

## Cicero Avenue - 44th Street - TMC

Tue Jun 24, 2025

Full Length (11 AM-11 AM (+1))

All Classes (Lights, Single-Unit Trucks, Articulated Trucks, Buses, Pedestrians, Bicycles on Road, Bicycles on Crosswalk)

All Movements

ID: 1312929, Location: 41.813114, -87.743272

Provided by: Fish Transportation Group Inc.

1950 N Washington Street, Suite 211,

Naperville, IL, 60563, US

| Leg Direction           | Cicero Avenue Southbound |       |       |      |       |      | 44th Street Westbound |      |       |    |       |       | Cicero Avenue Northbound |       |      |       |       |       | 44th Street Eastbound |       |       |    |       |       |       |
|-------------------------|--------------------------|-------|-------|------|-------|------|-----------------------|------|-------|----|-------|-------|--------------------------|-------|------|-------|-------|-------|-----------------------|-------|-------|----|-------|-------|-------|
| Time                    | R                        | T     | L     | U    | App   | Ped* | R                     | T    | L     | U  | App   | Ped*  | R                        | T     | L    | U     | App   | Ped*  | R                     | T     | L     | U  | App   | Ped*  | Int   |
| 2025-06-24 11:00AM      | 7                        | 1567  | 9     | 0    | 1583  | 0    | 11                    | 2    | 4     | 0  | 17    | 0     | 6                        | 1549  | 4    | 1     | 1560  | 0     | 2                     | 1     | 5     | 0  | 8     | 2     | 3168  |
| 12:00PM                 | 10                       | 1638  | 3     | 3    | 1654  | 0    | 12                    | 0    | 5     | 0  | 17    | 1     | 10                       | 1569  | 4    | 0     | 1583  | 0     | 5                     | 0     | 6     | 0  | 11    | 1     | 3265  |
| 1:00PM                  | 7                        | 1352  | 2     | 0    | 1361  | 0    | 6                     | 0    | 2     | 0  | 8     | 1     | 12                       | 1470  | 3    | 1     | 1486  | 0     | 3                     | 0     | 2     | 0  | 5     | 3     | 2860  |
| 2:00PM                  | 5                        | 1837  | 2     | 1    | 1845  | 1    | 4                     | 0    | 0     | 0  | 4     | 0     | 2                        | 1344  | 4    | 3     | 1353  | 0     | 4                     | 0     | 1     | 0  | 5     | 2     | 3207  |
| 3:00PM                  | 32                       | 1867  | 6     | 0    | 1905  | 1    | 13                    | 0    | 9     | 0  | 22    | 1     | 7                        | 1354  | 10   | 0     | 1371  | 0     | 27                    | 0     | 10    | 0  | 37    | 0     | 3335  |
| 4:00PM                  | 6                        | 1947  | 3     | 0    | 1956  | 2    | 5                     | 0    | 4     | 0  | 9     | 1     | 4                        | 1505  | 2    | 0     | 1511  | 3     | 27                    | 0     | 24    | 0  | 51    | 1     | 3527  |
| 5:00PM                  | 8                        | 1995  | 1     | 0    | 2004  | 2    | 6                     | 0    | 3     | 0  | 9     | 2     | 4                        | 1588  | 4    | 0     | 1596  | 0     | 2                     | 0     | 4     | 0  | 6     | 4     | 3615  |
| 6:00PM                  | 11                       | 1767  | 1     | 1    | 1780  | 0    | 4                     | 0    | 1     | 0  | 5     | 3     | 7                        | 1537  | 1    | 0     | 1545  | 0     | 1                     | 0     | 4     | 0  | 5     | 4     | 3335  |
| 7:00PM                  | 3                        | 1505  | 7     | 3    | 1518  | 0    | 13                    | 1    | 7     | 0  | 21    | 2     | 5                        | 1358  | 1    | 1     | 1365  | 0     | 4                     | 1     | 0     | 0  | 5     | 8     | 2909  |
| 8:00PM                  | 4                        | 1544  | 3     | 0    | 1551  | 0    | 2                     | 0    | 1     | 0  | 3     | 0     | 1                        | 1266  | 0    | 0     | 1267  | 3     | 0                     | 0     | 0     | 0  | 0     | 3     | 2821  |
| 9:00PM                  | 6                        | 1236  | 0     | 0    | 1242  | 2    | 0                     | 0    | 1     | 0  | 1     | 0     | 2                        | 1388  | 0    | 0     | 1390  | 0     | 2                     | 0     | 1     | 0  | 3     | 5     | 2636  |
| 10:00PM                 | 3                        | 1147  | 5     | 0    | 1155  | 0    | 6                     | 0    | 0     | 0  | 6     | 2     | 0                        | 962   | 2    | 0     | 964   | 2     | 4                     | 0     | 4     | 0  | 8     | 0     | 2133  |
| 11:00PM                 | 3                        | 859   | 2     | 0    | 864   | 0    | 5                     | 1    | 4     | 0  | 10    | 2     | 5                        | 710   | 3    | 0     | 718   | 2     | 4                     | 0     | 2     | 0  | 6     | 0     | 1598  |
| 2025-06-25 12:00AM      | 4                        | 440   | 1     | 1    | 446   | 0    | 1                     | 0    | 2     | 0  | 3     | 0     | 1                        | 476   | 2    | 0     | 479   | 2     | 2                     | 0     | 3     | 0  | 5     | 0     | 933   |
| 1:00AM                  | 1                        | 377   | 0     | 1    | 379   | 0    | 0                     | 0    | 1     | 0  | 1     | 0     | 2                        | 305   | 0    | 0     | 307   | 0     | 1                     | 1     | 3     | 0  | 5     | 0     | 692   |
| 2:00AM                  | 0                        | 320   | 0     | 0    | 320   | 1    | 0                     | 0    | 0     | 0  | 0     | 0     | 0                        | 286   | 0    | 1     | 287   | 0     | 0                     | 0     | 0     | 0  | 0     | 0     | 607   |
| 3:00AM                  | 1                        | 422   | 0     | 1    | 424   | 0    | 0                     | 0    | 0     | 0  | 0     | 0     | 0                        | 526   | 0    | 0     | 526   | 0     | 0                     | 0     | 0     | 0  | 0     | 0     | 950   |
| 4:00AM                  | 0                        | 722   | 4     | 0    | 726   | 0    | 2                     | 0    | 0     | 0  | 2     | 1     | 0                        | 1101  | 1    | 0     | 1102  | 0     | 0                     | 0     | 1     | 0  | 1     | 0     | 1831  |
