APPENDIX TIA

KENOSHA CASINO PROJECT TRAFFIC IMPACT ANALYSIS

APPENDIX TIA-1

KENOSHA CASINO PROJECT TRAFFIC IMPACT ANALYSIS

CITY OF KENOSHA, WISCONSIN

Kenosha Casino Project Traffic Impact Analysis

August 23, 2024



Prepared for:

AES-Montrose

Wisconsin Department of Transportation, Southeast Region

City of Kenosha

MSA

TRAFFIC IMPACT STUDY FOR:

KENOSHA CASINO PROJECT

CITY OF KENOSHA, WISCONSIN

DATE SUBMITTED:

August 23, 2024

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TABLE OF CONTENTS

Chapter 1 – INTRODUCTION & EXECUTIVE SUMMARY 1-1
PART A – PURPOSE OF REPORT AND STUDY OBJECTIVES 1-1
A1. Applicable Standards and Assumptions 1-1
PART B – EXECUTIVE SUMMARY 1-1
B1. Development Description and Site Location 1-1
B2. Land Use and Intensity 1-1
B3. Proposed Site Plan 1-2
B4. Development Phasing and Timing 1-3
B5. Area of Significant Traffic Impact 1-4
B6. Off-Site Land Use and Development 1-4
B7. Conclusions 1-5
B7-1. Background Traffic 1-5
B7-2. Build Development Traffic 1-5
B7-2A. Alternative A 1-5
B7-2B. Alternative B 1-7
B7-2C. Alternative C 1-8
B8 – RECOMMENDATIONS 1-9
B8-1. Alternative A 1-9
B8-2. Alternative B 1-13
B8-3. Alternative C 1-15
B8-4. General Notes 1-17
Chapter 2 – PROPOSED DEVELOPMENT 2-1
PART A – ON-SITE DEVELOPMENT 2-1
A1. Development Description and Site Location 2-1
A2. Land Use and Intensity 2-1
A3. Proposed Site Plan 2-2
A4. Development Phasing and Timing 2-2
PART B – STUDY AREA 2-3
B1. Influence Area 2-3
B2. Area of Significant Traffic Impact 2-3
PART C – OFF-SITE LAND USE AND DEVELOPMENT 2-4

PART D – SITE ACCESSIBILITY 2-4
Chapter 3 – ANALYSIS OF EXISTING CONDITIONS 3-1
PART A – PHYSICAL CHARACTERISTICS 3-1
A1. Existing Area Roadway System 3-1
A2. Planned Transportation System 3-7
PART B – TRAFFIC VOLUMES 3-8
PART C – CAPACITY/LEVEL OF SERVICE 3-9
C1. Year 2028 Background Traffic Operations 3-10
PART D – SOURCES OF DATA 3-11
Chapter 4 – PROJECTED TRAFFIC 4-1
PART A – BACKGROUND TRAFFIC FORECASTING 4-1
A1. Traffic Forecast 4-1
PART B – ON-SITE AND OFF-SITE DEVELOPMENT TRAFFIC FORECASTING 4-1
B1. Trip Generation 4-1
B2. Mode Split 4-2
B3. Determination of Linked, Diverted Pass-by, and Pass-by Trip Traffic 4-2
B3-1. Determination of Linked Trips 4-2
B3-2. Determination of Diverted Pass-by Trips 4-3
B3-3. Determination of Pass-by Trips 4-3
B4. Trip Distribution 4-3
B5. Trip Assignment 4-3
PART C – BUILD AND TOTAL TRAFFIC 4-4
C1. On-Site Development 4-4
C2. Total Traffic, On-Site and Off-Site Development 4-5
Chapter 5 – TRAFFIC AND IMPROVEMENT ANALYSIS 5-1
PART A – SITE ACCESS 5-1
A1. Left turn Lane Warrants 5-1
A2. Right turn Lane Warrants 5-2
PART B – CAPACITY/LEVEL OF SERVICE ANALYSIS 5-3
B1. Existing Transportation System 5-3
B1-1. 2038 Background Traffic Analysis 5-3
B1-2. 2028 Base Year Build Development 5-4
B1-2A. Alternative A 5-4
B1-2B. Alternative B 5-4

B1-2C. Alternative C 5-5
B1-3. 2038 Horizon Year Build Development 5-5
B1-3A. Alternative A 5-5
B1-3B. Alternative B 5-5
B1-3C. Alternative C 5-6
B2. Improved Transportation System 5-6
B2-1. 2028 Base Year Build Development 5-6
B2-1A. Alternative A 5-6
B2-1B. Alternative B 5-6
B2-2. 2038 Horizon Year Build Development 5-7
B2-2A. Alternative A 5-7
B2-2B. Alternative B 5-7
PART C – QUEUING ANALYSIS 5-7
C1-1. Alternative A 5-7
C1-2. Alternative B 5-7
C1-3. Alternative C 5-8
C2. Interchange Ramp Considerations 5-8
PART D – MULTI-MODAL CONSIDERATIONS 5-8
PART E – SPEED CONSIDERATIONS/SIGHT DISTANCE 5-9
PART F – TRAFFIC CONTROL NEEDS 5-9
F1. Alternative A 5-10
F2. Alternative B 5-11
F3. Alternative C 5-12
PART G – TRAFFIC SIGNAL WARRANT ANALYSIS 5-12
Chapter 6 – CONCLUSIONS AND RECOMMENDATIONS 6-1
PART A – CONCLUSIONS 6-1
A1. Background Traffic 6-1
A2. Build Development Traffic 6-1
A2-1. Alternative A 6-1
A2-2. Alternative B 6-3
A2-3. Alternative C 6-5
PART B – RECOMMENDATIONS 6-5
B1. Alternative A 6-5
B2. Alternative B 6-9

B3. Alternative C 6-12
B4. General Notes 6-14

LIST OF EXHIBITS

Exhibits in ~~strikethrough~~ are standard exhibits not used/required for this TIA

