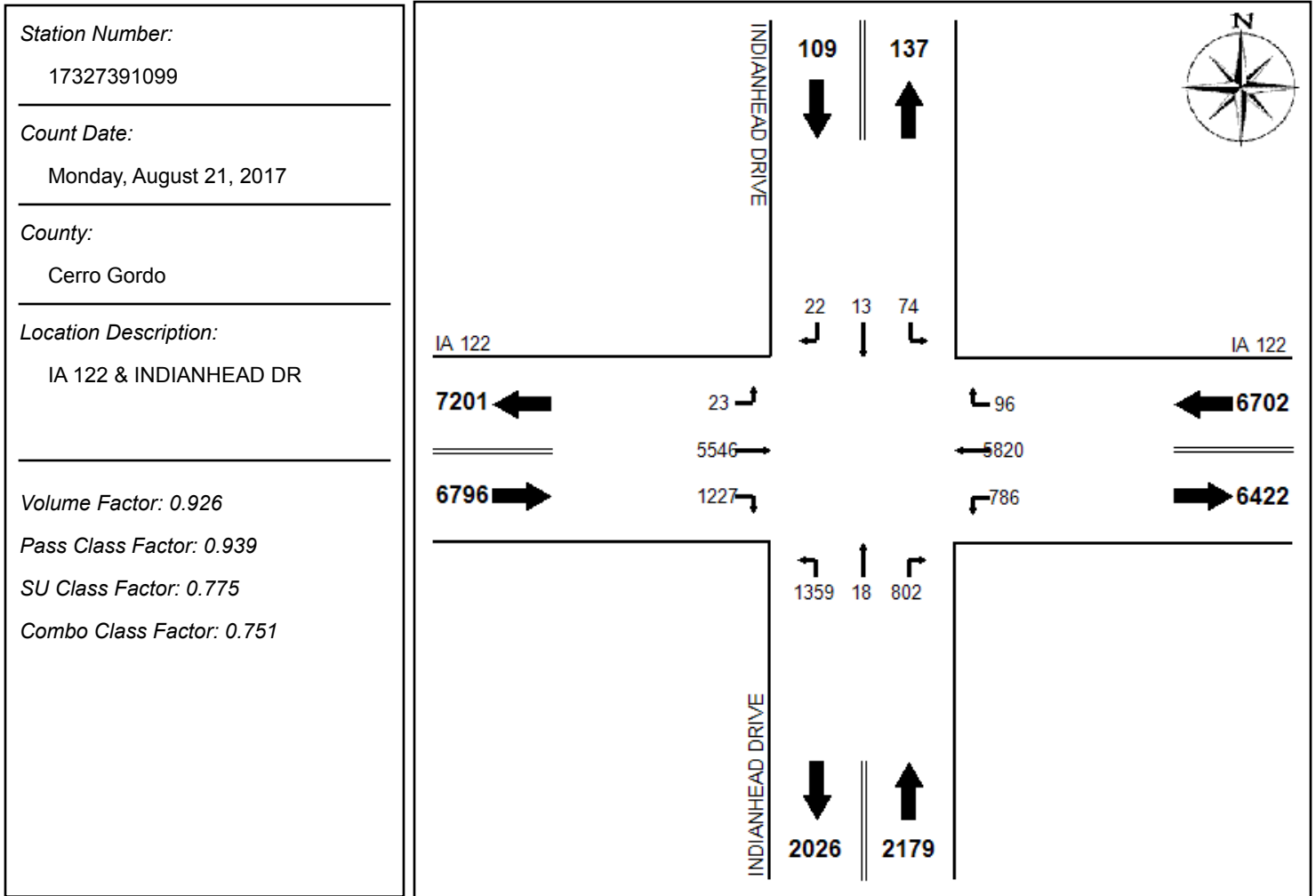


Appendix C - Traffic Data

Iowa Department of Transportation
Turning Movement Traffic Count Summary
 Annualized Daily Traffic For All Vehicles

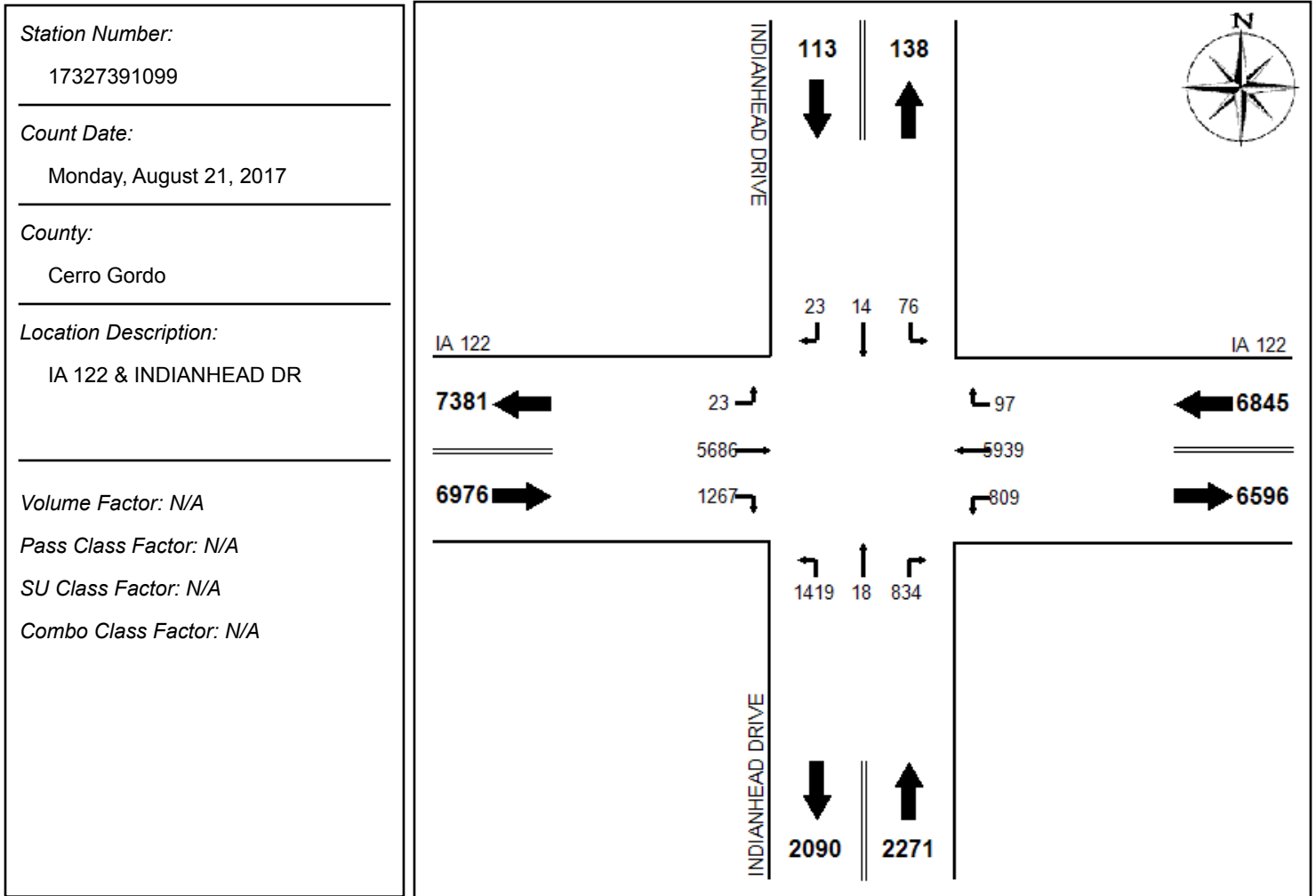


Raw Data-All Vehicles:

	N Leg			E Leg			S Leg			W Leg		
	L	T	R	L	T	R	L	T	R	L	T	R
00:00	1	0	0	0	29	1	8	0	2	1	26	3
01:00	1	0	0	2	21	0	3	0	0	1	19	1
02:00	0	0	0	0	15	0	3	0	0	0	17	3
03:00	0	0	0	1	19	0	1	0	0	0	21	1
04:00	1	0	0	0	51	2	4	0	1	0	42	7
05:00	1	0	0	5	108	0	4	0	1	0	126	8
06:00	5	1	1	2	213	2	12	0	4	1	220	31
07:00	8	0	4	8	318	2	32	1	7	0	458	53
08:00	3	0	0	22	296	6	30	0	15	0	361	53
09:00	5	2	3	47	296	3	57	0	33	2	364	66
10:00	2	0	1	57	384	3	90	4	39	3	392	96
11:00	7	0	2	76	434	4	97	0	76	2	407	100
12:00	4	1	3	86	450	6	99	1	105	2	463	117
13:00	6	2	1	67	481	3	109	3	75	0	456	106
14:00	1	0	1	80	447	2	124	4	71	0	413	116
15:00	3	2	1	89	527	5	144	1	99	3	443	118
16:00	4	1	0	87	591	10	150	1	70	4	461	128
17:00	8	2	1	62	538	6	152	1	79	1	451	99
18:00	6	1	2	67	314	12	91	2	65	2	263	76

	N Leg			E Leg			S Leg			W Leg		
	<i>L</i>	<i>T</i>	<i>R</i>	<i>L</i>	<i>T</i>	<i>R</i>	<i>L</i>	<i>T</i>	<i>R</i>	<i>L</i>	<i>T</i>	<i>R</i>
19:00	6	0	2	35	254	11	77	0	51	1	183	47
20:00	3	0	1	29	187	13	83	0	33	1	131	36
21:00	2	2	0	13	147	5	44	1	22	1	87	17
22:00	2	0	0	4	70	3	25	1	7	0	65	20
23:00	0	0	1	4	67	4	15	0	3	0	87	13

Iowa Department of Transportation
Turning Movement Traffic Count Summary
 Vehicle Type: Passenger Vehicles

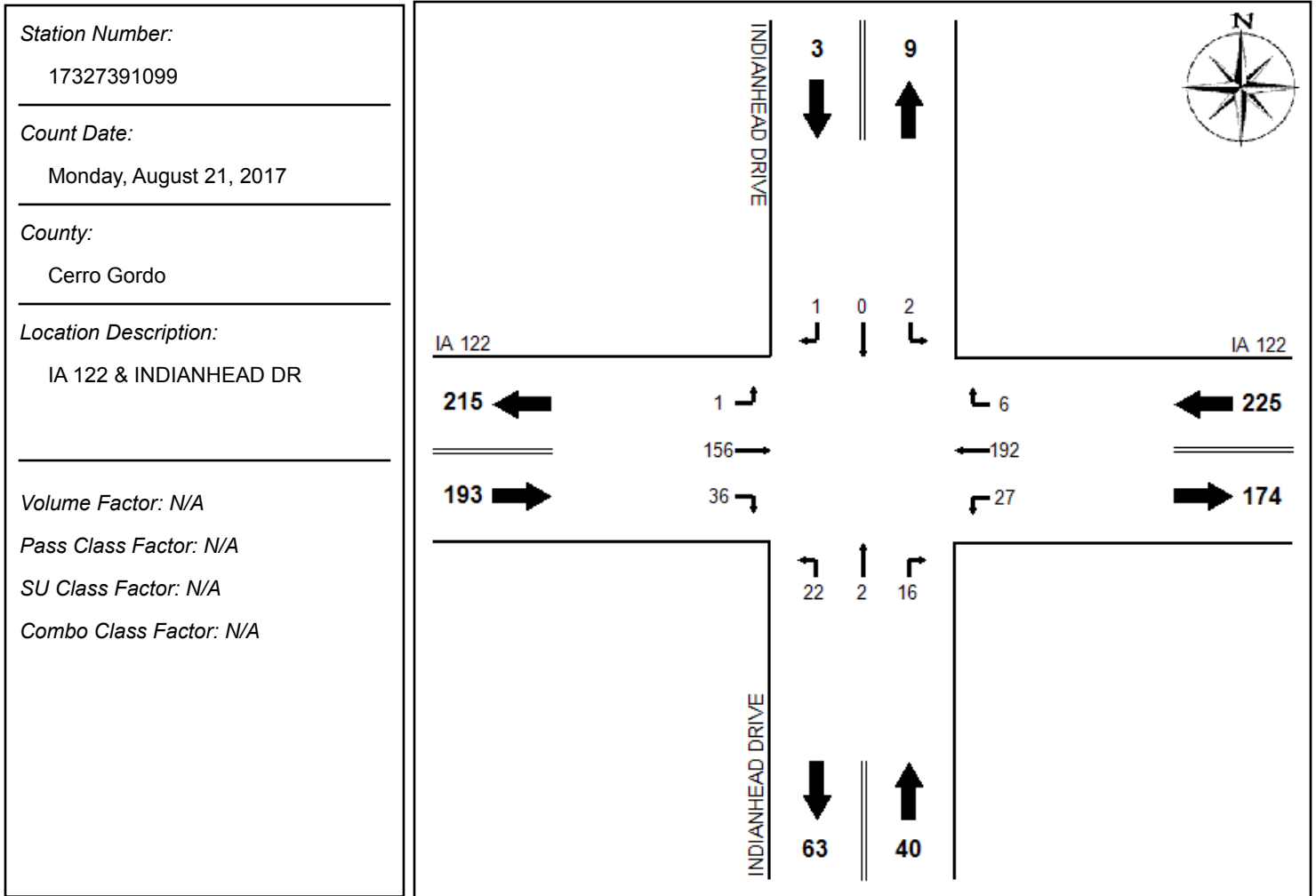


Raw Data-Passenger Vehicles:

	N Leg			E Leg			S Leg			W Leg		
	L	T	R	L	T	R	L	T	R	L	T	R
00:00	1	0	0	0	29	1	8	0	2	1	25	3
01:00	1	0	0	2	16	0	3	0	0	1	18	1
02:00	0	0	0	0	13	0	1	0	0	0	14	2
03:00	0	0	0	0	18	0	1	0	0	0	20	1
04:00	1	0	0	0	46	2	4	0	1	0	39	7
05:00	1	0	0	4	104	0	4	0	0	0	117	8
06:00	5	1	1	2	196	2	12	0	3	1	212	29
07:00	8	0	4	7	298	2	27	1	5	0	437	50
08:00	3	0	0	20	246	6	29	0	13	0	339	49
09:00	5	2	3	45	270	3	51	0	30	2	347	65
10:00	2	0	1	53	356	1	87	2	37	3	367	92
11:00	5	0	1	71	410	1	97	0	72	2	395	91
12:00	3	1	3	80	434	6	95	1	102	2	441	114
13:00	6	2	1	63	456	3	109	3	73	0	433	106
14:00	1	0	1	77	431	2	120	4	70	0	392	113
15:00	3	2	1	85	512	5	141	1	98	3	427	114
16:00	4	1	0	87	570	10	148	1	68	3	448	123
17:00	8	2	1	62	526	5	150	1	79	1	426	95
18:00	6	1	2	67	311	12	90	2	65	1	255	75

	N Leg			E Leg			S Leg			W Leg		
	<i>L</i>	<i>T</i>	<i>R</i>	<i>L</i>	<i>T</i>	<i>R</i>	<i>L</i>	<i>T</i>	<i>R</i>	<i>L</i>	<i>T</i>	<i>R</i>
19:00	6	0	2	35	248	11	77	0	51	1	178	46
20:00	3	0	1	29	179	13	82	0	33	1	127	35
21:00	2	2	0	12	139	5	44	1	22	1	84	16
22:00	2	0	0	4	68	3	24	1	7	0	63	20
23:00	0	0	1	4	63	4	15	0	3	0	82	12

Iowa Department of Transportation
Turning Movement Traffic Count Summary
 Vehicle Type: Single-Unit Trucks

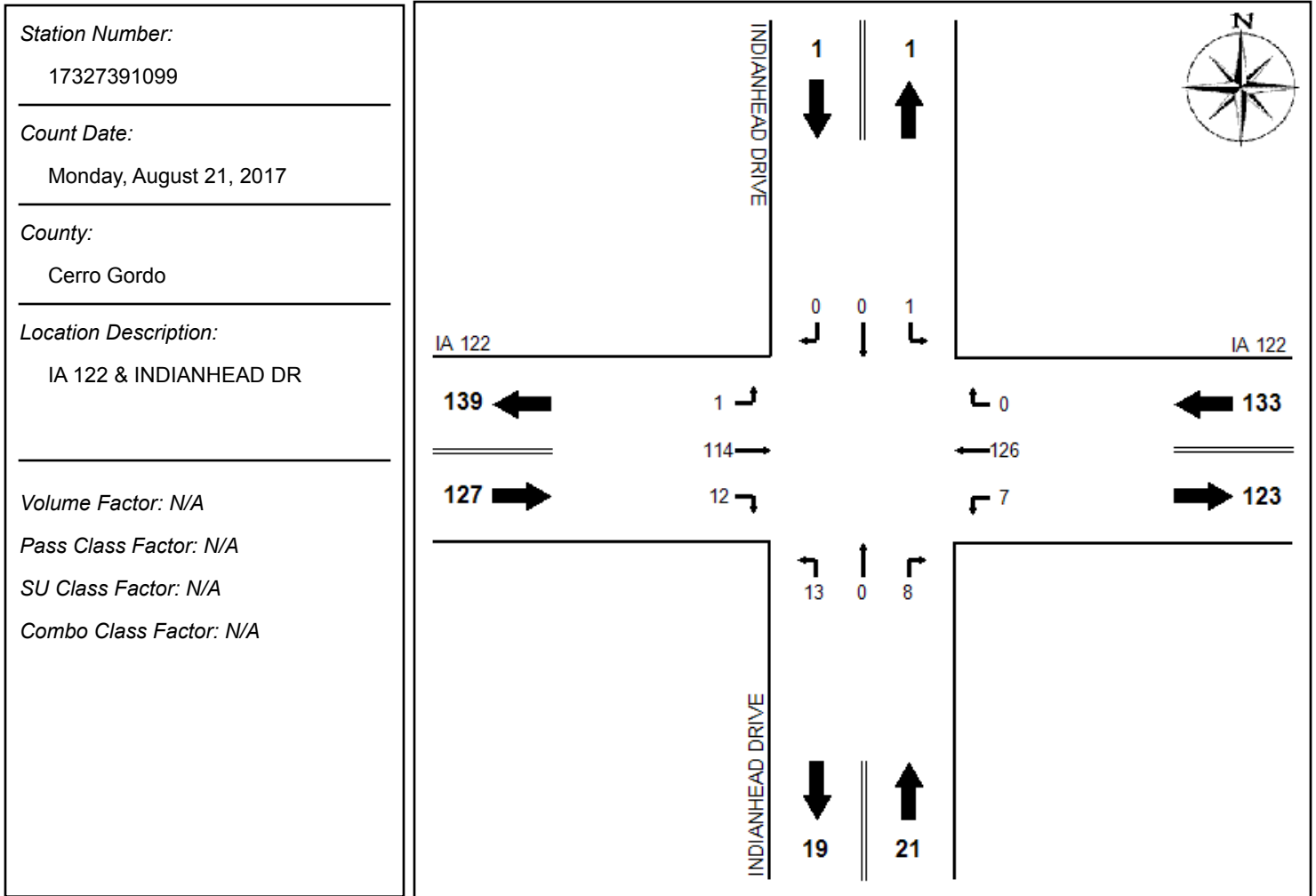


Raw Data-Single-Unit Trucks:

	N Leg			E Leg			S Leg			W Leg		
	L	T	R	L	T	R	L	T	R	L	T	R
00:00	0	0	0	0	0	0	0	0	0	0	1	0
01:00	0	0	0	0	5	0	0	0	0	0	0	0
02:00	0	0	0	0	1	0	0	0	0	0	1	0
03:00	0	0	0	0	0	0	0	0	0	0	0	0
04:00	0	0	0	0	0	0	0	0	0	0	1	0
05:00	0	0	0	1	3	0	0	0	0	0	2	0
06:00	0	0	0	0	13	0	0	0	1	0	4	1
07:00	0	0	0	1	11	0	4	0	1	0	7	3
08:00	0	0	0	1	32	0	1	0	1	0	20	4
09:00	0	0	0	2	21	0	4	0	3	0	12	1
10:00	0	0	0	3	20	2	2	2	1	0	15	1
11:00	2	0	1	5	15	3	0	0	1	0	7	8
12:00	0	0	0	4	10	0	4	0	2	0	10	3
13:00	0	0	0	2	10	0	0	0	2	0	10	0
14:00	0	0	0	3	8	0	1	0	1	0	14	2
15:00	0	0	0	4	6	0	3	0	1	0	11	4
16:00	0	0	0	0	15	0	2	0	2	1	9	5
17:00	0	0	0	0	6	1	1	0	0	0	19	3
18:00	0	0	0	0	3	0	0	0	0	0	4	0

	N Leg			E Leg			S Leg			W Leg		
	<i>L</i>	<i>T</i>	<i>R</i>	<i>L</i>	<i>T</i>	<i>R</i>	<i>L</i>	<i>T</i>	<i>R</i>	<i>L</i>	<i>T</i>	<i>R</i>
19:00	0	0	0	0	3	0	0	0	0	0	4	0
20:00	0	0	0	0	3	0	0	0	0	0	0	0
21:00	0	0	0	1	4	0	0	0	0	0	3	0
22:00	0	0	0	0	1	0	0	0	0	0	0	0
23:00	0	0	0	0	2	0	0	0	0	0	2	1

Iowa Department of Transportation
Turning Movement Traffic Count Summary
 Vehicle Type: Combination Trucks

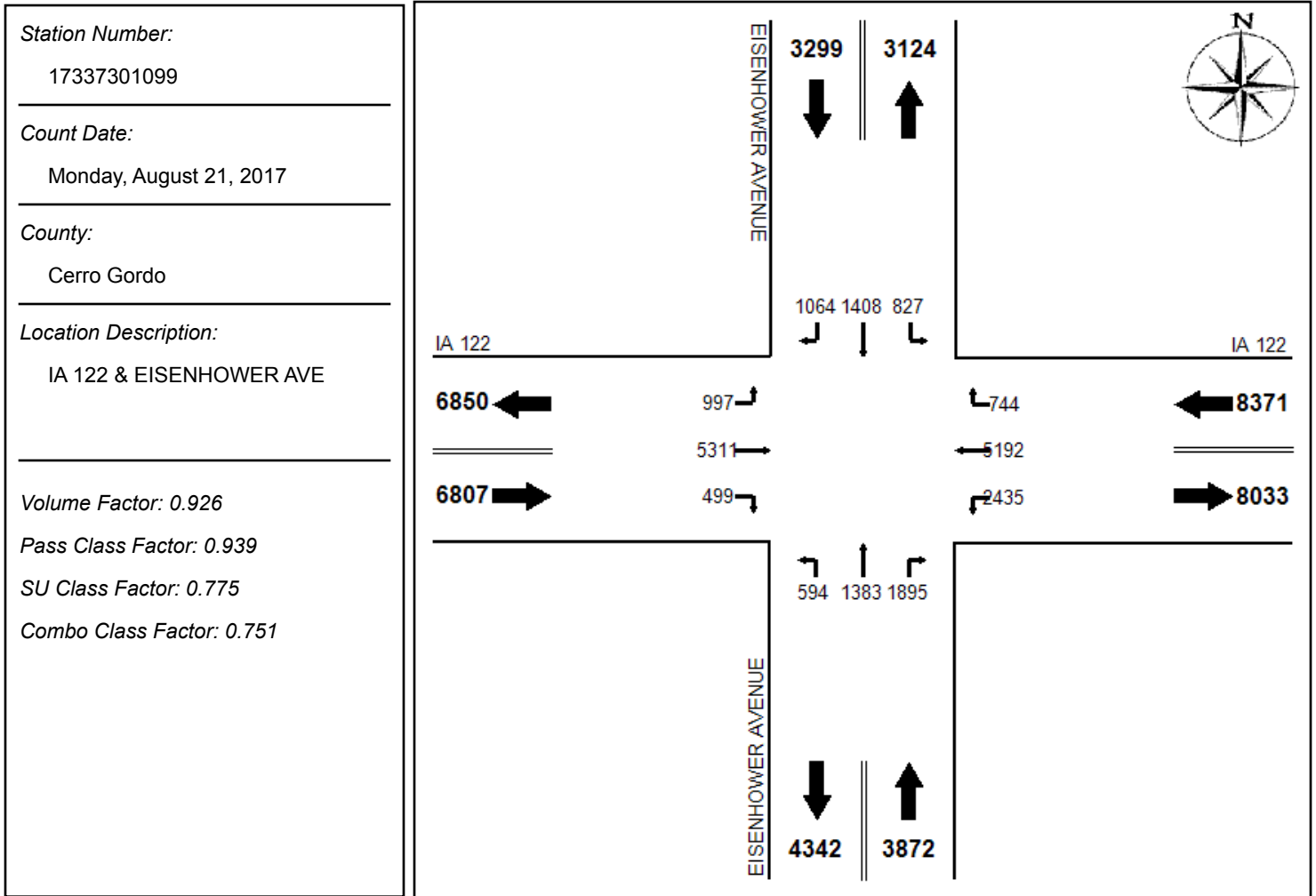


Raw Data-Combination Trucks:

	N Leg			E Leg			S Leg			W Leg		
	L	T	R	L	T	R	L	T	R	L	T	R
00:00	0	0	0	0	0	0	0	0	0	0	0	0
01:00	0	0	0	0	0	0	0	0	0	0	1	0
02:00	0	0	0	0	1	0	2	0	0	0	2	1
03:00	0	0	0	1	1	0	0	0	0	0	1	0
04:00	0	0	0	0	5	0	0	0	0	0	2	0
05:00	0	0	0	0	1	0	0	0	1	0	7	0
06:00	0	0	0	0	4	0	0	0	0	0	4	1
07:00	0	0	0	0	9	0	1	0	1	0	14	0
08:00	0	0	0	1	18	0	0	0	1	0	2	0
09:00	0	0	0	0	5	0	2	0	0	0	5	0
10:00	0	0	0	1	8	0	1	0	1	0	10	3
11:00	0	0	0	0	9	0	0	0	3	0	5	1
12:00	1	0	0	2	6	0	0	0	1	0	12	0
13:00	0	0	0	2	15	0	0	0	0	0	13	0
14:00	0	0	0	0	8	0	3	0	0	0	7	1
15:00	0	0	0	0	9	0	0	0	0	0	5	0
16:00	0	0	0	0	6	0	0	0	0	0	4	0
17:00	0	0	0	0	6	0	1	0	0	0	6	1
18:00	0	0	0	0	0	0	1	0	0	1	4	1

	N Leg			E Leg			S Leg			W Leg		
	<i>L</i>	<i>T</i>	<i>R</i>	<i>L</i>	<i>T</i>	<i>R</i>	<i>L</i>	<i>T</i>	<i>R</i>	<i>L</i>	<i>T</i>	<i>R</i>
19:00	0	0	0	0	3	0	0	0	0	0	1	1
20:00	0	0	0	0	5	0	1	0	0	0	4	1
21:00	0	0	0	0	4	0	0	0	0	0	0	1
22:00	0	0	0	0	1	0	1	0	0	0	2	0
23:00	0	0	0	0	2	0	0	0	0	0	3	0

Iowa Department of Transportation
Turning Movement Traffic Count Summary
 Annualized Daily Traffic For All Vehicles

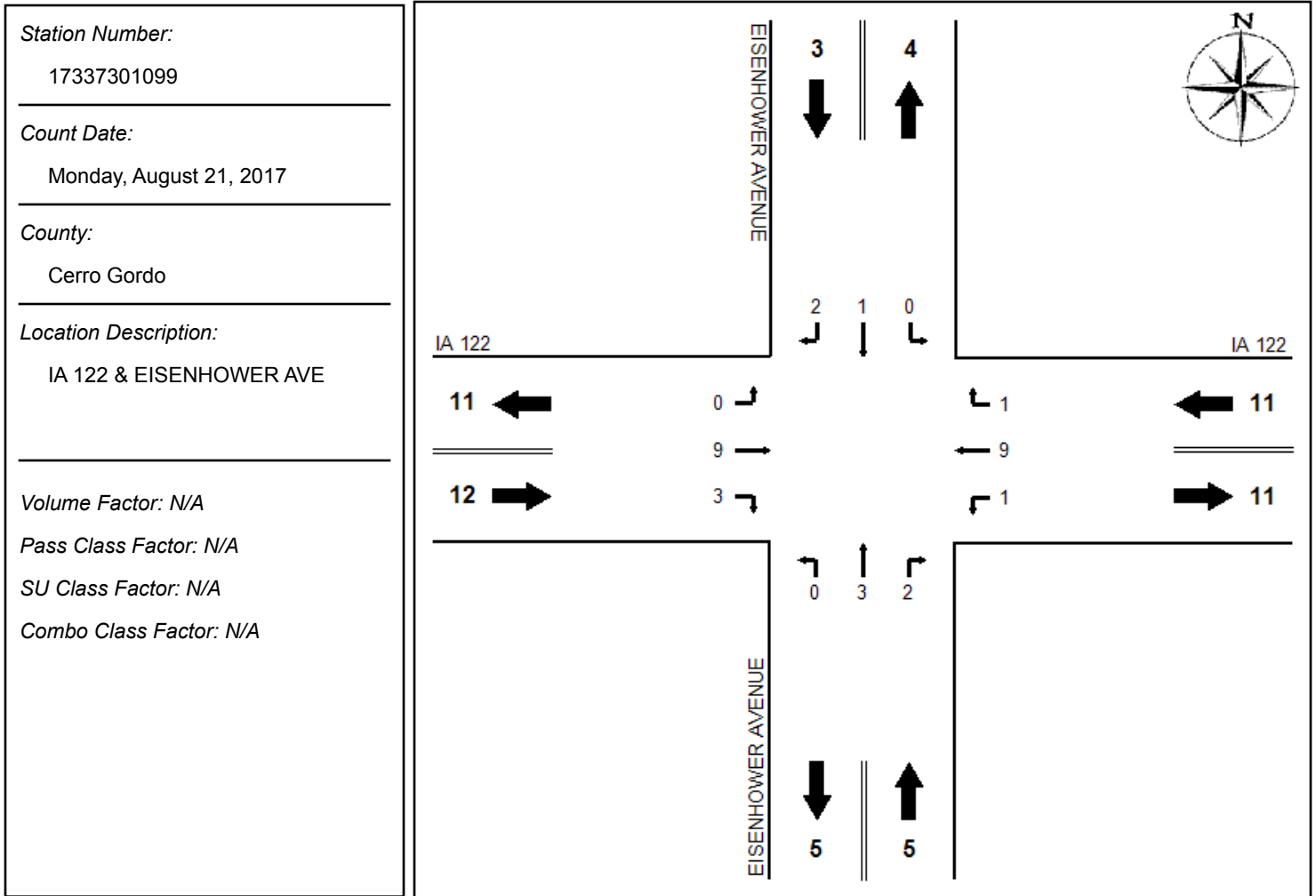


Raw Data-All Vehicles:

	N Leg			E Leg			S Leg			W Leg		
	L	T	R	L	T	R	L	T	R	L	T	R
00:00	3	7	6	10	21	0	2	11	13	10	18	2
01:00	1	2	4	8	14	2	2	3	16	3	14	3
02:00	1	3	1	3	11	2	3	4	5	1	15	3
03:00	0	8	2	6	16	0	2	8	4	1	15	5
04:00	0	29	13	9	36	2	3	17	8	9	23	9
05:00	7	29	41	18	64	13	8	23	7	29	78	15
06:00	12	58	70	35	121	12	11	33	23	40	146	21
07:00	40	77	79	43	192	41	30	87	35	81	342	37
08:00	46	62	56	68	212	45	44	67	58	56	296	26
09:00	69	82	37	130	289	47	33	48	83	43	318	30
10:00	68	81	63	194	318	69	52	83	133	45	371	27
11:00	86	103	83	182	374	61	40	91	141	50	422	36
12:00	73	102	72	193	410	74	53	102	174	61	451	41
13:00	76	103	67	230	445	76	52	87	166	69	432	46
14:00	69	103	80	218	388	70	48	92	151	68	382	34
15:00	97	126	86	233	457	62	52	128	144	87	427	36
16:00	80	129	102	211	491	59	70	107	178	85	416	40
17:00	76	118	85	230	461	50	44	138	171	108	515	35
18:00	31	78	47	134	345	25	30	87	135	61	311	21