| 5:00AM                  | 3                        | 1139  | 6     | 0    | 1148  | 0    | 1                     | 0    | 0     | 0  | 1     | 1     | 4                        | 1780  | 0    | 0     | 1784  | 1     | 0                     | 2     | 0     | 0  | 2     | 0     | 2935  |
| 6:00AM                  | 3                        | 1203  | 10    | 0    | 1216  | 0    | 3                     | 0    | 2     | 0  | 5     | 0     | 6                        | 1722  | 0    | 0     | 1728  | 1     | 0                     | 0     | 0     | 0  | 0     | 1     | 2949  |
| 7:00AM                  | 53                       | 1217  | 11    | 0    | 1281  | 1    | 13                    | 0    | 3     | 0  | 16    | 2     | 16                       | 1330  | 20   | 0     | 1366  | 2     | 3                     | 0     | 13    | 0  | 16    | 0     | 2679  |
| 8:00AM                  | 26                       | 1232  | 7     | 0    | 1265  | 0    | 4                     | 0    | 2     | 0  | 6     | 0     | 12                       | 1573  | 11   | 1     | 1597  | 0     | 6                     | 0     | 11    | 0  | 17    | 0     | 2885  |
| 9:00AM                  | 15                       | 1003  | 3     | 2    | 1023  | 0    | 8                     | 0    | 3     | 0  | 11    | 0     | 11                       | 1705  | 7    | 0     | 1723  | 0     | 5                     | 0     | 5     | 0  | 10    | 1     | 2767  |
| 10:00AM                 | 9                        | 1251  | 13    | 1    | 1274  | 0    | 6                     | 1    | 7     | 0  | 14    | 0     | 10                       | 1278  | 2    | 0     | 1290  | 0     | 5                     | 0     | 5     | 0  | 10    | 2     | 2588  |
| Total                   | 220                      | 29587 | 99    | 14   | 29920 | 10   | 125                   | 5    | 61    | 0  | 191   | 19    | 127                      | 29682 | 81   | 8     | 29898 | 16    | 107                   | 5     | 104   | 0  | 216   | 37    | 60225 |
| % Approach              | 0.7%                     | 98.9% | 0.3%  | 0%   | -     | -    | 65.4%                 | 2.6% | 31.9% | 0% | -     | -     | 0.4%                     | 99.3% | 0.3% | 0%    | -     | -     | 49.5%                 | 2.3%  | 48.1% | 0% | -     | -     | -     |
| % Total                 | 0.4%                     | 49.1% | 0.2%  | 0%   | 49.7% | -    | 0.2%                  | 0%   | 0.1%  | 0% | 0.3%  | -     | 0.2%                     | 49.3% | 0.1% | 0%    | 49.6% | -     | 0.2%                  | 0%    | 0.2%  | 0% | 0.4%  | -     | -     |
| Lights                  | 207                      | 28408 | 98    | 14   | 28727 | -    | 123                   | 5    | 59    | 0  | 187   | -     | 125                      | 28511 | 81   | 7     | 28724 | -     | 106                   | 2     | 101   | 0  | 209   | -     | 57847 |
| % Lights                | 94.1%                    | 96.0% | 99.0% | 100% | 96.0% | -    | 98.4%                 | 100% | 96.7% | 0% | 97.9% | -     | 98.4%                    | 96.1% | 100% | 87.5% | 96.1% | -     | 99.1%                 | 40.0% | 97.1% | 0% | 96.8% | -     | 96.1% |
| Single-Unit Trucks      | 8                        | 546   | 0     | 0    | 554   | -    | 0                     | 0    | 1     | 0  | 1     | -     | 1                        | 484   | 0    | 1     | 486   | -     | 1                     | 0     | 3     | 0  | 4     | -     | 1045  |
| % Single-Unit Trucks    | 3.6%                     | 1.8%  | 0%    | 0%   | 1.9%  | -    | 0%                    | 0%   | 1.6%  | 0% | 0.5%  | -     | 0.8%                     | 1.6%  | 0%   | 12.5% | 1.6%  | -     | 0.9%                  | 0%    | 2.9%  | 0% | 1.9%  | -     | 1.7%  |
| Articulated Trucks      | 0                        | 530   | 0     | 0    | 530   | -    | 1                     | 0    | 1     | 0  | 2     | -     | 1                        | 562   | 0    | 0     | 563   | -     | 0                     | 0     | 0     | 0  | 0     | -     | 1095  |
| % Articulated Trucks    | 0%                       | 1.8%  | 0%    | 0%   | 1.8%  | -    | 0.8%                  | 0%   | 1.6%  | 0% | 1.0%  | -     | 0.8%                     | 1.9%  | 0%   | 0%    | 1.9%  | -     | 0%                    | 0%    | 0%    | 0% | 0%    | -     | 1.8%  |
| Buses                   | 3                        | 94    | 1     | 0    | 98    | -    | 1                     | 0    | 0     | 0  | 1     | -     | 0                        | 123   | 0    | 0     | 123   | -     | 0                     | 0     | 0     | 0  | 0     | -     | 222   |
| % Buses                 | 1.4%                     | 0.3%  | 1.0%  | 0%   | 0.3%  | -    | 0.8%                  | 0%   | 0%    | 0% | 0.5%  | -     | 0%                       | 0.4%  | 0%   | 0%    | 0.4%  | -     | 0%                    | 0%    | 0%    | 0% | 0%    | -     | 0.4%  |
| Bicycles on Road        | 2                        | 9     | 0     | 0    | 11    | -    | 0                     | 0    | 0     | 0  | 0     | -     | 0                        | 2     | 0    | 0     | 2     | -     | 0                     | 3     | 0     | 0  | 3     | -     | 16    |
| % Bicycles on Road      | 0.9%                     | 0%    | 0%    | 0%   | 0%    | -    | 0%                    | 0%   | 0%    | 0% | 0%    | -     | 0%                       | 0%    | 0%   | 0%    | 0%    | -     | 0%                    | 60.0% | 0%    | 0% | 1.4%  | -     | 0%    |
| Pedestrians             | -                        | -     | -     | -    | -     | 10   | -                     | -    | -     | -  | -     | 16    | -                        | -     | -    | -     | -     | 15    | -                     | -     | -     | -  | -     | 30    |       |
| % Pedestrians           | -                        | -     | -     | -    | -     | 100% | -                     | -    | -     | -  | -     | 84.2% | -                        | -     | -    | -     | -     | 93.8% | -                     | -     | -     | -  | -     | 81.1% | -     |
| Bicycles on Crosswalk   | -                        | -     | -     | -    | -     | 0    | -                     | -    | -     | -  | -     | 3     | -                        | -     | -    | -     | -     | 1     | -                     | -     | -     | -  | -     | 7     |       |
| % Bicycles on Crosswalk | -                        | -     | -     | -    | -     | 0%   | -                     | -    | -     | -  | -     | 15.8% | -                        | -     | -    | -     | -     | 6.3%  | -                     | -     | -     | -  | -     | 18.9% | -     |