Chapter 1

Exhibit 1-1A1	Site Plan, On-Site Development, Alternative A
Exhibit 1-1A2	Site Plan, On-Site Development, Alternative B
Exhibit 1-1A3	Site Plan, On-Site Development, Alternative C
Exhibit 1-1B1	Site Plan, Off-Site Development, Gateway Center
Exhibit 1-1B2	Site Plan, Off-Site Development, Greeneway Development
Exhibit 1-1B3	Site Plan, Off-Site Development, ULINE Developments
~~Exhibit 1-2~~	~~2028 Base Year Background Traffic Recommended Improvements~~
Exhibit 1-3A	Alternative A, 2028 Base Year Build Traffic Recommended Improvements
Exhibit 1-3B	Alternative B, 2028 Base Year Build Traffic Recommended Improvements
~~Exhibit 1-4~~	~~2028 Base Year Total Traffic Recommended Improvements~~
~~Exhibit 1-5~~	~~Interim Year Background Traffic Recommended Improvements~~
~~Exhibit 1-6~~	~~Interim Year Build Traffic Recommended Improvements~~
~~Exhibit 1-7~~	~~Interim Year Total Traffic Recommended Improvements~~
~~Exhibit 1-8~~	~~2038 Horizon Year Background Traffic Recommended Improvements~~
Exhibit 1-9A	Alternative A, 2038 Horizon Year Build Traffic Recommended Improvements
Exhibit 1-9B	Alternative B, 2038 Horizon Year Build Traffic Recommended Improvements
~~Exhibit 1-10~~	~~2038 Horizon Year Total Traffic Recommended Improvements~~

Chapter 2

Exhibit 2-1	Site Location Map
Exhibit 2-2A1	Site Plan, On-Site Development, Alternative A
Exhibit 2-2A2	Site Plan, On-Site Development, Alternative B
Exhibit 2-2A3	Site Plan, On-Site Development, Alternative C
Exhibit 2-2B1	Site Plan, Off-Site Development, Gateway Center
Exhibit 2-2B2	Site Plan, Off-Site Development, Greeneway Development
Exhibit 2-2B3	Site Plan, Off-Site Development, ULINE Developments
~~Exhibit 2-3~~	~~Development Staging Detail~~
Exhibit 2-4A	Existing Land Use for Study Area
Exhibit 2-4B	Proposed Land Use for Study Area

Chapter 3

Exhibit 3-1A	Existing Transportation System
Exhibit 3-1B	Planned Transportation System
Exhibit 3-2A	2023 Existing Traffic Volumes
Exhibit 3-2B	2028 Background Forecast Traffic Volumes
Exhibit 3-2C1	Off-Site Development Traffic Volumes, Gateway Center
Exhibit 3-2C2	Off-Site Development Traffic Volumes, Greeneway Development, Phase 1
Exhibit 3-2C3A	Off-Site Development Traffic Volumes, ULINE, Phase 1, Building 1
Exhibit 3-2C3B	Off-Site Development Traffic Volumes, ULINE, Phase 1, Areas A – G
Exhibit 3-2D1	Off-Site Development Traffic Volumes, Greeneway Development, Phase 2

Exhibit 3-2D2A Off-Site Development Traffic Volumes, ULINE, Phase 2, Buildings 1 – 4
Exhibit 3-2D2B Off-Site Development Traffic Volumes, ULINE, Phase 2, Areas A – I
Exhibit 3-2E 2028 Base Year Background Traffic Volumes
Exhibit 3-3 2028 Base Year Background Traffic Capacity/LOS Analysis – Existing Transportation System

Chapter 4

~~Exhibit 4-1 Interim Year Background Traffic Volumes~~
Exhibit 4-2A 2038 Horizon Year Background Forecast Traffic Volumes
Exhibit 4-2B 2038 Horizon Year Background Traffic Volumes
Exhibit 4-3A Trip Generation Table, Alternative A, Full Build
Exhibit 4-3B Trip Generation Table, Alternative B, Reduced Gaming
Exhibit 4-3C Trip Generation Table, Alternative C, Non-Gaming
Exhibit 4-4 Trip Distribution

2028 Base Year On-Site Development Traffic Assignment

Exhibit 4-5A1 Alternative A, New Trips
Exhibit 4-5A2 Alternative A, New Trips, Improvement Distribution
~~Exhibit 4-5B Alternative A, Linked Trips~~
~~Exhibit 4-5C Alternative A, Pass-By Trips~~
~~Exhibit 4-5D Alternative A, Driveway Trips~~
Exhibit 4-5E Alternative B, New Trips
~~Exhibit 4-5F Alternative B, Linked Trips~~
~~Exhibit 4-5G Alternative B, Pass-By Trips~~
~~Exhibit 4-5H Alternative B, Driveway Trips~~
Exhibit 4-5I Alternative C, New Trips
~~Exhibit 4-5J Alternative C, Linked Trips~~
~~Exhibit 4-5K Alternative C, Pass-By Trips~~
~~Exhibit 4-5L Alternative C, Driveway Trips~~

~~Interim Year On-Site Development Traffic Assignment~~

~~Exhibit 4-6A New Trips~~
~~Exhibit 4-6B Linked Trips~~
~~Exhibit 4-6C Pass-By Trips~~
~~Exhibit 4-6D Driveway Trips~~

~~2038 Horizon Year On-Site Development Traffic Assignment~~

~~Exhibit 4-7A New Trips~~
~~Exhibit 4-7B Linked Trips~~
~~Exhibit 4-7C Pass-By Trips~~
~~Exhibit 4-7D Driveway Trips~~

~~2028 Base Year Off-Site Development Traffic Assignment~~

~~Exhibit 4-8A New Trips~~
~~Exhibit 4-8B Linked Trips~~
~~Exhibit 4-8C Pass-By Trips~~
~~Exhibit 4-8D Driveway Trips~~

~~***Interim Year Off-Site Development Traffic Assignment***~~

~~Exhibit 4-9A New Trips~~
~~Exhibit 4-9B Linked Trips~~
~~Exhibit 4-9C Pass-By Trips~~
~~Exhibit 4-9D Driveway Trips~~

~~***2038 Horizon Year Off-Site Development Traffic Assignment***~~

~~Exhibit 4-10A New Trips~~
~~Exhibit 4-10B Linked Trips~~
~~Exhibit 4-10C Pass-By Trips~~
~~Exhibit 4-10D Driveway Trips~~