	N Leg			E Leg			S Leg			W Leg		
	<i>L</i>	<i>T</i>	<i>R</i>	<i>L</i>	<i>T</i>	<i>R</i>	<i>L</i>	<i>T</i>	<i>R</i>	<i>L</i>	<i>T</i>	<i>R</i>
19:00	19	75	43	162	281	43	21	74	118	51	239	19
20:00	14	59	42	150	325	28	21	73	90	50	230	23
21:00	6	45	31	83	189	14	18	72	96	31	119	17
22:00	8	29	17	43	64	5	2	35	46	19	47	4
23:00	7	14	19	8	45	2	6	24	29	15	62	13

Iowa Department of Transportation
Turning Movement Traffic Count Summary
 Vehicle Type: Motorcycle

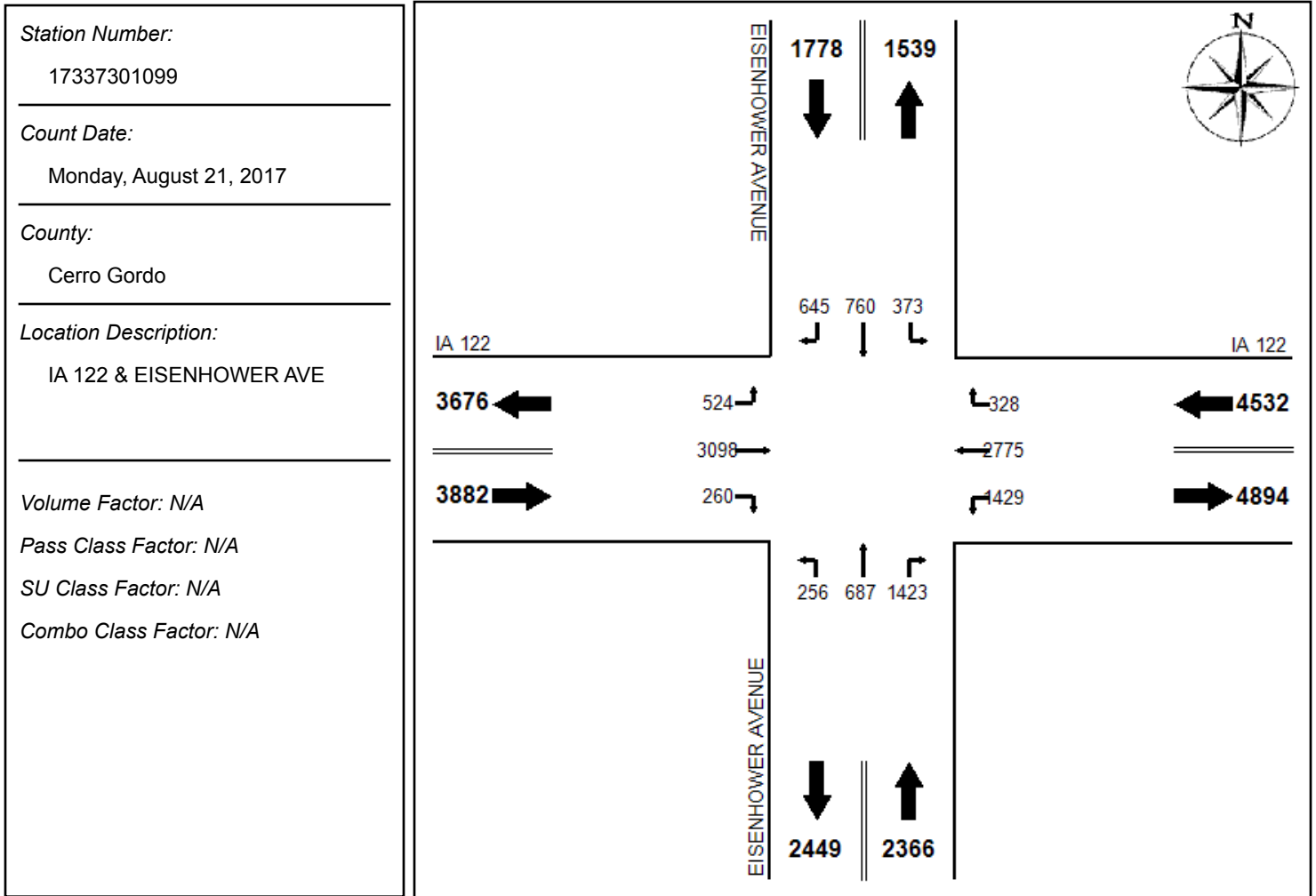


Raw Data-Motorcycle:

	N Leg			E Leg			S Leg			W Leg		
	L	T	R	L	T	R	L	T	R	L	T	R
00:00	0	0	0	0	0	0	0	0	1	0	0	0
01:00	0	0	0	0	0	0	0	0	0	0	0	0
02:00	0	0	0	0	0	0	0	0	0	0	0	0
03:00	0	0	0	0	0	0	0	0	0	0	0	0
04:00	0	0	0	0	0	0	0	0	0	0	0	0
05:00	0	0	0	0	0	0	0	0	0	0	0	0
06:00	0	0	0	0	1	0	0	0	0	0	0	0
07:00	0	0	0	0	2	0	0	0	0	0	0	0
08:00	0	0	0	0	0	0	0	1	1	0	0	1
09:00	0	0	0	0	0	0	0	0	0	0	0	0
10:00	0	0	1	0	2	0	0	2	0	0	0	0
11:00	0	0	0	1	1	1	0	0	0	0	0	0
12:00	0	0	0	0	3	0	0	0	0	0	8	1
13:00	0	0	0	0	0	0	0	0	0	0	0	1
14:00	0	0	1	0	0	0	0	0	0	0	0	0
15:00	0	0	0	0	0	0	0	0	0	0	0	0
16:00	0	0	0	0	0	0	0	0	0	0	0	0
17:00	0	0	0	0	0	0	0	0	0	0	0	0
18:00	0	0	0	0	0	0	0	0	0	0	0	0

	N Leg			E Leg			S Leg			W Leg		
	<i>L</i>	<i>T</i>	<i>R</i>	<i>L</i>	<i>T</i>	<i>R</i>	<i>L</i>	<i>T</i>	<i>R</i>	<i>L</i>	<i>T</i>	<i>R</i>
19:00	0	0	0	0	0	0	0	0	0	0	1	0
20:00	0	0	0	0	0	0	0	0	0	0	0	0
21:00	0	0	0	0	0	0	0	0	0	0	0	0
22:00	0	0	0	0	0	0	0	0	0	0	0	0
23:00	0	1	0	0	0	0	0	0	0	0	0	0

Iowa Department of Transportation
Turning Movement Traffic Count Summary
 Vehicle Type: Passenger Car

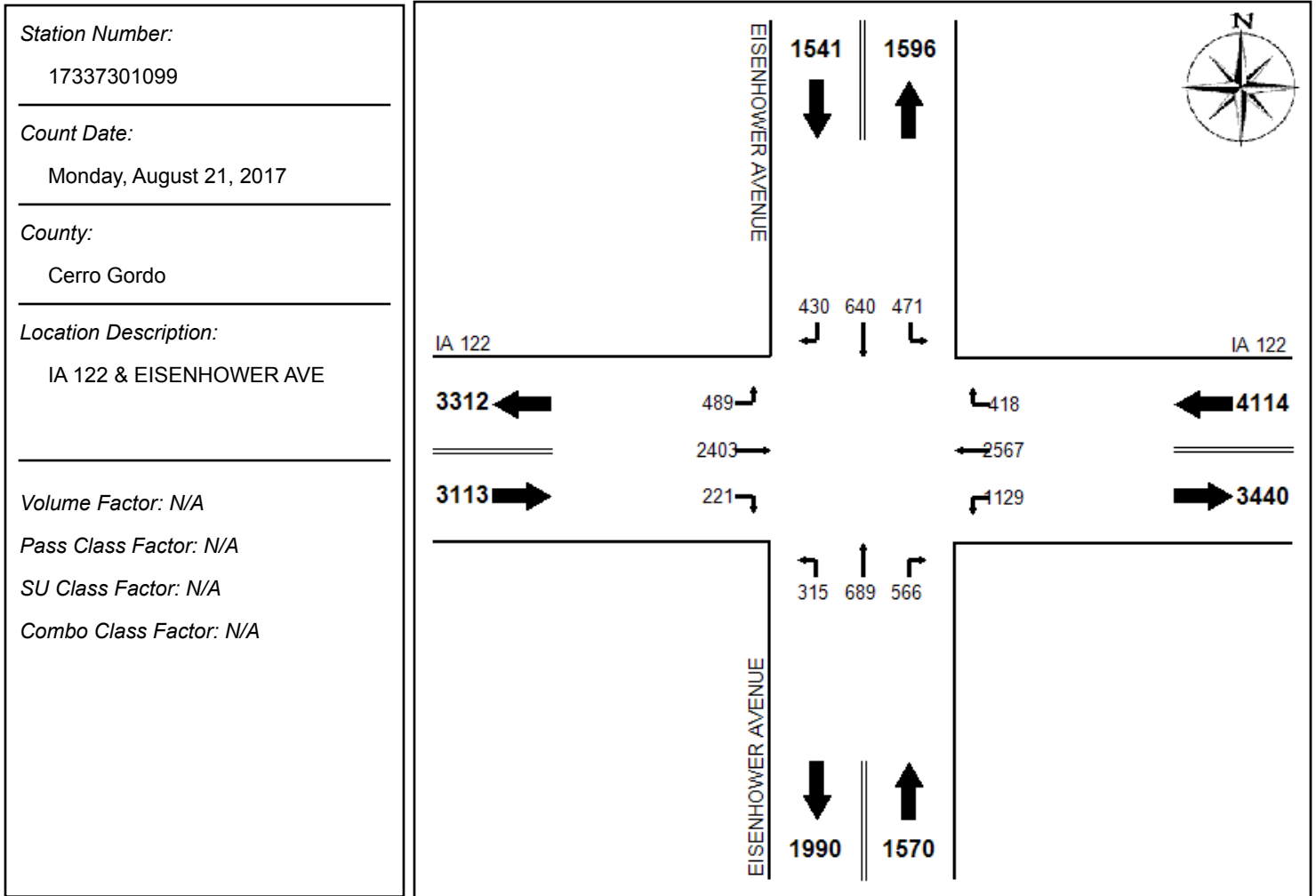


Raw Data-Passenger Car:

	N Leg			E Leg			S Leg			W Leg		
	L	T	R	L	T	R	L	T	R	L	T	R
00:00	2	6	5	7	15	0	0	5	12	7	14	2
01:00	0	1	2	7	11	1	0	0	14	1	8	0
02:00	0	3	1	3	8	0	2	2	4	0	7	1
03:00	0	7	0	4	10	0	1	6	4	0	10	5
04:00	0	19	8	8	24	0	2	9	8	5	14	8
05:00	5	14	30	17	50	7	3	9	5	15	52	14
06:00	6	30	33	21	63	7	2	11	17	14	85	11
07:00	11	39	47	18	93	17	12	32	28	22	191	13
08:00	15	25	25	39	76	14	9	23	39	27	148	7
09:00	25	32	19	67	114	8	8	15	69	15	134	10
10:00	29	33	28	102	118	28	15	25	92	14	176	9
11:00	32	38	46	72	153	22	15	37	99	20	199	10
12:00	33	42	37	87	151	31	17	27	101	29	200	15
13:00	26	45	28	103	171	23	24	31	95	37	186	19
14:00	15	34	38	101	161	24	18	34	91	19	170	15
15:00	40	56	46	120	207	21	20	59	105	34	222	23
16:00	41	62	47	106	208	23	27	46	103	36	219	11
17:00	34	58	53	110	199	25	25	70	108	60	276	19
18:00	16	44	30	79	210	12	8	42	100	33	211	13

	N Leg			E Leg			S Leg			W Leg		
	<i>L</i>	<i>T</i>	<i>R</i>	<i>L</i>	<i>T</i>	<i>R</i>	<i>L</i>	<i>T</i>	<i>R</i>	<i>L</i>	<i>T</i>	<i>R</i>
19:00	16	53	30	110	178	27	13	38	87	35	177	9
20:00	11	47	36	120	285	20	16	59	81	41	196	18
21:00	6	34	24	79	174	12	12	59	87	30	107	16
22:00	7	27	17	41	57	5	1	32	46	18	44	3
23:00	3	11	15	8	39	1	6	16	28	12	52	9

Iowa Department of Transportation
Turning Movement Traffic Count Summary
 Vehicle Type: PU/Panel Truck

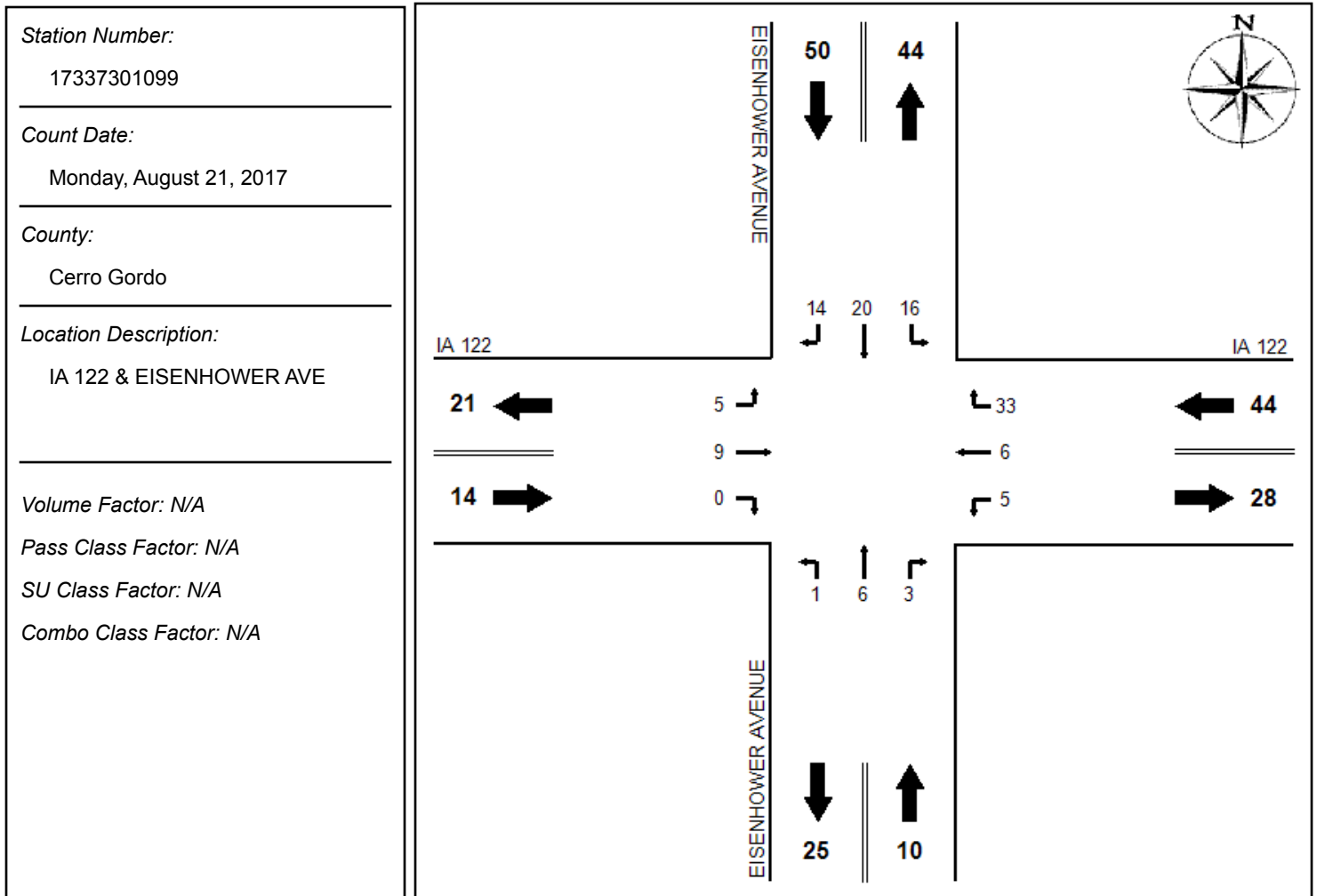


Raw Data-PU/Panel Truck:

	N Leg			E Leg			S Leg			W Leg		
	L	T	R	L	T	R	L	T	R	L	T	R
00:00	0	1	1	3	6	0	2	5	0	2	4	0
01:00	0	1	1	1	2	1	1	3	2	2	5	3
02:00	1	0	0	0	1	2	0	2	1	1	5	1
03:00	0	1	2	2	3	0	1	2	0	1	4	0
04:00	0	10	4	1	8	2	1	7	0	2	8	1
05:00	1	14	8	1	13	6	5	14	2	9	22	1
06:00	5	23	35	12	48	5	8	20	5	22	55	8
07:00	27	30	26	22	86	20	13	45	4	56	137	19
08:00	27	30	26	28	107	26	21	36	18	26	131	17
09:00	40	39	13	56	157	30	19	22	13	21	175	18
10:00	35	40	27	86	181	33	25	36	39	26	172	15
11:00	47	50	30	107	206	33	18	41	39	27	213	20
12:00	38	46	31	102	242	41	31	68	71	29	227	18
13:00	47	52	33	126	263	45	23	50	69	28	233	21
14:00	52	61	38	113	212	43	26	55	58	43	198	13
15:00	51	62	36	111	239	34	28	65	36	47	193	13
16:00	36	55	49	101	265	34	38	54	71	46	190	25
17:00	39	53	27	117	251	24	17	64	58	45	227	11
18:00	15	33	16	55	128	12	22	44	35	28	94	7

	N Leg			E Leg			S Leg			W Leg		
	<i>L</i>	<i>T</i>	<i>R</i>	<i>L</i>	<i>T</i>	<i>R</i>	<i>L</i>	<i>T</i>	<i>R</i>	<i>L</i>	<i>T</i>	<i>R</i>
19:00	3	20	12	52	96	16	7	29	29	15	59	7
20:00	3	7	5	28	32	8	5	10	8	9	30	1
21:00	0	10	7	4	11	2	3	7	7	1	11	1
22:00	1	1	0	1	6	0	1	3	0	0	3	0
23:00	3	1	3	0	4	1	0	7	1	3	7	1

Iowa Department of Transportation
Turning Movement Traffic Count Summary
 Vehicle Type: Buses

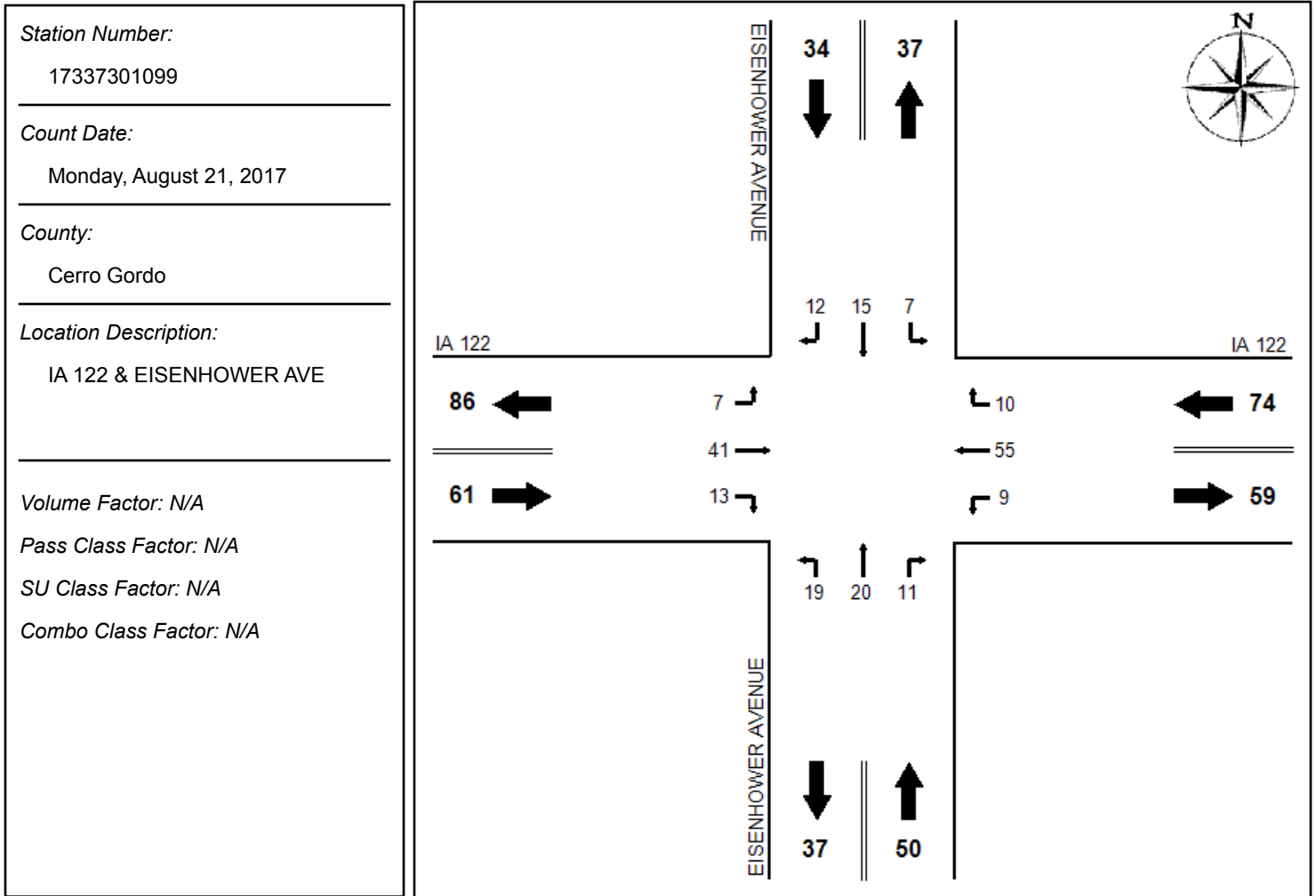


Raw Data-Buses:

	N Leg			E Leg			S Leg			W Leg		
	L	T	R	L	T	R	L	T	R	L	T	R
00:00	1	0	0	0	0	0	0	0	0	0	0	0
01:00	0	0	0	0	0	0	0	0	0	0	0	0
02:00	0	0	0	0	0	0	0	0	0	0	0	0
03:00	0	0	0	0	0	0	0	0	0	0	0	0
04:00	0	0	0	0	0	0	0	0	0	0	0	0
05:00	0	0	0	0	0	0	0	0	0	0	0	0
06:00	1	1	0	1	0	0	0	0	0	0	1	0
07:00	0	2	1	0	0	2	0	1	0	0	0	0
08:00	3	1	1	0	0	4	0	0	0	1	2	0
09:00	1	2	0	2	0	5	0	0	0	0	0	0
10:00	1	3	2	0	1	5	0	2	0	0	0	0
11:00	4	1	1	0	0	3	0	1	0	0	3	0
12:00	0	1	2	0	2	2	0	0	1	1	0	0
13:00	2	2	3	0	0	5	0	0	0	0	1	0
14:00	0	1	2	1	1	2	0	0	0	1	1	0
15:00	2	1	1	0	1	2	0	0	0	2	0	0
16:00	1	3	1	1	1	2	1	0	0	0	0	0
17:00	0	1	0	0	0	0	0	0	0	0	1	0
18:00	0	0	0	0	0	1	0	0	0	0	0	0

	N Leg			E Leg			S Leg			W Leg		
	<i>L</i>	<i>T</i>	<i>R</i>	<i>L</i>	<i>T</i>	<i>R</i>	<i>L</i>	<i>T</i>	<i>R</i>	<i>L</i>	<i>T</i>	<i>R</i>
19:00	0	1	0	0	0	0	0	1	0	0	0	0
20:00	0	0	0	0	0	0	0	0	1	0	0	0
21:00	0	0	0	0	0	0	0	1	1	0	0	0
22:00	0	0	0	0	0	0	0	0	0	0	0	0
23:00	0	0	0	0	0	0	0	0	0	0	0	0

Iowa Department of Transportation
Turning Movement Traffic Count Summary
 Vehicle Type: 2 Axle Dual-Tired Truck

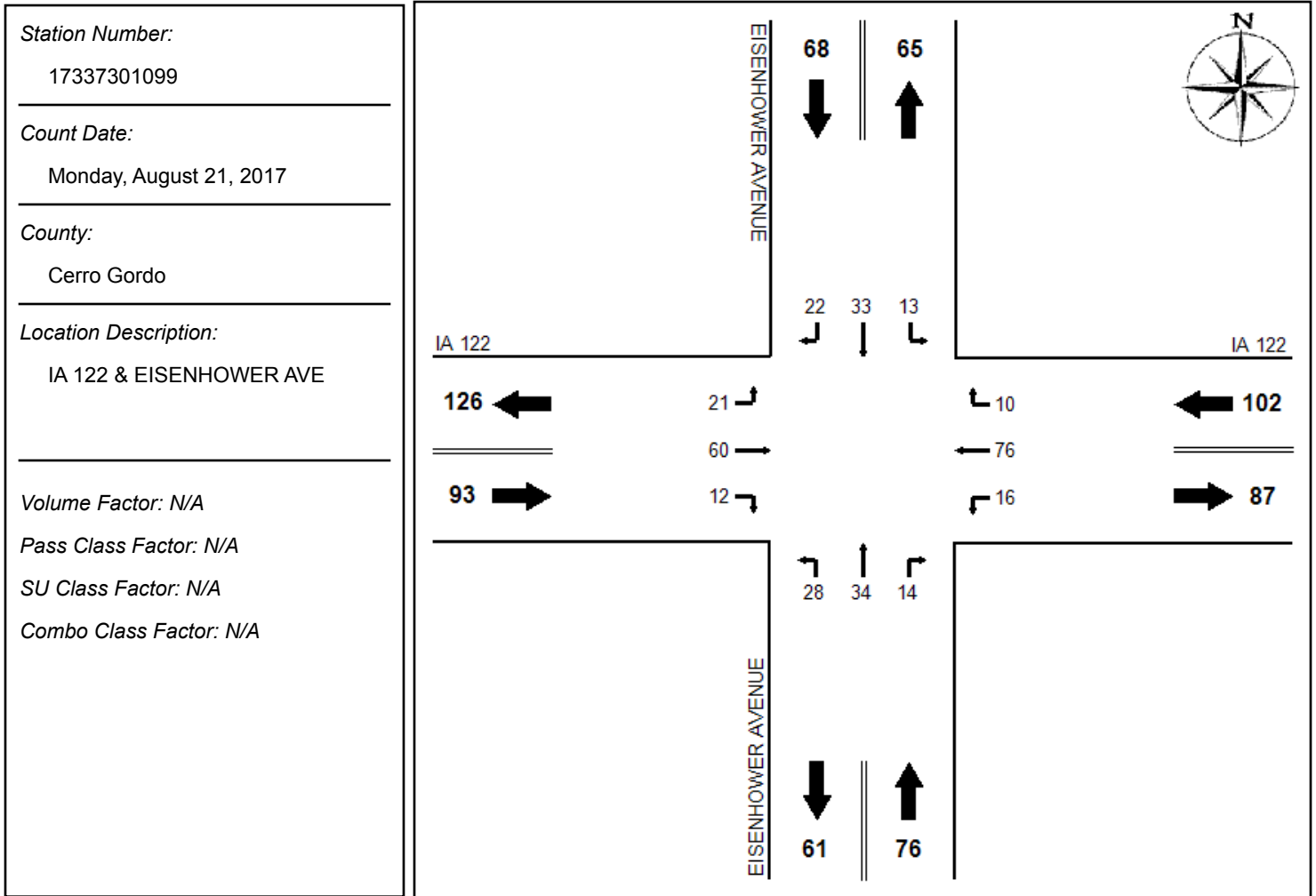


Raw Data-2 Axle Dual-Tired Truck:

	N Leg			E Leg			S Leg			W Leg		
	L	T	R	L	T	R	L	T	R	L	T	R
00:00	0	0	0	0	0	0	0	0	0	0	0	0
01:00	0	0	0	0	1	0	0	0	0	0	0	0
02:00	0	0	0	0	1	0	0	0	0	0	1	0
03:00	0	0	0	0	1	0	0	0	0	0	0	0
04:00	0	0	0	0	0	0	0	0	0	0	0	0
05:00	0	0	1	0	1	0	0	0	0	0	0	0
06:00	0	0	0	0	4	0	1	0	1	0	3	0
07:00	0	1	1	1	1	2	0	0	2	0	2	1
08:00	0	2	3	0	10	0	8	4	0	1	5	0
09:00	1	3	1	1	6	2	4	1	1	2	2	1
10:00	2	0	1	3	6	2	4	5	1	1	7	1
11:00	1	1	2	2	4	1	1	3	1	0	1	2
12:00	0	1	0	0	3	0	0	1	0	0	3	1
13:00	0	1	1	0	3	1	0	0	0	1	4	0
14:00	0	0	0	0	3	0	0	1	0	0	2	0
15:00	2	2	1	0	1	2	0	2	1	1	5	0
16:00	1	3	1	1	3	0	1	2	3	0	2	3
17:00	0	0	0	0	3	0	0	1	1	1	2	2
18:00	0	1	0	0	0	0	0	0	0	0	1	0

	N Leg			E Leg			S Leg			W Leg		
	<i>L</i>	<i>T</i>	<i>R</i>	<i>L</i>	<i>T</i>	<i>R</i>	<i>L</i>	<i>T</i>	<i>R</i>	<i>L</i>	<i>T</i>	<i>R</i>
19:00	0	0	0	0	1	0	0	0	0	0	0	1
20:00	0	0	0	1	0	0	0	0	0	0	0	0
21:00	0	0	0	0	1	0	0	0	0	0	0	0
22:00	0	0	0	0	0	0	0	0	0	0	0	0
23:00	0	0	0	0	2	0	0	0	0	0	1	1

Iowa Department of Transportation
Turning Movement Traffic Count Summary
 Vehicle Type: 3 Axle Single Unit Truck

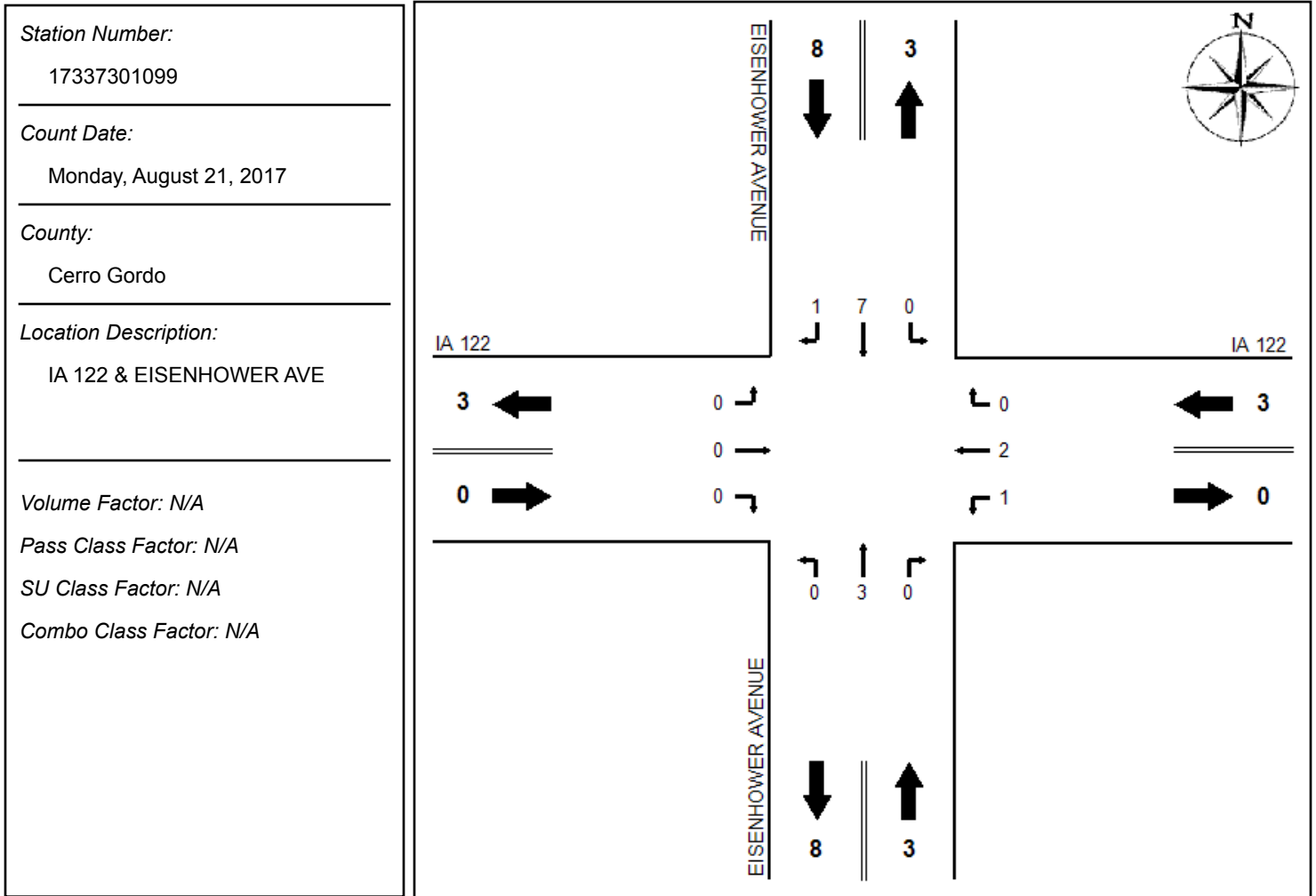


Raw Data-3 Axle Single Unit Truck:

	N Leg			E Leg			S Leg			W Leg		
	L	T	R	L	T	R	L	T	R	L	T	R
00:00	0	0	0	0	0	0	0	0	0	0	0	0
01:00	1	0	0	0	0	0	1	0	0	0	0	0
02:00	0	0	0	0	0	0	0	0	0	0	0	0
03:00	0	0	0	0	0	0	0	0	0	0	0	0
04:00	0	0	0	0	0	0	0	0	0	0	0	0
05:00	1	0	0	0	0	0	0	0	0	1	0	0
06:00	0	0	1	0	1	0	0	0	0	4	0	0
07:00	2	4	3	1	4	0	4	7	0	3	2	0
08:00	1	0	0	0	7	1	0	1	0	1	7	0
09:00	2	2	4	2	7	2	2	3	0	5	4	1
10:00	1	4	4	2	3	1	7	6	0	2	6	0
11:00	1	5	2	0	7	1	2	2	2	1	3	1
12:00	1	6	1	3	4	0	3	3	1	0	4	0
13:00	0	1	1	0	1	1	1	1	1	1	5	2
14:00	1	4	0	2	8	0	1	0	2	1	8	4
15:00	0	0	0	1	2	3	3	0	2	0	5	0
16:00	1	4	2	2	13	0	0	1	1	0	2	1
17:00	1	2	3	3	5	1	1	2	3	1	7	1
18:00	0	0	1	0	7	0	0	1	0	0	3	0

	N Leg			E Leg			S Leg			W Leg		
	<i>L</i>	<i>T</i>	<i>R</i>	<i>L</i>	<i>T</i>	<i>R</i>	<i>L</i>	<i>T</i>	<i>R</i>	<i>L</i>	<i>T</i>	<i>R</i>
19:00	0	0	0	0	3	0	1	1	1	1	1	1
20:00	0	1	0	0	3	0	0	2	0	0	2	1
21:00	0	0	0	0	1	0	2	4	1	0	1	0
22:00	0	0	0	0	0	0	0	0	0	0	0	0
23:00	0	0	0	0	0	0	0	0	0	0	0	0

Iowa Department of Transportation
Turning Movement Traffic Count Summary
 Vehicle Type: 4 or More Axle Single Unit Truck



Raw Data-4 or More Axle Single Unit Truck:

	N Leg			E Leg			S Leg			W Leg		
	L	T	R	L	T	R	L	T	R	L	T	R
00:00	0	0	0	0	0	0	0	0	0	0	0	0
01:00	0	0	0	0	0	0	0	0	0	0	0	0
02:00	0	0	0	0	0	0	0	0	0	0	0	0
03:00	0	0	0	0	0	0	0	0	0	0	0	0
04:00	0	0	0	0	0	0	0	0	0	0	0	0
05:00	0	0	0	0	0	0	0	0	0	0	0	0
06:00	0	0	0	0	0	0	0	0	0	0	0	0
07:00	0	0	0	0	0	0	0	0	0	0	0	0
08:00	0	0	0	0	0	0	0	0	0	0	0	0
09:00	0	1	0	1	1	0	0	0	0	0	0	0
10:00	0	0	0	0	1	0	0	0	0	0	0	0
11:00	0	2	0	0	0	0	0	1	0	0	0	0
12:00	0	2	0	0	0	0	0	1	0	0	0	0
13:00	0	0	1	0	0	0	0	0	0	0	0	0
14:00	0	0	0	0	0	0	0	0	0	0	0	0
15:00	0	2	0	0	0	0	0	1	0	0	0	0
16:00	0	0	0	0	0	0	0	0	0	0	0	0
17:00	0	0	0	0	0	0	0	0	0	0	0	0
18:00	0	0	0	0	0	0	0	0	0	0	0	0

	N Leg			E Leg			S Leg			W Leg		
	<i>L</i>	<i>T</i>	<i>R</i>	<i>L</i>	<i>T</i>	<i>R</i>	<i>L</i>	<i>T</i>	<i>R</i>	<i>L</i>	<i>T</i>	<i>R</i>
19:00	0	0	0	0	0	0	0	0	0	0	0	0
20:00	0	0	0	0	0	0	0	0	0	0	0	0
21:00	0	0	0	0	0	0	0	0	0	0	0	0
22:00	0	0	0	0	0	0	0	0	0	0	0	0
23:00	0	0	0	0	0	0	0	0	0	0	0	0

Iowa Department of Transportation
Turning Movement Traffic Count Summary
 Vehicle Type: 4 or Less Axle Tractor One-Trailer Truck

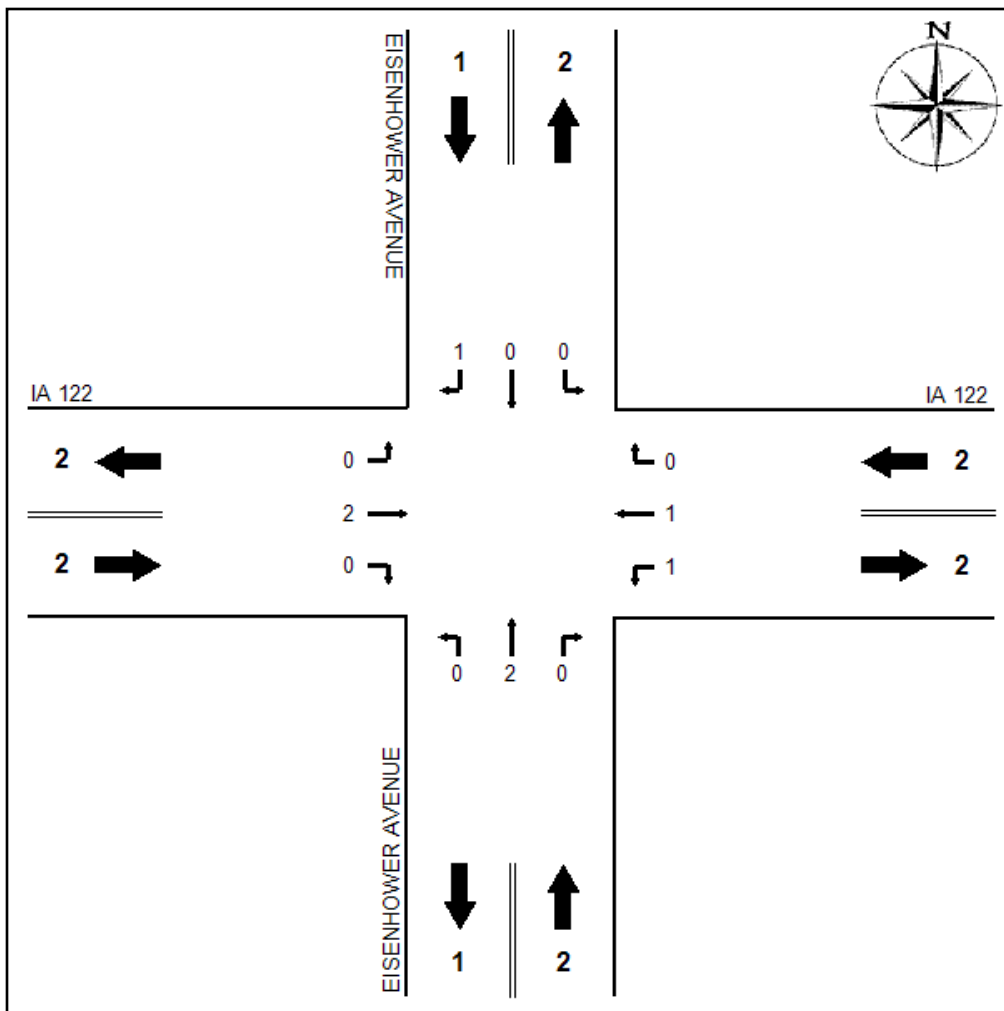
Station Number:
17337301099

Count Date:
Monday, August 21, 2017

County:
Cerro Gordo

Location Description:
IA 122 & EISENHOWER AVE

Volume Factor: N/A
Pass Class Factor: N/A
SU Class Factor: N/A
Combo Class Factor: N/A

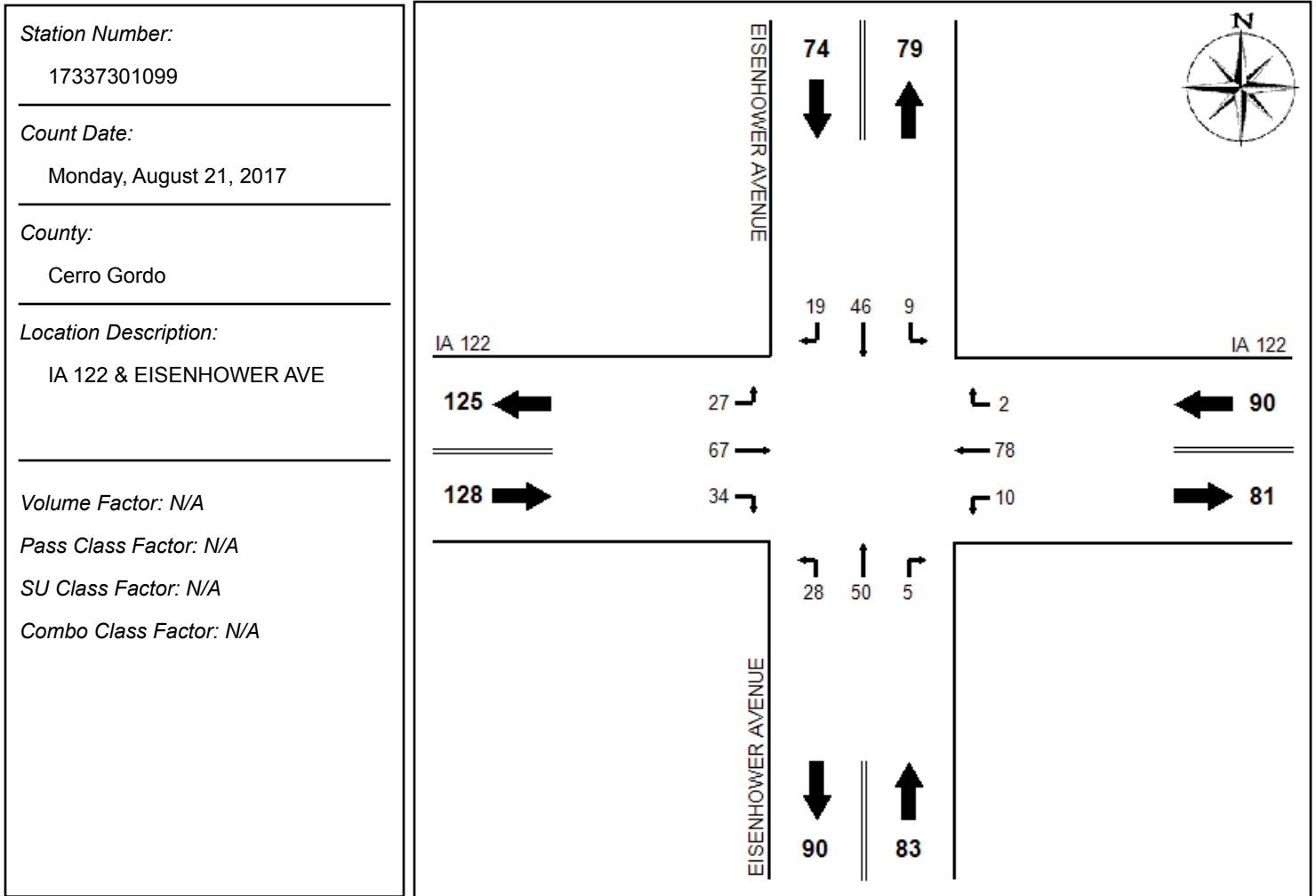


Raw Data-4 or Less Axle Tractor One-Trailer Truck:

	N Leg			E Leg			S Leg			W Leg		
	L	T	R	L	T	R	L	T	R	L	T	R
00:00	0	0	0	0	0	0	0	0	0	0	0	0
01:00	0	0	1	0	0	0	0	0	0	0	0	0
02:00	0	0	0	0	1	0	0	0	0	0	0	0
03:00	0	0	0	0	0	0	0	0	0	0	0	0
04:00	0	0	0	0	0	0	0	0	0	0	1	0
05:00	0	0	0	0	0	0	0	0	0	0	0	0
06:00	0	0	0	0	0	0	0	1	0	0	0	0
07:00	0	0	0	0	0	0	0	0	0	0	0	0
08:00	0	0	0	1	0	0	0	0	0	0	0	0
09:00	0	0	0	0	0	0	0	1	0	0	0	0
10:00	0	0	0	0	0	0	0	0	0	0	0	0
11:00	0	0	0	0	0	0	0	0	0	0	0	0
12:00	0	0	0	0	0	0	0	0	0	0	0	0
13:00	0	0	0	0	0	0	0	0	0	0	0	0
14:00	0	0	0	0	0	0	0	0	0	0	0	0
15:00	0	0	0	0	0	0	0	0	0	0	0	0
16:00	0	0	0	0	0	0	0	0	0	0	1	0
17:00	0	0	0	0	0	0	0	0	0	0	0	0
18:00	0	0	0	0	0	0	0	0	0	0	0	0

	N Leg			E Leg			S Leg			W Leg		
	<i>L</i>	<i>T</i>	<i>R</i>	<i>L</i>	<i>T</i>	<i>R</i>	<i>L</i>	<i>T</i>	<i>R</i>	<i>L</i>	<i>T</i>	<i>R</i>
19:00	0	0	0	0	0	0	0	0	0	0	0	0
20:00	0	0	0	0	0	0	0	0	0	0	0	0
21:00	0	0	0	0	0	0	0	0	0	0	0	0
22:00	0	0	0	0	0	0	0	0	0	0	0	0
23:00	0	0	0	0	0	0	0	0	0	0	0	0

Iowa Department of Transportation
Turning Movement Traffic Count Summary
 Vehicle Type: 5 Axle Tractor One-Trailer Truck

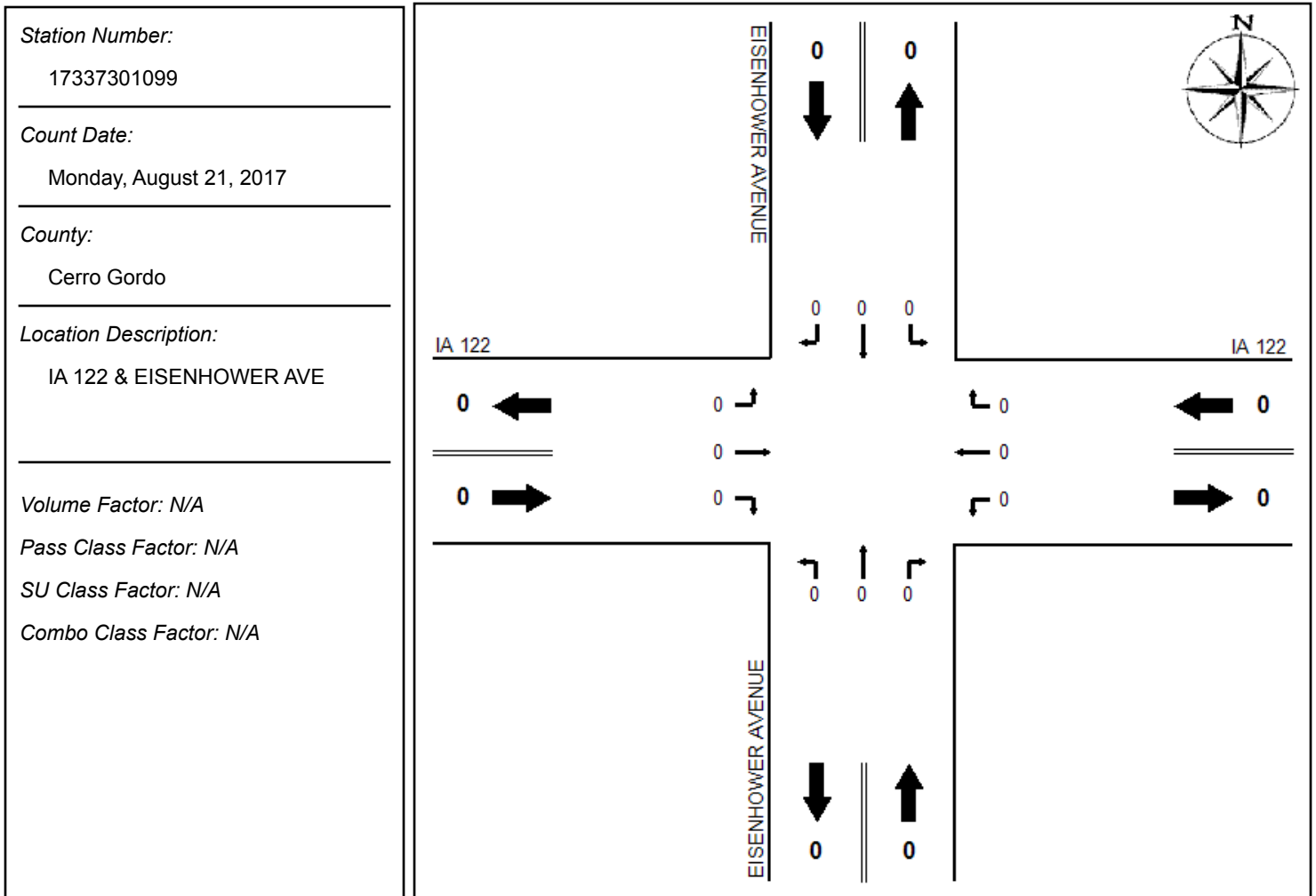


Raw Data-5 Axle Tractor One-Trailer Truck:

	N Leg			E Leg			S Leg			W Leg		
	L	T	R	L	T	R	L	T	R	L	T	R
00:00	0	0	0	0	0	0	0	1	0	1	0	0
01:00	0	0	0	0	0	0	0	0	0	0	1	0
02:00	0	0	0	0	0	0	0	1	0	0	2	1
03:00	0	0	0	0	2	0	0	0	0	0	1	0
04:00	0	0	1	0	4	0	0	1	0	2	0	0
05:00	0	1	2	0	0	0	0	0	0	4	4	0
06:00	0	4	1	1	4	0	0	1	0	0	2	2
07:00	0	1	1	1	6	0	1	2	1	0	10	4
08:00	0	4	1	0	12	0	6	2	0	0	3	1
09:00	0	3	0	1	4	0	0	6	0	0	3	0
10:00	0	1	0	1	6	0	1	7	1	2	10	2
11:00	1	6	2	0	3	0	4	6	0	2	3	3
12:00	1	4	1	1	5	0	2	2	0	2	9	6
13:00	1	2	0	1	7	1	4	5	1	2	3	3
14:00	1	3	1	1	3	1	3	2	0	4	3	2
15:00	2	3	2	1	7	0	1	1	0	3	2	0
16:00	0	2	2	0	1	0	3	4	0	3	2	0
17:00	2	4	2	0	3	0	1	1	1	1	2	2
18:00	0	0	0	0	0	0	0	0	0	0	2	1

	N Leg			E Leg			S Leg			W Leg		
	<i>L</i>	<i>T</i>	<i>R</i>	<i>L</i>	<i>T</i>	<i>R</i>	<i>L</i>	<i>T</i>	<i>R</i>	<i>L</i>	<i>T</i>	<i>R</i>
19:00	0	1	1	0	3	0	0	5	1	0	1	1
20:00	0	4	1	1	5	0	0	2	0	0	2	3
21:00	0	1	0	0	2	0	1	1	0	0	0	0
22:00	0	1	0	1	1	0	0	0	0	1	0	1
23:00	1	1	1	0	0	0	0	1	0	0	2	2

Iowa Department of Transportation
Turning Movement Traffic Count Summary
 Vehicle Type: 6 or More Axle Tractor One-Trailer Truck

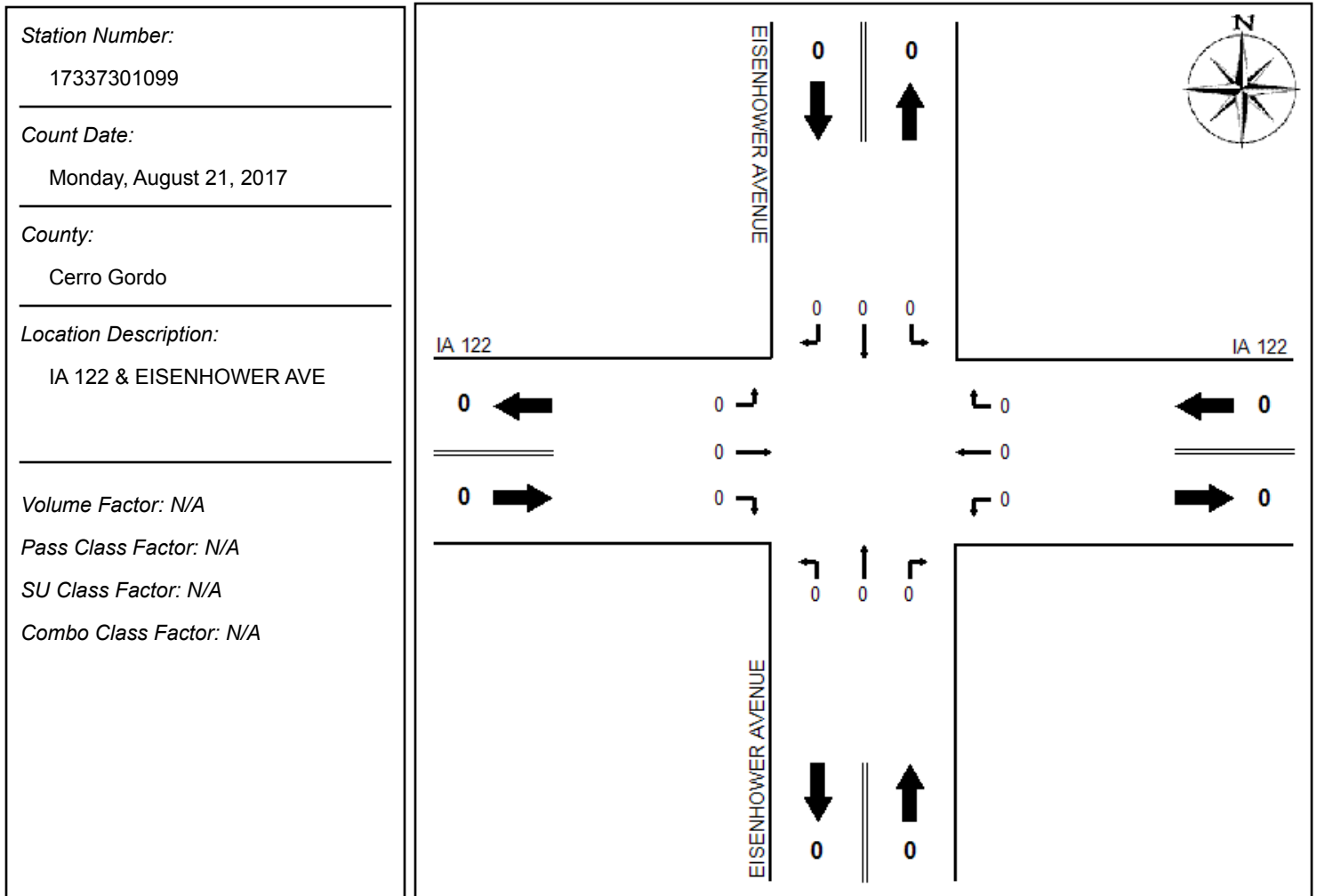


Raw Data-6 or More Axle Tractor One-Trailer Truck:

	N Leg			E Leg			S Leg			W Leg		
	L	T	R	L	T	R	L	T	R	L	T	R
00:00	0	0	0	0	0	0	0	0	0	0	0	0
01:00	0	0	0	0	0	0	0	0	0	0	0	0
02:00	0	0	0	0	0	0	0	0	0	0	0	0
03:00	0	0	0	0	0	0	0	0	0	0	0	0
04:00	0	0	0	0	0	0	0	0	0	0	0	0
05:00	0	0	0	0	0	0	0	0	0	0	0	0
06:00	0	0	0	0	0	0	0	0	0	0	0	0
07:00	0	0	0	0	0	0	0	0	0	0	0	0
08:00	0	0	0	0	0	0	0	0	0	0	0	0
09:00	0	0	0	0	0	0	0	0	0	0	0	0
10:00	0	0	0	0	0	0	0	0	0	0	0	0
11:00	0	0	0	0	0	0	0	0	0	0	0	0
12:00	0	0	0	0	0	0	0	0	0	0	0	0
13:00	0	0	0	0	0	0	0	0	0	0	0	0
14:00	0	0	0	0	0	0	0	0	0	0	0	0
15:00	0	0	0	0	0	0	0	0	0	0	0	0
16:00	0	0	0	0	0	0	0	0	0	0	0	0
17:00	0	0	0	0	0	0	0	0	0	0	0	0
18:00	0	0	0	0	0	0	0	0	0	0	0	0

	N Leg			E Leg			S Leg			W Leg		
	<i>L</i>	<i>T</i>	<i>R</i>	<i>L</i>	<i>T</i>	<i>R</i>	<i>L</i>	<i>T</i>	<i>R</i>	<i>L</i>	<i>T</i>	<i>R</i>
19:00	0	0	0	0	0	0	0	0	0	0	0	0
20:00	0	0	0	0	0	0	0	0	0	0	0	0
21:00	0	0	0	0	0	0	0	0	0	0	0	0
22:00	0	0	0	0	0	0	0	0	0	0	0	0
23:00	0	0	0	0	0	0	0	0	0	0	0	0

Iowa Department of Transportation
Turning Movement Traffic Count Summary
 Vehicle Type: 5 or Less Axle Tractor Multi-Trailer Truck

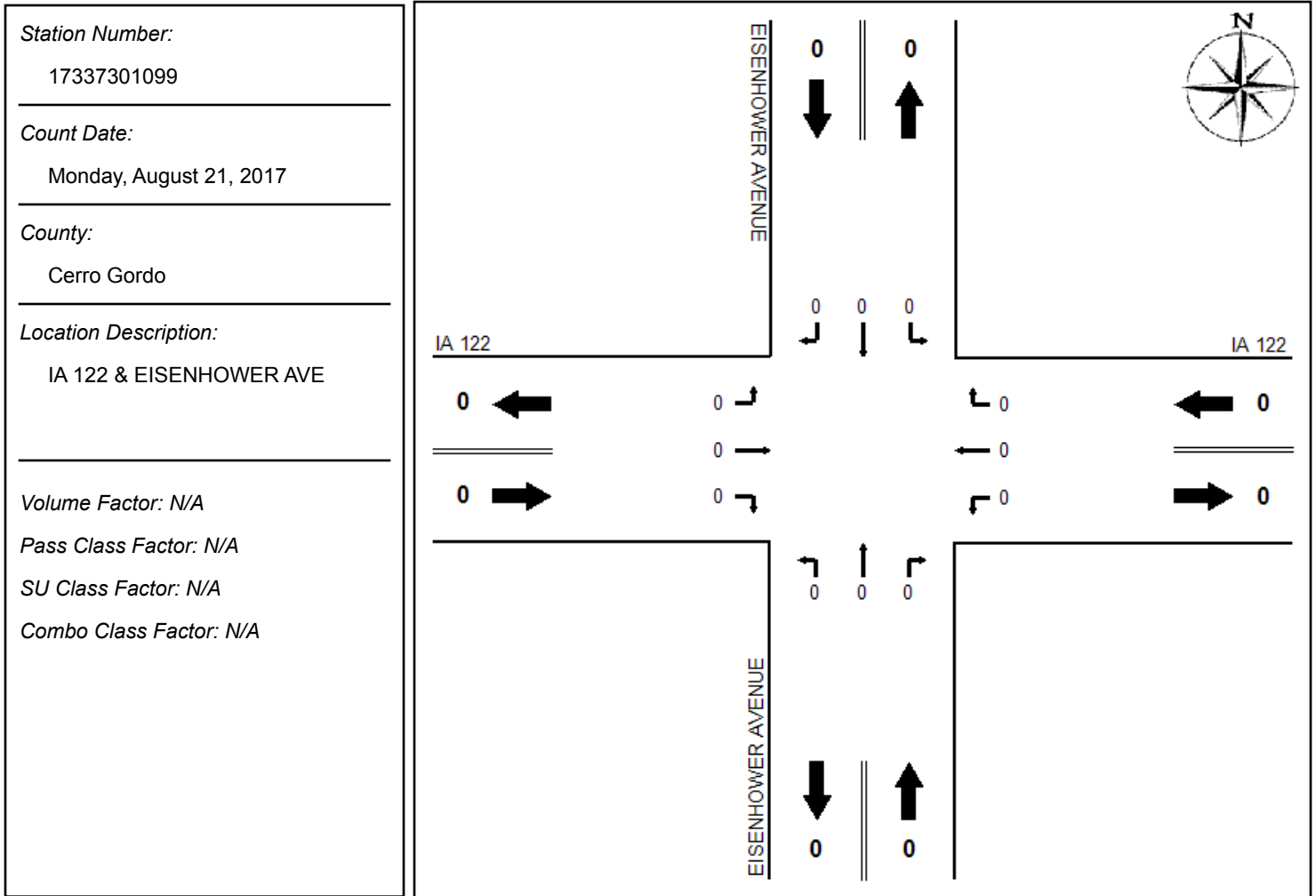


Raw Data-5 or Less Axle Tractor Multi-Trailer Truck:

	N Leg			E Leg			S Leg			W Leg		
	L	T	R	L	T	R	L	T	R	L	T	R
00:00	0	0	0	0	0	0	0	0	0	0	0	0
01:00	0	0	0	0	0	0	0	0	0	0	0	0
02:00	0	0	0	0	0	0	0	0	0	0	0	0
03:00	0	0	0	0	0	0	0	0	0	0	0	0
04:00	0	0	0	0	0	0	0	0	0	0	0	0
05:00	0	0	0	0	0	0	0	0	0	0	0	0
06:00	0	0	0	0	0	0	0	0	0	0	0	0
07:00	0	0	0	0	0	0	0	0	0	0	0	0
08:00	0	0	0	0	0	0	0	0	0	0	0	0
09:00	0	0	0	0	0	0	0	0	0	0	0	0
10:00	0	0	0	0	0	0	0	0	0	0	0	0
11:00	0	0	0	0	0	0	0	0	0	0	0	0
12:00	0	0	0	0	0	0	0	0	0	0	0	0
13:00	0	0	0	0	0	0	0	0	0	0	0	0
14:00	0	0	0	0	0	0	0	0	0	0	0	0
15:00	0	0	0	0	0	0	0	0	0	0	0	0
16:00	0	0	0	0	0	0	0	0	0	0	0	0
17:00	0	0	0	0	0	0	0	0	0	0	0	0
18:00	0	0	0	0	0	0	0	0	0	0	0	0