\*Pedestrians and Bicycles on Crosswalk. L: Left, R: Right, T: Thru, U: U-Turn

# Cicero Avenue - 44th Street - TMC

Tue Jun 24, 2025

Full Length (11 AM-11 AM (+1))

All Classes (Lights, Single-Unit Trucks, Articulated Trucks, Buses, Pedestrians, Bicycles on Road, Bicycles on Crosswalk)

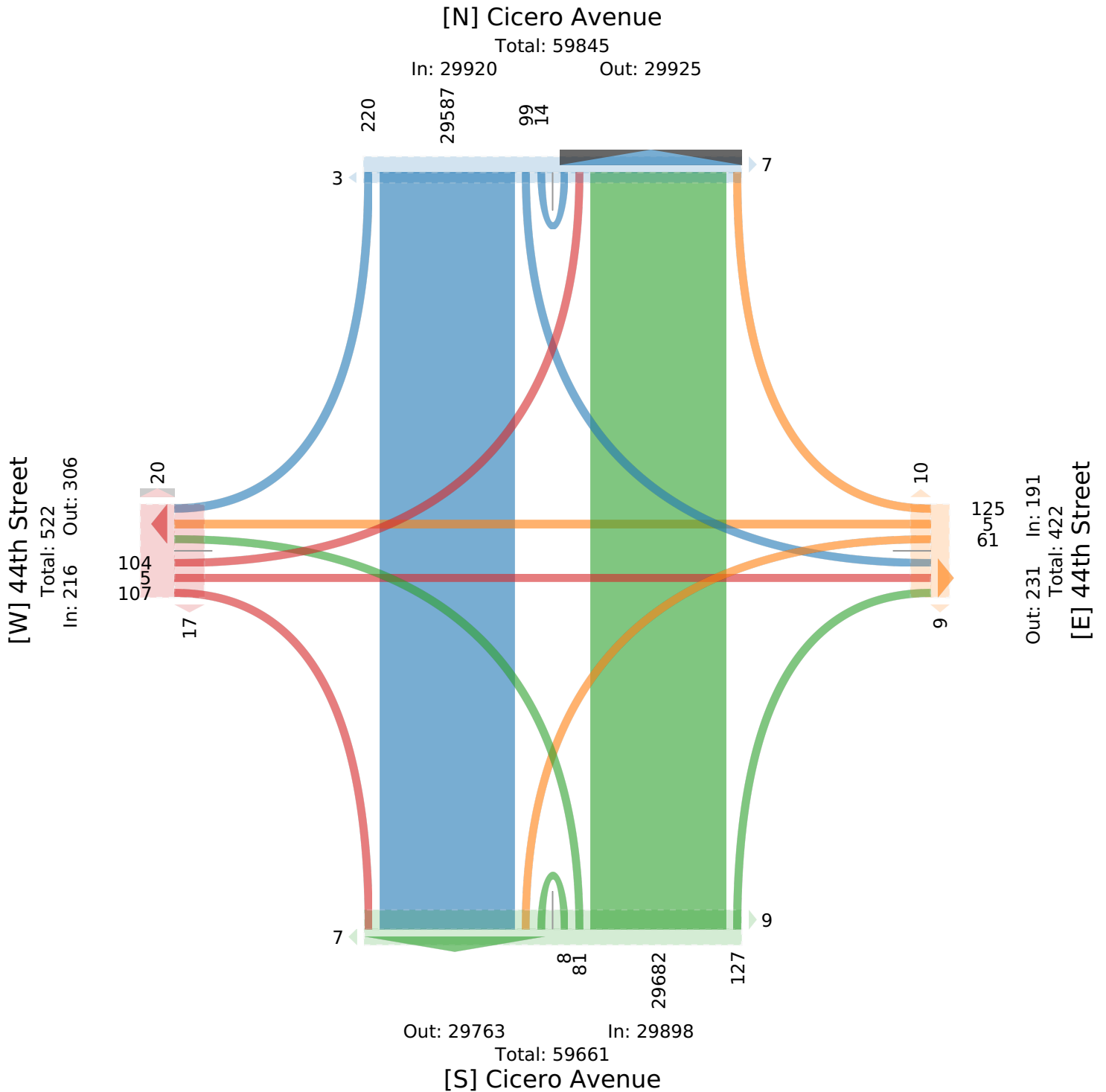
All Movements

ID: 1312929, Location: 41.813114, -87.743272

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1950 N Washington Street, Suite 211,

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# Cicero Avenue - 44th Street - TMC

Tue Jun 24, 2025

Midday Peak (Jun 24 2025 12PM - 1 PM)

All Classes (Lights, Single-Unit Trucks, Articulated Trucks, Buses, Pedestrians, Bicycles on Road, Bicycles on Crosswalk)