Exhibit 4-11A1 Alternative A 2028 Base Year Build Development Traffic Volumes
Exhibit 4-11A2 Alternative 2028 Base Year Build Development Traffic Volumes, Improvement Distribution
Exhibit 4-11B Alternative B 2028 Base Year Build Development Traffic Volumes
Exhibit 4-11C Alternative C 2028 Base Year Build Development Traffic Volumes
~~Exhibit 4-12 Interim Year Build Development Traffic Volumes~~
Exhibit 4-13A1 Alternative A 2038 Horizon Year Build Development Traffic Volumes
Exhibit 4-13A2 Alternative A 2038 Horizon Year Build Development Traffic Volumes, Improvement Distribution
Exhibit 4-13B Alternative B 2038 Horizon Year Build Development Traffic Volumes
Exhibit 4-13C Alternative C 2038 Horizon Year Build Development Traffic Volumes
~~Exhibit 4-14 2028 Base Year Total Development Traffic Volumes~~
~~Exhibit 4-15 Interim Year Total Development Traffic Volumes~~
~~Exhibit 4-16 2038 Horizon Year Total Build Development Traffic Volumes~~

Chapter 5

Capacity/LOS Analysis, Existing Transportation System

~~Exhibit 5-1 Interim Year Background Traffic~~
Exhibit 5-2 2038 Horizon Year Background Traffic
Exhibit 5-3A Alternative A, 2028 Base Year Build Development
Exhibit 5-3B Alternative B, 2028 Base Year Build Development
Exhibit 5-3C Alternative C, 2028 Base Year Build Development
~~Exhibit 5-4 Interim Year Background Traffic~~
Exhibit 5-5A Alternative A, 2038 Horizon Year Build Development
Exhibit 5-5B Alternative B, 2038 Horizon Year Build Development
Exhibit 5-5C Alternative C, 2038 Horizon Year Build Development
~~Exhibit 5-6 2028 Base Year Total Traffic~~
~~Exhibit 5-7 Interim Year Total Traffic~~
~~Exhibit 5-8 2038 Horizon Year Total Traffic~~

Capacity/LOS Analysis, Improved Transportation System

~~Exhibit 5-9 2028 Base Year Background Traffic~~
~~Exhibit 5-10 Interim Year Background Traffic~~
~~Exhibit 5-11 2038 Horizon Year Background Traffic~~
Exhibit 5-12A Alternative A, 2028 Base Year Build Development

Exhibit 5-12B Alternative B, 2028 Base Year Build Development
~~Exhibit 5-13 Interim Year Build Development~~
Exhibit 5-14A Alternative A, 2038 Horizon Year Build Development
Exhibit 5-14B Alternative B, 2038 Horizon Year Build Development
~~Exhibit 5-15 2028 Base Year Total Traffic~~
~~Exhibit 5-16 Interim Year Total Traffic~~
~~Exhibit 5-17 2038 Horizon Year Total Traffic~~

Queue Lengths, Improved Transportation System

~~Exhibit 5-18 2028 Base Year Background Traffic~~
~~Exhibit 5-19 Interim Year Background Traffic~~
~~Exhibit 5-20 2038 Horizon Year Background Traffic~~
Exhibit 5-21A Alternative A, 2028 Base Year Build Development Traffic
Exhibit 5-21B Alternative B, 2028 Base Year Build Development Traffic
~~Exhibit 5-22 Interim Year Build Development Traffic~~
Exhibit 5-23A Alternative A, 2038 Horizon Year Build Development Traffic
Exhibit 5-23B Alternative B, 2038 Horizon Year Build Development Traffic
~~Exhibit 5-24 2028 Base Year Total Traffic~~
~~Exhibit 5-25 Interim Year Total Traffic~~
~~Exhibit 5-26 2038 Horizon Year Total Traffic~~

Exhibit 5-27 Intersection Sight Distance

Chapter 6

Exhibit 6-1A1 Conceptual Improvements, Alternative A, Traffic Signal Alternatives
Exhibit 6-1A2 Conceptual Improvements, Alternative A, Roundabout Alternatives
Exhibit 6-1B1 Conceptual Improvements, Alternative B, Traffic Signal Alternatives
Exhibit 6-1B2 Conceptual Improvements, Alternative B, Roundabout Alternatives

LIST OF APPENDICES

Appendix A..... Traffic

- Summary of PHF and Percent Heavy Vehicles
- Peak Hour Determination
- Turning Movement Count Data
- WisDOT Traffic Forecast Report
- Ramp Terminal RTOR Adjustment Calculations
- Existing Traffic Signal Timings
- Left/Right turn Lane Warrant Calculations
- Intersection Sight Distance Calculations

Appendix B .....Existing Transportation System with Background Traffic Operational Analysis

- 2028 Background Traffic, Existing Transportation System: Synchro Output
- 2038 Background Traffic, Existing Transportation System: Synchro Output

Appendix C ..... Existing Transportation System with Build Traffic Operational Analysis

- 2028 Build Traffic, Existing Transportation System: Synchro Output
- 2038 Build Traffic, Existing Transportation System: Synchro Output

~~Appendix D ..... Existing Transportation System with Total Traffic Operational Analysis~~

~~Appendix E .....Transportation System Improvements with Background Traffic Operational Analysis~~

Appendix F ..... Transportation System Improvements with Build Traffic Operational Analysis

- 2028 Build Traffic, Improved Transportation System: Synchro, HCS Output
- 2038 Build Traffic, Improved Transportation System: Synchro, HCS Output

~~Appendix G..... Transportation System Improvements with Total Traffic Operational Analysis~~

~~Appendix H ..... Justification for a Regulatory Speed Limit Change~~

Appendix I ..... Warrant Analysis for Intersection Control

- Traffic Signal Warrants

Appendix J.....Intersection Control Evaluation (ICE)

- Phase I – STH 158 at West Frontage Road
- Phase I – 60th Street at West Frontage Road

Chapter 1 – INTRODUCTION & EXECUTIVE SUMMARY

PART A – PURPOSE OF REPORT AND STUDY OBJECTIVES

MSA Professional Services has prepared a Traffic Impact Analysis (TIA) for the Kenosha Casino Project (development). This report documents the procedures, findings, and conclusions of the traffic impact analysis performed to evaluate the impact of the development on the existing state and local roadway system. The analysis identifies recommended improvements based on existing and planned roadway geometrics, background traffic volumes, and additional traffic expected to be generated by the development.

A1. Applicable Standards and Assumptions

MSA used the Wisconsin Department of Transportation (WisDOT) 2024 update to their *Traffic Impact Analysis Guidelines* manual as a basis for the framework, procedures, and content of this TIA and subsequent report. Any operational analysis included as part of this study followed the latest *Highway Capacity Manual (HCM)* methodologies unless otherwise noted. Trip generation calculations follow the latest Institute of Transportation Engineers (ITE) standards, supplemented by local adjustments or engineering judgement when appropriate, as noted. Industry standards of care are utilized when determining data collection needs, operational thresholds, and proposed improvements, unless otherwise specified by the local agency or the client.

