 31    | 0                         | 10   | 15   | 0    | 25    | 16                      | 27   | 0    | 0    | 43    | 111           | 480        |    |  |
| 2:30 PM                             | 3                         | 7    | 0    | 0    | 10    | 1                       | 30   | 2    | 0    | 33    | 1                         | 9    | 19   | 0    | 29    | 18                      | 37   | 0    | 0    | 55    | 127           | 522        |    |  |
| 2:45 PM                             | 6                         | 12   | 0    | 0    | 18    | 2                       | 36   | 1    | 0    | 39    | 1                         | 4    | 11   | 0    | 16    | 10                      | 27   | 0    | 0    | 37    | 110           | 542        |    |  |
| 3:00 PM                             | 3                         | 14   | 0    | 0    | 17    | 1                       | 36   | 2    | 0    | 39    | 1                         | 7    | 14   | 0    | 22    | 13                      | 41   | 0    | 0    | 54    | 132           | 571        |    |  |
| 3:15 PM                             | 3                         | 9    | 0    | 0    | 12    | 1                       | 40   | 1    | 0    | 42    | 0                         | 12   | 20   | 0    | 32    | 19                      | 46   | 2    | 0    | 67    | 153           | 616        |    |  |
| 3:30 PM                             | 4                         | 14   | 0    | 0    | 18    | 0                       | 30   | 2    | 0    | 32    | 0                         | 9    | 21   | 0    | 30    | 19                      | 44   | 4    | 0    | 67    | 147           | 643        |    |  |
| 3:45 PM                             | 4                         | 6    | 1    | 0    | 11    | 0                       | 40   | 0    | 0    | 40    | 2                         | 6    | 10   | 0    | 18    | 32                      | 38   | 0    | 0    | 70    | 139           | 663        |    |  |
| 4:00 PM                             | 2                         | 22   | 0    | 0    | 24    | 0                       | 49   | 1    | 0    | 50    | 1                         | 8    | 19   | 0    | 28    | 39                      | 34   | 2    | 0    | 75    | 177           | 701        |    |  |
| 4:15 PM                             | 1                         | 16   | 0    | 0    | 17    | 0                       | 56   | 5    | 0    | 61    | 1                         | 6    | 15   | 0    | 22    | 33                      | 44   | 3    | 0    | 80    | 180           | 702        |    |  |
| 4:30 PM                             | 0                         | 15   | 0    | 0    | 15    | 0                       | 42   | 6    | 0    | 48    | 0                         | 8    | 31   | 0    | 39    | 24                      | 39   | 2    | 0    | 65    | 167           | 706        |    |  |
| 4:45 PM                             | 2                         | 22   | 0    | 0    | 24    | 2                       | 39   | 7    | 0    | 48    | 2                         | 7    | 20   | 0    | 29    | 24                      | 47   | 5    | 0    | 76    | 177           | 688        |    |  |
| 5:00 PM                             | 2                         | 17   | 0    | 0    | 19    | 1                       | 47   | 2    | 0    | 50    | 0                         | 4    | 20   | 0    | 24    | 40                      | 39   | 6    | 0    | 85    | 178           | 650        |    |  |
| 5:15 PM                             | 4                         | 18   | 0    | 0    | 22    | 0                       | 44   | 2    | 0    | 46    | 3                         | 4    | 26   | 0    | 33    | 31                      | 44   | 8    | 0    | 83    | 184           | 616        |    |  |
| 5:30 PM                             | 1                         | 16   | 0    | 0    | 17    | 0                       | 34   | 2    | 0    | 36    | 0                         | 5    | 17   | 0    | 22    | 25                      | 48   | 1    | 0    | 74    | 149           | 542        |    |  |
| 5:45 PM                             | 4                         | 15   | 0    | 0    | 19    | 1                       | 31   | 4    | 0    | 36    | 2                         | 11   | 12   | 0    | 25    | 23                      | 34   | 2    | 0    | 59    | 139           | 507        |    |  |
| 6:00 PM                             |                           |      |      |      |       |                         |      |      |      |       |                           |      |      |      |       |                         |      |      |      |       |               |            |    |  |

|                                   |                           |             |                     |
|-----------------------------------|---------------------------|-------------|---------------------|
| <b>Count Basics</b>               |                           |             | <b>Page 7 of 13</b> |
| Start Date:                       | Wednesday, March 30, 2022 | Weekday     | Schools in Session  |
| Total Number of Hours Counted: 24 |                           | Non-Holiday | No Special Events   |