All Movements

ID: 1312929, Location: 41.813114, -87.743272

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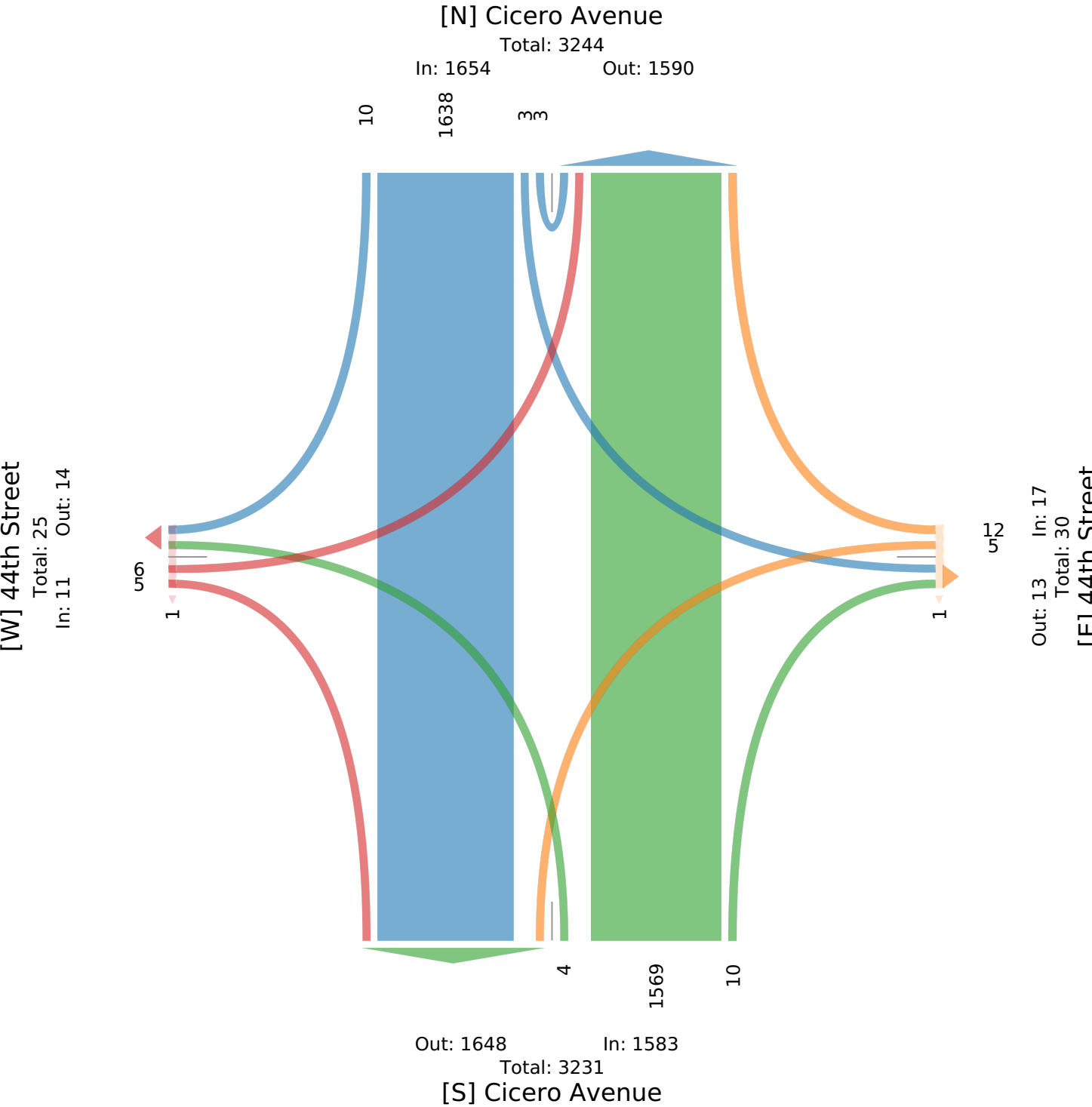
| Leg Direction               | Cicero Avenue Southbound |       |       |       |       |      | 44th Street Westbound |    |       |    |       |      | Cicero Avenue Northbound |       |       |    |       |      | 44th Street Eastbound |    |       |    |       |      |       |
|-----------------------------|--------------------------|-------|-------|-------|-------|------|-----------------------|----|-------|----|-------|------|--------------------------|-------|-------|----|-------|------|-----------------------|----|-------|----|-------|------|-------|
| Time                        | R                        | T     | L     | U     | App   | Ped* | R                     | T  | L     | U  | App   | Ped* | R                        | T     | L     | U  | App   | Ped* | R                     | T  | L     | U  | App   | Ped* | Int   |
| 2025-06-24 12:00PM          | 3                        | 415   | 0     | 1     | 419   | 0    | 5                     | 0  | 3     | 0  | 8     | 1    | 0                        | 350   | 1     | 0  | 351   | 0    | 1                     | 0  | 1     | 0  | 2     | 0    | 780   |
| 12:15PM                     | 0                        | 411   | 2     | 2     | 415   | 0    | 1                     | 0  | 1     | 0  | 2     | 0    | 6                        | 346   | 2     | 0  | 354   | 0    | 0                     | 0  | 3     | 0  | 3     | 0    | 774   |
| 12:30PM                     | 4                        | 444   | 1     | 0     | 449   | 0    | 1                     | 0  | 0     | 0  | 1     | 0    | 2                        | 415   | 1     | 0  | 418   | 0    | 1                     | 0  | 0     | 0  | 1     | 0    | 869   |
| 12:45PM                     | 3                        | 368   | 0     | 0     | 371   | 0    | 5                     | 0  | 1     | 0  | 6     | 0    | 2                        | 458   | 0     | 0  | 460   | 0    | 3                     | 0  | 2     | 0  | 5     | 1    | 842   |
| <b>Total</b>                | 10                       | 1638  | 3     | 3     | 1654  | 0    | 12                    | 0  | 5     | 0  | 17    | 1    | 10                       | 1569  | 4     | 0  | 1583  | 0    | 5                     | 0  | 6     | 0  | 11    | 1    | 3265  |
| <b>% Approach</b>           | 0.6%                     | 99.0% | 0.2%  | 0.2%  | -     | -    | 70.6%                 | 0% | 29.4% | 0% | -     | -    | 0.6%                     | 99.1% | 0.3%  | 0% | -     | -    | 45.5%                 | 0% | 54.5% | 0% | -     | -    | -     |
| <b>% Total</b>              | 0.3%                     | 50.2% | 0.1%  | 0.1%  | 50.7% | -    | 0.4%                  | 0% | 0.2%  | 0% | 0.5%  | -    | 0.3%                     | 48.1% | 0.1%  | 0% | 48.5% | -    | 0.2%                  | 0% | 0.2%  | 0% | 0.3%  | -    | -     |
| <b>PHF</b>                  | 0.625                    | 0.922 | 0.375 | 0.375 | 0.921 | -    | 0.600                 | -  | 0.417 | -  | 0.531 | -    | 0.417                    | 0.856 | 0.500 | -  | 0.860 | -    | 0.417                 | -  | 0.500 | -  | 0.550 | -    | 0.939 |
| <b>Lights</b>               | 6                        | 1537  | 3     | 3     | 1549  | -    | 12                    | 0  | 5     | 0  | 17    | -    | 10                       | 1494  | 4     | 0  | 1508  | -    | 5                     | 0  | 5     | 0  | 10    | -    | 3084  |