	N Leg			E Leg			S Leg			W Leg		
	<i>L</i>	<i>T</i>	<i>R</i>	<i>L</i>	<i>T</i>	<i>R</i>	<i>L</i>	<i>T</i>	<i>R</i>	<i>L</i>	<i>T</i>	<i>R</i>
19:00	0	0	0	0	0	0	0	0	0	0	0	0
20:00	0	0	0	0	0	0	0	0	0	0	0	0
21:00	0	0	0	0	0	0	0	0	0	0	0	0
22:00	0	0	0	0	0	0	0	0	0	0	0	0
23:00	0	0	0	0	0	0	0	0	0	0	0	0

Iowa Department of Transportation
Turning Movement Traffic Count Summary
 Vehicle Type: 6 Axle Tractor Multi-Trailer Truck

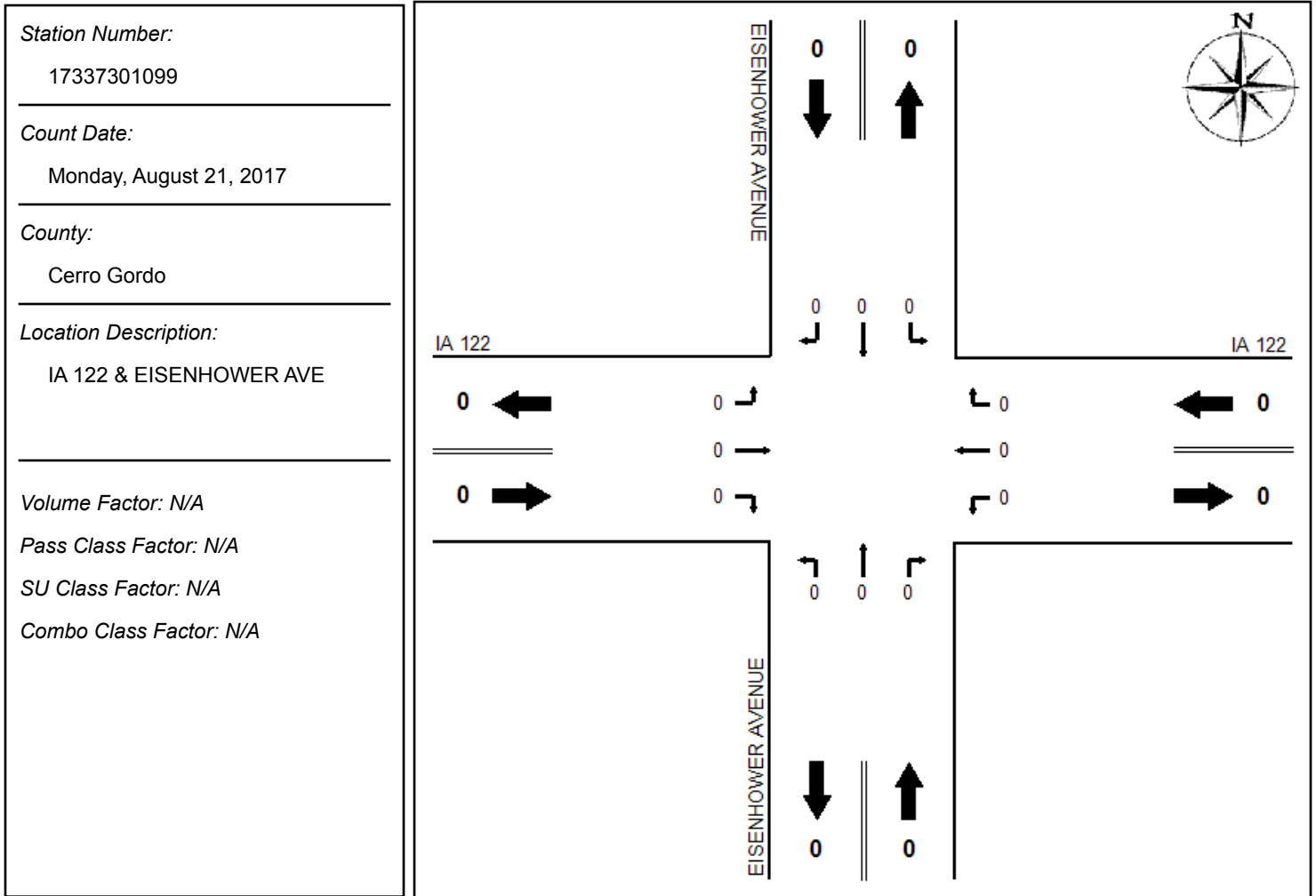


Raw Data-6 Axle Tractor Multi-Trailer Truck:

	N Leg			E Leg			S Leg			W Leg		
	L	T	R	L	T	R	L	T	R	L	T	R
00:00	0	0	0	0	0	0	0	0	0	0	0	0
01:00	0	0	0	0	0	0	0	0	0	0	0	0
02:00	0	0	0	0	0	0	0	0	0	0	0	0
03:00	0	0	0	0	0	0	0	0	0	0	0	0
04:00	0	0	0	0	0	0	0	0	0	0	0	0
05:00	0	0	0	0	0	0	0	0	0	0	0	0
06:00	0	0	0	0	0	0	0	0	0	0	0	0
07:00	0	0	0	0	0	0	0	0	0	0	0	0
08:00	0	0	0	0	0	0	0	0	0	0	0	0
09:00	0	0	0	0	0	0	0	0	0	0	0	0
10:00	0	0	0	0	0	0	0	0	0	0	0	0
11:00	0	0	0	0	0	0	0	0	0	0	0	0
12:00	0	0	0	0	0	0	0	0	0	0	0	0
13:00	0	0	0	0	0	0	0	0	0	0	0	0
14:00	0	0	0	0	0	0	0	0	0	0	0	0
15:00	0	0	0	0	0	0	0	0	0	0	0	0
16:00	0	0	0	0	0	0	0	0	0	0	0	0
17:00	0	0	0	0	0	0	0	0	0	0	0	0
18:00	0	0	0	0	0	0	0	0	0	0	0	0

	N Leg			E Leg			S Leg			W Leg		
	<i>L</i>	<i>T</i>	<i>R</i>	<i>L</i>	<i>T</i>	<i>R</i>	<i>L</i>	<i>T</i>	<i>R</i>	<i>L</i>	<i>T</i>	<i>R</i>
19:00	0	0	0	0	0	0	0	0	0	0	0	0
20:00	0	0	0	0	0	0	0	0	0	0	0	0
21:00	0	0	0	0	0	0	0	0	0	0	0	0
22:00	0	0	0	0	0	0	0	0	0	0	0	0
23:00	0	0	0	0	0	0	0	0	0	0	0	0

Iowa Department of Transportation
Turning Movement Traffic Count Summary
 Vehicle Type: 7 or More Axle Tractor Multi-Trailer Truck

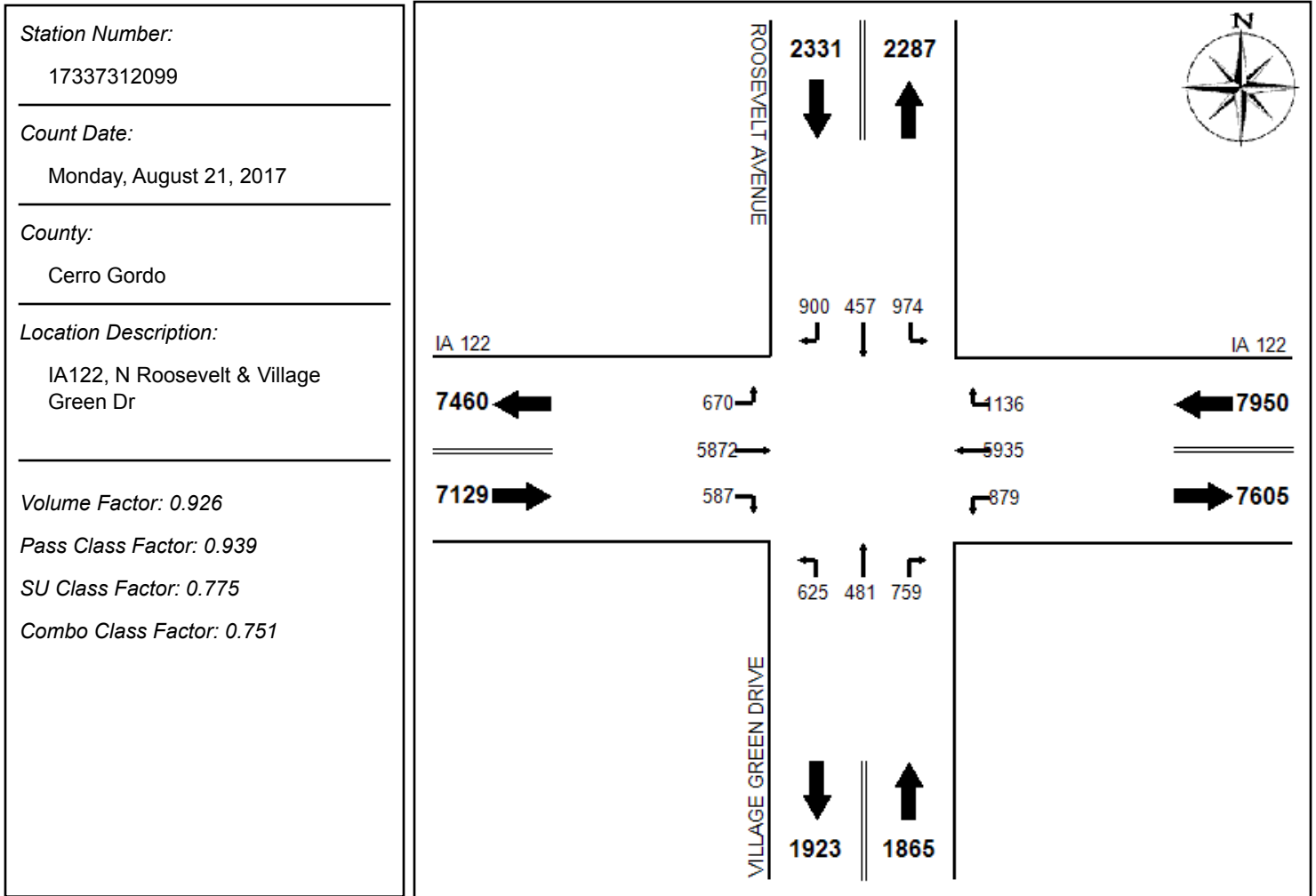


Raw Data-7 or More Axle Tractor Multi-Trailer Truck:

	N Leg			E Leg			S Leg			W Leg		
	L	T	R	L	T	R	L	T	R	L	T	R
00:00	0	0	0	0	0	0	0	0	0	0	0	0
01:00	0	0	0	0	0	0	0	0	0	0	0	0
02:00	0	0	0	0	0	0	0	0	0	0	0	0
03:00	0	0	0	0	0	0	0	0	0	0	0	0
04:00	0	0	0	0	0	0	0	0	0	0	0	0
05:00	0	0	0	0	0	0	0	0	0	0	0	0
06:00	0	0	0	0	0	0	0	0	0	0	0	0
07:00	0	0	0	0	0	0	0	0	0	0	0	0
08:00	0	0	0	0	0	0	0	0	0	0	0	0
09:00	0	0	0	0	0	0	0	0	0	0	0	0
10:00	0	0	0	0	0	0	0	0	0	0	0	0
11:00	0	0	0	0	0	0	0	0	0	0	0	0
12:00	0	0	0	0	0	0	0	0	0	0	0	0
13:00	0	0	0	0	0	0	0	0	0	0	0	0
14:00	0	0	0	0	0	0	0	0	0	0	0	0
15:00	0	0	0	0	0	0	0	0	0	0	0	0
16:00	0	0	0	0	0	0	0	0	0	0	0	0
17:00	0	0	0	0	0	0	0	0	0	0	0	0
18:00	0	0	0	0	0	0	0	0	0	0	0	0

	N Leg			E Leg			S Leg			W Leg		
	<i>L</i>	<i>T</i>	<i>R</i>	<i>L</i>	<i>T</i>	<i>R</i>	<i>L</i>	<i>T</i>	<i>R</i>	<i>L</i>	<i>T</i>	<i>R</i>
19:00	0	0	0	0	0	0	0	0	0	0	0	0
20:00	0	0	0	0	0	0	0	0	0	0	0	0
21:00	0	0	0	0	0	0	0	0	0	0	0	0
22:00	0	0	0	0	0	0	0	0	0	0	0	0
23:00	0	0	0	0	0	0	0	0	0	0	0	0

Iowa Department of Transportation
Turning Movement Traffic Count Summary
 Annualized Daily Traffic For All Vehicles

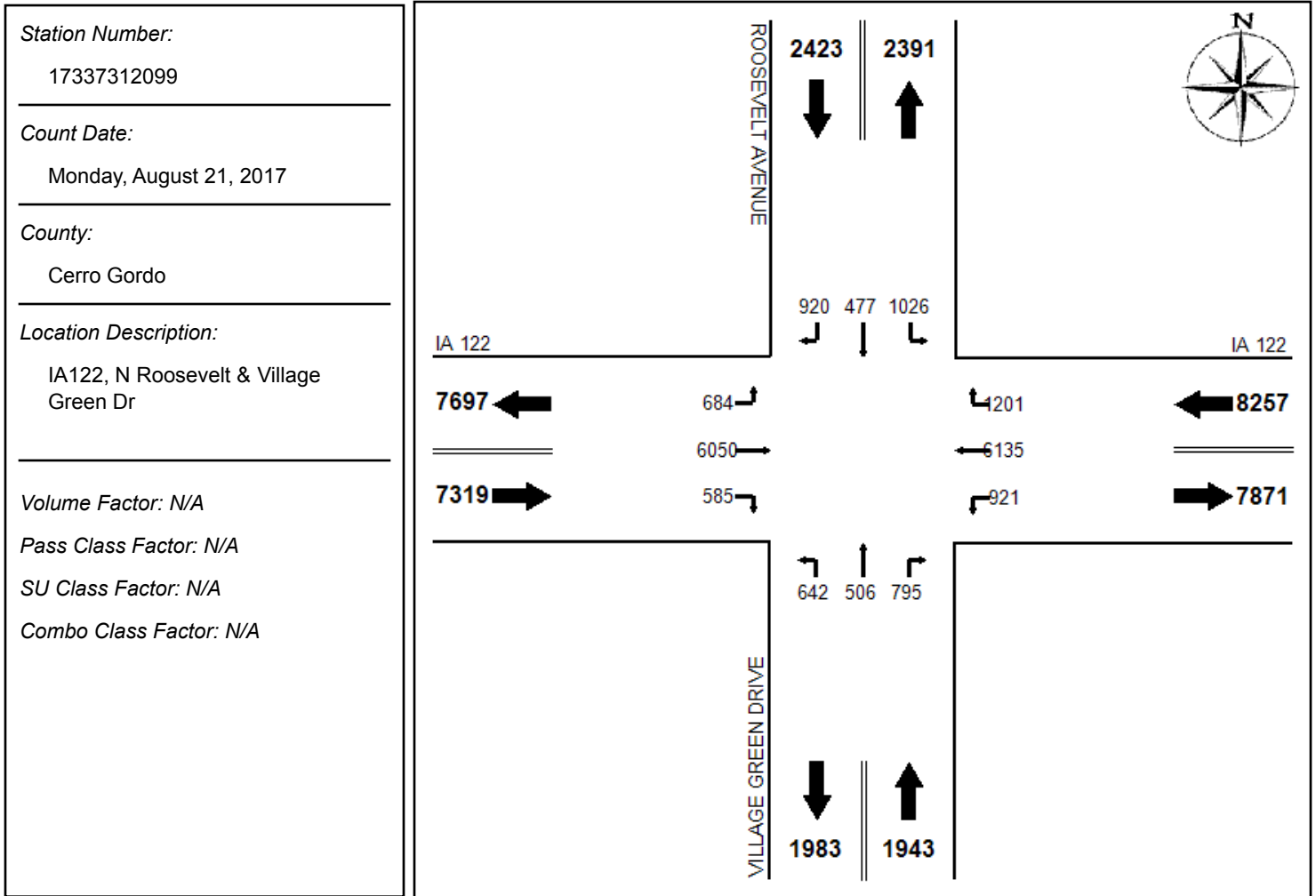


Raw Data-All Vehicles:

	N Leg			E Leg			S Leg			W Leg		
	L	T	R	L	T	R	L	T	R	L	T	R
00:00	0	0	1	0	31	0	0	1	1	0	33	0
01:00	1	0	1	1	26	1	1	0	0	0	32	0
02:00	0	0	1	1	16	0	1	1	1	0	22	0
03:00	0	0	0	0	20	1	0	0	0	0	17	0
04:00	2	1	0	5	53	2	0	0	0	1	28	4
05:00	0	1	1	2	97	13	1	2	2	4	85	2
06:00	3	0	11	3	173	13	4	0	1	6	161	9
07:00	13	4	26	13	264	35	10	13	8	7	372	36
08:00	22	10	25	29	303	42	24	16	17	29	340	30
09:00	47	23	57	63	370	71	40	27	42	36	351	47
10:00	69	45	62	69	436	111	55	35	61	46	387	58
11:00	103	48	72	80	463	95	58	50	90	69	511	60
12:00	109	51	78	102	498	115	43	75	86	69	522	56
13:00	74	23	52	71	337	67	37	26	46	50	303	39
14:00	94	43	90	107	500	114	59	51	85	57	477	57
15:00	106	62	103	90	546	116	69	53	92	77	493	53
16:00	114	55	101	106	581	138	64	47	78	69	515	48
17:00	87	44	88	75	550	83	55	45	71	86	507	48
18:00	71	32	47	39	349	73	53	22	44	47	344	31

	N Leg			E Leg			S Leg			W Leg		
	<i>L</i>	<i>T</i>	<i>R</i>	<i>L</i>	<i>T</i>	<i>R</i>	<i>L</i>	<i>T</i>	<i>R</i>	<i>L</i>	<i>T</i>	<i>R</i>
19:00	45	20	61	47	268	61	40	30	36	35	246	31
20:00	45	19	56	21	204	41	33	13	26	24	197	16
21:00	29	5	26	7	140	16	15	7	16	7	149	3
22:00	6	3	6	4	86	2	5	0	8	0	112	2
23:00	0	0	2	4	52	2	4	0	0	2	95	4

Iowa Department of Transportation
Turning Movement Traffic Count Summary
 Vehicle Type: Passenger Vehicles

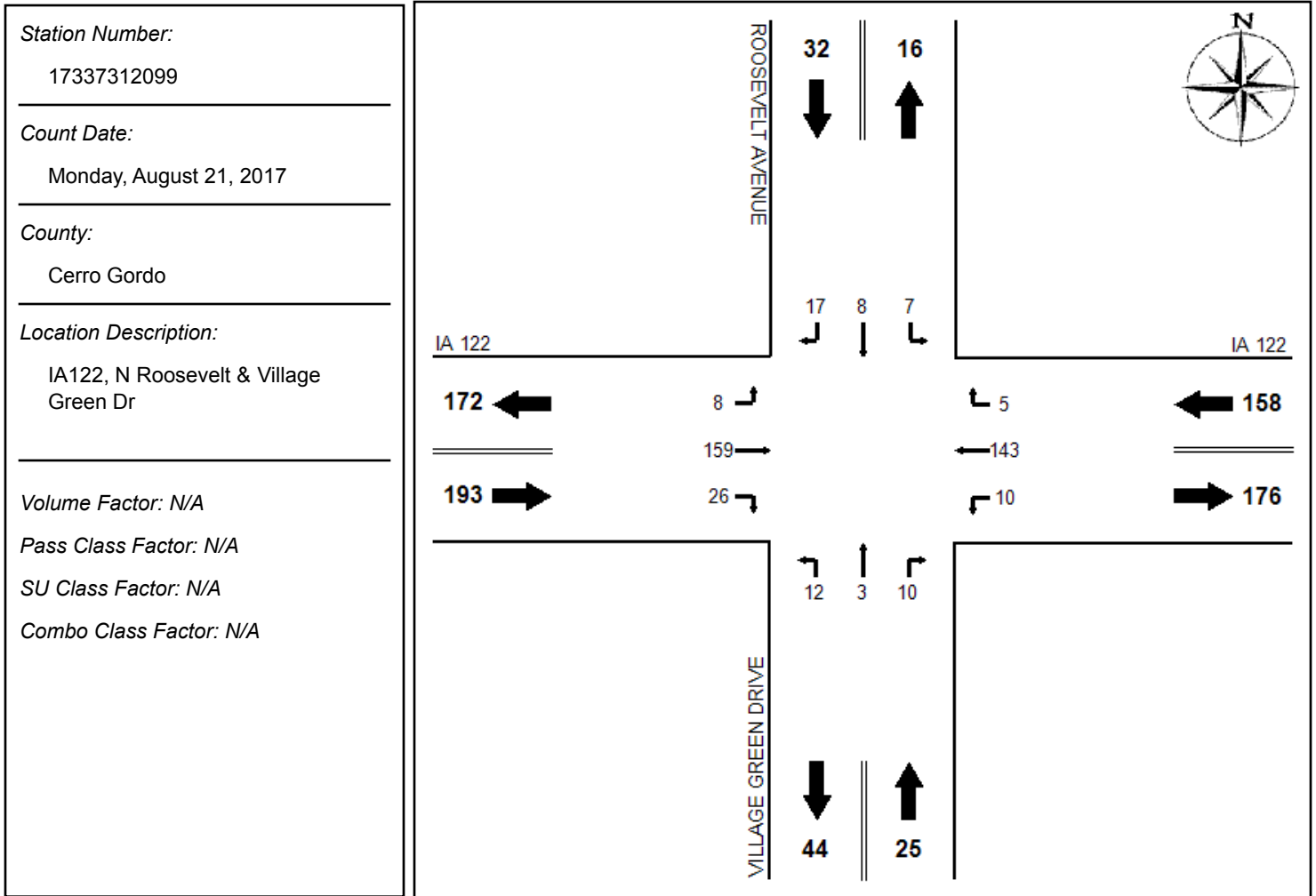


Raw Data-Passenger Vehicles:

	N Leg			E Leg			S Leg			W Leg		
	L	T	R	L	T	R	L	T	R	L	T	R
00:00	0	0	1	0	31	0	0	1	1	0	33	0
01:00	1	0	1	1	25	1	0	0	0	0	30	0
02:00	0	0	1	1	14	0	1	1	1	0	19	0
03:00	0	0	0	0	18	0	0	0	0	0	16	0
04:00	2	1	0	5	50	2	0	0	0	1	27	4
05:00	0	1	1	1	93	13	1	2	1	2	81	2
06:00	2	0	9	3	164	13	3	0	1	6	157	8
07:00	12	3	25	13	250	34	10	12	8	7	351	33
08:00	21	9	23	28	274	40	22	15	15	28	323	26
09:00	45	23	51	61	342	70	36	27	42	32	340	46
10:00	68	42	56	67	415	111	54	35	59	44	359	54
11:00	102	48	68	78	449	94	54	48	87	69	474	51
12:00	108	50	74	101	482	113	40	74	85	63	505	53
13:00	73	21	44	69	326	67	35	26	44	44	287	35
14:00	94	42	85	107	491	113	59	49	84	52	461	52
15:00	103	61	100	89	530	116	68	53	91	74	477	49
16:00	114	54	99	105	565	137	61	47	76	65	501	44
17:00	86	43	86	75	544	83	52	45	71	85	487	43
18:00	71	32	47	38	343	73	53	22	44	46	339	30

	N Leg			E Leg			S Leg			W Leg		
	<i>L</i>	<i>T</i>	<i>R</i>	<i>L</i>	<i>T</i>	<i>R</i>	<i>L</i>	<i>T</i>	<i>R</i>	<i>L</i>	<i>T</i>	<i>R</i>
19:00	45	20	61	45	262	61	38	30	35	33	243	31
20:00	45	19	55	21	199	41	31	13	26	24	192	16
21:00	29	5	25	7	136	16	15	6	16	7	146	3
22:00	5	3	6	4	83	1	5	0	8	0	112	2
23:00	0	0	2	2	49	2	4	0	0	2	90	3

Iowa Department of Transportation
Turning Movement Traffic Count Summary
 Vehicle Type: Single-Unit Trucks

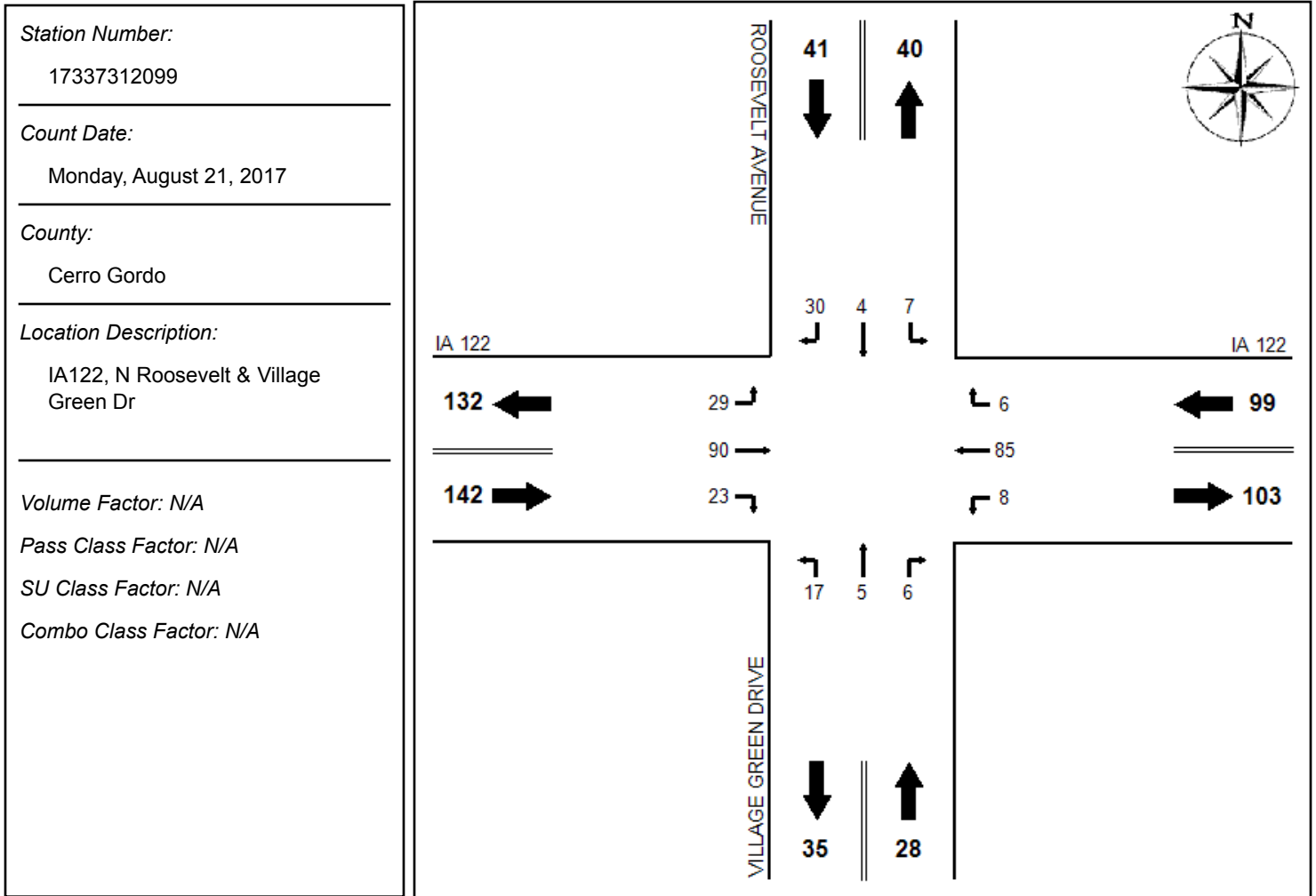


Raw Data-Single-Unit Trucks:

	N Leg			E Leg			S Leg			W Leg		
	L	T	R	L	T	R	L	T	R	L	T	R
00:00	0	0	0	0	0	0	0	0	0	0	0	0
01:00	0	0	0	0	0	0	0	1	0	0	1	0
02:00	0	0	0	0	2	0	0	0	0	0	1	0
03:00	0	0	0	0	1	0	0	0	0	0	0	0
04:00	0	0	0	0	0	0	0	0	0	0	1	0
05:00	0	0	0	0	2	0	0	0	1	0	1	0
06:00	0	0	1	0	6	0	0	0	0	0	2	1
07:00	1	1	1	0	6	1	0	1	0	0	11	2
08:00	1	1	1	1	13	1	2	1	1	0	12	4
09:00	2	0	5	2	22	1	2	0	0	0	5	1
10:00	1	2	0	1	17	0	1	0	2	1	21	3
11:00	0	0	2	2	11	0	3	1	2	0	29	5
12:00	1	0	3	1	10	1	2	0	0	0	11	0
13:00	0	1	1	1	6	0	1	0	1	1	11	2
14:00	0	1	1	0	7	0	0	0	1	2	8	3
15:00	0	1	1	1	8	0	0	0	1	2	11	2
16:00	0	0	1	0	11	0	0	0	1	1	9	2
17:00	0	1	0	0	4	0	0	0	0	0	14	1
18:00	0	0	0	1	5	0	0	0	0	1	2	0

	N Leg			E Leg			S Leg			W Leg		
	<i>L</i>	<i>T</i>	<i>R</i>	<i>L</i>	<i>T</i>	<i>R</i>	<i>L</i>	<i>T</i>	<i>R</i>	<i>L</i>	<i>T</i>	<i>R</i>
19:00	0	0	0	0	5	0	0	0	0	0	1	0
20:00	0	0	0	0	1	0	0	0	0	0	3	0
21:00	0	0	0	0	2	0	0	0	0	0	2	0
22:00	1	0	0	0	1	1	0	0	0	0	0	0
23:00	0	0	0	0	3	0	0	0	0	0	3	0

Iowa Department of Transportation
Turning Movement Traffic Count Summary
 Vehicle Type: Combination Trucks

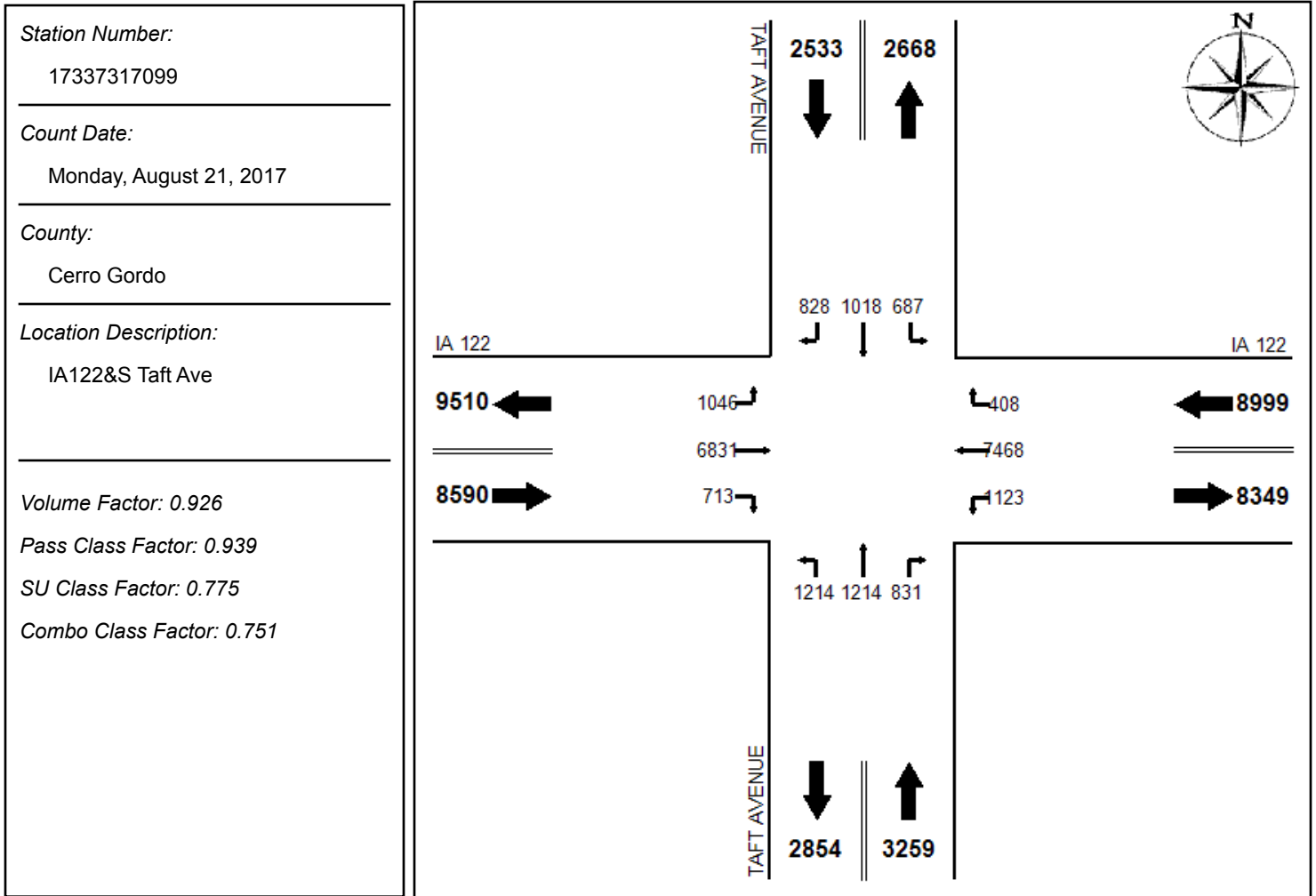


Raw Data-Combination Trucks:

	N Leg			E Leg			S Leg			W Leg		
	L	T	R	L	T	R	L	T	R	L	T	R
00:00	0	0	0	0	0	0	0	0	0	0	0	0
01:00	0	0	0	0	1	0	0	0	0	0	1	0
02:00	0	0	0	0	0	0	0	0	0	0	2	0
03:00	0	0	0	0	1	1	0	0	0	0	1	0
04:00	0	0	0	0	3	0	0	0	0	0	0	0
05:00	0	0	0	1	2	0	0	0	0	2	3	0
06:00	1	0	1	0	3	0	1	0	0	0	2	0
07:00	0	0	0	0	8	0	0	0	0	0	10	1
08:00	0	0	1	0	16	1	0	0	1	1	5	0
09:00	0	0	1	0	6	0	2	0	0	4	6	0
10:00	0	1	6	1	4	0	0	0	0	1	7	1
11:00	1	0	2	0	3	1	1	1	1	0	8	4
12:00	0	1	1	0	6	1	1	1	1	6	6	3
13:00	1	1	7	1	5	0	1	0	1	5	5	2
14:00	0	0	4	0	2	1	0	2	0	3	8	2
15:00	3	0	2	0	8	0	1	0	0	1	5	2
16:00	0	1	1	1	5	1	3	0	1	3	5	2
17:00	1	0	2	0	2	0	3	0	0	1	6	4
18:00	0	0	0	0	1	0	0	0	0	0	3	1

	N Leg			E Leg			S Leg			W Leg		
	<i>L</i>	<i>T</i>	<i>R</i>	<i>L</i>	<i>T</i>	<i>R</i>	<i>L</i>	<i>T</i>	<i>R</i>	<i>L</i>	<i>T</i>	<i>R</i>
19:00	0	0	0	2	1	0	2	0	1	2	2	0
20:00	0	0	1	0	4	0	2	0	0	0	2	0
21:00	0	0	1	0	2	0	0	1	0	0	1	0
22:00	0	0	0	0	2	0	0	0	0	0	0	0
23:00	0	0	0	2	0	0	0	0	0	0	2	1

Iowa Department of Transportation
Turning Movement Traffic Count Summary
 Annualized Daily Traffic For All Vehicles

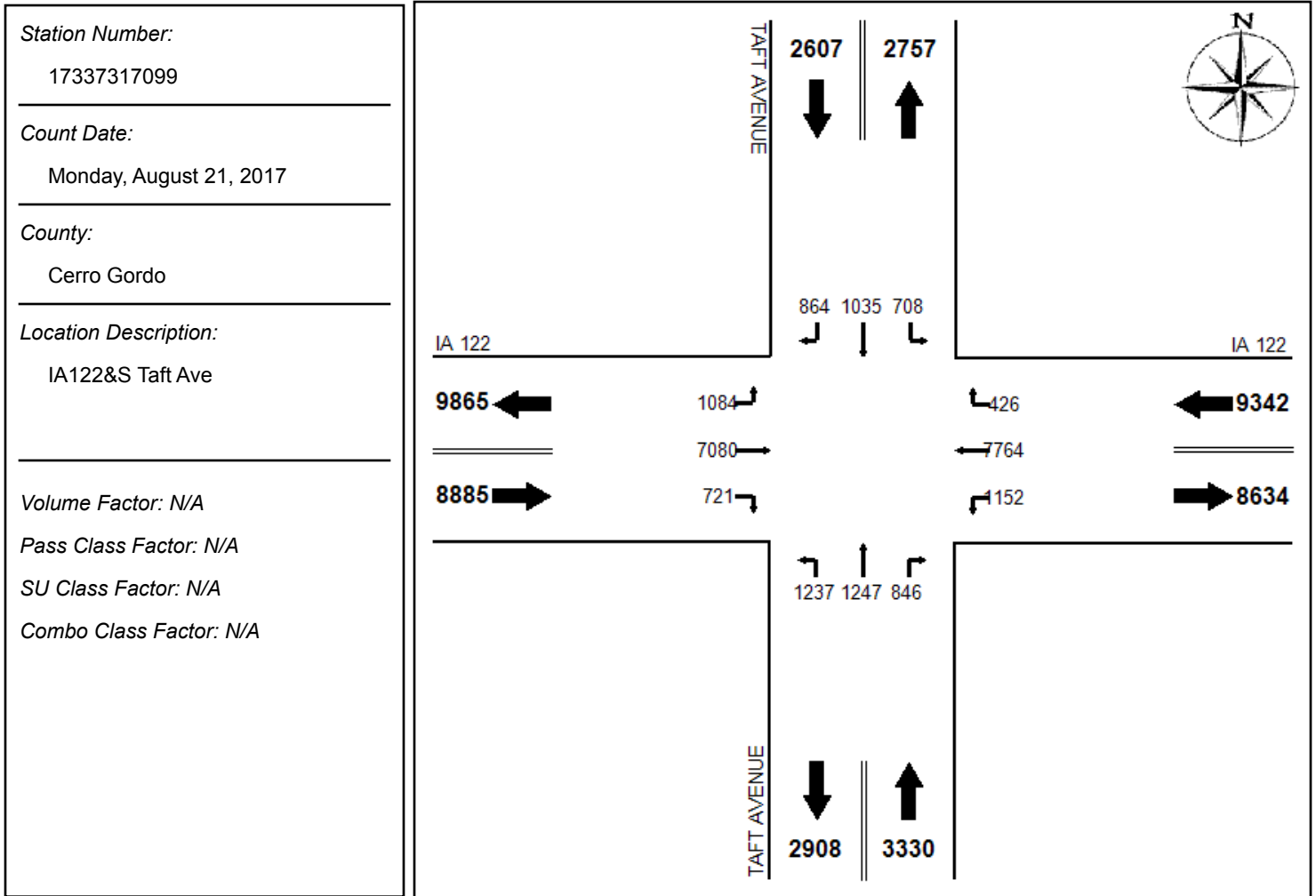


Raw Data-All Vehicles:

	N Leg			E Leg			S Leg			W Leg		
	L	T	R	L	T	R	L	T	R	L	T	R
00:00	3	8	6	8	44	5	5	15	6	6	48	6
01:00	0	4	0	1	26	0	3	6	4	2	29	2
02:00	0	4	1	4	13	0	5	6	1	2	19	1
03:00	0	3	0	1	22	0	1	3	1	0	11	3
04:00	2	6	10	10	64	1	4	11	3	1	21	5
05:00	3	50	8	42	105	5	3	18	5	11	74	13
06:00	11	38	16	35	183	7	17	31	24	3	140	17
07:00	31	102	42	53	320	20	49	58	69	21	343	25
08:00	36	60	46	56	357	12	59	71	52	21	341	37
09:00	35	47	51	72	473	24	65	56	57	55	389	40
10:00	41	59	64	68	593	22	111	67	55	81	468	42
11:00	57	66	67	87	618	24	122	98	62	100	586	63
12:00	70	58	80	137	603	44	134	87	73	94	653	66
13:00	83	89	82	100	637	46	130	96	75	94	577	70
14:00	69	74	94	73	660	40	110	96	80	98	574	64
15:00	36	88	62	123	696	30	85	131	55	101	605	63
16:00	51	87	72	87	741	42	108	144	79	123	606	71
17:00	50	93	61	88	637	42	113	125	72	117	522	53
18:00	46	59	30	46	377	20	69	69	44	73	377	39

	N Leg			E Leg			S Leg			W Leg		
	<i>L</i>	<i>T</i>	<i>R</i>	<i>L</i>	<i>T</i>	<i>R</i>	<i>L</i>	<i>T</i>	<i>R</i>	<i>L</i>	<i>T</i>	<i>R</i>
19:00	38	32	40	50	343	18	59	40	30	54	285	36
20:00	28	30	27	24	222	15	30	27	17	23	268	25
21:00	19	15	13	26	129	14	18	18	12	19	181	13
22:00	17	14	8	11	86	3	4	19	11	13	112	6
23:00	11	10	6	4	47	2	2	12	7	9	90	8

Iowa Department of Transportation
Turning Movement Traffic Count Summary
 Vehicle Type: Passenger Vehicles

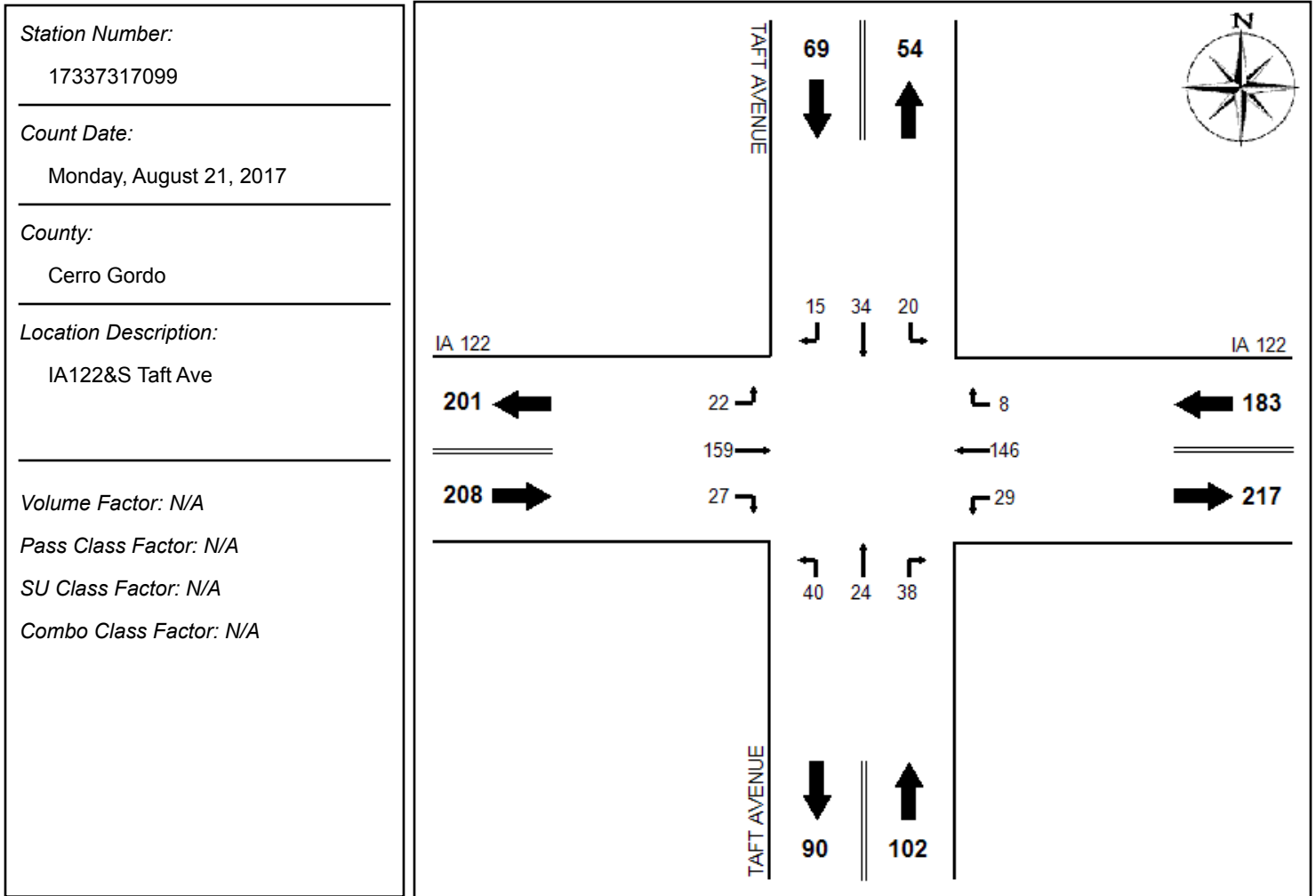


Raw Data-Passenger Vehicles:

	N Leg			E Leg			S Leg			W Leg		
	L	T	R	L	T	R	L	T	R	L	T	R
00:00	3	7	6	8	44	5	5	14	5	6	48	5
01:00	0	3	0	1	25	0	3	5	4	2	28	2
02:00	0	4	1	4	12	0	4	6	1	2	16	1
03:00	0	1	0	1	19	0	1	3	1	0	11	3
04:00	2	5	10	9	61	1	3	10	3	1	20	5
05:00	3	49	8	42	103	5	1	18	5	10	71	12
06:00	11	36	15	33	177	7	14	29	22	3	136	14
07:00	31	98	41	52	305	20	45	55	61	18	315	22
08:00	30	54	37	52	328	12	51	66	46	21	315	35
09:00	32	44	50	68	446	23	57	52	56	51	373	38
10:00	33	54	62	63	571	19	106	63	49	78	441	41
11:00	55	60	63	78	602	24	117	92	60	98	563	56
12:00	70	54	79	131	583	43	131	82	69	90	637	63
13:00	81	84	82	98	618	43	128	94	70	92	559	69
14:00	68	69	92	72	647	40	104	90	75	98	559	62
15:00	35	83	61	115	682	30	80	124	51	98	590	58
16:00	48	83	72	84	725	40	106	139	78	117	594	68
17:00	49	89	61	85	631	42	111	123	72	112	509	47
18:00	45	58	30	43	374	20	65	68	42	72	375	36

	N Leg			E Leg			S Leg			W Leg		
	<i>L</i>	<i>T</i>	<i>R</i>	<i>L</i>	<i>T</i>	<i>R</i>	<i>L</i>	<i>T</i>	<i>R</i>	<i>L</i>	<i>T</i>	<i>R</i>
19:00	38	32	40	50	338	18	56	40	30	53	283	34
20:00	28	29	27	23	219	15	27	26	17	23	263	23
21:00	19	15	13	26	127	14	17	18	12	19	177	13
22:00	17	14	8	11	82	3	4	19	11	12	111	6
23:00	10	10	6	3	45	2	1	11	6	8	86	8

Iowa Department of Transportation
Turning Movement Traffic Count Summary
 Vehicle Type: Single-Unit Trucks

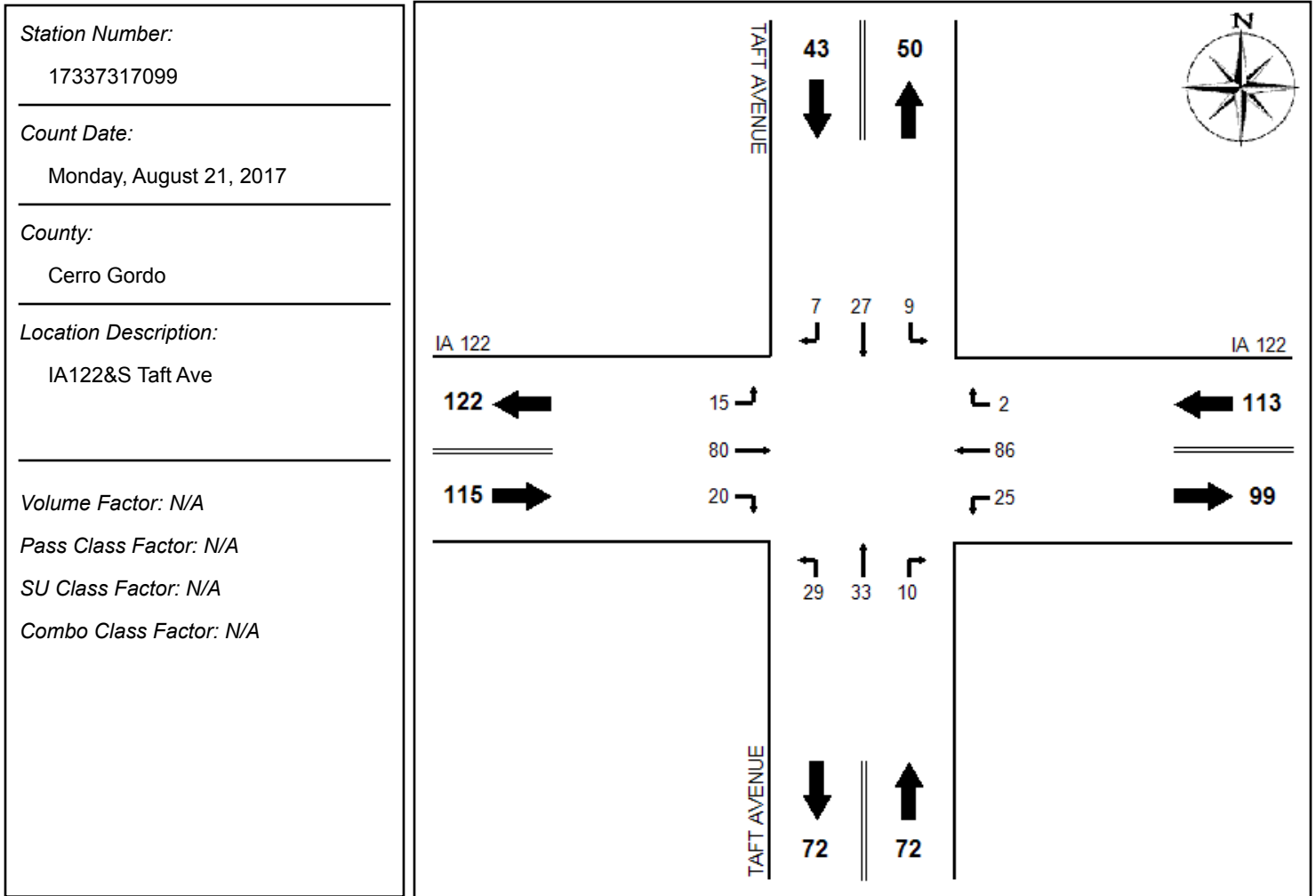


Raw Data-Single-Unit Trucks:

	N Leg			E Leg			S Leg			W Leg		
	L	T	R	L	T	R	L	T	R	L	T	R
00:00	0	0	0	0	0	0	0	0	0	0	0	1
01:00	0	0	0	0	1	0	0	0	0	0	0	0
02:00	0	0	0	0	1	0	1	0	0	0	1	0
03:00	0	1	0	0	1	0	0	0	0	0	0	0
04:00	0	0	0	0	0	0	0	1	0	0	1	0
05:00	0	1	0	0	0	0	2	0	0	1	2	0
06:00	0	2	1	2	3	0	2	0	2	0	2	3
07:00	0	4	1	1	9	0	2	1	8	1	20	1
08:00	3	5	5	2	18	0	3	1	5	0	18	2
09:00	1	3	0	2	20	0	5	1	1	2	10	1
10:00	7	3	2	2	15	2	3	1	5	2	16	1
11:00	1	3	4	4	13	0	4	4	2	2	16	5
12:00	0	3	0	2	11	1	2	3	2	3	10	2
13:00	2	2	0	2	7	3	2	1	4	0	12	1
14:00	1	3	2	1	10	0	3	1	4	0	9	1
15:00	0	2	0	3	8	0	3	4	2	1	13	2
16:00	3	1	0	2	11	2	0	3	1	3	7	2
17:00	1	0	0	2	5	0	2	1	0	5	11	2
18:00	1	0	0	2	3	0	3	1	1	0	1	1

	N Leg			E Leg			S Leg			W Leg		
	<i>L</i>	<i>T</i>	<i>R</i>	<i>L</i>	<i>T</i>	<i>R</i>	<i>L</i>	<i>T</i>	<i>R</i>	<i>L</i>	<i>T</i>	<i>R</i>
19:00	0	0	0	0	2	0	2	0	0	1	1	1
20:00	0	1	0	1	2	0	0	1	0	0	3	1
21:00	0	0	0	0	2	0	0	0	0	0	3	0
22:00	0	0	0	0	2	0	0	0	0	1	1	0
23:00	0	0	0	1	2	0	1	0	1	0	2	0

Iowa Department of Transportation
Turning Movement Traffic Count Summary
 Vehicle Type: Combination Trucks



Raw Data-Combination Trucks:

	N Leg			E Leg			S Leg			W Leg		
	L	T	R	L	T	R	L	T	R	L	T	R
00:00	0	1	0	0	0	0	0	1	1	0	0	0
01:00	0	1	0	0	0	0	0	1	0	0	1	0
02:00	0	0	0	0	0	0	0	0	0	0	2	0
03:00	0	1	0	0	2	0	0	0	0	0	0	0
04:00	0	1	0	1	3	0	1	0	0	0	0	0
05:00	0	0	0	0	2	0	0	0	0	0	1	1
06:00	0	0	0	0	3	0	1	2	0	0	2	0
07:00	0	0	0	0	6	0	2	2	0	2	8	2
08:00	3	1	4	2	11	0	5	4	1	0	8	0
09:00	2	0	1	2	7	1	3	3	0	2	6	1
10:00	1	2	0	3	7	1	2	3	1	1	11	0
11:00	1	3	0	5	3	0	1	2	0	0	7	2
12:00	0	1	1	4	9	0	1	2	2	1	6	1
13:00	0	3	0	0	12	0	0	1	1	2	6	0
14:00	0	2	0	0	3	0	3	5	1	0	6	1
15:00	1	3	1	5	6	0	2	3	2	2	2	3
16:00	0	3	0	1	5	0	2	2	0	3	5	1
17:00	0	4	0	1	1	0	0	1	0	0	2	4
18:00	0	1	0	1	0	0	1	0	1	1	1	2

	N Leg			E Leg			S Leg			W Leg		
	<i>L</i>	<i>T</i>	<i>R</i>	<i>L</i>	<i>T</i>	<i>R</i>	<i>L</i>	<i>T</i>	<i>R</i>	<i>L</i>	<i>T</i>	<i>R</i>
19:00	0	0	0	0	3	0	1	0	0	0	1	1
20:00	0	0	0	0	1	0	3	0	0	0	2	1
21:00	0	0	0	0	0	0	1	0	0	0	1	0
22:00	0	0	0	0	2	0	0	0	0	0	0	0
23:00	1	0	0	0	0	0	0	1	0	1	2	0

Turning Movement Count Summary

IA 122 & Grover Ave
Mason City, IA
115.1000.01M
Iowa DOT TEAP Study

File Name : IA 122_GroverAve_20190828_13HR
Site Code :
Start Date : 8/28/2019
Page No : 1

Groups Printed- Cars+ - Heavy Vehicles

	Grover Ave SB					IA 122 WB					Grover Ave NB					IA 122 EB					
Start Time	L	T	R	P	App. Total	L	T	R	P	App. Total	L	T	R	P	App. Total	L	T	R	P	App. Total	Int. Total
06:00 AM	0	0	0	0	0	2	41	1	0	44	1	0	0	0	1	2	40	5	0	47	92
06:15 AM	2	0	4	0	6	2	29	1	0	32	7	0	2	0	9	0	34	4	1	39	86
06:30 AM	2	2	5	0	9	5	71	2	0	78	6	2	0	0	8	3	62	8	0	73	168
06:45 AM	2	0	1	0	3	1	75	3	0	79	11	0	5	0	16	1	67	19	0	87	185
Total	6	2	10	0	18	10	216	7	0	233	25	2	7	0	34	6	203	36	1	246	531
07:00 AM	8	1	2	0	11	5	86	6	0	97	9	3	4	0	16	3	65	12	0	80	204
07:15 AM	5	2	6	0	13	4	87	4	0	95	18	1	2	0	21	2	61	11	0	74	203
07:30 AM	6	3	8	0	17	3	125	7	0	135	19	2	7	0	28	3	93	12	0	108	288
07:45 AM	10	1	9	0	20	6	139	2	0	147	26	3	3	0	32	8	120	16	0	144	343
Total	29	7	25	0	61	18	437	19	0	474	72	9	16	0	97	16	339	51	0	406	1038
08:00 AM	4	0	11	0	15	3	97	7	0	107	5	5	8	0	18	4	95	22	0	121	261
08:15 AM	12	3	6	0	21	7	92	3	0	102	21	5	5	0	31	7	110	17	0	134	288
08:30 AM	9	2	5	0	16	5	99	6	0	110	16	1	3	0	20	5	106	22	0	133	279
08:45 AM	7	1	7	0	15	7	99	5	0	111	12	3	4	0	19	7	116	13	0	136	281
Total	32	6	29	0	67	22	387	21	0	430	54	14	20	0	88	23	427	74	0	524	1109
09:00 AM	4	5	9	0	18	7	102	5	0	114	22	1	3	0	26	12	100	26	0	138	296
09:15 AM	8	2	7	0	17	11	124	5	0	140	28	2	3	0	33	4	151	20	0	175	365
09:30 AM	5	3	5	0	13	11	118	7	0	136	25	4	6	0	35	10	143	24	0	177	361
09:45 AM	11	5	6	0	22	6	134	6	0	146	28	6	9	0	43	6	109	24	0	139	350
Total	28	15	27	0	70	35	478	23	0	536	103	13	21	0	137	32	503	94	0	629	1372
10:00 AM	4	6	5	0	15	2	109	4	0	115	26	3	9	0	38	6	164	24	0	194	362
10:15 AM	8	6	4	0	18	7	130	7	0	144	20	6	9	0	35	12	158	34	1	205	402
10:30 AM	6	4	3	0	13	17	133	9	0	159	32	3	7	0	42	11	148	15	0	174	388
10:45 AM	3	0	8	0	11	4	138	6	0	148	40	7	8	0	55	6	185	34	0	225	439
Total	21	16	20	0	57	30	510	26	0	566	118	19	33	0	170	35	655	107	1	798	1591
11:00 AM	3	6	9	0	18	14	141	7	0	162	36	5	5	0	46	14	154	31	0	199	425
11:15 AM	4	4	7	0	15	10	157	5	0	172	37	8	5	0	50	6	156	38	0	200	437
11:30 AM	13	5	9	0	27	14	146	9	0	169	37	7	13	0	57	12	192	29	0	233	486
11:45 AM	10	4	7	0	21	20	157	13	0	190	33	11	12	0	56	18	185	42	0	245	512
Total	30	19	32	0	81	58	601	34	0	693	143	31	35	0	209	50	687	140	0	877	1860
12:00 PM	12	6	8	0	26	23	149	13	0	185	38	15	19	0	72	26	206	36	0	268	551
12:15 PM	7	6	11	0	24	26	154	19	0	199	38	6	17	0	61	28	178	35	0	241	525
12:30 PM	10	4	14	0	28	14	152	13	0	179	32	11	15	0	58	9	180	36	0	225	490
12:45 PM	5	9	16	0	30	19	152	5	0	176	48	9	16	0	73	9	171	37	1	218	497
Total	34	25	49	0	108	82	607	50	0	739	156	41	67	0	264	72	735	144	1	952	2063
01:00 PM	13	6	8	0	27	14	130	10	0	154	48	8	19	0	75	13	170	31	1	215	471
01:15 PM	13	4	15	0	32	6	173	6	0	185	51	4	7	0	62	7	185	33	0	225	504
01:30 PM	12	4	10	0	26	15	119	18	0	152	49	9	12	0	70	10	183	26	0	219	467
01:45 PM	8	6	11	0	25	6	148	6	0	160	54	7	17	0	78	11	188	28	0	227	490
Total	46	20	44	0	110	41	570	40	0	651	202	28	55	0	285	41	726	118	1	886	1932
02:00 PM	5	6	8	0	19	11	143	7	3	164	36	3	11	0	50	14	188	23	1	226	459
02:15 PM	6	0	14	0	20	10	151	8	0	169	43	4	7	0	54	9	154	22	0	185	428
02:30 PM	9	9	6	0	24	7	173	11	0	191	32	6	2	0	40	8	168	30	0	206	461
02:45 PM	8	3	7	0	18	6	144	6	0	156	52	7	14	0	73	6	164	32	0	202	449
Total	28	18	35	0	81	34	611	32	3	680	163	20	34	0	217	37	674	107	1	819	1797
03:00 PM	7	6	7	0	20	15	165	5	3	188	31	7	5	0	43	3	148	45	0	196	447
03:15 PM	2	3	8	0	13	11	117	3	0	131	44	5	4	0	53	5	189	35	0	229	426
03:30 PM	6	7	5	0	18	10	186	4	0	200	50	6	10	0	66	9	192	40	0	241	525
03:45 PM	10	2	7	0	19	17	140	11	0	168	40	10	10	0	60	10	199	41	0	250	497
Total	25	18	27	0	70	53	608	23	3	687	165	28	29	0	222	27	728	161	0	916	1895
04:00 PM	6	5	8	0	19	8	157	11	0	176	46	7	3	0	56	4	207	32	0	243	494

Turning Movement Count Summary

IA 122 & Grover Ave
Mason City, IA
115.1000.01M
Iowa DOT TEAP Study

File Name : IA 122_GroverAve_20190828_13HR
Site Code :
Start Date : 8/28/2019
Page No : 2