*Sunset Dr. & Guthrie Dr.*



| 15-Minute<br>Time Period | From North  |      |      |      |       | From East  |      |      |      |       | From South  |      |      |      |       | From West  |      |      |      |       | 15-Min<br>Totals | Hourly<br>Sum |
|--------------------------|-------------|------|------|------|-------|------------|------|------|------|-------|-------------|------|------|------|-------|------------|------|------|------|-------|------------------|---------------|
|                          | Guthrie Dr. |      |      |      |       | Sunset Dr. |      |      |      |       | Guthrie Dr. |      |      |      |       | Sunset Dr. |      |      |      |       |                  |               |
|                          | Right       | Thru | Left | U-Tn | Total | Right      | Thru | Left | U-Tn | Total | Right       | Thru | Left | U-Tn | Total | Right      | Thru | Left | U-Tn | Total |                  |               |
| Pre-AM Peak Period       | 12:00 AM    | 0    | 0    | 0    | 0     | 0          | 0    | 0    | 0    | 0     | 0           | 0    | 0    | 0    | 0     | 0          | 0    | 0    | 0    | 0     | 0                | 0             |
|                          | 12:15 AM    | 0    | 0    | 0    | 0     | 0          | 0    | 0    | 0    | 0     | 0           | 0    | 0    | 0    | 0     | 0          | 0    | 0    | 0    | 0     | 0                | 0             |
|                          | 12:30 AM    | 0    | 0    | 0    | 0     | 0          | 0    | 0    | 0    | 0     | 0           | 0    | 0    | 0    | 0     | 0          | 0    | 0    | 0    | 0     | 0                | 0             |
|                          | 12:45 AM    | 0    | 0    | 0    | 0     | 0          | 0    | 0    | 0    | 0     | 0           | 0    | 0    | 0    | 0     | 0          | 0    | 0    | 0    | 0     | 0                | 0             |
|                          | 1:00 AM     | 0    | 0    | 0    | 0     | 0          | 0    | 0    | 0    | 0     | 0           | 0    | 0    | 0    | 0     | 0          | 0    | 0    | 0    | 0     | 0                | 0             |
|                          | 1:15 AM     | 0    | 0    | 0    | 0     | 0          | 0    | 0    | 0    | 0     | 0           | 0    | 0    | 0    | 0     | 0          | 0    | 0    | 0    | 0     | 0                | 0             |
|                          | 1:30 AM     | 0    | 0    | 0    | 0     | 0          | 0    | 0    | 0    | 0     | 0           | 0    | 0    | 0    | 0     | 0          | 0    | 0    | 0    | 0     | 0                | 0             |
|                          | 1:45 AM     | 0    | 0    | 0    | 0     | 0          | 0    | 0    | 0    | 0     | 0           | 0    | 0    | 0    | 0     | 0          | 0    | 0    | 0    | 0     | 0                | 0             |
|                          | 2:00 AM     | 0    | 0    | 0    | 0     | 0          | 0    | 0    | 0    | 0     | 0           | 0    | 0    | 0    | 0     | 0          | 0    | 0    | 0    | 0     | 0                | 0             |
|                          | 2:15 AM     | 0    | 0    | 0    | 0     | 0          | 0    | 0    | 0    | 0     | 0           | 0    | 0    | 0    | 0     | 0          | 0    | 1    | 0    | 0     | 1                | 1             |
|                          | 2:30 AM     | 0    | 0    | 0    | 0     | 0          | 0    | 0    | 0    | 0     | 0           | 0    | 0    | 0    | 0     | 0          | 0    | 0    | 0    | 0     | 0                | 0             |
|                          | 2:45 AM     | 0    | 0    | 0    | 0     | 0          | 0    | 1    | 0    | 0     | 1           | 0    | 0    | 0    | 0     | 0          | 0    | 0    | 0    | 0     | 0                | 1             |
|                          | 3:00 AM     | 0    | 0    | 0    | 0     | 0          | 0    | 0    | 0    | 0     | 0           | 0    | 0    | 0    | 0     | 0          | 0    | 0    | 0    | 0     | 0                | 0             |
|                          | 3:15 AM     | 0    | 0    | 0    | 0     | 0          | 0    | 0    | 0    | 0     | 0           | 0    | 0    | 0    | 0     | 0          | 0    | 0    | 0    | 0     | 0                | 0             |
|                          | 3:30 AM     | 0    | 0    | 0    | 0     | 0          | 0    | 0    | 0    | 0     | 0           | 0    | 0    | 0    | 0     | 0          | 0    | 0    | 0    | 0     | 0                | 0             |
|                          | 3:45 AM     | 0    | 0    | 0    | 0     | 0          | 0    | 0    | 0    | 0     | 0           | 0    | 0    | 0    | 0     | 0          | 0    | 0    | 0    | 0     | 0                | 0             |
|                          | 4:00 AM     | 0    | 0    | 0    | 0     | 0          | 0    | 0    | 0    | 0     | 0           | 0    | 0    | 0    | 0     | 0          | 0    | 0    | 0    | 0     | 0                | 0             |
|                          | 4:15 AM     | 0    | 0    | 0    | 0     | 0          | 0    | 0    | 0    | 0     | 0           | 0    | 0    | 0    | 0     | 0          | 0    | 0    | 0    | 0     | 0                | 0             |
|                          | 4:30 AM     | 0    | 0    | 0    | 0     | 0          | 0    | 0    | 0    | 0     | 0           | 0    | 0    | 0    | 0     | 0          | 0    | 0    | 0    | 0     | 0                | 0             |
|                          | 4:45 AM     | 0    | 0    | 0    | 0     | 0          | 0    | 0    | 0    | 0     | 0           | 0    | 0    | 0    | 0     | 0          | 0    | 0    | 0    | 0     | 0                | 0             |
|                          | 5:00 AM     | 0    | 0    | 0    | 0     | 0          | 0    | 0    | 0    | 0     | 0           | 0    | 0    | 0    | 0     | 0          | 0    | 0    | 0    | 0     | 0                | 0             |
|                          | 5:15 AM     | 0    | 0    | 0    | 0     | 0          | 0    | 0    | 0    | 0     | 0           | 0    | 0    | 0    | 0     | 0          | 0    | 1    | 0    | 0     | 1                | 1             |
|                          | 5:30 AM     | 0    | 0    | 0    | 0     | 0          | 0    | 0    | 0    | 0     | 0           | 0    | 1    | 0    | 0     | 1          | 0    | 0    | 0    | 0     | 0                | 1             |
|                          | 5:45 AM     | 0    | 0    | 0    | 0     | 0          | 0    | 0    | 0    | 0     | 0           | 0    | 0    | 0    | 0     | 0          | 0    | 0    | 0    | 0     | 0                | 0             |
| 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                | 0             |
|                          | 6:15 AM     | 0    | 0    | 0    | 0     | 0          | 0    | 0    | 0    | 0     | 0           | 0    | 0    | 0    | 0     | 0          | 1    | 0    | 0    | 0     | 1                | 1             |
|                          | 6:30 AM     | 0    | 0    | 0    | 0     | 0          | 0    | 1    | 0    | 0     | 1           | 0    | 0    | 1    | 0     | 1          | 0    | 0    | 0    | 0     | 2                | 2             |
|                          | 6:45 AM     |      |      |      |       |            |      |      |      |       |             |      |      |      |       |            |      |      |      |       |                  |               |