| <b>% Lights</b>             | 60.0%                    | 93.8% | 100%  | 100%  | 93.7% | -    | 100%                  | 0% | 100%  | 0% | 100%  | -    | 100%                     | 95.2% | 100%  | 0% | 95.3% | -    | 100%                  | 0% | 83.3% | 0% | 90.9% | -    | 94.5% |
| <b>Single-Unit Trucks</b>   | 1                        | 46    | 0     | 0     | 47    | -    | 0                     | 0  | 0     | 0  | 0     | -    | 0                        | 34    | 0     | 0  | 34    | -    | 0                     | 0  | 1     | 0  | 1     | -    | 82    |
| <b>% Single-Unit Trucks</b> | 10.0%                    | 2.8%  | 0%    | 0%    | 2.8%  | -    | 0%                    | 0% | 0%    | 0% | 0%    | -    | 0%                       | 2.2%  | 0%    | 0% | 2.1%  | -    | 0%                    | 0% | 16.7% | 0% | 9.1%  | -    | 2.5%  |
| <b>Articulated Trucks</b>   | 0                        | 48    | 0     | 0     | 48    | -    | 0                     | 0  | 0     | 0  | 0     | -    | 0                        | 33    | 0     | 0  | 33    | -    | 0                     | 0  | 0     | 0  | 0     | -    | 81    |
| <b>% Articulated Trucks</b> | 0%                       | 2.9%  | 0%    | 0%    | 2.9%  | -    | 0%                    | 0% | 0%    | 0% | 0%    | -    | 0%                       | 2.1%  | 0%    | 0% | 2.1%  | -    | 0%                    | 0% | 0%    | 0% | 0%    | -    | 2.5%  |
| <b>Buses</b>                | 3                        | 7     | 0     | 0     | 10    | -    | 0                     | 0  | 0     | 0  | 0     | -    | 0                        | 8     | 0     | 0  | 8     | -    | 0                     | 0  | 0     | 0  | 0     | -    | 18    |
| <b>% Buses</b>              | 30.0%                    | 0.4%  | 0%    | 0%    | 0.6%  | -    | 0%                    | 0% | 0%    | 0% | 0%    | -    | 0%                       | 0.5%  | 0%    | 0% | 0.5%  | -    | 0%                    | 0% | 0%    | 0% | 0%    | -    | 0.6%  |
| <b>Bicycles on Road</b>     | 0                        | 0     | 0     | 0     | 0     | -    | 0                     | 0  | 0     | 0  | 0     | -    | 0                        | 0     | 0     | 0  | 0     | -    | 0                     | 0  | 0     | 0  | 0     | -    | 0     |
| <b>% Bicycles on Road</b>   | 0%                       | 0%    | 0%    | 0%    | 0%    | -    | 0%                    | 0% | 0%    | 0% | 0%    | -    | 0%                       | 0%    | 0%    | 0% | 0%    | -    | 0%                    | 0% | 0%    | 0% | 0%    | -    | 0%    |
| Pedestrians                 | -                        | -     | -     | -     | -     | 0    | -                     | -  | -     | -  | -     | 0    | -                        | -     | -     | -  | -     | 0    | -                     | -  | -     | -  | -     | 1    |       |
| % Pedestrians               | -                        | -     | -     | -     | -     | -    | -                     | -  | -     | -  | -     | 0%   | -                        | -     | -     | -  | -     | -    | -                     | -  | -     | -  | -     | 100% | -     |
| Bicycles on Crosswalk       | -                        | -     | -     | -     | -     | 0    | -                     | -  | -     | -  | -     | 1    | -                        | -     | -     | -  | -     | 0    | -                     | -  | -     | -  | -     | 0    |       |
| % Bicycles on Crosswalk     | -                        | -     | -     | -     | -     | -    | -                     | -  | -     | -  | -     | 100% | -                        | -     | -     | -  | -     | -    | -                     | -  | -     | -  | -     | 0%   | -     |