PART B – EXECUTIVE SUMMARY

The executive summary contains a synopsis of the proposed development, the findings of the analysis of the impacts, and the recommendations.

B1. Development Description and Site Location

The development plans to improve approximately 59-acres along the West Frontage Road, west of I-41 and south of 60th Street in the city of Kenosha (city), in Kenosha County, Wisconsin.

Development land uses, sizes, and construction timeline were established based on the information available at the time this report was assembled. Market fluctuations and other external influencers may cause modifications to the aforementioned characteristics. Development implementation assumptions are provided in the following sections.

B2. Land Use and Intensity

The existing site contains primarily agricultural fields. All existing land uses will be replaced by the proposed development. Any existing field entrances or private driveways within the development site will be removed.

Three different development alternatives are being considered as part of this study:

- Alternative A – Full Build
  Alternative B – Reduced Gaming
  Alternative C – Non-Gaming

Alternative A

- A casino (ITE Code 473), with 1,830 gaming positions
- A hotel, (ITE Code 310), containing 150 rooms
- An event venue, with 2,000 seats[1]
- Approximately 28,800-square-feet of gross floor space of fine dining restaurant, (ITE Code 931[2])
- Approximately 1,250-square feet of gross floor space of apparel store, (ITE Code 876[3])

This alternative is expected to generate 1,755 total new trips in the PM peak hour (1,180 in, 575 out).

Alternative B

- A casino (ITE Code 473), with 845 gaming positions
- A hotel, (ITE Code 310), containing 150 rooms
- Approximately 18,700-square-feet of gross floor space of fine dining restaurant, (ITE Code 931[2])
- Approximately 1,250-square feet of gross floor space of apparel store, (ITE Code 876[3])

This alternative is expected to generate 625 total new trips in the PM peak hour (330 in, 295 out).

Alternative C

- Approximately 126,000-square-feet of gross floor space of convention/conference center[4]
- A hotel, (ITE Code 310), containing 150 rooms

This alternative is expected to generate 230 total new trips in the PM peak hour (35 in, 195 out).

The balance of the development acreage contains a combination of open space, overflow parking, and stormwater management uses.

B3. Proposed Site Plan

As shown in ***Exhibit 1-1A1*** and ***Exhibit 1-1A2***, for Alternatives A and B, primary access to the development will be via the driveways closest to the buildings at Access 3A/B and 4A/B via the West Frontage Road. Secondary access will be via the other three driveways at Access 1, 2A/B, and 5. Note that development on the east side of the West Frontage Road is not included as part of the proposed land configuration with Alternative B or C.

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[1] ITE does not have an equivalent land use code. Trip generation data provided by WisDOT.

[2] ITE Code 931 (Fine Dining Restaurant) was utilized for the food and beverage areas as the proposed venues are not marketed like a Fast Casual Restaurant (ITE Code 930) or a High-Turnover (Sit-Down) Restaurant (ITE Code 932), and instead are targeted more for the patrons the casino or event space. Little or no outdoor advertising of the food and beverage space is expected, further separating this development from food and beverage land uses with higher trip generation rates. A similar land use to ITE Code 931 was utilized in similar casino developments.

[3] ITE Code 876 (Apparel Store) was utilized for the proposed Rock Shop, as it is the closest matching land use for the development type.

[4] ITE does not have an equivalent land use code. Regional trip generation was approved by WisDOT. Further details are provided in Chapter 4.

With the exception of Access 1, the same access distribution will be used for Alternative C. As shown in ***Exhibit 1-1A3***, Access 1 is not part of the proposed development land configuration for Alternative C.

Several off-site developments are in various stages of construction and will be included as part of the background traffic as part of this study. Gateway Development, a mixed commercial and industrial development will be constructed directly to the south. A site plan for the off-site development is shown in ***Exhibit 1-1B1***. Greeneway Development, a mixed residential, commercial, and industrial development is planned east of I-41 and north of 60th Street. A location map is included in ***Exhibit 1-1B2***. ULINE is planning a largely industrial development north of STH 158. A site plan is included in ***Exhibit 1-1B3***.

For the purposes of this study, primary access between the on-site and off-site development will be via the entrances along the West Frontage Road.

B4. Development Phasing and Timing

The development is proposed to occur in a single phase, with full build out expected by 2028.

As discussed further in ***Chapter 4***, operational analysis focuses on the PM peak period only. The development traffic analysis for the PM peak period was completed using the following methodology:

- 2028 Base Year Background Traffic
- 2038 Horizon Year Background Traffic
- 2028 Base Year Background + On-Site Development Traffic
- 2038 Horizon Year Background + On-Site Development Traffic

All traffic related to the off-site developments will included as part of the background traffic, as construction will largely be complete prior to construction of the on-site development. The off-site development traffic is not subject to background growth rates and is therefore applied independently/after any background traffic growth is calculated.

B5. Area of Significant Traffic Impact

For the purpose of this study, the area of traffic impact is limited to ten existing intersections adjacent to the development and five development access points to the adjacent roadway network. The following intersections will be studied:

100 STH 158 at West Frontage Road
200 I-41 southbound at STH 158
300 I-41 northbound at STH 158
400 STH 158 at East Frontage Road
500 60th Street at West Frontage Road
550 60th Street at Access 1
560 West Frontage Road at Access 2A/B
570 West Frontage Road at Access 3A/B
580 West Frontage Road at Access 4A/B
590 West Frontage Road at Access 5
600 60th Street at East Frontage Road
700 West Frontage Road at 71st Street
800 I-41 southbound at 71st Street
900 I-41 northbound at 71st Street
1000 71st Street at 125th Avenue

Locations in italics indicate development access intersections

The I-41 interchange with STH 158 was selected as the focus of traffic to/from the development and the interstate as the developer indicated that interstate traffic would be directed to this interchange by future guide signs erected along I-41. Proposed development traffic will utilize this assumption combined with observed traffic count patterns and GPS routing[5] when establishing directional distributions.

B6. Off-Site Land Use and Development

All off-site development trip generation and subsequent distributions were determined by the Gateway Center TIA (submitted November 7, 2022), the Greeneway Development TIA (submitted July 14, 2020), and the ULINE Developments TIA (submitted October 5, 2023). Volumes and distributions along the West Frontage Road, determined from these past studies, will be reused as part of this development and included as part of the background traffic as appropriate.