| Hourly Time Period<br>Start Time |   | From North<br>Guthrie Dr. |      |      |      | From East<br>Sunset Dr. |       |      |      | From South<br>Guthrie Dr. |       |       |      | From West<br>Sunset Dr. |      |       |       | Total Hourly Volume |      |      |      |       |
|----------------------------------|---|---------------------------|------|------|------|-------------------------|-------|------|------|---------------------------|-------|-------|------|-------------------------|------|-------|-------|---------------------|------|------|------|-------|
|                                  |   | 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 7:00 AM                | 1    | 1    | 1    | 0                       | 0     | 3    | 0    | 1                         | 1     | 0     | 2    | 1                       | 1    | 0     | 0     |                     | 2    | 3    | 1    | 2     |
| MD 12:15 PM                      | 1 | 0                         | 0    | 0    | 1    | 0                       | 1     | 0    | 1    | 0                         | 5     | 0     | 2    | 3                       | 0    | 5     | 3     | 2                   | 0    | 0    | 5    | 16    |
| PM 4:00 PM                       | 0 | 0                         | 0    | 0    | 0    | 0                       | 0     | 3    | 1    | 0                         | 4     | 0     | 1    | 3                       | 0    | 4     | 1     | 1                   | 0    | 0    | 2    | 10    |

|                                |                           |                     |                    |
|--------------------------------|---------------------------|---------------------|--------------------|
| <b>Count Basics</b>            |                           | <b>Page 8 of 13</b> |                    |
| Start Date:                    | Wednesday, March 30, 2022 | Weekday             | Schools in Session |
| Total Number of Hours Counted: | 24                        | Non-Holiday         | No Special Events  |

*Sunset Dr. & Guthrie Dr.*

[illegible]

| Hourly<br>Time Period<br>Start Time | From North  |      |      |      |       | From East  |      |      |      |       | From South  |      |      |      |       | From West  |      |      |      |       | Total<br>Hourly<br>Volume |
|-------------------------------------|-------------|------|------|------|-------|------------|------|------|------|-------|-------------|------|------|------|-------|------------|------|------|------|-------|---------------------------|
|                                     | Guthrie Dr. |      |      |      |       | Sunset Dr. |      |      |      |       | Guthrie Dr. |      |      |      |       | Sunset Dr. |      |      |      |       |                           |
|                                     | 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 7:00 AM                          | 0           | 0    | 0    | 0    | 0     | 0          | 0    | 0    | 0    | 0     | 0           | 0    | 0    | 0    | 0     | 0          | 0    | 0    | 0    | 0     | 0                         |
| MD 12:15 PM                         | 0           | 0    | 0    | 0    | 0     | 0          | 1    | 0    | 0    | 1     | 0           | 0    | 0    | 0    | 0     | 0          | 0    | 0    | 0    | 0     | 1                         |
| PM 4:00 PM                          | 0           | 0    | 0    | 0    | 0     | 0          | 0    | 0    | 0    | 0     | 0           | 0    | 0    | 0    | 0     | 0          | 1    | 0    | 0    | 1     | 0                         |

## Intersection Traffic Volume Report

|                                |                           |                     |                    |
|--------------------------------|---------------------------|---------------------|--------------------|
| <b>Count Basics</b>            |                           | <b>Page 9 of 13</b> |                    |
| Start Date:                    | Wednesday, March 30, 2022 | Weekday             | Schools in Session |
| Total Number of Hours Counted: | 24                        | Non-Holiday         | No Special Events  |