\* Pedestrians and Bicycles on Crosswalk. L: Left, R: Right, T: Thru, U: U-Turn

Cicero Avenue - 44th Street - TMC

Tue Jun 24, 2025  
Midday Peak (Jun 24 2025 12PM - 1 PM)  
All Classes (Lights, Single-Unit Trucks, Articulated Trucks, Buses, Pedestrians,  
Bicycles on Road, Bicycles on Crosswalk)  
All Movements  
ID: 1312929, Location: 41.813114, -87.743272

Provided by: Fish Transportation Group Inc.  
1950 N Washington Street, Suite 211,  
Naperville, IL, 60563, US



# Cicero Avenue - 44th Street - TMC

Tue Jun 24, 2025

PM Peak (Jun 24 2025 5PM - 6 PM) - Overall Peak Hour

All Classes (Lights, Single-Unit Trucks, Articulated Trucks, Buses, Pedestrians, Bicycles on Road, Bicycles on Crosswalk)

All Movements

ID: 1312929, Location: 41.813114, -87.743272

Provided by: Fish Transportation Group Inc.

1950 N Washington Street, Suite 211,

Naperville, IL, 60563, US

| Leg Direction           | Cicero Avenue Southbound |       |       |    |       |      | 44th Street Westbound |    |       |    |       |      | Cicero Avenue Northbound |       |       |    |       |      | 44th Street Eastbound |    |       |    |       |      |       |
|-------------------------|--------------------------|-------|-------|----|-------|------|-----------------------|----|-------|----|-------|------|--------------------------|-------|-------|----|-------|------|-----------------------|----|-------|----|-------|------|-------|
| Time                    | R                        | T     | L     | U  | App   | Ped* | R                     | T  | L     | U  | App   | Ped* | R                        | T     | L     | U  | App   | Ped* | R                     | T  | L     | U  | App   | Ped* | Int   |
| 2025-06-24 5:00PM       | 2                        | 495   | 0     | 0  | 497   | 2    | 4                     | 0  | 1     | 0  | 5     | 0    | 2                        | 426   | 1     | 0  | 429   | 0    | 2                     | 0  | 2     | 0  | 4     | 0    | 935   |
| 5:15PM                  | 2                        | 515   | 0     | 0  | 517   | 0    | 1                     | 0  | 0     | 0  | 1     | 1    | 1                        | 398   | 2     | 0  | 401   | 0    | 0                     | 0  | 1     | 0  | 1     | 2    | 920   |
| 5:30PM                  | 1                        | 512   | 0     | 0  | 513   | 0    | 1                     | 0  | 1     | 0  | 2     | 1    | 1                        | 371   | 0     | 0  | 372   | 0    | 0                     | 0  | 0     | 0  | 0     | 1    | 887   |
| 5:45PM                  | 3                        | 473   | 1     | 0  | 477   | 0    | 0                     | 0  | 1     | 0  | 1     | 0    | 0                        | 393   | 1     | 0  | 394   | 0    | 0                     | 0  | 1     | 0  | 1     | 1    | 873   |
| Total                   | 8                        | 1995  | 1     | 0  | 2004  | 2    | 6                     | 0  | 3     | 0  | 9     | 2    | 4                        | 1588  | 4     | 0  | 1596  | 0    | 2                     | 0  | 4     | 0  | 6     | 4    | 3615  |
| % Approach              | 0.4%                     | 99.6% | 0%    | 0% | -     | -    | 66.7%                 | 0% | 33.3% | 0% | -     | -    | 0.3%                     | 99.5% | 0.3%  | 0% | -     | -    | 33.3%                 | 0% | 66.7% | 0% | -     | -    | -     |
| % Total                 | 0.2%                     | 55.2% | 0%    | 0% | 55.4% | -    | 0.2%                  | 0% | 0.1%  | 0% | 0.2%  | -    | 0.1%                     | 43.9% | 0.1%  | 0% | 44.1% | -    | 0.1%                  | 0% | 0.1%  | 0% | 0.2%  | -    | -     |
| PHF                     | 0.667                    | 0.968 | 0.250 | -  | 0.969 | -    | 0.375                 | -  | 0.750 | -  | 0.450 | -    | 0.500                    | 0.932 | 0.500 | -  | 0.930 | -    | 0.250                 | -  | 0.500 | -  | 0.375 | -    | 0.967 |
| Lights                  | 8                        | 1952  | 1     | 0  | 1961  | -    | 6                     | 0  | 3     | 0  | 9     | -    | 4                        | 1552  | 4     | 0  | 1560  | -    | 2                     | 0  | 4     | 0  | 6     | -    | 3536  |
| % Lights                | 100%                     | 97.8% | 100%  | 0% | 97.9% | -    | 100%                  | 0% | 100%  | 0% | 100%  | -    | 100%                     | 97.7% | 100%  | 0% | 97.7% | -    | 100%                  | 0% | 100%  | 0% | 100%  | -    | 97.8% |
| Single-Unit Trucks      | 0                        | 24    | 0     | 0  | 24    | -    | 0                     | 0  | 0     | 0  | 0     | -    | 0                        | 9     | 0     | 0  | 9     | -    | 0                     | 0  | 0     | 0  | 0     | -    | 33    |
| % Single-Unit Trucks    | 0%                       | 1.2%  | 0%    | 0% | 1.2%  | -    | 0%                    | 0% | 0%    | 0% | 0%    | -    | 0%                       | 0.6%  | 0%    | 0% | 0.6%  | -    | 0%                    | 0% | 0%    | 0% | 0%    | -    | 0.9%  |
| Articulated Trucks      | 0                        | 12    | 0     | 0  | 12    | -    | 0                     | 0  | 0     | 0  | 0     | -    | 0                        | 23    | 0     | 0  | 23    | -    | 0                     | 0  | 0     | 0  | 0     | -    | 35    |
| % Articulated Trucks    | 0%                       | 0.6%  | 0%    | 0% | 0.6%  | -    | 0%                    | 0% | 0%    | 0% | 0%    | -    | 0%                       | 1.4%  | 0%    | 0% | 1.4%  | -    | 0%                    | 0% | 0%    | 0% | 0%    | -    | 1.0%  |
| Buses                   | 0                        | 6     | 0     | 0  | 6     | -    | 0                     | 0  | 0     | 0  | 0     | -    | 0                        | 4     | 0     | 0  | 4     | -    | 0                     | 0  | 0     | 0  | 0     | -    | 10    |
| % Buses                 | 0%                       | 0.3%  | 0%    | 0% | 0.3%  | -    | 0%                    | 0% | 0%    | 0% | 0%    | -    | 0%                       | 0.3%  | 0%    | 0% | 0.3%  | -    | 0%                    | 0% | 0%    | 0% | 0%    | -    | 0.3%  |
| Bicycles on Road        | 0                        | 1     | 0     | 0  | 1     | -    | 0                     | 0  | 0     | 0  | 0     | -    | 0                        | 0     | 0     | 0  | 0     | -    | 0                     | 0  | 0     | 0  | 0     | -    | 1     |
| % Bicycles on Road      | 0%                       | 0.1%  | 0%    | 0% | 0%    | -    | 0%                    | 0% | 0%    | 0% | 0%    | -    | 0%                       | 0%    | 0%    | 0% | 0%    | -    | 0%                    | 0% | 0%    | 0% | 0%    | -    | 0%    |
| Pedestrians             | -                        | -     | -     | -  | -     | 2    | -                     | -  | -     | -  | -     | 2    | -                        | -     | -     | -  | -     | 0    | -                     | -  | -     | -  | -     | 4    |       |
| % Pedestrians           | -                        | -     | -     | -  | -     | 100% | -                     | -  | -     | -  | -     | 100% | -                        | -     | -     | -  | -     | -    | -                     | -  | -     | -  | -     | 100% | -     |
| Bicycles on Crosswalk   | -                        | -     | -     | -  | -     | 0    | -                     | -  | -     | -  | -     | 0    | -                        | -     | -     | -  | -     | 0    | -                     | -  | -     | -  | -     | 0    |       |
| % Bicycles on Crosswalk | -                        | -     | -     | -  | -     | 0%   | -                     | -  | -     | -  | -     | 0%   | -                        | -     | -     | -  | -     | -    | -                     | -  | -     | -  | -     | 0%   | -     |

\* Pedestrians and Bicycles on Crosswalk. L: Left, R: Right, T: Thru, U: U-Turn

# Cicero Avenue - 44th Street - TMC

Tue Jun 24, 2025

PM Peak (Jun 24 2025 5PM - 6 PM) - Overall Peak Hour

All Classes (Lights, Single-Unit Trucks, Articulated Trucks, Buses, Pedestrians, Bicycles on Road, Bicycles on Crosswalk)

All Movements

ID: 1312929, Location: 41.813114, -87.743272

Provided by: Fish Transportation Group Inc.