No other additional off-site development is proposed to be reviewed as part of this study. No applicable future neighboring/adjacent development projects are known at the time of this report, based on a review of the TIA status map for Kenosha County (as of April 1, 2024).

[5] Routing software such as Google Maps may not always show the same route, and changes dynamically as traffic conditions warrant, due to events such as lane closures caused by construction or crashes, or excessive travel delays. Routes may vary based on the time of day or day of the week accessed.

B7. Conclusions

B7-1. Background Traffic

Based on expected operations, all existing intersections will operate acceptably through the 2038 horizon scenario without any modifications needed.

B7-2. Build Development Traffic

Since none of the adjacent roadway improvements are necessitated by background growth-induced operational issues, all costs associated with improvement of public infrastructure will be borne by the developer. Should additional off-site development be proposed after this study is complete, a new traffic analysis will be necessary, and any required improvements as part of additional development would require a proportional cost-share agreement to be established prior to construction.

B7-2A. Alternative A

STH 158 at West Frontage Road

Either a traffic signal or a multilane roundabout is required by the 2028 build horizon.

The traffic signal would require additional lanes to be constructed on the westbound and northbound approaches.

The roundabout is not expected to require modifications between the 2028 and 2038 build horizons and should be able to remain a single lane configuration through the period.

Expected operations are anticipated to be very similar between the two alternatives. Both would need to accommodate a future eastbound approach leg, based on what is shown for the expected transportation system in ***Exhibit 3-1B***. Both alternatives should accommodate the additional approach; however, the extent of modifications will not be known until further development plans are established for the parcels of land west of this intersection.

Since the existing intersection is configured for a future traffic signal and that adding an eastbound approach would require less reconstruction, installation of a traffic signal at this location is recommended.

I-41 southbound and northbound at STH 158, STH 158 at East Frontage Road

Signal timings would need to be readjusted and coordinated with the rest of the STH 158 corridor. No additional changes are expected to be necessary.

60th Street at West Frontage Road

Either a traffic signal or a multilane roundabout is required by the 2028 build horizon.

The traffic signal would require the east and westbound left turn lanes to be extended.

The roundabout is expected to reduce the number of necessary lanes on the southbound and northbound approaches. While the eastbound and westbound approaches are expected to have comparatively worse delay than the traffic signal alternative, overall, the roundabout is expected to have better operations and queuing. Both alternatives are expected to have some right-of-way impacts. Preliminary design suggests the roundabout may have greater right-of-way needs, though may be reduced as more formal designs are planned.

Similar to the STH 158 intersection, this intersection is also already configured for a future traffic signal. While less overall lanes would be required with a roundabout, conversion to a roundabout would require significant reconstruction on all intersection approaches. Installation of a traffic signal would only require modifications to the east and westbound approaches. Therefore, a traffic signal is recommended for this location, due to the lesser amount of reconstruction required.

60th Street at Access 1

An eastbound right turn lane and a westbound left turn lane could be considered, but do not meet speed/volume-based warrants and are not operationally necessary. The inclusion of these turn lanes would be for preventative safety only.

West Frontage Road at Access 2A/B

Eastbound traffic will need to be restricted to right turns only. Neither north nor southbound left turn lanes are warranted based on speeds and expected volumes, nor are they operationally necessary. A southbound right turn lane is warranted. From a proactive safety perspective, a southbound left turn lane could be considered to reduce the risk of rear end collisions caused by vehicles stopped in the through lane while waiting to complete a left turn. To a similar extent, a northbound right turn lane could be considered to remove traffic slowing to complete the turn from the path of through traffic.

West Frontage Road at Access 3A/B

Eastbound traffic will need to be restricted to right turns only. A northbound left turn lane and a southbound right turn lane are warranted based on speeds and expected volumes. Neither a southbound left turn lane nor a northbound right turn lane are warranted based on speeds and expected volumes, nor are they operationally necessary. From a proactive safety perspective, a southbound left turn lane could be considered to reduce the risk of rear end collisions caused by vehicles stopped in the through lane while waiting to complete a left turn. To a similar extent, a northbound right turn lane could be considered to remove traffic slowing to complete the turn from the path of through traffic.

West Frontage Road at Access 4A/B

A northbound left turn lane and a southbound right turn lane are warranted based on speeds and expected volumes. Neither a southbound left turn lane nor a northbound right turn lane are warranted based on speeds and expected volumes, nor are they operationally necessary. From a proactive safety perspective, a southbound left turn lane could be considered to reduce the risk of rear end collisions caused by vehicles stopped in the through lane while waiting to complete a left turn. To a similar extent, a northbound right turn lane could be considered to remove traffic slowing to complete the turn from the path of through traffic.

West Frontage Road at Access 5

A northbound left turn lane is warranted based on speeds and expected volumes. A southbound right turn lane could be considered, but it does not meet speed/volume-based warrants and is not operationally necessary. Inclusion of the right turn lane would be for preventative safety only.

Due to the number of proposed and existing access points along the West Frontage Road in front of the development, a two-way left turn lane (TWLTL) should be considered as a preventative safety measure

between approximately Access 2A/2B and Access 5. Inclusion of a TWLTL would simplify geometrics while providing refuge for queued left turning vehicles instead of discrete left turn lanes at each access point. The amount of additional pavement necessary to install the TWLTL is expected to be minimal when compared to the limits of the tapers connecting the required turn lanes and the two-lane portion of the West Frontage Road.

60th Street at East Frontage Road

The existing AWSC can be maintained through the 2038 build horizon with acceptable operations expected.

West Frontage Road at 71st Street

The existing AWSC can be maintained through the 2038 build horizon with acceptable operations expected. The southbound approach will need to be converted to an exclusive left turn lane and a shared through/right turn lane by 2028. A northbound exclusive right turn lane will need to be added as well.

I-41 southbound & northbound at STH 158

No changes are expected to be necessary.

West Frontage Road at 71st Street at 125th Avenue

The existing stop control can be maintained through the 2038 build horizon with acceptable operations expected.

B7-2B. Alternative B

STH 158 at West Frontage Road

Either a traffic signal or a multilane roundabout is required by the 2028 build horizon.

The traffic signal would require an exclusive right turn lane to be constructed on the northbound approach by 2038.

The roundabout is not expected to require modifications between the 2028 and 2038 build horizons and should be able to remain a single lane configuration through the period.