### 15-Minute Heavy Vehicle Data

**Sunset Dr. & Guthrie Dr.**



### 15-Minute Heavy Vehicle Data

| 15-Minute<br>Time Period | <div>↓<br/>From North</div> |      |      |      |       | <div>←<br/>From East</div> |      |      |      |       | <div>↑<br/>From South</div> |      |      |      |       | <div>→<br/>From West</div> |      |      |      |       | 15-Min<br>Totals | Hourly<br>Sum |
|--------------------------|-----------------------------|------|------|------|-------|----------------------------|------|------|------|-------|-----------------------------|------|------|------|-------|----------------------------|------|------|------|-------|------------------|---------------|
|                          | Guthrie Dr.                 |      |      |      |       | Sunset Dr.                 |      |      |      |       | Guthrie Dr.                 |      |      |      |       | Sunset Dr.                 |      |      |      |       |                  |               |
|                          | Right                       | Thru | Left | U-Tn | Total | Right                      | Thru | Left | U-Tn | Total | Right                       | Thru | Left | U-Tn | Total | Right                      | Thru | Left | U-Tn | Total |                  |               |
| Pre-AM Peak Period       | 12:00 AM                    | 0    | 0    | 0    | 0     | 0                          | 0    | 0    | 0    | 0     | 0                           | 0    | 0    | 0    | 0     | 0                          | 0    | 1    | 0    | 0     | 1                |               |
|                          | 12:15 AM                    | 0    | 0    | 0    | 0     | 0                          | 0    | 0    | 0    | 0     | 0                           | 0    | 0    | 0    | 0     | 0                          | 0    | 1    | 0    | 0     | 1                |               |
|                          | 12:30 AM                    | 0    | 0    | 0    | 0     | 0                          | 0    | 0    | 0    | 0     | 0                           | 0    | 0    | 0    | 0     | 0                          | 0    | 1    | 0    | 0     | 1                |               |
|                          | 12:45 AM                    | 0    | 0    | 0    | 0     | 0                          | 0    | 0    | 0    | 0     | 0                           | 0    | 0    | 0    | 0     | 0                          | 0    | 1    | 0    | 0     | 1                |               |
|                          | 1:00 AM                     | 0    | 0    | 0    | 0     | 0                          | 0    | 0    | 0    | 0     | 0                           | 0    | 0    | 0    | 0     | 0                          | 0    | 1    | 0    | 0     | 1                |               |
|                          | 1:15 AM                     | 0    | 0    | 0    | 0     | 0                          | 0    | 0    | 0    | 0     | 0                           | 0    | 0    | 0    | 0     | 0                          | 0    | 1    | 0    | 0     | 1                |               |
|                          | 1:30 AM                     | 0    | 0    | 0    | 0     | 0                          | 0    | 0    | 0    | 0     | 0                           | 0    | 0    | 0    | 0     | 0                          | 0    | 1    | 0    | 0     | 1                |               |
|                          | 1:45 AM                     | 0    | 0    | 0    | 0     | 0                          | 0    | 0    | 0    | 0     | 0                           | 0    | 0    | 0    | 0     | 0                          | 0    | 1    | 0    | 0     | 1                |               |
|                          | 2:00 AM                     | 0    | 0    | 0    | 0     | 0                          | 0    | 0    | 0    | 0     | 0                           | 0    | 0    | 0    | 0     | 0                          | 0    | 1    | 0    | 0     | 1                |               |
|                          | 2:15 AM                     | 0    | 0    | 0    | 0     | 0                          | 0    | 0    | 0    | 0     | 0                           | 0    | 0    | 0    | 0     | 0                          | 0    | 1    | 0    | 0     | 1                |               |
|                          | 2:30 AM                     | 0    | 0    | 0    | 0     | 0                          | 0    | 0    | 0    | 0     | 0                           | 0    | 0    | 0    | 0     | 0                          | 0    | 1    | 0    | 0     | 1                |               |
|                          | 2:45 AM                     | 0    | 0    | 0    | 0     | 0                          | 0    | 1    | 0    | 0     | 1                           | 0    | 0    | 0    | 0     | 0                          | 0    | 1    | 0    | 0     | 1                |               |
|                          | 3:00 AM                     | 0    | 0    | 0    | 0     | 0                          | 0    | 0    | 0    | 0     | 0                           | 0    | 0    | 0    | 0     | 0                          | 0    | 1    | 0    | 0     | 1                |               |
|                          | 3:15 AM                     | 0    | 0    | 0    | 0     | 0                          | 0    | 0    | 0    | 0     | 0                           | 0    | 0    | 0    | 0     | 0                          | 0    | 1    | 0    | 0     | 1                |               |
|                          | 3:30 AM                     | 0    | 0    | 0    | 0     | 0                          | 0    | 0    | 0    | 0     | 0                           | 0    | 0    | 0    | 0     | 0                          | 0    | 1    | 0    | 0     | 1                |               |
|                          | 3:45 AM                     | 0    | 0    | 0    | 0     | 0                          | 0    | 0    | 0    | 0     | 0                           | 0    | 0    | 0    | 0     | 0                          | 0    | 1    | 0    | 0     | 1                |               |
|                          | 4:00 AM                     | 0    | 0    | 0    | 0     | 0                          | 0    | 0    | 0    | 0     | 0                           | 0    | 0    | 0    | 0     | 0                          | 0    | 1    | 0    | 0     | 1                |               |
|                          | 4:15 AM                     | 0    | 0    | 0    | 0     | 0                          | 0    | 0    | 0    | 0     | 0                           | 0    | 0    | 0    | 0     | 0                          | 0    | 1    | 0    | 0     | 1                |               |
|                          | 4:30 AM                     | 0    | 0    | 0    | 0     | 0                          | 0    | 0    | 0    | 0     | 0                           | 0    | 0    | 0    | 0     | 0                          | 0    | 1    | 0    | 0     | 1                |               |
|                          | 4:45 AM                     | 0    | 0    | 0    | 0     | 0                          | 0    | 0    | 0    | 0     | 0                           | 0    | 0    | 0    | 0     | 0                          | 0    | 1    | 0    | 0     | 1                |               |
| 5:00 AM                  | 0                           | 0    | 0    | 0    | 0     | 0                          | 0    | 0    | 0    | 0     | 0                           | 0    | 0    | 0    | 0     | 0                          | 1    | 0    | 0    | 1     |                  |               |
| 5:15 AM                  | 0                           | 0    | 0    | 0    | 0     | 0                          | 0    | 0    | 0    | 0     | 0                           | 0    | 0    | 0    | 0     | 0                          | 1    | 0    | 0    | 1     |                  |               |
| 5:30 AM                  | 0                           | 0    | 0    | 0    | 0     | 0                          | 1    | 0    | 0    | 1     | 0                           | 1    | 0    | 0    | 1     | 0                          | 0    | 0    | 0    | 2     |                  |               |
| 5:45 AM                  | 0                           | 0    | 0    | 0    | 0     | 0                          | 0    | 0    | 0    | 0     | 0                           | 0    | 0    | 0    | 0     | 0                          | 0    | 0    | 0    | 0     |                  |               |
| 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                |               |
|                          | 6:15 AM                     | 0    | 0    | 0    | 0     | 0                          | 0    | 0    | 0    | 0     | 0                           | 0    | 0    | 0    | 0     | 1                          | 0    | 0    | 0    | 1     | 1                |               |
|                          | 6:30 AM                     | 0    | 0    | 0    | 0     | 0                          | 0    | 1    | 0    | 0     | 1                           | 0    | 1    | 0    | 1     | 0                          | 0    | 0    | 0    | 2     | 2                |               |
|                          | 6:45 AM                     | 0    | 0    | 0    | 0     | 0                          | 0    | 0    | 0    | 0     | 1                           | 1    | 2    | 0    | 4     | 1                          | 1    | 1    | 0    | 3     | 7                |               |
|                          | 7:00                        |      |      |      |       |                            |      |      |      |       |                             |      |      |      |       |                            |      |      |      |       |                  |               |