1950 N Washington Street, Suite 211,

Naperville, IL, 60563, US

## [N] Cicero Avenue

Total: 3602

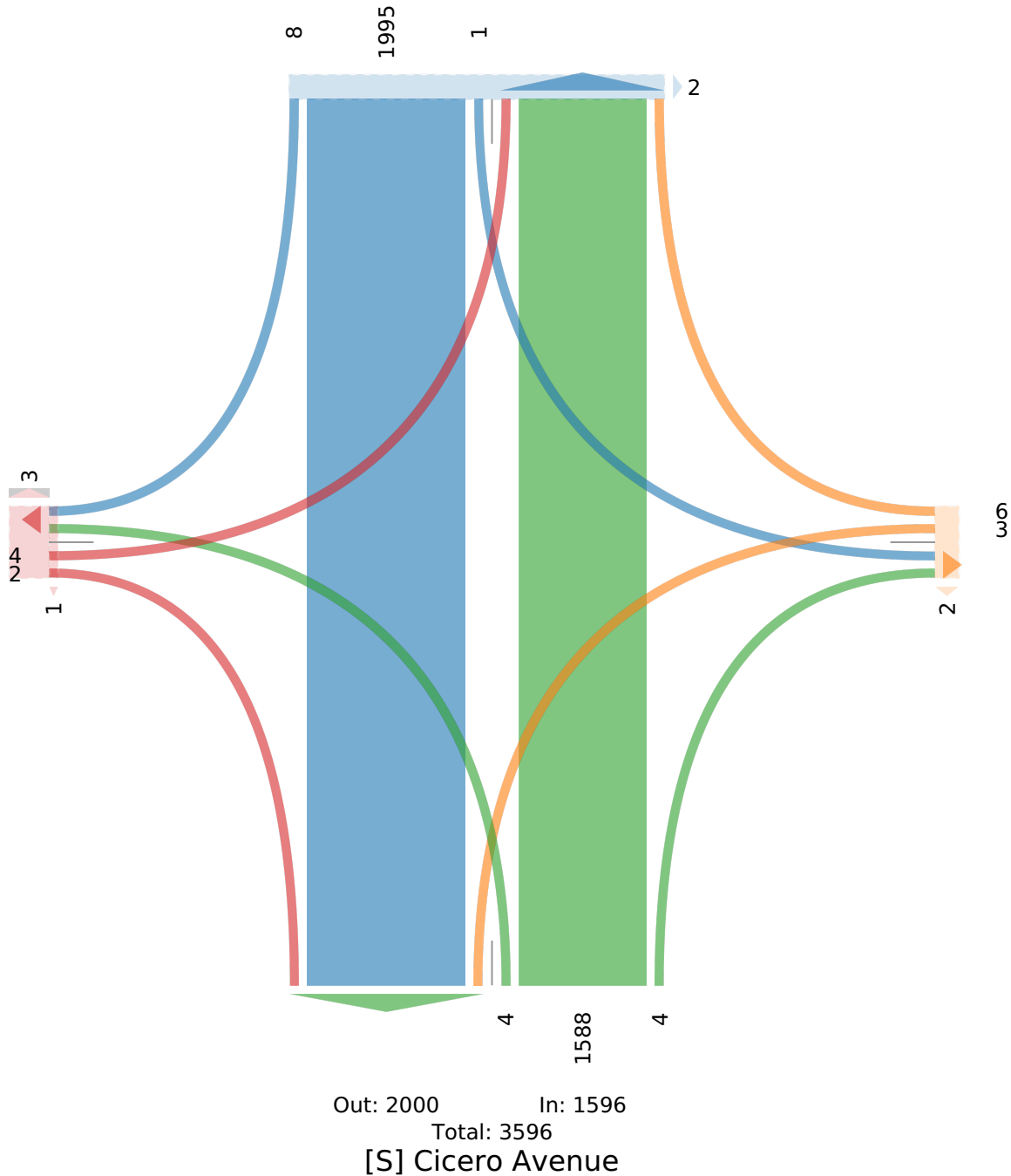
In: 2004

Out: 1598

## [W] 44th Street

Total: 18

In: 6 Out: 12



# Cicero Avenue - 44th Street - TMC

Wed Jun 25, 2025

AM Peak (Jun 25 2025 5:15AM - 6:15 AM)

All Classes (Lights, Single-Unit Trucks, Articulated Trucks, Buses, Pedestrians, Bicycles on Road, Bicycles on Crosswalk)

All Movements

ID: 1312929, Location: 41.813114, -87.743272

Provided by: Fish Transportation Group Inc.