Expected operations are anticipated to be very similar between the two alternatives. Both would need to be able to accommodate a future eastbound approach leg, based on what is shown for the expected transportation system in ***Exhibit 3-1B***. Both alternatives should be able to accommodate the additional approach; however, the extent of modifications will not be known until further development plans are established for the parcels of land west of this intersection.

Since the existing intersection is configured for a future traffic signal and since adding an eastbound approach would require less reconstruction, installation of a traffic signal at this location is recommended.

I-41 southbound and northbound at STH 158, STH 158 at East Frontage Road

Signal timings would need to be readjusted and coordinated with the rest of the STH 158 corridor. No additional changes are expected to be necessary.

60th Street at West Frontage Road

The existing AWSC can be maintained through the 2038 build horizon with acceptable operations expected.

60th Street at Access 1

An eastbound right turn lane and a westbound left turn lane could be considered, but do not meet speed/volume-based warrants and are not operationally necessary. The inclusion of these turn lanes would be for preventative safety only.

West Frontage Road at Access 2A/B, Access 3A/B, and Access 4A/B

Left or right turn lanes along the West Frontage Road are not warranted based on speeds and expected volumes, nor are they operationally necessary. From a proactive safety perspective, a turn lane could be considered to reduce the risk of rear end collisions caused by vehicles stopped in the through lane while slowing or waiting to complete a turn.

West Frontage Road at Access 5

Left or right turn lanes along the West Frontage Road are not warranted based on speeds and expected volumes, nor are they operationally necessary. From a proactive safety perspective, a turn lane could be considered to reduce the risk of rear end collisions caused by vehicles stopped in the through lane while slowing or waiting to complete a turn.

60th Street at East Frontage Road

The existing AWSC can be maintained through the 2038 build horizon with acceptable operations expected.

West Frontage Road at 71st Street

The existing AWSC can be maintained through the 2038 build horizon with acceptable operations expected.

I-41 southbound & southbound at STH 158

No changes are expected to be necessary.

West Frontage Road at 71st Street at 125th Avenue

The existing stop control can be maintained through the 2038 build horizon with acceptable operations expected.

B7-2C. Alternative C

Side street stop control is required at any new access point from the development to the West Frontage Road. None of the existing intersections within the study area require additional modifications through the 2038 build horizon. Right or left turn lanes from the West Frontage Road to the development could be considered but do not meet speed/volume-based warrants and are not operationally necessary. Inclusion of such lanes would be for preventative safety only. Retiming of existing traffic signals is recommended.

B8 – RECOMMENDATIONS

A summary of the recommended improvements by scenario is outlined below. All recommended lane length improvements are based on desirable distances as prescribed by the current *FDM* unless otherwise noted.

B8-1. Alternative A

2028 Base Year Build Traffic

STH 158 at West Frontage Road

Install a traffic signal and coordinate the signal with the STH 158 corridor.

- Southbound – two approach lanes
  - Maintain one exclusive left turn lane of 300-feet plus appropriate tapers
  - Maintain one through movement lane
  - Include protected/permissive phasing for left turn
- Westbound – three approach lanes
  - Expand and construct two exclusive left turn lanes from the existing left turn lane of 425-feet plus appropriate tapes
  - Maintain one exclusive right turn lane
- Northbound – two approach lanes
  - Maintain the existing through movement lane
  - Construct one exclusive right turn lane of 200-feet plus appropriate tapers
  - Include permissive with overlap phasing for right turn

I-41 southbound at STH 158

Maintain the existing traffic control and geometric configuration. Retime and coordinate the traffic signal with the STH 158 corridor.

I-41 northbound at STH 158

Maintain the existing traffic control and geometric configuration. Retime and coordinate the traffic signal with the STH 158 corridor.

STH 158 at East Frontage Road

Maintain the existing traffic control and geometric configuration. Retime and coordinate the traffic signal with the STH 158 corridor.

60th Street at West Frontage Road

Install a traffic signal.

- Southbound – four approach lanes
  - Maintain existing approach lanes and stop-controlled channelized right turn lane
- Westbound – two approach lanes
  - Extend existing exclusive left turn lane to 275-feet plus appropriate tapers
  - Maintain existing shared through/right turn lane
- Northbound – three approach lanes
  - Maintain existing approach lanes
- Eastbound – two approach lanes

- Extend existing exclusive left turn lane to 275-feet plus appropriate tapers
- Maintain existing shared through/right turn lane
- Include protected/permissive phasing for left turn

60th Street at Access 1

Construct a side street stop-controlled access.

- Westbound – one approach lane
  - Maintain existing through lane but also allow left turns
- Northbound – two approach lanes
  - Construct one exclusive left turn lane of 100-feet plus appropriate tapers
  - Construct one exclusive right turn lane of 100-feet plus appropriate tapers
  - Install stop control for this approach
- Eastbound – one approach lane
  - Maintain existing through lane but also allow right turns

West Frontage Road at Access 2A/B

Construct a side street stop-controlled access.

- Southbound – two approach lanes
  - Maintain existing through lane but also allow left turns
  - Construct one exclusive right turn lane of 100-feet plus appropriate tapers
- Westbound – two approach lanes
  - Construct one exclusive left turn lane of 100-feet plus appropriate tapers
  - Construct one shared through/right turn lane
  - Install stop control for this approach
- Northbound – one approach lane
  - Maintain existing through lane but also allow for left turns
- Eastbound – one approach lane
  - Construct one exclusive right turn lane; do not allow left or through movements
  - Install stop control for this approach

West Frontage Road at Access 3A/B

Construct a side street stop-controlled access.

- Southbound – two approach lanes
  - Maintain existing through lane but also allow left turns
  - Construct one exclusive right turn lane of 100-feet plus appropriate tapers
- Westbound – two approach lanes
  - Construct one exclusive left turn lane of 100-feet plus appropriate tapers
  - Construct one shared through/right turn lane
  - Install stop control for this approach
- Northbound – two approach lanes
  - Construct one exclusive left turn lane of 200-feet plus appropriate tapers
  - Maintain existing through lane but also allow for right turns
- Eastbound – two approach lanes
  - Construct one exclusive right turn lane; do not allow left or through movements
  - Install stop control for this approach

West Frontage Road at Access 4A/B

Construct a side street stop-controlled access.