### Peak Hour Heavy Vehicle Volume Summary

| Peak Hour Heavy Vehicle Volume Summary |                           |      |      |      |       |                         |      |      |      |       |                           |      |      |      |       |                         |      |      |      |       |                     |
|----------------------------------------|---------------------------|------|------|------|-------|-------------------------|------|------|------|-------|---------------------------|------|------|------|-------|-------------------------|------|------|------|-------|---------------------|
| Hourly Time Period                     | From North<br>Guthrie Dr. |      |      |      |       | From East<br>Sunset Dr. |      |      |      |       | From South<br>Guthrie Dr. |      |      |      |       | From West<br>Sunset Dr. |      |      |      |       | Total Hourly Volume |
|                                        | 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 7:00 AM                             | 1                         | 1    | 1    | 0    | 3     | 0                       | 1    | 1    | 0    | 2     | 1                         | 1    | 0    | 0    | 2     | 3                       | 1    | 2    | 0    | 6     | 13                  |
| MD 12:15 PM                            | 1                         | 0    | 0    | 0    | 1     | 0                       | 5    | 1    | 0    | 6     | 0                         | 2    | 3    | 0    | 5     | 3                       | 2    | 0    | 0    | 5     | 17                  |
| PM 4:00 PM                             | 0                         | 0    | 0    | 0    | 0     | 0                       | 3    | 1    | 0    | 4     | 0                         | 1    | 3    | 0    | 4     | 1                       | 2    | 0    | 0    | 3     | 17                  |

### 15-Minute Heavy Vehicle Percentages

**Sunset Dr. & Guthrie Dr.**

[illegible]

| Hourly Time Period | From North<br>Guthrie Dr. |      |      |      | From East<br>Sunset Dr. |       |      |      | From South<br>Guthrie Dr. |       |       |      | From West<br>Sunset Dr. |      |       |       | Hourly Heavy Vehicle Percent |      |      |      |       |
|--------------------|---------------------------|------|------|------|-------------------------|-------|------|------|---------------------------|-------|-------|------|-------------------------|------|-------|-------|------------------------------|------|------|------|-------|
|                    | 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 7:00 AM                | 5.9  | 5.9  | 33.3 | 0.0                     | 8.1   | 0.0  | 0.8  | 20.0                      | 0.0   | 1.4   | 5.0  | 1.8                     | 0.0  | 0.0   | 0.9   |                              | 8.6  | 0.8  | 28.6 | 0.0   |
| MD 12:15 PM        | 11.1                      | 1.1  | 0.0  | 0.0  | 2.5                     | 0.0   | 3.8  | 14.3 | 0.0                       | 4.3   | 0.0   | 8.0  | 5.4                     | 0.0  | 5.7   | 4.2   | 1.7                          | 0.0  | 0.0  | 2.5  | 3.6   |
| PM 4:00 PM         | 0.0                       | 0.0  | 0.0  | 0.0  | 0.0                     | 0.0   | 1.6  | 5.0  | 0.0                       | 1.9   | 0.0   | 3.3  | 3.4                     | 0.0  | 3.3   | 0.8   | 1.2                          | 0.0  | 0.0  | 1.0  | 1.5   |

# Intersection Traffic Volume Report

| Count Basics                   |                           |             | Page 11 of 13      |  |
|--------------------------------|---------------------------|-------------|--------------------|--|
| Start Date:                    | Wednesday, March 30, 2022 | Weekday     | Schools in Session |  |
| Total Number of Hours Counted: | 24                        | Non-Holiday | No Special Events  |  |

## 15-Minute Pedestrian and Bicyclist Data

Sunset Dr. & Guthrie Dr.