1950 N Washington Street, Suite 211,

Naperville, IL, 60563, US

| Leg Direction                  | Cicero Avenue Southbound |       |       |    |       |      | 44th Street Westbound |    |       |    |       |      | Cicero Avenue Northbound |       |    |    |       |      | 44th Street Eastbound |      |    |    |      |      |       |
|--------------------------------|--------------------------|-------|-------|----|-------|------|-----------------------|----|-------|----|-------|------|--------------------------|-------|----|----|-------|------|-----------------------|------|----|----|------|------|-------|
| Time                           | R                        | T     | L     | U  | App   | Ped* | R                     | T  | L     | U  | App   | Ped* | R                        | T     | L  | U  | App   | Ped* | R                     | T    | L  | U  | App  | Ped* | Int   |
| 2025-06-25 5:15AM              | 2                        | 298   | 2     | 0  | 302   | 0    | 1                     | 0  | 0     | 0  | 1     | 0    | 1                        | 467   | 0  | 0  | 468   | 0    | 0                     | 0    | 0  | 0  | 0    | 0    | 771   |
| 5:30AM                         | 0                        | 337   | 2     | 0  | 339   | 0    | 0                     | 0  | 0     | 0  | 0     | 0    | 1                        | 478   | 0  | 0  | 479   | 0    | 0                     | 1    | 0  | 0  | 1    | 0    | 819   |
| 5:45AM                         | 1                        | 275   | 2     | 0  | 278   | 0    | 0                     | 0  | 0     | 0  | 0     | 1    | 1                        | 418   | 0  | 0  | 419   | 1    | 0                     | 1    | 0  | 0  | 1    | 0    | 698   |
| 6:00AM                         | 1                        | 308   | 0     | 0  | 309   | 0    | 0                     | 0  | 1     | 0  | 1     | 0    | 2                        | 432   | 0  | 0  | 434   | 0    | 0                     | 0    | 0  | 0  | 0    | 0    | 744   |
| <b>Total</b>                   | 4                        | 1218  | 6     | 0  | 1228  | 0    | 1                     | 0  | 1     | 0  | 2     | 1    | 5                        | 1795  | 0  | 0  | 1800  | 1    | 0                     | 2    | 0  | 0  | 2    | 0    | 3032  |
| <b>% Approach</b>              | 0.3%                     | 99.2% | 0.5%  | 0% | -     | -    | 50.0%                 | 0% | 50.0% | 0% | -     | -    | 0.3%                     | 99.7% | 0% | 0% | -     | -    | 0%                    | 100% | 0% | 0% | -    | -    | -     |
| <b>% Total</b>                 | 0.1%                     | 40.2% | 0.2%  | 0% | 40.5% | -    | 0%                    | 0% | 0%    | 0% | 0.1%  | -    | 0.2%                     | 59.2% | 0% | 0% | 59.4% | -    | 0%                    | 0.1% | 0% | 0% | 0.1% | -    | -     |
| <b>PHF</b>                     | 0.375                    | 0.902 | 0.750 | -  | 0.903 | -    | 0.250                 | -  | 0.250 | -  | 0.500 | -    | 0.625                    | 0.939 | -  | -  | 0.939 | -    | -                     | -    | -  | -  | -    | -    | 0.925 |
| <b>Lights</b>                  | 3                        | 1171  | 6     | 0  | 1180  | -    | 1                     | 0  | 1     | 0  | 2     | -    | 5                        | 1742  | 0  | 0  | 1747  | -    | 0                     | 0    | 0  | 0  | 0    | -    | 2929  |
| <b>% Lights</b>                | 75.0%                    | 96.1% | 100%  | 0% | 96.1% | -    | 100%                  | 0% | 100%  | 0% | 100%  | -    | 100%                     | 97.0% | 0% | 0% | 97.1% | -    | 0%                    | 0%   | 0% | 0% | 0%   | -    | 96.6% |
| <b>Single-Unit Trucks</b>      | 0                        | 22    | 0     | 0  | 22    | -    | 0                     | 0  | 0     | 0  | 0     | -    | 0                        | 15    | 0  | 0  | 15    | -    | 0                     | 0    | 0  | 0  | 0    | -    | 37    |
| <b>% Single-Unit Trucks</b>    | 0%                       | 1.8%  | 0%    | 0% | 1.8%  | -    | 0%                    | 0% | 0%    | 0% | 0%    | -    | 0%                       | 0.8%  | 0% | 0% | 0.8%  | -    | 0%                    | 0%   | 0% | 0% | 0%   | -    | 1.2%  |
| <b>Articulated Trucks</b>      | 0                        | 19    | 0     | 0  | 19    | -    | 0                     | 0  | 0     | 0  | 0     | -    | 0                        | 31    | 0  | 0  | 31    | -    | 0                     | 0    | 0  | 0  | 0    | -    | 50    |
| <b>% Articulated Trucks</b>    | 0%                       | 1.6%  | 0%    | 0% | 1.5%  | -    | 0%                    | 0% | 0%    | 0% | 0%    | -    | 0%                       | 1.7%  | 0% | 0% | 1.7%  | -    | 0%                    | 0%   | 0% | 0% | 0%   | -    | 1.6%  |
| <b>Buses</b>                   | 0                        | 4     | 0     | 0  | 4     | -    | 0                     | 0  | 0     | 0  | 0     | -    | 0                        | 7     | 0  | 0  | 7     | -    | 0                     | 0    | 0  | 0  | 0    | -    | 11    |
| <b>% Buses</b>                 | 0%                       | 0.3%  | 0%    | 0% | 0.3%  | -    | 0%                    | 0% | 0%    | 0% | 0%    | -    | 0%                       | 0.4%  | 0% | 0% | 0.4%  | -    | 0%                    | 0%   | 0% | 0% | 0%   | -    | 0.4%  |
| <b>Bicycles on Road</b>        | 1                        | 2     | 0     | 0  | 3     | -    | 0                     | 0  | 0     | 0  | 0     | -    | 0                        | 0     | 0  | 0  | 0     | -    | 0                     | 2    | 0  | 0  | 2    | -    | 5     |
| <b>% Bicycles on Road</b>      | 25.0%                    | 0.2%  | 0%    | 0% | 0.2%  | -    | 0%                    | 0% | 0%    | 0% | 0%    | -    | 0%                       | 0%    | 0% | 0% | 0%    | -    | 0%                    | 100% | 0% | 0% | 100% | -    | 0.2%  |
| <b>Pedestrians</b>             | -                        | -     | -     | -  | -     | 0    | -                     | -  | -     | -  | -     | 0    | -                        | -     | -  | -  | -     | 0    | -                     | -    | -  | -  | -    | 0    | -     |
| <b>% Pedestrians</b>           | -                        | -     | -     | -  | -     | -    | -                     | -  | -     | -  | -     | 0%   | -                        | -     | -  | -  | -     | 0%   | -                     | -    | -  | -  | -    | -    | -     |
| <b>Bicycles on Crosswalk</b>   | -                        | -     | -     | -  | -     | 0    | -                     | -  | -     | -  | -     | 1    | -                        | -     | -  | -  | -     | 1    | -                     | -    | -  | -  | -    | 0    | -     |
| <b>% Bicycles on Crosswalk</b> | -                        | -     | -     | -  | -     | -    | -                     | -  | -     | -  | -     | 100% | -                        | -     | -  | -  | -     | 100% | -                     | -    | -  | -  | -    | -    | -     |

\* Pedestrians and Bicycles on Crosswalk. L: Left, R: Right, T: Thru, U: U-Turn

Cicero Avenue - 44th Street - TMC

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