- Southbound – two approach lanes
  - Maintain existing lane but also allow left turns
  - Construct one exclusive right turn lane of 100-feet plus appropriate tapers
- Westbound – two approach lanes
  - Construct one exclusive left turn lane of 100-feet plus appropriate tapers
  - Construct one shared through/right turn lane
  - Install stop control for this approach
- Northbound – two approach lanes
  - Construct one exclusive left turn lane of 200-feet plus appropriate tapers
  - Maintain existing through lane but also allow for right turns
- Eastbound – two approach lanes
  - Construct one exclusive left turn lane of 125-feet plus appropriate tapers
  - Construct one shared through/right turn lane
  - Install stop control for this approach

West Frontage Road at Access 5

Construct a side street stop-controlled access.

- Southbound – one approach lane
  - Maintain existing lane but also allow for right turns
- Northbound – two approach lanes
  - Construct one exclusive left turn lane of 200-feet plus appropriate tapers
  - Maintain existing through lane
- Eastbound – two approach lanes
  - Construct one exclusive left turn lane of 100-feet plus appropriate tapers
  - Construct one exclusive right turn lane of 100-feet plus appropriate tapers
  - Install stop control for this approach

60th Street at East Frontage Road

Maintain the existing traffic control and geometric configuration.

West Frontage Road at 71st Street

Maintain the existing traffic control.

- Southbound – two approach lanes
  - Convert existing left lane to an exclusive left turn lane of 255-feet
  - Convert existing right lane to a shared through/right turn lane
- Westbound – two approach lanes
  - Maintain existing shared left turn/through movement lane
  - Maintain existing shared through/right turn lane
- Northbound – two approach lanes
  - Maintain existing shared through/left turn lane

    - Construct one exclusive right turn lane of 150-feet plus appropriate tapers[6]
- Eastbound – two approach lanes
    - Maintain existing shared left turn/through movement lane
    - Maintain existing shared through/right turn lane

I-41 southbound at 71st Street

Maintain the existing traffic control and geometric configuration.

I-41 northbound at 71st Street

Maintain the existing traffic control and geometric configuration.

71st Street and 125th Avenue

Maintain the existing traffic control.

- Westbound – two approach lanes
    - Maintain existing shared left turn/through movement lane
    - Maintain existing shared through movement lane
- Northbound – two approach lanes
    - Maintain existing exclusive left turn lane
    - Maintain existing exclusive right turn lane
- Eastbound – two approach lanes
    - Maintain existing through movement lane
    - Maintain existing shared through/right turn lane

The recommendations for this scenario are the basis for the conceptual improvements, shown in ***Exhibit 1-3A.***

2038 Horizon Year Build Traffic

No changes are required from the 2028 build development recommendations unless otherwise noted below. Retiming of any signalized intersections should be considered due to natural traffic fluctuations and other development.

I-41 northbound at STH 158

Consider implementing westbound queue detection to mitigate queue spillback into the upstream intersection.

The recommendations for this scenario are the basis for the conceptual improvements, shown in ***Exhibit 1-9A.***

The ultimate recommendations for this development are the basis for the conceptual improvements, shown in ***Exhibit 6-1A1*** and ***Exhibit 6-1A2***. The roundabouts shown in ***Exhibit 6-1A2*** are for impact comparison purposes only .

[6] 200-feet is preferred; however, 150-feet is the likely maximum length available without having to relocate a significant power pedestal and sidewalk.

B8-2. Alternative B

2028 Base Year Build Traffic

STH 158 at West Frontage Road

Install a traffic signal and coordinate the signal with the STH 158 corridor.

- Southbound – two approach lanes
  - Maintain one exclusive left turn lane of 300-feet plus appropriate tapers
  - Maintain one through movement lane
- Westbound – two approach lanes
  - Maintain one exclusive left turn lane
  - Maintain one exclusive right turn lane
- Northbound – one approach lane
  - Maintain the existing shared through/right turn lane

I-41 southbound at STH 158

Maintain the existing traffic control and geometric configuration. Retime and coordinate the traffic signal with the STH 158 corridor.

I-41 northbound at STH 158

Maintain the existing traffic control and geometric configuration. Retime and coordinate the traffic signal with the STH 158 corridor.

STH 158 at East Frontage Road

Maintain the existing traffic control and geometric configuration. Retime and coordinate the traffic signal with the STH 158 corridor.

60th Street at West Frontage Road

Maintain the existing AWSC. No geometric changes are necessary.

60th Street at Access 1

Construct a side street stop-controlled access.

- Westbound – one approach lane
  - Maintain existing through lane but also allow left turns
- Northbound – two approach lanes
  - Construct one exclusive left turn lane of 100-feet plus appropriate tapers
  - Construct one exclusive right turn lane of 100-feet plus appropriate tapers
  - Install stop control for this approach
- Eastbound – one approach lane
  - Maintain existing through lane but also allow right turns

West Frontage Road at Access 2A

Construct a side street stop-controlled access.

- Southbound – one approach lane
  - Maintain existing through lane but also allow right turns
- Northbound – one approach lane

  - Maintain existing through lane but also allow for left turns
- Eastbound – two approach lanes
  - Construct one exclusive left turn lane of 100-feet plus appropriate tapers
  - Construct one exclusive right turn lane of 100-feet plus appropriate tapers
  - Install stop control for this approach

West Frontage Road at Access 3A

Construct a side street stop-controlled access.

- Southbound – one approach lane
  - Maintain existing through lane but also allow right turns
- Northbound – one approach lane
  - Maintain existing through lane but also allow for left turns
- Eastbound – two approach lanes
  - Construct one exclusive left turn lane of 100-feet plus appropriate tapers
  - Construct one exclusive right turn lane of 100-feet plus appropriate tapers
  - Install stop control for this approach

West Frontage Road at Access 4A

Construct a side street stop-controlled access.

- Southbound – one approach lane
  - Maintain existing through lane but also allow right turns
- Northbound – one approach lane
  - Maintain existing through lane but also allow for left turns
- Eastbound – two approach lanes
  - Construct one exclusive left turn lane of 100-feet plus appropriate tapers
  - Construct one exclusive right turn lane of 100-feet plus appropriate tapers
  - Install stop control for this approach

West Frontage Road at Access 5

Construct a side street stop-controlled access.

- Southbound – one approach lane
  - Maintain existing through lane but also allow right turns
- Northbound – one approach lane
  - Maintain existing through lane but also allow for left turns
- Eastbound – two approach lanes
  - Construct one exclusive left turn lane of 100-feet plus appropriate tapers
  - Construct one exclusive right turn lane of 100-feet plus appropriate tapers
  - Install stop control for this approach

60th Street at East Frontage Road

Maintain the existing traffic control. No geometric changes are necessary.