### 15-Minute Pedestrian and Bicyclist Data

| 15-Minute<br>Time Period<br>Start Time | Crossing  |           |       | Crossing  |           |       | Crossing  |           |       | Crossing  |           |       | 15-Min<br>Totals | Hourly<br>Sum |
|----------------------------------------|--------------------------------------------------------------------------------------------|-----------|-------|--------------------------------------------------------------------------------------------|-----------|-------|--------------------------------------------------------------------------------------------|-----------|-------|--------------------------------------------------------------------------------------------|-----------|-------|------------------|---------------|
|                                        | Guthrie Dr.                                                                                |           |       | Sunset Dr.                                                                                 |           |       | Guthrie Dr.                                                                                |           |       | Sunset Dr.                                                                                 |           |       |                  |               |
|                                        | Pedestrian                                                                                 | Bicyclist | Total | Pedestrian                                                                                 | Bicyclist | Total | Pedestrian                                                                                 | Bicyclist | Total | Pedestrian                                                                                 | Bicyclist | Total |                  |               |
| Pre-AM Peak Period                     | 12:00 AM                                                                                   | 0         | 0     | 0                                                                                          | 0         | 0     | 0                                                                                          | 0         | 0     | 0                                                                                          | 0         | 0     | 0                | 0             |
|                                        | 12:15 AM                                                                                   | 0         | 0     | 0                                                                                          | 0         | 0     | 0                                                                                          | 0         | 0     | 0                                                                                          | 0         | 0     | 0                | 0             |
|                                        | 12:30 AM                                                                                   | 0         | 0     | 0                                                                                          | 0         | 0     | 0                                                                                          | 0         | 0     | 0                                                                                          | 0         | 0     | 0                | 0             |
|                                        | 12:45 AM                                                                                   | 0         | 0     | 0                                                                                          | 0         | 0     | 0                                                                                          | 0         | 0     | 0                                                                                          | 0         | 0     | 0                | 0             |
|                                        | 1:00 AM                                                                                    | 0         | 0     | 0                                                                                          | 0         | 0     | 0                                                                                          | 0         | 0     | 0                                                                                          | 0         | 0     | 0                | 0             |
|                                        | 1:15 AM                                                                                    | 0         | 0     | 0                                                                                          | 0         | 0     | 0                                                                                          | 0         | 0     | 0                                                                                          | 0         | 0     | 0                | 0             |
|                                        | 1:30 AM                                                                                    | 0         | 0     | 0                                                                                          | 0         | 0     | 0                                                                                          | 0         | 0     | 0                                                                                          | 0         | 0     | 0                | 0             |
|                                        | 1:45 AM                                                                                    | 0         | 0     | 0                                                                                          | 0         | 0     | 0                                                                                          | 0         | 0     | 0                                                                                          | 0         | 0     | 0                | 0             |
|                                        | 2:00 AM                                                                                    | 0         | 0     | 0                                                                                          | 0         | 0     | 0                                                                                          | 0         | 0     | 0                                                                                          | 0         | 0     | 0                | 0             |
|                                        | 2:15 AM                                                                                    | 0         | 0     | 0                                                                                          | 0         | 0     | 0                                                                                          | 0         | 0     | 0                                                                                          | 0         | 0     | 0                | 0             |
|                                        | 2:30 AM                                                                                    | 0         | 0     | 0                                                                                          | 0         | 0     | 0                                                                                          | 0         | 0     | 0                                                                                          | 0         | 0     | 0                | 0             |
|                                        | 2:45 AM                                                                                    | 0         | 0     | 0                                                                                          | 0         | 0     | 0                                                                                          | 0         | 0     | 0                                                                                          | 0         | 0     | 0                | 0             |
|                                        | 3:00 AM                                                                                    | 0         | 0     | 0                                                                                          | 0         | 0     | 0                                                                                          | 0         | 0     | 0                                                                                          | 0         | 0     | 0                | 0             |
|                                        | 3:15 AM                                                                                    | 0         | 0     | 0                                                                                          | 0         | 0     | 0                                                                                          | 0         | 0     | 0                                                                                          | 0         | 0     | 0                | 0             |
|                                        | 3:30 AM                                                                                    | 0         | 0     | 0                                                                                          | 0         | 0     | 0                                                                                          | 0         | 0     | 0                                                                                          | 0         | 0     | 0                | 0             |
|                                        | 3:45 AM                                                                                    | 0         | 0     | 0                                                                                          | 0         | 0     | 0                                                                                          | 0         | 0     | 0                                                                                          | 0         | 0     | 0                | 0             |
| AM Peak Period                         | 4:00 AM                                                                                    | 0         | 0     | 0                                                                                          | 0         | 0     | 0                                                                                          | 0         | 0     | 0                                                                                          | 0         | 0     | 0                | 0             |
|                                        | 4:15 AM                                                                                    | 0         | 0     | 0                                                                                          | 0         | 0     | 0                                                                                          | 0         | 0     | 0                                                                                          | 0         | 0     | 0                | 0             |
|                                        | 4:30 AM                                                                                    | 0         | 0     | 0                                                                                          | 0         | 0     | 0                                                                                          | 0         | 0     | 0                                                                                          | 0         | 0     | 0                | 0             |
|                                        | 4:45 AM                                                                                    | 0         | 0     | 0                                                                                          | 0         | 0     | 0                                                                                          | 0         | 0     | 0                                                                                          | 0         | 0     | 0                | 0             |
|                                        | 5:00 AM                                                                                    | 0         | 0     | 0                                                                                          | 0         | 0     | 0                                                                                          | 0         | 0     | 0                                                                                          | 0         | 0     | 0                | 0             |
|                                        | 5:15 AM                                                                                    | 0         | 0     | 0                                                                                          | 0         | 0     | 0                                                                                          | 0         | 0     | 0                                                                                          | 0         | 0     | 0                | 0             |
|                                        | 5:30 AM                                                                                    | 0         | 0     | 0                                                                                          | 0         | 0     | 0                                                                                          | 0         | 0     | 0                                                                                          | 0         | 0     | 0                | 0             |
|                                        | 5:45 AM                                                                                    | 0         | 0     | 0                                                                                          | 0         | 0     | 0                                                                                          | 0         | 0     | 0                                                                                          | 0         | 0     | 0                | 0             |
|                                        | 6:00 AM                                                                                    | 0         | 0     | 0                                                                                          | 0         | 0     | 0                                                                                          | 0         | 0     | 0                                                                                          | 0         | 0     | 0                | 0             |
|                                        | 6:15 AM                                                                                    | 0         | 0     | 0                                                                                          | 0         | 0     | 0                                                                                          | 0         | 0     | 0                                                                                          | 0         | 0     | 0                | 0             |
|                                        | 6:30 AM                                                                                    | 0         | 0     | 0                                                                                          | 0         | 0     | 0                                                                                          | 0         | 0     | 0                                                                                          | 0         | 0     | 0                | 0             |