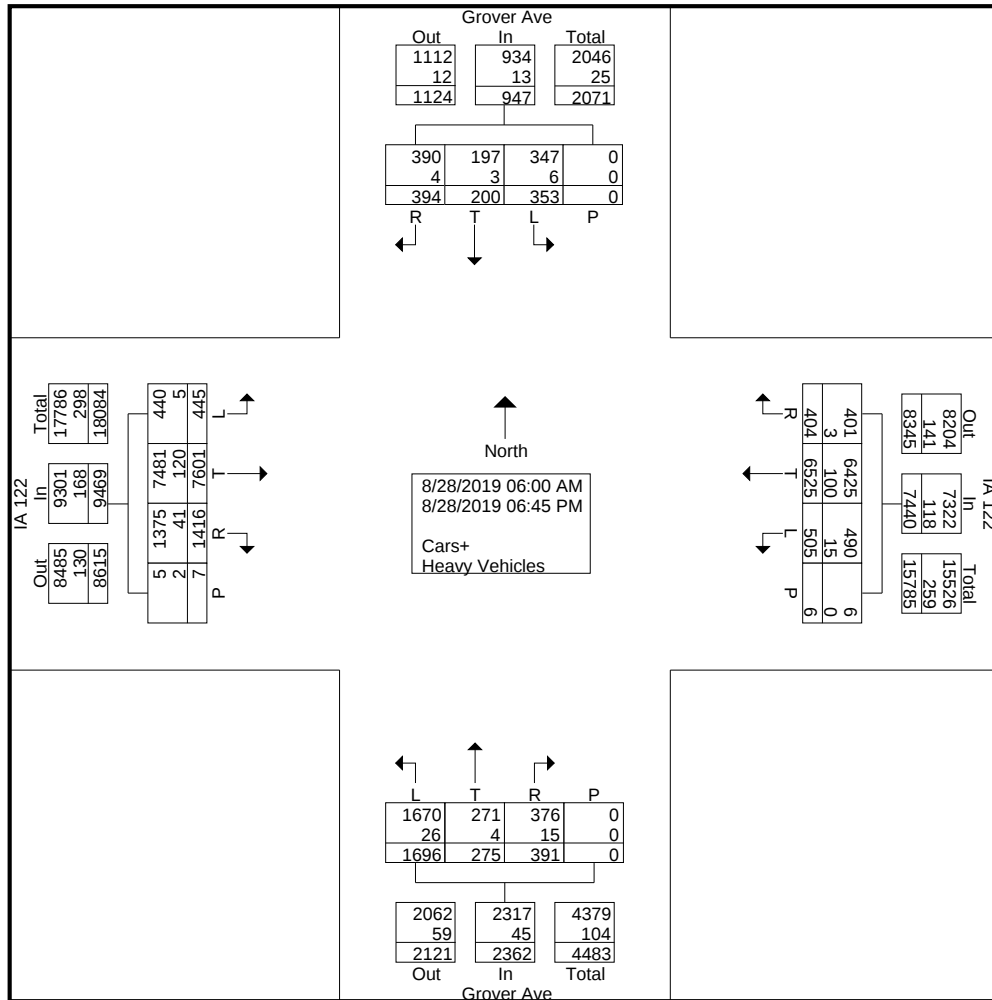
Groups Printed- Cars+ - Heavy Vehicles

	Grover Ave SB						IA 122 WB						Grover Ave NB						IA 122 EB						
Start Time	L	T	R	P	App. Total	L	T	R	P	App. Total	L	T	R	P	App. Total	L	T	R	P	App. Total	Int. Total				
04:15 PM	4	2	6	0	12	12	135	9	0	156	43	10	8	0	61	6	209	37	0	252	481				
04:30 PM	4	5	8	0	17	10	145	11	0	166	45	4	6	0	55	6	219	43	0	268	506				
04:45 PM	8	4	6	0	18	11	132	12	0	155	42	6	7	0	55	9	189	54	1	253	481				
Total	22	16	28	0	66	41	569	43	0	653	176	27	24	0	227	25	824	166	1	1016	1962				
05:00 PM	8	5	9	0	22	15	134	11	0	160	53	5	6	0	64	11	189	40	1	241	487				
05:15 PM	11	6	3	0	20	10	138	12	0	160	52	2	8	0	62	11	173	36	0	220	462				
05:30 PM	11	3	17	0	31	12	155	15	0	182	49	10	12	0	71	15	151	26	0	192	476				
05:45 PM	3	6	6	0	15	9	116	9	0	134	34	6	6	0	46	14	138	31	0	183	378				
Total	33	20	35	0	88	46	543	47	0	636	188	23	32	0	243	51	651	133	1	836	1803				
06:00 PM	4	5	10	0	19	14	107	3	0	124	38	4	6	0	48	10	137	17	0	164	355				
06:15 PM	9	4	5	0	18	7	106	21	0	134	38	3	7	0	48	8	106	24	0	138	338				
06:30 PM	1	2	11	0	14	7	97	6	0	110	26	6	3	0	35	5	108	19	0	132	291				
06:45 PM	5	7	7	0	19	7	78	9	0	94	29	7	2	0	38	7	98	25	0	130	281				
Total	19	18	33	0	70	35	388	39	0	462	131	20	18	0	169	30	449	85	0	564	1265				
Grand Total	353	200	394	0	947	505	6525	404	6	7440	1696	275	391	0	2362	445	7601	1416	7	9469	20218				
Apprch %	37.3	21.1	41.6	0		6.8	87.7	5.4	0.1		71.8	11.6	16.6	0		4.7	80.3	15	0.1						
Total %	1.7	1	1.9	0	4.7	2.5	32.3	2	0	36.8	8.4	1.4	1.9	0	11.7	2.2	37.6	7	0	46.8					
Cars+	347	197	390	0	934	490	6425	401	6	7322	1670	271	376	0	2317	440	7481	1375	5	9301	19874				
% Cars+	98.3	98.5	99	0	98.6	97	98.5	99.3	100	98.4	98.5	98.5	96.2	0	98.1	98.9	98.4	97.1	71.4	98.2	98.3				
Heavy Vehicles	6	3	4	0	13	15	100	3	0	118	26	4	15	0	45	5	120	41	2	168	344				
% Heavy Vehicles	1.7	1.5	1	0	1.4	3	1.5	0.7	0	1.6	1.5	1.5	3.8	0	1.9	1.1	1.6	2.9	28.6	1.8	1.7				

Turning Movement Count Summary

IA 122 & Grover Ave
Mason City, IA
115.1000.01M
Iowa DOT TEAP Study

File Name : IA 122_GroverAve_20190828_13HR
Site Code :
Start Date : 8/28/2019
Page No : 3

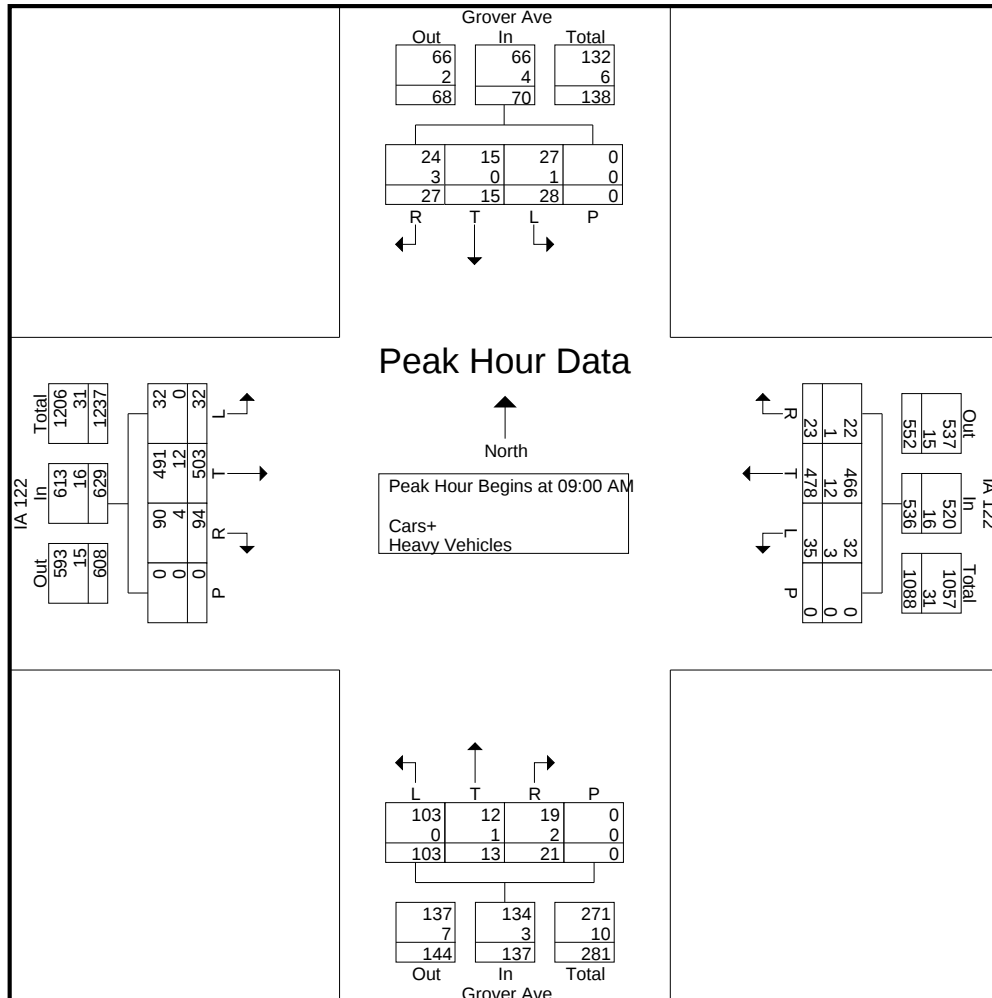


Turning Movement Count Summary

IA 122 & Grover Ave
Mason City, IA
115.1000.01M
Iowa DOT TEAP Study

File Name : IA 122_GroverAve_20190828_13HR
Site Code :
Start Date : 8/28/2019
Page No : 4

	Grover Ave SB					IA 122 WB					Grover Ave NB					IA 122 EB					
Start Time	L	T	R	P	App. Total	L	T	R	P	App. Total	L	T	R	P	App. Total	L	T	R	P	App. Total	Int. Total
Peak Hour Analysis From 06:00 AM to 09:45 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 09:00 AM																					
09:00 AM	4	5	9	0	18	7	102	5	0	114	22	1	3	0	26	12	100	26	0	138	296
09:15 AM	8	2	7	0	17	11	124	5	0	140	28	2	3	0	33	4	151	20	0	175	365
09:30 AM	5	3	5	0	13	11	118	7	0	136	25	4	6	0	35	10	143	24	0	177	361
09:45 AM	11	5	6	0	22	6	134	6	0	146	28	6	9	0	43	6	109	24	0	139	350
Total Volume	28	15	27	0	70	35	478	23	0	536	103	13	21	0	137	32	503	94	0	629	1372
% App. Total	40	21.4	38.6	0		6.5	89.2	4.3	0		75.2	9.5	15.3	0		5.1	80	14.9	0		
PHF	.636	.750	.750	.000	.795	.795	.892	.821	.000	.918	.920	.542	.583	.000	.797	.667	.833	.904	.000	.888	.940
Cars+	27	15	24	0	66	32	466	22	0	520	103	12	19	0	134	32	491	90	0	613	1333
% Cars+	96.4	100	88.9	0	94.3	91.4	97.5	95.7	0	97.0	100	92.3	90.5	0	97.8	100	97.6	95.7	0	97.5	97.2
Heavy Vehicles	1	0	3	0	4	3	12	1	0	16	0	1	2	0	3	0	12	4	0	16	39
% Heavy Vehicles	3.6	0	11.1	0	5.7	8.6	2.5	4.3	0	3.0	0	7.7	9.5	0	2.2	0	2.4	4.3	0	2.5	2.8

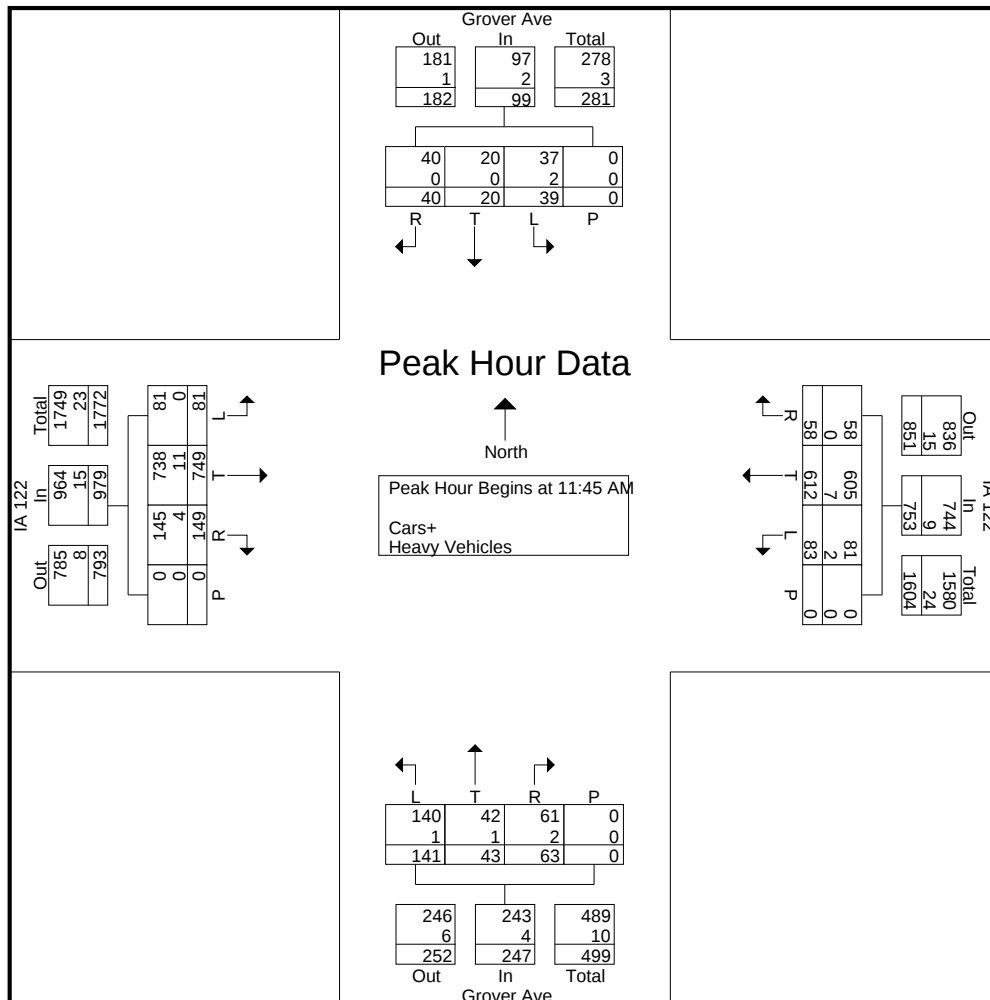


Turning Movement Count Summary

IA 122 & Grover Ave
Mason City, IA
115.1000.01M
Iowa DOT TEAP Study

File Name : IA 122_GroverAve_20190828_13HR
Site Code :
Start Date : 8/28/2019
Page No : 5

	Grover Ave SB					IA 122 WB					Grover Ave NB					IA 122 EB					
Start Time	L	T	R	P	App. Total	L	T	R	P	App. Total	L	T	R	P	App. Total	L	T	R	P	App. Total	Int. Total
Peak Hour Analysis From 10:00 AM to 01:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 11:45 AM																					
11:45 AM	10	4	7	0	21	20	157	13	0	190	33	11	12	0	56	18	185	42	0	245	512
12:00 PM	12	6	8	0	26	23	149	13	0	185	38	15	19	0	72	26	206	36	0	268	551
12:15 PM	7	6	11	0	24	26	154	19	0	199	38	6	17	0	61	28	178	35	0	241	525
12:30 PM	10	4	14	0	28	14	152	13	0	179	32	11	15	0	58	9	180	36	0	225	490
Total Volume	39	20	40	0	99	83	612	58	0	753	141	43	63	0	247	81	749	149	0	979	2078
% App. Total	39.4	20.2	40.4	0		11	81.3	7.7	0		57.1	17.4	25.5	0		8.3	76.5	15.2	0		
PHF	.813	.833	.714	.000	.884	.798	.975	.763	.000	.946	.928	.717	.829	.000	.858	.723	.909	.887	.000	.913	.943
Cars+	37	20	40	0	97	81	605	58	0	744	140	42	61	0	243	81	738	145	0	964	2048
% Cars+	94.9	100	100	0	98.0	97.6	98.9	100	0	98.8	99.3	97.7	96.8	0	98.4	100	98.5	97.3	0	98.5	98.6
Heavy Vehicles	2	0	0	0	2	2	7	0	0	9	1	1	2	0	4	0	11	4	0	15	30
% Heavy Vehicles	5.1	0	0	0	2.0	2.4	1.1	0	0	1.2	0.7	2.3	3.2	0	1.6	0	1.5	2.7	0	1.5	1.4

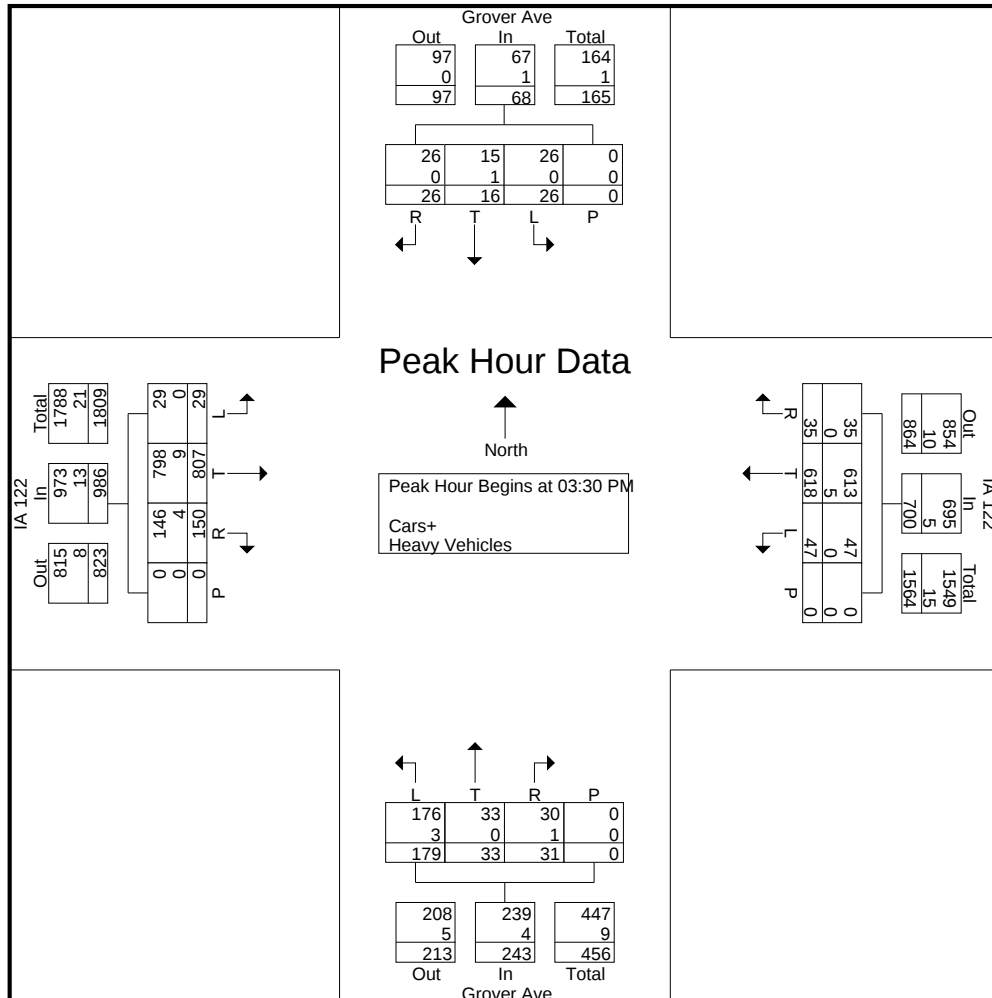


Turning Movement Count Summary

IA 122 & Grover Ave
Mason City, IA
115.1000.01M
Iowa DOT TEAP Study

File Name : IA 122_GroverAve_20190828_13HR
Site Code :
Start Date : 8/28/2019
Page No : 6

	Grover Ave SB					IA 122 WB					Grover Ave NB					IA 122 EB					
Start Time	L	T	R	P	App. Total	L	T	R	P	App. Total	L	T	R	P	App. Total	L	T	R	P	App. Total	Int. Total
Peak Hour Analysis From 02:00 PM to 06:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 03:30 PM																					
03:30 PM	6	7	5	0	18	10	186	4	0	200	50	6	10	0	66	9	192	40	0	241	525
03:45 PM	10	2	7	0	19	17	140	11	0	168	40	10	10	0	60	10	199	41	0	250	497
04:00 PM	6	5	8	0	19	8	157	11	0	176	46	7	3	0	56	4	207	32	0	243	494
04:15 PM	4	2	6	0	12	12	135	9	0	156	43	10	8	0	61	6	209	37	0	252	481
Total Volume	26	16	26	0	68	47	618	35	0	700	179	33	31	0	243	29	807	150	0	986	1997
% App. Total	38.2	23.5	38.2	0		6.7	88.3	5	0		73.7	13.6	12.8	0		2.9	81.8	15.2	0		
PHF	.650	.571	.813	.000	.895	.691	.831	.795	.000	.875	.895	.825	.775	.000	.920	.725	.965	.915	.000	.978	.951
Cars+	26	15	26	0	67	47	613	35	0	695	176	33	30	0	239	29	798	146	0	973	1974
% Cars+	100	93.8	100	0	98.5	100	99.2	100	0	99.3	98.3	100	96.8	0	98.4	100	98.9	97.3	0	98.7	98.8
Heavy Vehicles	0	1	0	0	1	0	5	0	0	5	3	0	1	0	4	0	9	4	0	13	23
% Heavy Vehicles	0	6.3	0	0	1.5	0	0.8	0	0	0.7	1.7	0	3.2	0	1.6	0	1.1	2.7	0	1.3	1.2



Iowa Department of Transportation

Turning Movement Traffic Count Summary

Annualized Daily Traffic For All Vehicles

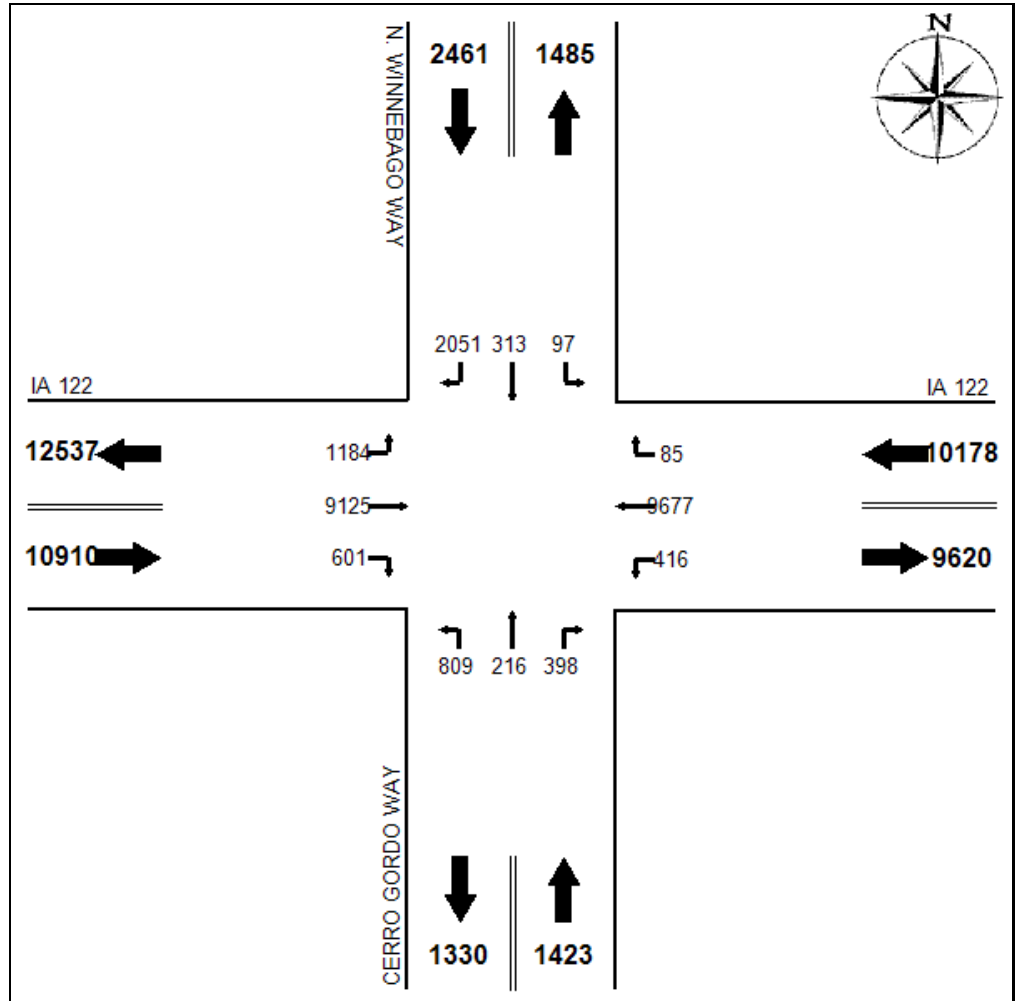
Station Number:
17337426099

Count Date:
Wednesday, June 05, 2013

County:
Cerro Gordo

Location Description:
IA 122, Winnebago Way &
Cerro Gordo Way

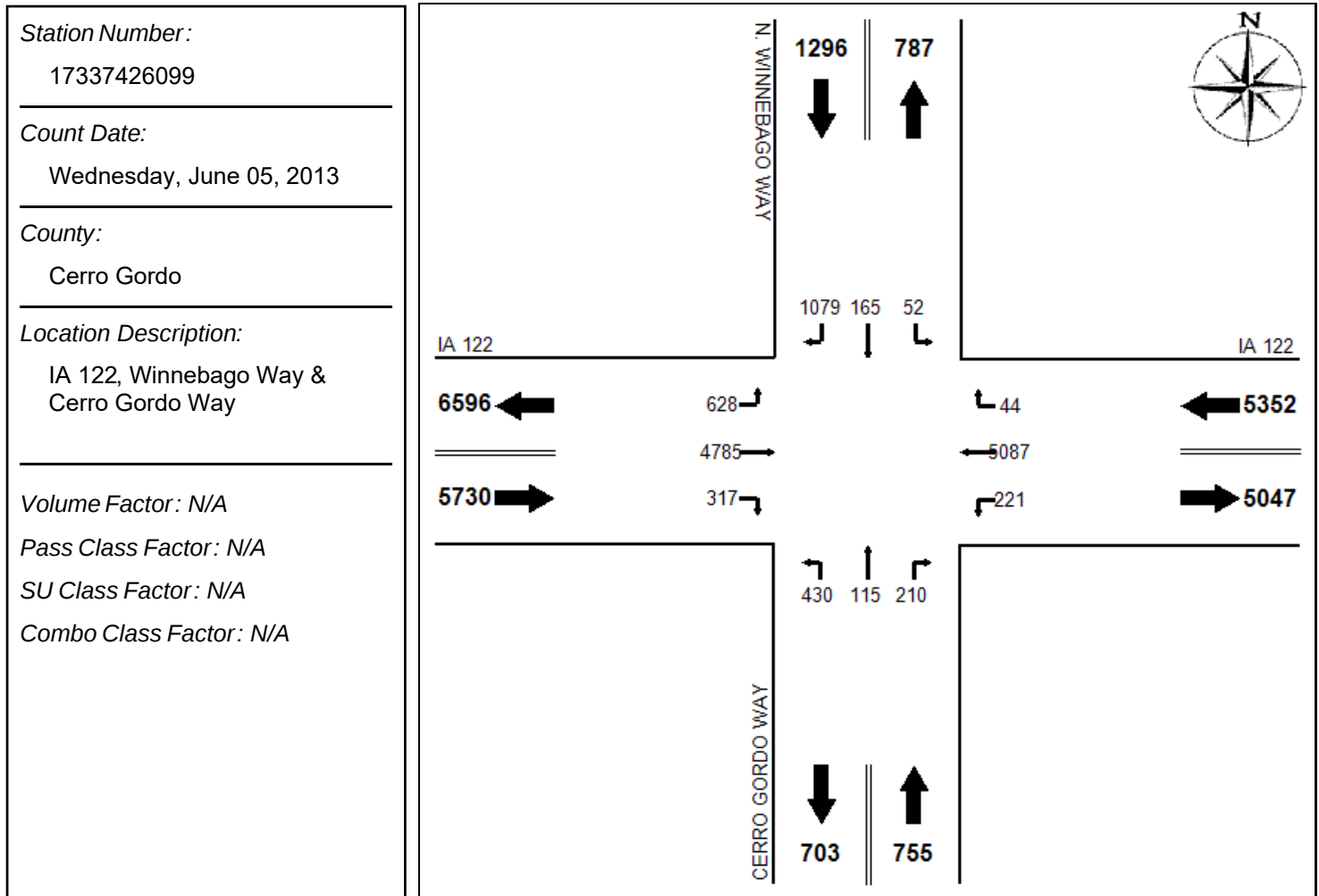
Volume Factor: 1.841
Pass Class Factor: 1.866
SU Class Factor: 1.579
Combo Class Factor: 1.538



Raw Data-All Vehicles:

	N Leg			E Leg			S Leg			W Leg		
	L	T	R	L	T	R	L	T	R	L	T	R
07:00	6	17	87	15	355	2	28	8	11	48	523	36
08:00	4	14	126	16	490	6	31	6	16	44	495	26
11:00	13	16	154	29	796	13	76	12	35	86	740	50
12:00	8	29	150	63	969	4	74	24	53	102	871	62
15:00	6	33	166	29	875	8	74	23	27	117	808	48
16:00	10	29	225	41	960	6	82	22	41	144	753	59
17:00	5	30	195	30	760	7	69	21	31	95	720	42

Iowa Department of Transportation
Turning Movement Traffic Count Summary
 Vehicle Type: Passenger Vehicles



Raw Data-Passenger Vehicles:

	N Leg			E Leg			S Leg			W Leg		
	L	T	R	L	T	R	L	T	R	L	T	R
07:00	6	16	84	15	330	2	28	8	10	47	506	36
08:00	4	14	122	15	475	5	29	6	16	42	478	23
11:00	13	16	151	29	773	12	75	12	35	84	719	48
12:00	8	29	147	63	949	4	74	24	51	101	848	61
15:00	6	31	161	28	863	8	73	23	27	116	784	48
16:00	10	29	221	41	948	6	82	21	40	143	739	59
17:00	5	30	193	30	749	7	69	21	31	95	711	42

Iowa Department of Transportation
Turning Movement Traffic Count Summary
 Vehicle Type: Single-Unit Trucks

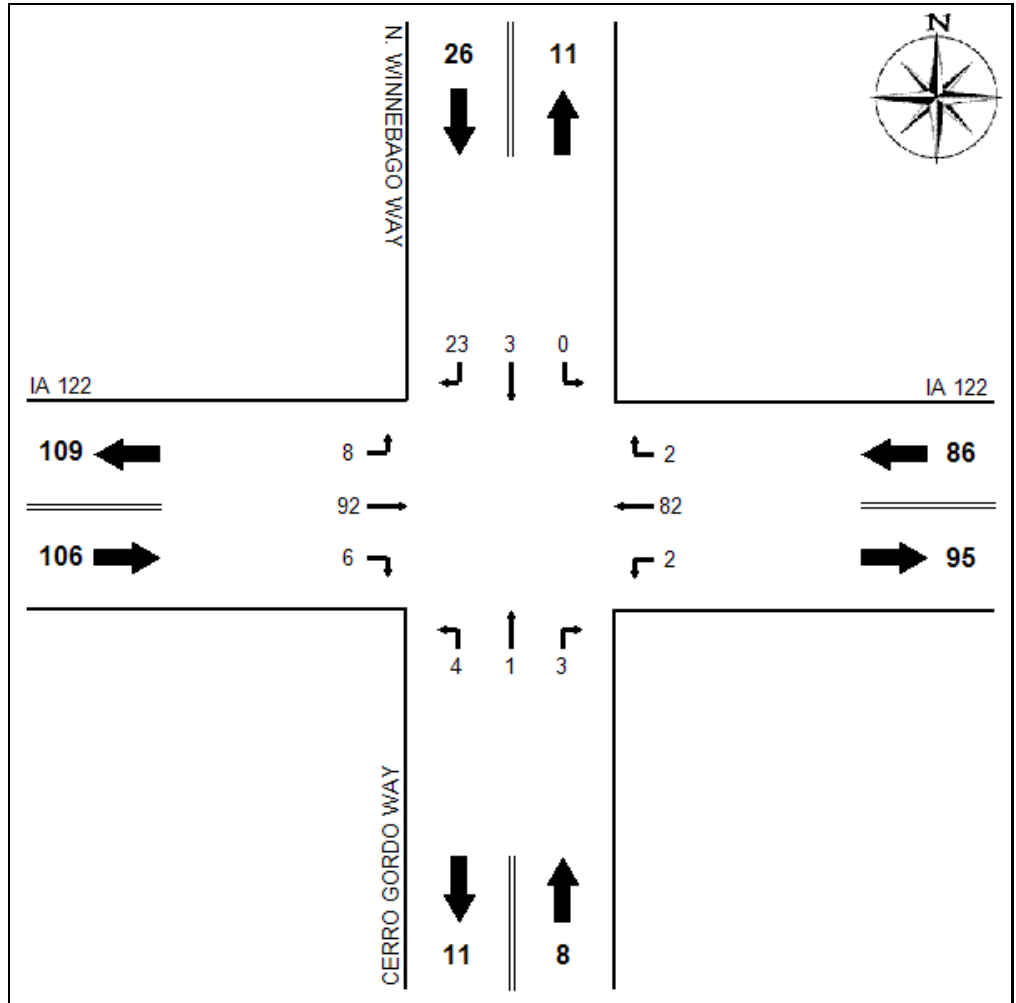
Station Number:
17337426099

Count Date:
Wednesday, June 05, 2013

County:
Cerro Gordo

Location Description:
IA 122, Winnebago Way &
Cerro Gordo Way

Volume Factor: N/A
Pass Class Factor: N/A
SU Class Factor: N/A
Combo Class Factor: N/A



Raw Data-Single-Unit Trucks:

	N Leg			E Leg			S Leg			W Leg		
	L	T	R	L	T	R	L	T	R	L	T	R
07:00	0	1	3	0	20	0	0	0	1	1	10	0
08:00	0	0	3	1	6	1	2	0	0	2	11	3
11:00	0	0	3	0	17	1	1	0	0	2	14	2
12:00	0	0	3	0	14	0	0	0	1	1	17	1
15:00	0	2	5	1	8	0	1	0	0	1	21	0
16:00	0	0	4	0	8	0	0	1	1	1	12	0
17:00	0	0	2	0	9	0	0	0	0	0	7	0