|                                        | 6:45 AM                                                                                    | 0         | 0     | 0                                                                                          | 0         | 0     | 0                                                                                          | 0         | 0     | 0                                                                                          | 0         | 0     | 0                | 0             |
|                                        | 7:00 AM                                                                                    | 0         | 0     | 0                                                                                          | 0         | 0     | 0                                                                                          | 0         | 0     | 0                                                                                          | 0         | 0     | 0                | 0             |
|                                        | 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                | 1             |
|                                        | 7:45 AM                                                                                    | 0         | 0     | 0                                                                                          | 0         | 0     | 0                                                                                          | 0         | 0     | 0                                                                                          | 0         | 0     | 0                | 1             |
| Midday Peak Period                     | 8:00 AM                                                                                    | 0         | 0     | 0                                                                                          | 0         | 0     | 0                                                                                          | 0         | 0     | 0                                                                                          | 0         | 0     | 0                | 1             |
|                                        | 8:15 AM                                                                                    | 1         | 0     | 1                                                                                          | 0         | 0     | 0                                                                                          | 0         | 0     | 0                                                                                          | 0         | 0     | 1                | 2             |
|                                        | 8:30 AM                                                                                    | 0         | 0     | 0                                                                                          | 0         | 0     | 0                                                                                          | 0         | 0     | 0                                                                                          | 0         | 0     | 0                | 2             |
|                                        | 8:45 AM                                                                                    | 0         | 0     | 0                                                                                          | 0         | 0     | 0                                                                                          | 0         | 0     | 0                                                                                          | 0         | 0     | 0                | 2             |
|                                        | 9:00 AM                                                                                    | 0         | 0     | 0                                                                                          | 0         | 0     | 0                                                                                          | 0         | 1     | 0                                                                                          | 1         | 1     | 3                |               |
|                                        | 9:15 AM                                                                                    | 0         | 0     | 0                                                                                          | 0         | 0     | 0                                                                                          | 0         | 1     | 0                                                                                          | 1         | 1     | 2                |               |
|                                        | 9:30 AM                                                                                    | 0         | 0     | 0                                                                                          | 0         | 0     | 0                                                                                          | 0         | 0     | 0                                                                                          | 0         | 0     | 0                | 1             |
|                                        | 9:45 AM                                                                                    | 1         | 0     | 1                                                                                          | 0         | 0     | 0                                                                                          | 0         | 0     | 0                                                                                          | 0         | 0     | 1                | 2             |
|                                        | 10:00 AM                                                                                   | 0         | 0     | 0                                                                                          | 0         | 0     | 0                                                                                          | 0         | 0     | 0                                                                                          | 0         | 0     | 0                | 3             |
|                                        | 10:15 AM                                                                                   | 0         | 0     | 0                                                                                          | 0         | 0     | 0                                                                                          | 0         | 0     | 0                                                                                          | 0         | 0     | 0                | 5             |
|                                        | 10:30 AM                                                                                   | 1         | 0     | 1                                                                                          | 0         | 0     | 0                                                                                          | 0         | 0     | 0                                                                                          | 0         | 0     | 1                | 6             |
|                                        | 10:45 AM                                                                                   | 1         | 0     | 1                                                                                          | 0         | 0     | 0                                                                                          | 0         | 0     | 1                                                                                          | 0         | 1     | 2                | 5             |
|                                        | 11:00 AM                                                                                   | 0         | 0     | 0                                                                                          | 0         | 0     | 0                                                                                          | 0         | 2     | 0                                                                                          | 2         | 2     | 4                |               |
|                                        | 11:15 AM                                                                                   | 0         | 0     | 0                                                                                          | 0         | 0     | 0                                                                                          | 0         | 0     | 1                                                                                          | 0         | 1     | 1                | 2             |
|                                        | 11:30 AM                                                                                   | 0         | 0     | 0                                                                                          | 0         | 0     | 0                                                                                          | 0         | 0     | 0                                                                                          | 0         | 0     | 0                | 3             |
|                                        | 11:45 AM                                                                                   | 0         | 0     | 0                                                                                          | 0         | 0     | 0                                                                                          | 0         | 1     | 0                                                                                          | 1         | 1     | 3                |               |
| PM Peak Period                         | 12:00 PM                                                                                   | 0         | 0     | 0                                                                                          | 0         | 0     | 0                                                                                          | 0         | 0     | 0                                                                                          | 0         | 0     | 0                | 2             |
|                                        | 12:15 PM                                                                                   | 2         | 0     | 2                                                                                          | 0         | 0     | 0                                                                                          | 0         | 0     | 0                                                                                          | 0         | 0     | 2                | 2             |
|                                        | 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                | 1             |
|                                        | 2:45 PM                                                                                    | 0         | 0     | 0                                                                                          | 0         | 0     | 0                                                                                          | 0         | 0     | 0                                                                                          | 0         | 0     | 0                | 1             |
|                                        | 3:00 PM                                                                                    | 0         | 0     | 0                                                                                          | 0         | 0     | 0                                                                                          | 0         | 0     | 0                                                                                          | 0         | 0     | 0                | 1             |
|                                        | 3:15 PM                                                                                    | 0         | 0     | 0                                                                                          | 0         | 0     | 0                                                                                          | 0         | 0     | 0                                                                                          | 1         | 1     | 1                | 1             |
|                                        | 3:30 PM                                                                                    | 0         | 0     | 0                                                                                          | 0         | 0     | 0                                                                                          | 0         | 0     | 0                                                                                          | 0         | 0     | 0                | 0             |
|                                        | 3:45 PM                                                                                    | 0         | 0     | 0                                                                                          | 0         | 0     | 0                                                                                          | 0         | 0     | 0                                                                                          | 0         | 0     | 0                | 3             |
| Post PM Peak Period                    | 4:00 PM                                                                                    | 0         | 0     | 0                                                                                          | 0         | 0     | 0                                                                                          | 0         | 0     | 0                                                                                          | 0         | 0     | 0                | 5             |
|                                        | 4:15 PM                                                                                    | 0         | 0     | 0                                                                                          | 0         | 0     | 0                                                                                          | 0         | 0     | 0                                                                                          | 0         | 0     | 0                | 8             |
|                                        | 4:30 PM                                                                                    | 1         | 1     | 2                                                                                          | 0         | 0     | 0                                                                                          | 0         | 0     | 1                                                                                          | 0         | 1     | 3                | 9             |
|                                        | 4:45 PM                                                                                    | 0         | 1     | 1                                                                                          | 0         | 0     | 0                                                                                          | 0         | 0     | 1                                                                                          | 0         | 1     | 2                | 6             |