Iowa Department of Transportation
Turning Movement Traffic Count Summary
 Vehicle Type: Combination Trucks

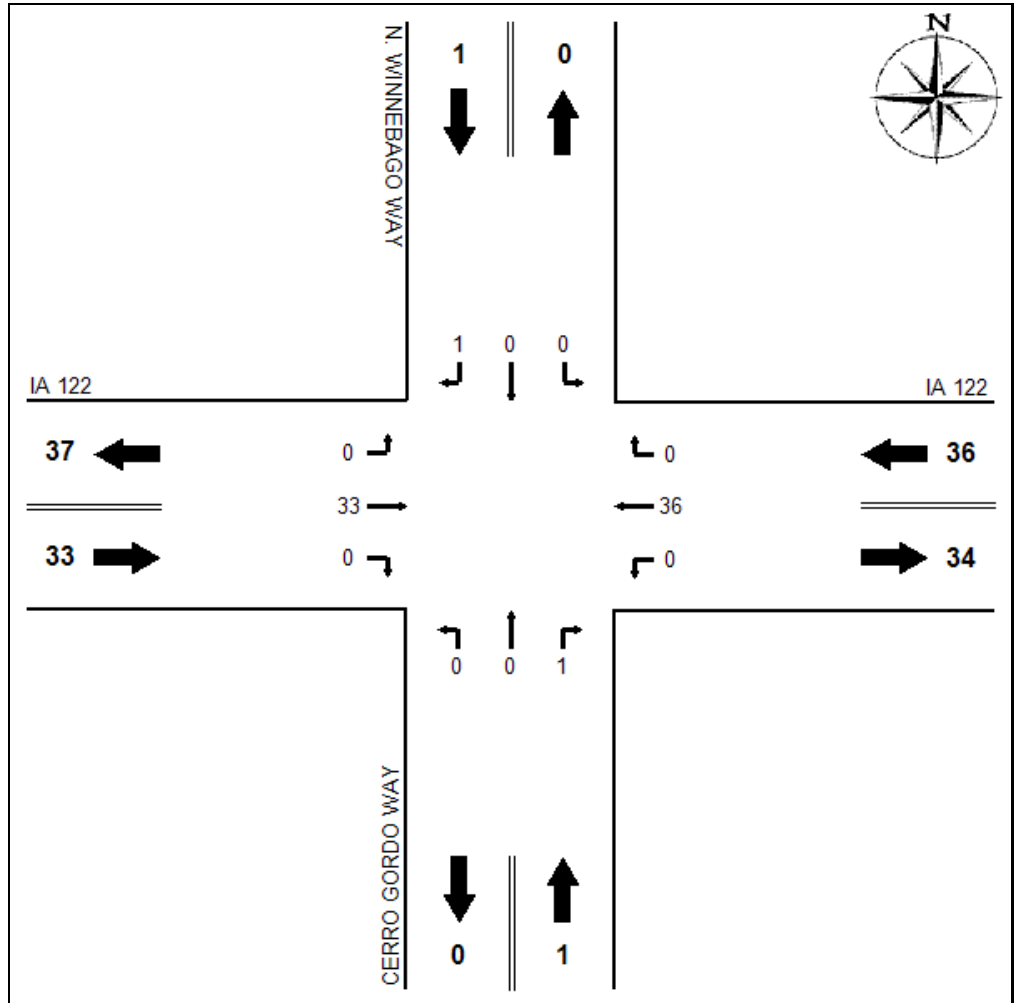
Station Number:
17337426099

Count Date:
Wednesday, June 05, 2013

County:
Cerro Gordo

Location Description:
IA 122, Winnebago Way &
Cerro Gordo Way

Volume Factor: N/A
Pass Class Factor: N/A
SU Class Factor: N/A
Combo Class Factor: N/A



Raw Data-Combination Trucks:

	N Leg			E Leg			S Leg			W Leg		
	L	T	R	L	T	R	L	T	R	L	T	R
07:00	0	0	0	0	5	0	0	0	0	0	7	0
08:00	0	0	1	0	9	0	0	0	0	0	6	0
11:00	0	0	0	0	6	0	0	0	0	0	7	0
12:00	0	0	0	0	6	0	0	0	1	0	6	0
15:00	0	0	0	0	4	0	0	0	0	0	3	0
16:00	0	0	0	0	4	0	0	0	0	0	2	0
17:00	0	0	0	0	2	0	0	0	0	0	2	0

2047 NO BUILD

3: Indianhead Dr & US 18 / 4th St SW

05/12/2022

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	5	621	173	117	797	13	202	1	94	5	1	0
Future Volume (veh/h)	5	621	173	117	797	13	202	1	94	5	1	0
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	5	675	188	127	866	14	220	1	102	5	1	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	11	1257	561	547	2377	1060	320	3	269	189	33	0
Arrive On Green	0.01	0.35	0.35	0.61	1.00	1.00	0.17	0.17	0.17	0.17	0.17	0.00
Sat Flow, veh/h	1781	3554	1585	1781	3554	1585	1416	15	1572	753	190	0
Grp Volume(v), veh/h	5	675	188	127	866	14	220	0	103	6	0	0
Grp Sat Flow(s),veh/h/ln	1781	1777	1585	1781	1777	1585	1416	0	1587	943	0	0
Q Serve(g_s), s	0.3	16.7	9.6	3.5	0.0	0.0	9.3	0.0	6.3	0.0	0.0	0.0
Cycle Q Clear(g_c), s	0.3	16.7	9.6	3.5	0.0	0.0	15.6	0.0	6.3	6.4	0.0	0.0
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.99	0.83		0.00
Lane Grp Cap(c), veh/h	11	1257	561	547	2377	1060	320	0	272	221	0	0
V/C Ratio(X)	0.44	0.54	0.34	0.23	0.36	0.01	0.69	0.00	0.38	0.03	0.00	0.00
Avail Cap(c_a), veh/h	89	1257	561	547	2377	1060	524	0	501	418	0	0
HCM Platoon Ratio	1.00	1.00	1.00	2.00	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	0.91	0.91	0.91	1.00	0.00	1.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	54.4	28.4	26.1	15.4	0.0	0.0	44.0	0.0	40.4	38.1	0.0	0.0
Incr Delay (d2), s/veh	23.9	1.6	1.6	0.2	0.4	0.0	2.6	0.0	0.9	0.0	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.2	6.9	3.7	1.3	0.1	0.0	6.1	0.0	2.6	0.1	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	78.4	30.0	27.7	15.6	0.4	0.0	46.7	0.0	41.3	38.1	0.0	0.0
LnGrp LOS	E	C	C	B	A	A	D	A	D	D	A	A
Approach Vol, veh/h		868			1007			323			6	
Approach Delay, s/veh		29.8			2.3			44.9			38.1	
Approach LOS		C			A			D			D	
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	39.9	45.0		25.1	5.2	79.7		25.1				
Change Period (Y+Rc), s	* 6.1	* 6.1		* 6.3	4.5	* 6.1		* 6.3				
Max Green Setting (Gmax), s	* 20	* 39		* 35	5.5	* 53		* 35				
Max Q Clear Time (g_c+I1), s	5.5	18.7		8.4	2.3	2.0		17.6				
Green Ext Time (p_c), s	0.2	4.6		0.0	0.0	6.4		1.2				
Intersection Summary												
HCM 6th Ctrl Delay			19.5									
HCM 6th LOS			B									
Notes												
* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.												

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	115	561	54	284	662	80	94	144	240	108	174	137
Future Volume (veh/h)	115	561	54	284	662	80	94	144	240	108	174	137
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	125	610	59	309	720	87	102	157	261	117	189	149
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	346	926	89	589	1489	664	216	226	192	234	233	197
Arrive On Green	0.19	0.28	0.28	0.11	0.14	0.14	0.07	0.12	0.12	0.07	0.12	0.12
Sat Flow, veh/h	1781	3274	316	1781	3554	1585	1781	1870	1585	1781	1870	1585
Grp Volume(v), veh/h	125	331	338	309	720	87	102	157	261	117	189	149
Grp Sat Flow(s),veh/h/ln	1781	1777	1813	1781	1777	1585	1781	1870	1585	1781	1870	1585
Q Serve(g_s), s	6.7	18.0	18.1	18.0	20.6	3.8	5.4	8.9	8.9	6.2	10.8	5.1
Cycle Q Clear(g_c), s	6.7	18.0	18.1	18.0	20.6	3.8	5.4	8.9	8.9	6.2	10.8	5.1
Prop In Lane	1.00		0.17	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	346	502	513	589	1489	664	216	226	192	234	233	197
V/C Ratio(X)	0.36	0.66	0.66	0.52	0.48	0.13	0.47	0.69	1.36	0.50	0.81	0.76
Avail Cap(c_a), veh/h	346	502	513	589	1489	664	224	325	275	236	325	275
HCM Platoon Ratio	1.00	1.00	1.00	0.33	0.33	0.33	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.92	0.92	0.92	0.94	0.94	0.94	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	38.4	34.8	34.8	40.8	36.4	15.1	38.8	46.4	21.8	38.7	46.9	12.3
Incr Delay (d2), s/veh	0.6	6.1	6.0	0.8	1.1	0.4	1.6	3.8	189.8	1.6	10.3	7.5
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.9	8.2	8.4	8.7	9.9	2.1	2.5	4.4	13.5	2.8	5.7	4.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	39.0	40.9	40.8	41.6	37.5	15.5	40.4	50.2	211.6	40.3	57.2	19.8
LnGrp LOS	D	D	D	D	D	B	D	D	F	D	E	B
Approach Vol, veh/h		794			1116			520			455	
Approach Delay, s/veh		40.5			36.9			129.3			40.6	
Approach LOS		D			D			F			D	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	40.9	37.4	12.5	19.2	25.9	52.4	12.1	19.6				
Change Period (Y+Rc), s	* 4.5	6.3	4.5	* 5.9	* 4.5	6.3	4.5	* 5.9				
Max Green Setting (Gmax), s	* 31	31.1	8.1	* 19	* 16	46.1	8.1	* 19				
Max Q Clear Time (g_c+I1), s	20.0	20.1	8.2	10.9	8.7	22.6	7.4	12.8				
Green Ext Time (p_c), s	0.6	2.7	0.0	1.2	0.1	4.8	0.0	0.8				
Intersection Summary												
HCM 6th Ctrl Delay			55.1									
HCM 6th LOS			E									
Notes												
* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.												

2047 NO BUILD

22: US 18 / 4th St SW & Roosevelt Ave

05/12/2022



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↰	↶		↰	↶	↶	↰	↶	↶	↰	↶	↶
Traffic Volume (veh/h)	93	694	65	143	783	186	86	63	105	154	74	136
Future Volume (veh/h)	93	694	65	143	783	186	86	63	105	154	74	136
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	101	754	71	155	851	202	93	68	114	167	80	148
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	127	1489	140	445	2298	1025	331	240	599	353	240	317
Arrive On Green	0.10	0.60	0.60	0.50	1.00	1.00	0.13	0.13	0.13	0.13	0.13	0.13
Sat Flow, veh/h	1781	3283	309	1781	3554	1585	2236	1870	1585	2332	1870	1585
Grp Volume(v), veh/h	101	408	417	155	851	202	93	68	114	167	80	148
Grp Sat Flow(s),veh/h/ln	1781	1777	1815	1781	1777	1585	1118	1870	1585	1166	1870	1585
Q Serve(g_s), s	6.1	14.4	14.4	5.8	0.0	0.0	4.3	3.6	0.0	7.7	4.3	9.1
Cycle Q Clear(g_c), s	6.1	14.4	14.4	5.8	0.0	0.0	8.6	3.6	0.0	11.3	4.3	9.1
Prop In Lane	1.00		0.17	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	127	806	823	445	2298	1025	331	240	599	353	240	317
V/C Ratio(X)	0.79	0.51	0.51	0.35	0.37	0.20	0.28	0.28	0.19	0.47	0.33	0.47
Avail Cap(c_a), veh/h	300	806	823	445	2298	1025	424	318	666	451	318	383
HCM Platoon Ratio	1.33	1.33	1.33	2.00	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.81	0.81	0.81	0.57	0.57	0.57	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	49.0	14.8	14.8	22.1	0.0	0.0	47.6	43.4	22.9	48.5	43.7	38.8
Incr Delay (d2), s/veh	8.7	1.8	1.8	0.3	0.3	0.2	0.5	0.6	0.2	1.0	0.8	1.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.9	5.0	5.1	2.1	0.1	0.1	1.2	1.7	2.0	2.3	2.0	3.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	57.6	16.6	16.6	22.4	0.3	0.2	48.0	44.0	23.1	49.5	44.5	39.9
LnGrp LOS	E	B	B	C	A	A	D	D	C	D	D	D
Approach Vol, veh/h		926			1208			275			395	
Approach Delay, s/veh		21.1			3.1			36.7			44.9	
Approach LOS		C			A			D			D	
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	12.4	77.2		20.4	33.6	56.0		20.4				
Change Period (Y+Rc), s	4.5	* 6.1		* 6.3	* 6.1	* 6.1		* 6.3				
Max Green Setting (Gmax), s	18.5	* 56		* 19	* 25	* 50		* 19				
Max Q Clear Time (g_c+I1), s	8.1	2.0		13.3	7.8	16.4		10.6				
Green Ext Time (p_c), s	0.1	7.1		0.8	0.3	5.0		0.7				

Intersection Summary

HCM 6th Ctrl Delay 18.2

HCM 6th LOS B

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

2047 NO BUILD
27: Taft Ave & US 18 / 4th St SW

05/12/2022

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	166	817	96	117	999	57	146	194	106	69	117	97
Future Volume (veh/h)	166	817	96	117	999	57	146	194	106	69	117	97
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	180	888	104	127	1086	62	159	211	115	75	127	105
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	236	1525	680	157	1331	594	171	250	162	96	319	264
Arrive On Green	0.13	0.43	0.43	0.06	0.25	0.25	0.23	0.23	0.23	0.05	0.34	0.34
Sat Flow, veh/h	1781	3554	1585	1781	3554	1585	503	1088	704	1781	947	783
Grp Volume(v), veh/h	180	888	104	127	1086	62	228	0	257	75	0	232
Grp Sat Flow(s),veh/h/ln	1781	1777	1585	1781	1777	1585	720	0	1575	1781	0	1729
Q Serve(g_s), s	10.7	20.9	3.2	7.8	31.7	3.3	14.0	0.0	16.5	4.6	0.0	11.3
Cycle Q Clear(g_c), s	10.7	20.9	3.2	7.8	31.7	3.3	25.3	0.0	16.5	4.6	0.0	11.3
Prop In Lane	1.00		1.00	1.00		1.00	0.70		0.45	1.00		0.45
Lane Grp Cap(c), veh/h	236	1525	680	157	1331	594	221	0	362	96	0	584
V/C Ratio(X)	0.76	0.58	0.15	0.81	0.82	0.10	1.03	0.00	0.71	0.78	0.00	0.40
Avail Cap(c_a), veh/h	251	1525	680	249	1331	594	221	0	362	121	0	586
HCM Platoon Ratio	1.00	1.00	1.00	0.67	0.67	0.67	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.89	0.89	0.89	0.88	0.88	0.88	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	46.0	23.9	10.0	50.9	37.6	27.0	49.8	0.0	39.0	51.4	0.0	27.9
Incr Delay (d2), s/veh	11.0	1.5	0.4	9.0	5.0	0.3	68.3	0.0	6.4	22.0	0.0	0.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	5.4	8.6	1.7	3.9	15.0	1.3	10.3	0.0	7.0	2.6	0.0	4.7
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	57.0	25.3	10.4	59.9	42.6	27.3	118.0	0.0	45.3	73.5	0.0	28.3
LnGrp LOS	E	C	B	E	D	C	F	A	D	E	A	C
Approach Vol, veh/h		1172			1275			485			307	
Approach Delay, s/veh		28.9			43.6			79.4			39.3	
Approach LOS		C			D			E			D	
Timer - Assigned Phs	1	2		4	5	6	7	8				
Phs Duration (G+Y+Rc), s	20.2	46.8		43.0	14.2	52.8	11.8	31.2				
Change Period (Y+Rc), s	* 5.6	* 5.6		5.9	4.5	* 5.6	5.9	* 5.9				
Max Green Setting (Gmax), s	* 16	* 41		37.3	15.4	* 41	7.5	* 25				
Max Q Clear Time (g_c+I1), s	12.7	33.7		13.3	9.8	22.9	6.6	27.3				
Green Ext Time (p_c), s	0.1	4.2		1.4	0.1	6.0	0.0	0.0				
Intersection Summary												
HCM 6th Ctrl Delay			43.2									
HCM 6th LOS			D									
Notes												

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

2047 NO BUILD

30: Grover Ave & US 18 / 4th St SW

05/12/2022

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	38	1066	198	62	817	46	237	44	41	34	21	34
Future Volume (veh/h)	38	1066	198	62	817	46	237	44	41	34	21	34
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	41	1159	215	67	888	50	258	48	45	30	33	37
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	93	1293	239	159	1713	764	284	53	298	123	130	110
Arrive On Green	0.03	0.29	0.29	0.18	0.96	0.96	0.19	0.19	0.19	0.07	0.07	0.07
Sat Flow, veh/h	1781	2995	553	1781	3554	1585	1513	282	1585	1781	1870	1585
Grp Volume(v), veh/h	41	685	689	67	888	50	306	0	45	30	33	37
Grp Sat Flow(s),veh/h/ln	1781	1777	1771	1781	1777	1585	1795	0	1585	1781	1870	1585
Q Serve(g_s), s	2.5	40.6	41.1	3.7	2.0	0.1	18.4	0.0	2.6	1.8	1.8	2.4
Cycle Q Clear(g_c), s	2.5	40.6	41.1	3.7	2.0	0.1	18.4	0.0	2.6	1.8	1.8	2.4
Prop In Lane	1.00		0.31	1.00		1.00	0.84		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	93	767	765	159	1713	764	337	0	298	123	130	110
V/C Ratio(X)	0.44	0.89	0.90	0.42	0.52	0.07	0.91	0.00	0.15	0.24	0.25	0.34
Avail Cap(c_a), veh/h	130	767	765	159	1713	764	354	0	313	157	165	140
HCM Platoon Ratio	0.67	0.67	0.67	2.00	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.79	0.79	0.79	0.47	0.47	0.47	1.00	0.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	51.5	36.6	36.8	42.6	1.1	1.0	43.7	0.0	37.4	48.5	48.5	48.8
Incr Delay (d2), s/veh	2.6	12.3	13.1	0.8	0.5	0.1	25.7	0.0	0.2	1.0	1.0	1.8
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.2	20.7	21.1	1.6	0.5	0.1	10.6	0.0	1.0	0.8	0.9	1.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	54.1	48.9	49.9	43.5	1.6	1.1	69.4	0.0	37.6	49.5	49.5	50.6
LnGrp LOS	D	D	D	D	A	A	E	A	D	D	D	D
Approach Vol, veh/h		1415			1005			351			100	
Approach Delay, s/veh		49.6			4.4			65.4			49.9	
Approach LOS		D			A			E			D	
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	10.2	58.9		13.9	15.7	53.4		26.9				
Change Period (Y+Rc), s	4.5	* 5.9		* 6.3	* 5.9	* 5.9		6.3				
Max Green Setting (Gmax), s	8.0	* 48		* 9.7	* 8.1	* 48		21.7				
Max Q Clear Time (g_c+I1), s	4.5	4.0		4.4	5.7	43.1		20.4				
Green Ext Time (p_c), s	0.0	7.6		0.1	0.0	3.1		0.3				
Intersection Summary												
HCM 6th Ctrl Delay			35.7									
HCM 6th LOS			D									
Notes												
User approved volume balancing among the lanes for turning movement.												
* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.												

2047 NO BUILD

35: Winnebago Way & US 18 / 4th St SW

05/12/2022

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	202	1056	83	58	1346	8	115	31	58	14	41	316
Future Volume (veh/h)	202	1056	83	58	1346	8	115	31	58	14	41	316
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	220	1148	90	63	1463	9	125	34	63	15	45	343
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	354	1995	156	111	1636	10	153	117	217	61	108	430
Arrive On Green	0.40	1.00	1.00	0.06	0.45	0.45	0.09	0.20	0.20	0.07	0.07	0.07
Sat Flow, veh/h	1781	3339	261	1781	3621	22	1781	587	1088	272	1478	1585
Grp Volume(v), veh/h	220	610	628	63	718	754	125	0	97	60	0	343
Grp Sat Flow(s),veh/h/ln	1781	1777	1823	1781	1777	1866	1781	0	1675	1751	0	1585
Q Serve(g_s), s	10.9	0.0	0.0	3.8	40.9	40.9	7.6	0.0	5.4	0.6	0.0	3.8
Cycle Q Clear(g_c), s	10.9	0.0	0.0	3.8	40.9	40.9	7.6	0.0	5.4	3.4	0.0	3.8
Prop In Lane	1.00		0.14	1.00		0.01	1.00		0.65	0.25		1.00
Lane Grp Cap(c), veh/h	354	1062	1090	111	803	843	153	0	334	168	0	430
V/C Ratio(X)	0.62	0.57	0.58	0.57	0.89	0.89	0.82	0.00	0.29	0.36	0.00	0.80
Avail Cap(c_a), veh/h	354	1062	1090	154	803	843	186	0	403	207	0	466
HCM Platoon Ratio	2.00	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.55	0.55	0.55	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	29.8	0.0	0.0	50.2	27.7	27.7	49.4	0.0	37.4	48.9	0.0	18.8
Incr Delay (d2), s/veh	1.8	1.3	1.2	4.5	14.5	14.0	20.6	0.0	0.5	1.3	0.0	8.8
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	4.1	0.4	0.4	1.8	19.6	20.5	4.2	0.0	2.3	1.6	0.0	6.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	31.7	1.3	1.2	54.7	42.2	41.7	70.0	0.0	37.9	50.1	0.0	27.6
LnGrp LOS	C	A	A	D	D	D	E	A	D	D	A	C
Approach Vol, veh/h		1458			1535			222			403	
Approach Delay, s/veh		5.8			42.5			56.0			30.9	
Approach LOS		A			D			E			C	
Timer - Assigned Phs	1	2	3	4	5	6		8				
Phs Duration (G+Y+Rc), s	27.4	55.2	13.9	13.5	11.3	71.2		27.4				
Change Period (Y+Rc), s	* 5.5	* 5.5	4.5	5.5	4.5	* 5.5		5.5				
Max Green Setting (Gmax), s	* 18	* 50	11.5	10.5	9.5	* 59		26.5				
Max Q Clear Time (g_c+I1), s	12.9	42.9	9.6	5.8	5.8	2.0		7.4				
Green Ext Time (p_c), s	0.3	4.8	0.1	0.7	0.0	11.2		0.4				

Intersection Summary

HCM 6th Ctrl Delay 27.3

HCM 6th LOS C

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

2047 NO BUILD GROVER TRANSPOSED

30: Grover Ave & US 18 / 4th St SW

05/12/2022

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	38	1066	198	62	817	46	34	21	34	237	44	41
Future Volume (veh/h)	38	1066	198	62	817	46	34	21	34	237	44	41
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No			No			No		
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	41	1159	215	67	888	50	37	23	37	292	0	45
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	93	1446	267	220	2014	898	77	48	109	368	0	164
Arrive On Green	0.05	0.48	0.48	0.25	1.00	1.00	0.07	0.07	0.07	0.10	0.00	0.10
Sat Flow, veh/h	1781	2995	553	1781	3554	1585	1119	696	1585	3563	0	1585
Grp Volume(v), veh/h	41	685	689	67	888	50	60	0	37	292	0	45
Grp Sat Flow(s),veh/h/ln	1781	1777	1771	1781	1777	1585	1814	0	1585	1781	0	1585
Q Serve(g_s), s	2.5	35.7	36.2	3.4	0.0	0.0	3.5	0.0	2.4	8.8	0.0	2.9
Cycle Q Clear(g_c), s	2.5	35.7	36.2	3.4	0.0	0.0	3.5	0.0	2.4	8.8	0.0	2.9
Prop In Lane	1.00		0.31	1.00		1.00	0.62		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	93	858	855	220	2014	898	125	0	109	368	0	164
V/C Ratio(X)	0.44	0.80	0.81	0.31	0.44	0.06	0.48	0.00	0.34	0.79	0.00	0.28
Avail Cap(c_a), veh/h	131	858	855	220	2014	898	160	0	140	508	0	226
HCM Platoon Ratio	1.00	1.00	1.00	2.00	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.79	0.79	0.79	0.47	0.47	0.47	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	50.6	23.9	24.1	37.6	0.0	0.0	49.3	0.0	48.8	48.2	0.0	45.5
Incr Delay (d2), s/veh	2.6	6.2	6.4	0.4	0.3	0.1	2.8	0.0	1.8	5.9	0.0	0.9
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.2	15.6	15.8	1.4	0.1	0.0	1.7	0.0	1.0	4.2	0.0	1.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	53.2	30.1	30.5	38.0	0.3	0.1	52.1	0.0	50.6	54.1	0.0	46.4
LnGrp LOS	D	C	C	D	A	A	D	A	D	D	A	D
Approach Vol, veh/h	1415		1005				97		337			
Approach Delay, s/veh	31.0		2.8				51.6		53.1			
Approach LOS	C		A				D		D			
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	10.2	68.2		17.7	19.5	59.0		13.9				
Change Period (Y+Rc), s	4.5	* 5.9		* 6.3	* 5.9	* 5.9		6.3				
Max Green Setting (Gmax), s	8.1	* 54		* 16	* 8.5	* 53		9.7				
Max Q Clear Time (g_c+I1), s	4.5	2.0		10.8	5.4	38.2		5.5				
Green Ext Time (p_c), s	0.0	7.7		0.5	0.0	8.1		0.1				
Intersection Summary												
HCM 6th Ctrl Delay	24.4											
HCM 6th LOS	C											
Notes												
User approved volume balancing among the lanes for turning movement.												
* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.												

2047 BUILD SIGNALIZED

3: Indianhead Dr & US 18 / 4th St SW

04/28/2022

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	5	621	173	117	797	13	202	1	94	5	1	0
Future Volume (veh/h)	5	621	173	117	797	13	202	1	94	5	1	0
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	5	675	188	127	866	14	220	1	102	5	1	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	315	1457	650	532	2080	928	302	3	347	163	26	0
Arrive On Green	0.01	0.41	0.41	0.33	1.00	1.00	0.09	0.22	0.22	0.08	0.08	0.00
Sat Flow, veh/h	1781	3554	1585	1781	3554	1585	3456	15	1572	1074	315	0
Grp Volume(v), veh/h	5	675	188	127	866	14	220	0	103	6	0	0
Grp Sat Flow(s),veh/h/ln	1781	1777	1585	1781	1777	1585	1728	0	1587	1389	0	0
Q Serve(g_s), s	0.2	12.5	4.7	0.0	0.0	0.0	5.6	0.0	4.9	0.0	0.0	0.0
Cycle Q Clear(g_c), s	0.2	12.5	4.7	0.0	0.0	0.0	5.6	0.0	4.9	0.3	0.0	0.0
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.99	0.83		0.00
Lane Grp Cap(c), veh/h	315	1457	650	532	2080	928	302	0	350	189	0	0
V/C Ratio(X)	0.02	0.46	0.29	0.24	0.42	0.02	0.73	0.00	0.29	0.03	0.00	0.00
Avail Cap(c_a), veh/h	412	1457	650	532	2080	928	480	0	506	253	0	0
HCM Platoon Ratio	1.00	1.00	1.00	2.00	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	0.93	0.93	0.93	1.00	0.00	1.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	17.2	19.3	7.6	14.8	0.0	0.0	40.0	0.0	29.2	38.0	0.0	0.0
Incr Delay (d2), s/veh	0.0	1.1	1.1	0.2	0.6	0.0	3.4	0.0	0.5	0.1	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.1	4.8	2.6	1.4	0.2	0.0	2.5	0.0	1.9	0.1	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	17.3	20.4	8.7	15.0	0.6	0.0	43.4	0.0	29.7	38.0	0.0	0.0
LnGrp LOS	B	C	A	B	A	A	D	A	C	D	A	A
Approach Vol, veh/h		868			1007			323			6	
Approach Delay, s/veh		17.8			2.4			39.0			38.0	
Approach LOS		B			A			D			D	
Timer - Assigned Phs	1	2	3	4	5	6		8				
Phs Duration (G+Y+Rc), s	20.9	43.0	12.4	13.8	5.1	58.8		26.1				
Change Period (Y+Rc), s	* 6.1	* 6.1	4.5	* 6.3	4.5	* 6.1		* 6.3				
Max Green Setting (Gmax), s	* 7.5	* 37	12.5	* 12	5.5	* 39		* 29				
Max Q Clear Time (g_c+I1), s	2.0	14.5	7.6	2.3	2.2	2.0		6.9				
Green Ext Time (p_c), s	0.1	4.7	0.3	0.0	0.0	6.2		0.5				
Intersection Summary												
HCM 6th Ctrl Delay			13.9									
HCM 6th LOS			B									
Notes												
* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.												

2047 BUILD SIGNALIZED
19: Eisenhower Ave & US 18 / 4th St SW

04/28/2022

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	115	561	54	284	662	80	94	144	240	108	174	137
Future Volume (veh/h)	115	561	54	284	662	80	94	144	240	108	174	137
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	125	610	59	309	720	87	102	157	261	117	189	149
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	477	1117	108	709	1647	734	214	406	344	221	406	344
Arrive On Green	0.27	0.68	0.68	0.34	0.62	0.62	0.22	0.22	0.22	0.22	0.22	0.22
Sat Flow, veh/h	1781	3274	316	1781	3554	1585	1042	1870	1585	969	1870	1585
Grp Volume(v), veh/h	125	331	338	309	720	87	102	157	261	117	189	149
Grp Sat Flow(s),veh/h/ln	1781	1777	1813	1781	1777	1585	1042	1870	1585	969	1870	1585
Q Serve(g_s), s	0.0	8.5	8.5	0.0	9.6	2.0	8.5	6.5	13.9	10.6	7.9	7.3
Cycle Q Clear(g_c), s	0.0	8.5	8.5	0.0	9.6	2.0	16.4	6.5	13.9	17.0	7.9	7.3
Prop In Lane	1.00		0.17	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	477	606	619	709	1647	734	214	406	344	221	406	344
V/C Ratio(X)	0.26	0.55	0.55	0.44	0.44	0.12	0.48	0.39	0.76	0.53	0.47	0.43
Avail Cap(c_a), veh/h	477	606	619	709	1647	734	233	438	372	238	438	372
HCM Platoon Ratio	2.00	2.00	2.00	1.33	1.33	1.33	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.96	0.96	0.96	0.93	0.93	0.93	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	18.0	10.8	10.8	16.4	11.1	9.7	37.8	30.1	33.0	37.4	30.7	30.5
Incr Delay (d2), s/veh	0.3	3.4	3.3	0.4	0.8	0.3	1.6	0.6	8.2	2.0	0.8	0.9
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.5	2.8	2.8	4.0	3.1	0.7	2.3	3.0	6.1	2.6	3.6	2.9
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	18.2	14.1	14.1	16.8	11.9	10.0	39.5	30.7	41.2	39.4	31.5	31.3
LnGrp LOS	B	B	B	B	B	A	D	C	D	D	C	C
Approach Vol, veh/h		794			1116			520			455	
Approach Delay, s/veh		14.8			13.1			37.7			33.5	
Approach LOS		B			B			D			C	
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	27.6	37.0		25.4	16.6	48.0		25.4				
Change Period (Y+Rc), s	* 4.5	6.3		* 5.9	* 4.5	6.3		* 5.9				
Max Green Setting (Gmax), s	* 22	30.7		* 21	* 11	41.7		* 21				
Max Q Clear Time (g_c+I1), s	2.0	10.5		18.4	2.0	11.6		19.0				
Green Ext Time (p_c), s	0.8	3.5		0.7	0.2	5.0		0.5				
Intersection Summary												
HCM 6th Ctrl Delay			21.2									
HCM 6th LOS			C									
Notes												
* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.												