|                                        | 5:00 PM                                                                                    | 1         | 1     | 2                                                                                          | 0         | 0     | 0                                                                                          | 0         | 0     | 1                                                                                          | 0         | 1     | 3                | 5             |
|                                        | 5:15 PM                                                                                    | 0         | 1     | 1                                                                                          | 0         | 0     | 0                                                                                          | 0         | 0     | 0                                                                                          | 0         | 0     | 1                | 4             |
|                                        | 5:30 PM                                                                                    | 0         | 0     | 0                                                                                          | 0         | 0     | 0                                                                                          | 0         | 0     | 0                                                                                          | 0         | 0     | 0                | 6             |
|                                        | 5:45 PM                                                                                    | 0         | 0     | 0                                                                                          | 0         | 0     | 0                                                                                          | 0         | 0     | 1                                                                                          | 0         | 1     | 1                | 8             |
|                                        | 6:00 PM                                                                                    | 1         | 0     | 1                                                                                          | 0         | 0     | 0                                                                                          | 0         | 0     | 1                                                                                          | 0         | 1     | 2                | 8             |
|                                        | 6:15 PM                                                                                    | 2         | 0     | 2                                                                                          | 0         | 0     | 0                                                                                          | 0         | 0     | 1                                                                                          | 0         | 1     | 3                | 6             |
|                                        | 6:30 PM                                                                                    | 1         | 0     | 1                                                                                          | 0         | 0     | 0                                                                                          | 0         | 0     | 1                                                                                          | 0         | 1     | 2                | 3             |
|                                        | 6:45 PM                                                                                    | 1         | 0     | 1                                                                                          | 0         | 0     | 0                                                                                          | 0         | 0     | 0                                                                                          | 0         | 0     | 1                | 1             |
|                                        | 7:00 PM                                                                                    | 0         | 0     | 0                                                                                          | 0         | 0     | 0                                                                                          | 0         | 0     | 0                                                                                          | 0         | 0     | 0                | 0             |
|                                        | 7:15 PM                                                                                    | 0         | 0     | 0                                                                                          | 0         | 0     | 0                                                                                          | 0         | 0     | 0                                                                                          | 0         | 0     | 0                | 0             |
|                                        | 7:30 PM                                                                                    | 0         | 0     | 0                                                                                          | 0         | 0     | 0                                                                                          | 0         | 0     | 0                                                                                          | 0         | 0     | 0                | 0             |
|                                        | 7:45 PM                                                                                    | 0         | 0     | 0                                                                                          | 0         | 0     | 0                                                                                          | 0         | 0     | 0                                                                                          | 0         | 0     | 0                | 0             |
| 8:00 PM                                | 0                                                                                          | 0         | 0     | 0                                                                                          | 0         | 0     | 0                                                                                          | 0         | 0     | 0                                                                                          | 0         | 0     | 0                |               |
| 8:15 PM                                | 0                                                                                          | 0         | 0     | 0                                                                                          | 0         | 0     | 0                                                                                          | 0         | 0     | 0                                                                                          | 0         | 0     | 0                |               |
| 8:30 PM                                | 0                                                                                          | 0         | 0     | 0                                                                                          | 0         | 0     | 0                                                                                          | 0         | 0     | 0                                                                                          | 0         | 0     | 0                |               |
| 8:45 PM                                | 0                                                                                          | 0         | 0     | 0                                                                                          | 0         | 0     | 0                                                                                          | 0         | 0     | 0                                                                                          | 0         | 0     | 0                |               |
| 9:00 PM                                | 0                                                                                          | 0         | 0     | 0                                                                                          | 0         | 0     | 0                                                                                          | 0         | 0     | 0                                                                                          | 0         | 0     | 0                |               |
| 9:15 PM                                | 0                                                                                          | 0         | 0     | 0                                                                                          | 0         | 0     | 0                                                                                          | 0         | 0     | 0                                                                                          | 0         | 0     | 0                |               |
| 9:30 PM                                | 0                                                                                          | 0         | 0     | 0                                                                                          | 0         | 0     | 0                                                                                          | 0         | 0     | 0                                                                                          | 0         | 0     | 0                |               |
| 9:45 PM                                | 0                                                                                          | 0         | 0     | 0                                                                                          | 0         | 0     | 0                                                                                          | 0         | 0     | 0                                                                                          | 0         | 0     | 0                |               |
| Totals                                 | 10:00 PM                                                                                   | 0         | 0     | 0                                                                                          | 0         | 0     | 0                                                                                          | 0         | 0     | 0                                                                                          | 0         | 0     | 0                | 0             |
|                                        | 10:15 PM                                                                                   | 0         | 0     | 0                                                                                          | 0         | 0     | 0                                                                                          | 0         | 0     | 0                                                                                          | 0         | 0     | 0                | 0             |
|                                        | 10:30 PM                                                                                   | 0         | 0     | 0                                                                                          | 0         | 0     | 0                                                                                          | 0         | 0     | 0                                                                                          | 0         | 0     | 0                | 0             |
|                                        | 10:45 PM                                                                                   | 0         | 0     | 0                                                                                          | 0         | 0     | 0                                                                                          | 0         | 0     | 0                                                                                          | 0         | 0     | 0                | 0             |
|                                        | 11:00 PM                                                                                   | 0         | 0     | 0                                                                                          | 0         | 0     | 0                                                                                          | 0         | 0     | 0                                                                                          | 0         | 0     | 0                | 0             |
|                                        | 11:15 PM                                                                                   | 0         | 0     | 0                                                                                          | 0         | 0     | 0                                                                                          | 0         | 0     | 0                                                                                          | 0         | 0     | 0                | 0             |
| 11:30 PM                               | 0                                                                                          | 0         | 0     | 0                                                                                          | 0         | 0     | 0                                                                                          | 0         | 0     | 0                                                                                          | 0         | 0     | 0                |               |
| 11:45 PM                               | 0                                                                                          | 0         | 0     | 0                                                                                          | 0         | 0     | 0                                                                                          | 0         | 0     | 0                                                                                          | 0         | 0     | 0                |               |
| Totals                                 | 13                                                                                         | 4         | 17    | 0                                                                                          | 0         | 0     | 0                                                                                          | 0         | 0     | 14                                                                                         | 1         | 15    | 32               |               |

### 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/help) | x    |        |       |         |      |         |
| Elderly/Disabled (except wheelcha)  | x    |        |       |         |      |         |
| Wheelchairs/Electric Scooters       | x    |        |       |         |      |         |
| Other (None)                        | x    |        |       |         |      |         |