2047 BUILD SIGNALIZED
22: US 18 / 4th St SW & Roosevelt Ave

04/28/2022

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	93	694	65	143	783	186	86	63	105	154	74	136
Future Volume (veh/h)	93	694	65	143	783	186	86	63	105	154	74	136
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	101	754	71	155	851	202	93	68	114	167	80	148
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	396	2046	193	460	2227	993	374	252	213	398	252	213
Arrive On Green	0.02	0.21	0.21	0.02	0.21	0.21	0.13	0.13	0.13	0.13	0.13	0.13
Sat Flow, veh/h	1781	3283	309	1781	3554	1585	2236	1870	1585	2332	1870	1585
Grp Volume(v), veh/h	101	408	417	155	851	202	93	68	114	167	80	148
Grp Sat Flow(s),veh/h/ln	1781	1777	1815	1781	1777	1585	1118	1870	1585	1166	1870	1585
Q Serve(g_s), s	1.8	17.8	17.8	2.7	18.6	9.5	3.5	2.9	6.0	6.2	3.5	8.0
Cycle Q Clear(g_c), s	1.8	17.8	17.8	2.7	18.6	9.5	7.0	2.9	6.0	9.2	3.5	8.0
Prop In Lane	1.00		0.17	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	396	1107	1131	460	2227	993	374	252	213	398	252	213
V/C Ratio(X)	0.25	0.37	0.37	0.34	0.38	0.20	0.25	0.27	0.53	0.42	0.32	0.69
Avail Cap(c_a), veh/h	473	1107	1131	630	2227	993	513	368	312	542	368	312
HCM Platoon Ratio	0.33	0.33	0.33	0.33	0.33	0.33	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.88	0.88	0.88	0.73	0.73	0.73	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	7.6	20.5	20.5	7.7	20.7	17.1	38.4	35.0	36.3	39.1	35.2	37.2
Incr Delay (d2), s/veh	0.3	0.8	0.8	0.3	0.4	0.3	0.3	0.6	2.1	0.7	0.7	4.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.5	8.5	8.7	0.8	8.7	3.4	1.0	1.4	0.1	1.8	1.6	3.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	7.9	21.4	21.3	8.0	21.1	17.4	38.7	35.5	38.4	39.8	35.9	41.2
LnGrp LOS	A	C	C	A	C	B	D	D	D	D	D	D
Approach Vol, veh/h		926			1208			275			395	
Approach Delay, s/veh		19.9			18.8			37.8			39.5	
Approach LOS		B			B			D			D	
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	9.1	62.5		18.4	9.4	62.2		18.4				
Change Period (Y+Rc), s	4.5	* 6.1		* 6.3	4.5	* 6.1		* 6.3				
Max Green Setting (Gmax), s	8.5	* 47		* 18	13.5	* 42		* 18				
Max Q Clear Time (g_c+I1), s	3.8	20.6		11.2	4.7	19.8		9.0				
Green Ext Time (p_c), s	0.1	6.4		0.9	0.2	4.6		0.7				
Intersection Summary												
HCM 6th Ctrl Delay			23.9									
HCM 6th LOS			C									
Notes												
* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.												

2047 BUILD SIGNALIZED
27: Taft Ave & US 18 / 4th St SW

04/28/2022

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	166	817	96	117	999	57	146	194	106	69	117	97
Future Volume (veh/h)	166	817	96	117	999	57	146	194	106	69	117	97
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	180	888	104	127	1086	62	159	211	115	75	127	105
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	317	1738	775	447	1666	743	236	322	198	159	278	268
Arrive On Green	0.15	0.98	0.98	0.04	0.31	0.31	0.28	0.28	0.28	0.28	0.28	0.28
Sat Flow, veh/h	1781	3554	1585	1781	3554	1585	610	1163	717	352	1004	968
Grp Volume(v), veh/h	180	888	104	127	1086	62	233	0	252	141	0	166
Grp Sat Flow(s),veh/h/ln	1781	1777	1585	1781	1777	1585	916	0	1573	796	0	1528
Q Serve(g_s), s	4.7	1.0	0.1	3.3	23.7	2.5	15.2	0.0	12.4	6.5	0.0	7.9
Cycle Q Clear(g_c), s	4.7	1.0	0.1	3.3	23.7	2.5	23.2	0.0	12.4	18.9	0.0	7.9
Prop In Lane	1.00		1.00	1.00		1.00	0.68		0.46	0.53		0.63
Lane Grp Cap(c), veh/h	317	1738	775	447	1666	743	321	0	435	281	0	423
V/C Ratio(X)	0.57	0.51	0.13	0.28	0.65	0.08	0.73	0.00	0.58	0.50	0.00	0.39
Avail Cap(c_a), veh/h	432	1738	775	487	1666	743	321	0	435	281	0	423
HCM Platoon Ratio	2.00	2.00	2.00	0.67	0.67	0.67	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.92	0.92	0.92	0.93	0.93	0.93	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	13.8	0.5	0.5	11.1	24.5	17.2	35.4	0.0	28.0	32.3	0.0	26.4
Incr Delay (d2), s/veh	1.5	1.0	0.3	0.3	1.9	0.2	7.9	0.0	1.9	1.4	0.0	0.6
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.6	0.4	0.1	1.2	10.6	0.9	5.6	0.0	4.8	3.0	0.0	2.9
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	15.3	1.5	0.8	11.4	26.4	17.4	43.3	0.0	30.0	33.7	0.0	27.0
LnGrp LOS	B	A	A	B	C	B	D	A	C	C	A	C
Approach Vol, veh/h		1172			1275			485			307	
Approach Delay, s/veh		3.6			24.5			36.4			30.1	
Approach LOS		A			C			D			C	
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	11.4	47.8		30.8	9.6	49.6		30.8				
Change Period (Y+Rc), s	4.5	* 5.6		5.9	4.5	* 5.6		5.9				
Max Green Setting (Gmax), s	12.7	* 36		24.9	7.1	* 42		24.9				
Max Q Clear Time (g_c+I1), s	6.7	25.7		20.9	5.3	3.0		25.2				
Green Ext Time (p_c), s	0.2	5.4		0.7	0.0	7.4		0.0				

Intersection Summary

HCM 6th Ctrl Delay	19.2
HCM 6th LOS	B

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

2047 BUILD SIGNALIZED
30: Grover Ave & US 18 / 4th St SW

04/28/2022

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	38	1066	198	62	817	46	237	44	41	34	21	34
Future Volume (veh/h)	38	1066	198	62	817	46	237	44	41	34	21	34
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No			No			No		
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	41	1159	215	67	888	50	258	48	45	37	23	37
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	420	1644	303	349	2069	923	331	159	149	270	368	312
Arrive On Green	0.07	1.00	1.00	0.11	1.00	1.00	0.20	0.20	0.20	0.20	0.20	0.20
Sat Flow, veh/h	1781	2995	553	1781	3554	1585	1274	808	758	1303	1870	1585
Grp Volume(v), veh/h	41	685	689	67	888	50	258	0	93	37	23	37
Grp Sat Flow(s),veh/h/ln	1781	1777	1771	1781	1777	1585	1274	0	1566	1303	1870	1585
Q Serve(g_s), s	1.0	0.0	0.0	0.0	0.0	0.0	16.8	0.0	4.6	2.2	0.9	1.7
Cycle Q Clear(g_c), s	1.0	0.0	0.0	0.0	0.0	0.0	17.7	0.0	4.6	6.8	0.9	1.7
Prop In Lane	1.00		0.31	1.00		1.00	1.00		0.48	1.00		1.00
Lane Grp Cap(c), veh/h	420	975	972	349	2069	923	331	0	308	270	368	312
V/C Ratio(X)	0.10	0.70	0.71	0.19	0.43	0.05	0.78	0.00	0.30	0.14	0.06	0.12
Avail Cap(c_a), veh/h	462	975	972	377	2069	923	331	0	308	270	368	312
HCM Platoon Ratio	2.00	2.00	2.00	2.00	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.86	0.86	0.86	0.49	0.49	0.49	1.00	0.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	10.2	0.0	0.0	12.9	0.0	0.0	36.8	0.0	30.9	33.8	29.4	29.7
Incr Delay (d2), s/veh	0.1	3.6	3.8	0.1	0.3	0.1	11.4	0.0	0.5	0.2	0.1	0.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.4	1.0	1.0	0.7	0.1	0.0	6.7	0.0	1.8	0.7	0.4	0.7
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	10.3	3.6	3.8	13.1	0.3	0.1	48.2	0.0	31.4	34.0	29.5	29.9
LnGrp LOS	B	A	A	B	A	A	D	A	C	C	C	C
Approach Vol, veh/h	1415			1005			351			97		
Approach Delay, s/veh	3.9			1.2			43.8			31.4		
Approach LOS	A			A			D			C		
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	7.7	58.3		24.0	10.7	55.3		24.0				
Change Period (Y+Rc), s	4.5	* 5.9		* 6.3	* 5.9	* 5.9		* 6.3				
Max Green Setting (Gmax), s	5.3	* 50		* 18	* 6.2	* 49		* 18				
Max Q Clear Time (g_c+I1), s	3.0	2.0		8.8	2.0	2.0		19.7				
Green Ext Time (p_c), s	0.0	7.7		0.2	0.0	13.4		0.0				
Intersection Summary												
HCM 6th Ctrl Delay			8.7									
HCM 6th LOS			A									
Notes												

2047 BUILD SIGNALIZED
35: Winnebago Way & US 18 / 4th St SW

04/28/2022

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	202	1056	83	58	1346	8	115	31	58	14	41	316
Future Volume (veh/h)	202	1056	83	58	1346	8	115	31	58	14	41	316
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	220	1148	90	63	1463	9	80	98	63	15	45	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	398	1976	155	324	1670	10	332	359	304	72	132	
Arrive On Green	0.33	1.00	1.00	0.04	0.46	0.46	0.05	0.19	0.19	0.09	0.09	0.00
Sat Flow, veh/h	1781	3339	261	1781	3621	22	1781	1870	1585	250	1489	1585
Grp Volume(v), veh/h	220	610	628	63	718	754	80	98	63	60	0	0
Grp Sat Flow(s),veh/h/ln	1781	1777	1823	1781	1777	1866	1781	1870	1585	1739	0	1585
Q Serve(g_s), s	2.8	0.0	0.0	1.9	32.9	32.9	3.5	4.0	3.0	0.0	0.0	0.0
Cycle Q Clear(g_c), s	2.8	0.0	0.0	1.9	32.9	32.9	3.5	4.0	3.0	2.7	0.0	0.0
Prop In Lane	1.00		0.14	1.00		0.01	1.00		1.00	0.25		1.00
Lane Grp Cap(c), veh/h	398	1052	1079	324	819	861	332	359	304	204	0	
V/C Ratio(X)	0.55	0.58	0.58	0.19	0.88	0.88	0.24	0.27	0.21	0.29	0.00	
Avail Cap(c_a), veh/h	398	1052	1079	366	819	861	338	459	389	287	0	
HCM Platoon Ratio	2.00	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.71	0.71	0.71	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	25.2	0.0	0.0	15.0	21.9	21.9	32.9	31.0	30.6	38.6	0.0	0.0
Incr Delay (d2), s/veh	1.2	1.7	1.6	0.3	12.7	12.2	0.4	0.4	0.3	0.8	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	3.3	0.5	0.5	0.7	15.3	16.0	1.5	1.8	1.2	1.3	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	26.3	1.7	1.6	15.3	34.6	34.1	33.3	31.4	30.9	39.4	0.0	0.0
LnGrp LOS	C	A	A	B	C	C	C	C	C	D	A	
Approach Vol, veh/h		1458			1535			241			60	A
Approach Delay, s/veh		5.4			33.6			31.9			39.4	
Approach LOS		A			C			C			D	
Timer - Assigned Phs	1	2	3	4	5	6		8				
Phs Duration (G+Y+Rc), s	20.2	47.0	9.3	13.5	8.5	58.8		22.8				
Change Period (Y+Rc), s	* 5.5	* 5.5	4.5	5.5	4.5	* 5.5		5.5				
Max Green Setting (Gmax), s	* 11	* 42	5.1	12.5	6.1	* 46		22.1				
Max Q Clear Time (g_c+I1), s	4.8	34.9	5.5	4.7	3.9	2.0		6.0				
Green Ext Time (p_c), s	0.3	4.6	0.0	0.1	0.0	10.9		0.6				
Intersection Summary												
HCM 6th Ctrl Delay			21.1									
HCM 6th LOS			C									
Notes												
User approved volume balancing among the lanes for turning movement.												
* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.												
Unsignalized Delay for [SBR] is excluded from calculations of the approach delay and intersection delay.												

2047 NO BUILD GROVER TRANSPOSED

30: Grover Ave & US 18 / 4th St SW

04/28/2022

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	38	1066	198	62	817	46	34	21	34	237	44	41
Future Volume (veh/h)	38	1066	198	62	817	46	34	21	34	237	44	41
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No			No			No		
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	41	1159	215	67	888	50	37	23	37	258	48	45
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	358	1334	246	357	1881	839	274	156	396	369	467	396
Arrive On Green	0.07	0.89	0.89	0.21	1.00	1.00	0.25	0.25	0.25	0.25	0.25	0.25
Sat Flow, veh/h	1781	2995	553	1781	3554	1585	837	624	1585	1343	1870	1585
Grp Volume(v), veh/h	41	685	689	67	888	50	60	0	37	258	48	45
Grp Sat Flow(s),veh/h/ln	1781	1777	1771	1781	1777	1585	1461	0	1585	1343	1870	1585
Q Serve(g_s), s	1.2	16.5	17.2	0.0	0.0	0.0	1.3	0.0	1.6	16.8	1.8	2.0
Cycle Q Clear(g_c), s	1.2	16.5	17.2	0.0	0.0	0.0	3.1	0.0	1.6	19.9	1.8	2.0
Prop In Lane	1.00		0.31	1.00		1.00	0.62		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	358	792	789	357	1881	839	429	0	396	369	467	396
V/C Ratio(X)	0.11	0.87	0.87	0.19	0.47	0.06	0.14	0.00	0.09	0.70	0.10	0.11
Avail Cap(c_a), veh/h	396	792	789	357	1881	839	505	0	477	439	563	477
HCM Platoon Ratio	2.00	2.00	2.00	2.00	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.86	0.86	0.86	0.49	0.49	0.49	1.00	0.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	15.1	3.6	3.7	20.6	0.0	0.0	26.4	0.0	25.9	34.3	26.0	26.1
Incr Delay (d2), s/veh	0.1	10.7	11.3	0.1	0.4	0.1	0.1	0.0	0.1	3.9	0.1	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.5	3.9	4.0	1.0	0.1	0.0	1.0	0.0	0.6	5.8	0.8	0.8
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	15.2	14.3	14.9	20.7	0.4	0.1	26.6	0.0	26.1	38.2	26.1	26.2
LnGrp LOS	B	B	B	C	A	A	C	A	C	D	C	C
Approach Vol, veh/h	1415			1005				97			351	
Approach Delay, s/veh	14.6			1.8				26.4			35.0	
Approach LOS	B			A				C			C	
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	7.7	53.5		28.8	15.2	46.0		28.8				
Change Period (Y+Rc), s	4.5	* 5.9		* 6.3	* 5.9	* 5.9		* 6.3				
Max Green Setting (Gmax), s	5.1	* 41		* 27	* 6.1	* 40		* 27				
Max Q Clear Time (g_c+I1), s	3.2	2.0		21.9	2.0	19.2		5.1				
Green Ext Time (p_c), s	0.0	7.5		0.6	0.0	9.9		0.4				
Intersection Summary												
HCM 6th Ctrl Delay			13.0									
HCM 6th LOS			B									
Notes												

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

DELAY (CONTROL)

Average control delay per vehicle, or average pedestrian delay (seconds)

Site: 1 [122 & Eisenhower]

Roundabout with 2-lane approaches and circulating road, and 1-lane exits

MUTCD (FHWA 2009) example number: 3C-5

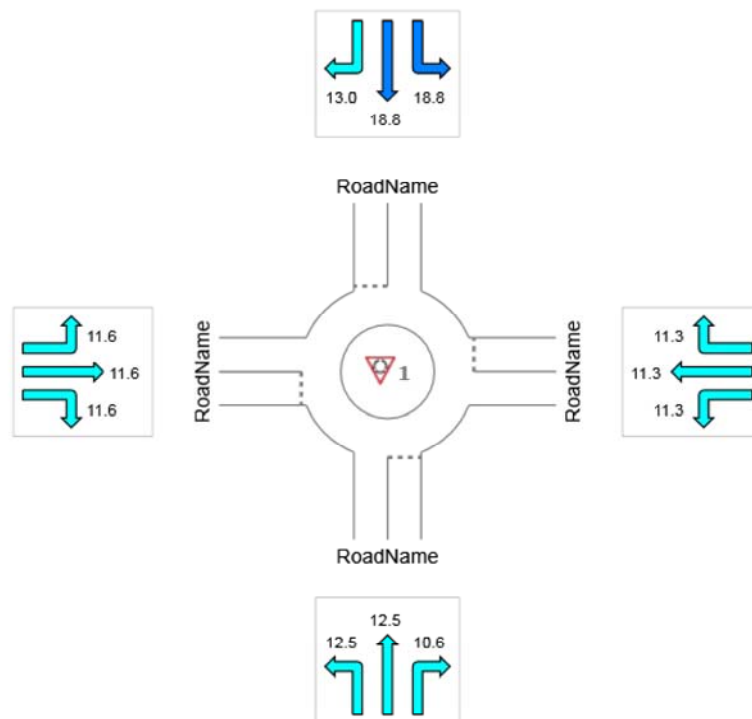
Roundabout Guide (TRB 2010) example number: A-6

Site Category: (None)

Roundabout

All Movement Classes

	Approaches				Intersection
	South	East	North	West	
Delay (Control)	11.6	11.3	16.9	11.6	12.3
LOS	B	B	C	B	B



Colour code based on Level of Service



Site Level of Service (LOS) Method: Delay & v/c (HCM 6). Site LOS Method is specified in the Parameter Settings dialog (Site tab).

LOS F will result if v/c > 1 irrespective of movement delay value (does not apply for approaches and intersection).

NA (TWSC): Level of Service is not defined for major road approaches or the intersection as a whole for Two-Way Sign Control (HCM LOS rule).

Roundabout Level of Service Method: Same as Sign Control

HCM Delay Formula option is used. Control Delay does not include Geometric Delay since Exclude Geometric Delay option applies.

DELAY (CONTROL)

Average control delay per vehicle, or average pedestrian delay (seconds)



Site: 1 [122 & Villiage Green]

Roundabout with 2-lane approaches and circulating road, and a double left turn

MUTCD (FHWA 2009) example number: 3C-7

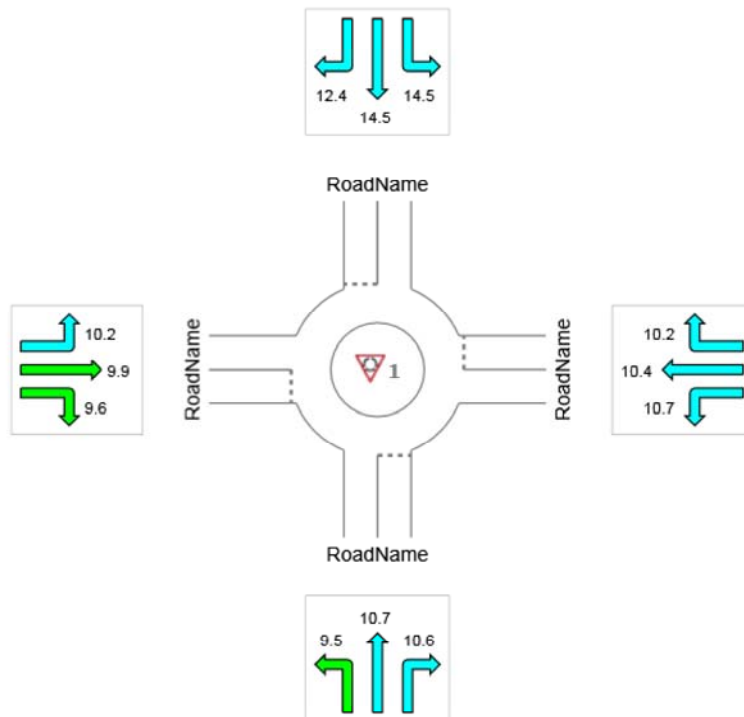
Roundabout Guide (TRB 2010) example number: A-8

Site Category: (None)

Roundabout

All Movement Classes

	Approaches				Intersection
	South	East	North	West	
Delay (Control)	10.3	10.4	13.7	9.9	10.7
LOS	B	B	B	A	B



Colour code based on Level of Service



Site Level of Service (LOS) Method: Delay & v/c (HCM 6). Site LOS Method is specified in the Parameter Settings dialog (Site tab).

LOS F will result if $v/c > 1$ irrespective of movement delay value (does not apply for approaches and intersection).

NA (TWSC): Level of Service is not defined for major road approaches or the intersection as a whole for Two-Way Sign Control (HCM LOS rule).

Roundabout Level of Service Method: Same as Sign Control

HCM Delay Formula option is used. Control Delay does not include Geometric Delay since Exclude Geometric Delay option applies.

DELAY (CONTROL)

Average control delay per vehicle, or average pedestrian delay (seconds)

 **Site: 1 [122 & Taft]**

Roundabout with 2-lane approaches and circulating road, and a double right turn

MUTCD (FHWA 2009) example number: 3C-8

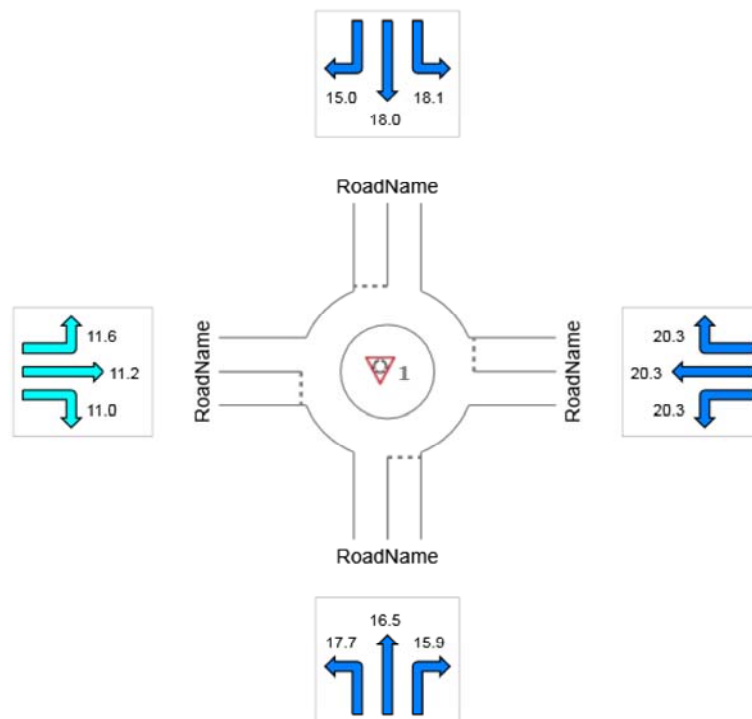
Roundabout Guide (TRB 2010) example number: A-9

Site Category: (None)

Roundabout

All Movement Classes

	Approaches				Intersection
	South	East	North	West	
Delay (Control)	16.8	20.3	17.0	11.2	16.2
LOS	C	C	C	B	C



Colour code based on Level of Service



Site Level of Service (LOS) Method: Delay & v/c (HCM 6). Site LOS Method is specified in the Parameter Settings dialog (Site tab).

LOS F will result if v/c > 1 irrespective of movement delay value (does not apply for approaches and intersection).

NA (TWSC): Level of Service is not defined for major road approaches or the intersection as a whole for Two-Way Sign Control (HCM LOS rule).

Roundabout Level of Service Method: Same as Sign Control

HCM Delay Formula option is used. Control Delay does not include Geometric Delay since Exclude Geometric Delay option applies.

DELAY (CONTROL)

Average control delay per vehicle, or average pedestrian delay (seconds)



Site: 1 [122 & Grover]

Roundabout with 2-lane approaches and circulating road, and a double right turn

MUTCD (FHWA 2009) example number: 3C-8

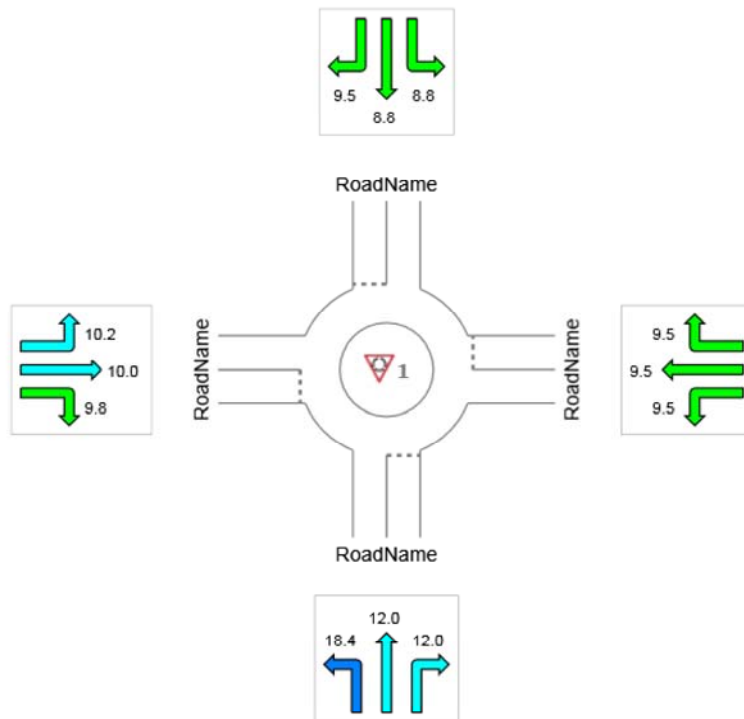
Roundabout Guide (TRB 2010) example number: A-9

Site Category: (None)

Roundabout

All Movement Classes

	Approaches				Intersection
	South	East	North	West	
Delay (Control)	16.7	9.5	9.1	10.0	10.6
LOS	C	A	A	A	B



Colour code based on Level of Service



Site Level of Service (LOS) Method: Delay & v/c (HCM 6). Site LOS Method is specified in the Parameter Settings dialog (Site tab).

LOS F will result if v/c > 1 irrespective of movement delay value (does not apply for approaches and intersection).

NA (TWSC): Level of Service is not defined for major road approaches or the intersection as a whole for Two-Way Sign Control (HCM LOS rule).

Roundabout Level of Service Method: Same as Sign Control

HCM Delay Formula option is used. Control Delay does not include Geometric Delay since Exclude Geometric Delay option applies.

DELAY (CONTROL)

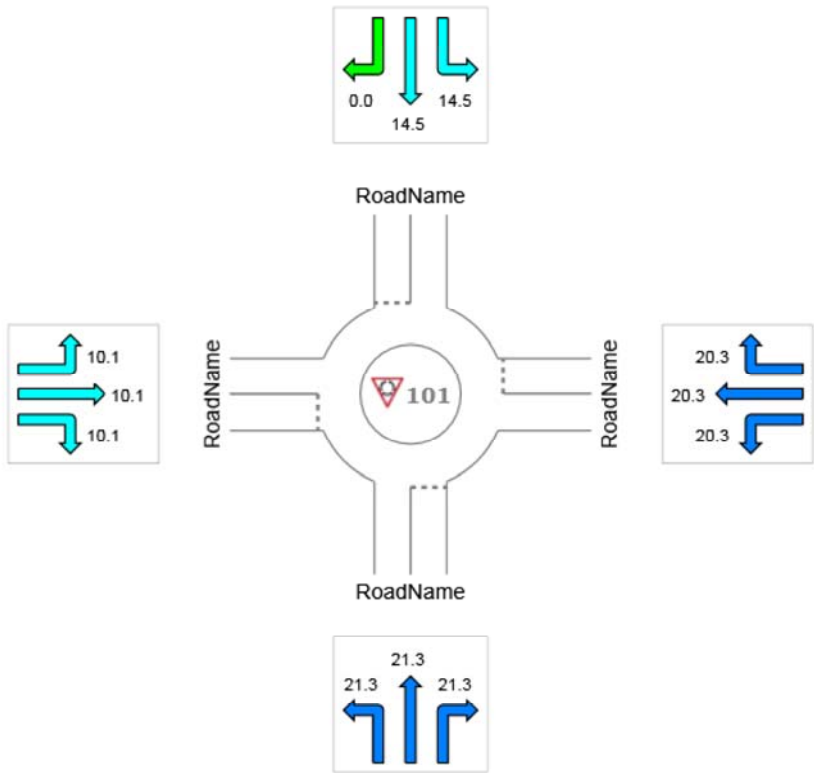
Average control delay per vehicle, or average pedestrian delay (seconds)

 **Site: 101 [122 & Winnebago]**

New Site
Site Category: (None)
Roundabout

All Movement Classes

	Approaches				Intersection
	South	East	North	West	
Delay (Control)	21.3	20.3	2.2	10.1	14.2
LOS	C	C	A	B	B



Colour code based on Level of Service



Site Level of Service (LOS) Method: Delay & v/c (HCM 6). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
LOS F will result if v/c > 1 irrespective of movement delay value (does not apply for approaches and intersection).
NA (TWSC): Level of Service is not defined for major road approaches or the intersection as a whole for Two-Way Sign Control (HCM LOS rule).
Roundabout Level of Service Method: Same as Sign Control
HCM Delay Formula option is used. Control Delay does not include Geometric Delay since Exclude Geometric Delay option applies.

DELAY (CONTROL)

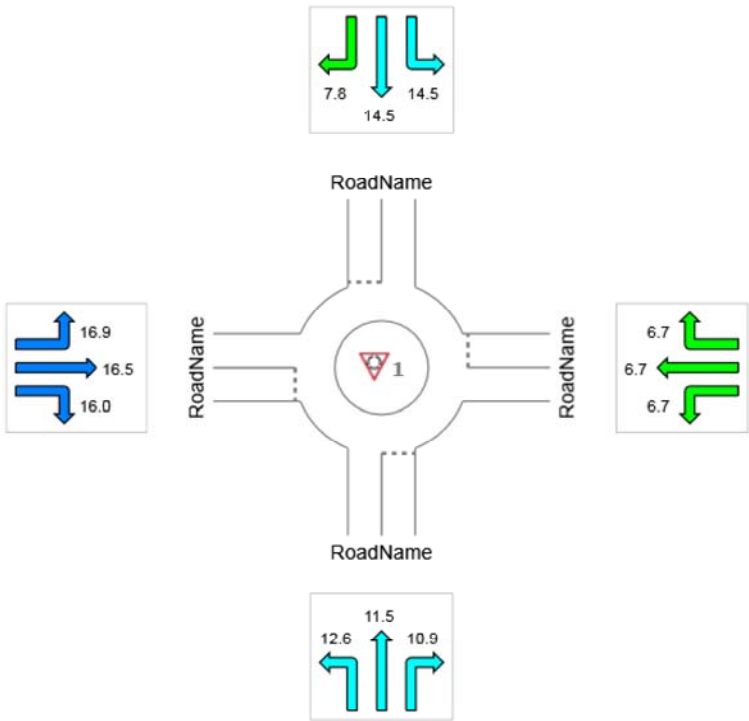
Average control delay per vehicle, or average pedestrian delay (seconds)

 Site: 1 [122 & Grover - TRANSPOSED]

Roundabout with 2-lane approaches and circulating road, and a double right turn
MUTCD (FHWA 2009) example number: 3C-8
Roundabout Guide (TRB 2010) example number: A-9
Site Category: (None)
Roundabout

All Movement Classes

	Approaches				Intersection
	South	East	North	West	
Delay (Control)	11.7	6.7	13.7	16.4	12.5
LOS	B	A	B	C	B



Colour code based on Level of Service



Site Level of Service (LOS) Method: Delay & v/c (HCM 6). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
LOS F will result if v/c > 1 irrespective of movement delay value (does not apply for approaches and intersection).
NA (TWSC): Level of Service is not defined for major road approaches or the intersection as a whole for Two-Way Sign Control (HCM LOS rule).
Roundabout Level of Service Method: Same as Sign Control
HCM Delay Formula option is used. Control Delay does not include Geometric Delay since Exclude Geometric Delay option applies.