West Frontage Road at 71st Street

Maintain the existing traffic control. No geometric changes are necessary.

I-41 southbound at 71st Street

Maintain the existing traffic signal. No geometric changes are necessary.

I-41 northbound at 71st Street

Maintain the existing traffic signal. No geometric changes are necessary.

71st Street and 125th Avenue

Maintain the existing stop control. No geometric changes are necessary.

The recommendations for this scenario are the basis for the conceptual improvements, shown in ***Exhibit 1-3B.***

2038 Horizon Year Build Traffic

No changes are required from the 2028 build development recommendations unless otherwise noted below. Retiming of any signalized intersections should be considered due to natural traffic fluctuations and other development.

STH 158 at West Frontage Road

Maintain the existing traffic control and geometric configuration. Retime and coordinate the traffic signal with the STH 158 corridor.

- Southbound – two approach lanes
  - Maintain one exclusive left turn lane of 300-feet plus appropriate tapers
  - Maintain one through movement lane
  - Add protected permissive phasing for left turn
- Westbound – two approach lanes
  - Maintain one exclusive left turn lane
  - Maintain one exclusive right turn lane
- Northbound – two approach lanes
  - Maintain the existing shared through movement lane
  - Construct an exclusive right turn lane of 200-feet plus appropriate tapers
  - Add permissive with overlap phasing for right turn

The recommendations for this scenario are the basis for the conceptual improvements, shown in ***Exhibit 1-9B.***

The ultimate recommendations for this development are the basis for the conceptual improvements, shown in ***Exhibit 6-1B1*** and ***Exhibit 6-1B2***. The roundabouts shown in ***Exhibit 6-1B2*** are for impact comparison purposes only.

B8-3. Alternative C

2028 Base Year Build Traffic

STH 158 at West Frontage Road

Maintain the existing AWSC. No geometric changes are necessary.

I-41 southbound at STH 158

Maintain the existing traffic control and geometric configuration. Retime and coordinate the traffic signal with the STH 158 corridor.

I-41 northbound at STH 158

Maintain the existing traffic control and geometric configuration. Retime and coordinate the traffic signal with the STH 158 corridor.

STH 158 at East Frontage Road

Maintain the existing traffic control and geometric configuration. Retime and coordinate the traffic signal with the STH 158 corridor.

60th Street at West Frontage Road

Maintain the existing AWSC. No geometric changes are necessary.

West Frontage Road at Access 2A

Construct a side street stop-controlled access.

- Southbound – one approach lane
  - Maintain existing through lane but also allow right turns
- Northbound – one approach lane
  - Maintain existing through lane but also allow for left turns
- Eastbound – two approach lanes
  - Construct one exclusive left turn lane of 100-feet plus appropriate tapers
  - Construct one exclusive right turn lane of 100-feet plus appropriate tapers
  - Install stop control for this approach

West Frontage Road at Access 3A

Construct a side street stop-controlled access.

- Southbound – one approach lane
  - Maintain existing through lane but also allow right turns
- Northbound – one approach lane
  - Maintain existing through lane but also allow for left turns
- Eastbound – two approach lanes
  - Construct one exclusive left turn lane of 100-feet plus appropriate tapers
  - Construct one exclusive right turn lane of 100-feet plus appropriate tapers
  - Install stop control for this approach

West Frontage Road at Access 4A

Construct a side street stop-controlled access.

- Southbound – one approach lane
  - Maintain existing through lane but also allow right turns
- Northbound – one approach lane
  - Maintain existing through lane but also allow for left turns
- Eastbound – two approach lanes
  - Construct one exclusive left turn lane of 100-feet plus appropriate tapers

- Construct one exclusive right turn lane of 100-feet plus appropriate tapers
- Install stop control for this approach

West Frontage Road at Access 5

Construct a side street stop-controlled access.

- Southbound – one approach lane
  - Maintain existing through lane but also allow right turns
- Northbound – one approach lane
  - Maintain existing through lane but also allow for left turns
- Eastbound – two approach lanes
  - Construct one exclusive left turn lane of 100-feet plus appropriate tapers
  - Construct one exclusive right turn lane of 100-feet plus appropriate tapers
  - Install stop control for this approach

60th Street at East Frontage Road

Maintain the existing traffic control. No geometric changes are necessary.

West Frontage Road at 71st Street

Maintain the existing traffic control. No geometric changes are necessary.

I-41 southbound at 71st Street

Maintain the existing traffic signal. No geometric changes are necessary.

I-41 northbound at 71st Street

Maintain the existing traffic signal. No geometric changes are necessary.

71st Street and 125th Avenue

Maintain the existing stop control. No geometric changes are necessary.

Since all improvements are contained within the development parcel, no conceptual improvement exhibits are included for this alternative.

2038 Horizon Year Build Traffic

Maintain the existing traffic control and geometric configuration for all study intersections. of any signalized intersections should be considered due to natural traffic fluctuations and other development**.**

B8-4. General Notes

When a traffic signal or a roundabout are considered for possible improvement, both are shown even though only one may be recommended. Both are shown to depict the estimated impacts of the alternatives. Decision on the final intersection control will depend on the regional staff and BTO review of this report and the Phase I ICE reports.

As noted in the report, long-term plans include expansion of the West Frontage Road corridor to four lanes with a raised median. Analysis indicates this expansion is not needed at this time based on the expected development traffic. However, the development's site plan should be designed to allow for this future expansion to minimize future reconstruction costs when the expansion does occur.

All proposed improvements will need to follow *FDM* standards. Design plans should follow "desirable" lengths when possible. Access along this portion of the roadway shall be coordinated with WisDOT. The site designer is responsible for ensuring geometric design standards and proper sight distances are met.

Note that improvements in the report are only recommendations. WisDOT and the local governing authorities view these as considerations and the recommendations are not legally binding. WisDOT and the local governing authorities reserve the right to determine alternative solutions.

LEGEND

1. Main Entry / Porte-Cochère
2. Secondary Entry
3. Hard Rock Guitar Sign
4. Gaming Floor
5. High Limits
6. Cage
7. Public Restrooms
8. Bar
9. Hard Rock Café
10. Steakhouse
11. Coffee Shop
12. Restaurant
13. Market
14. Hard Rock Live
15. Ballroom
16. Hotel Lobby
17. Hotel Tower Above
18. Spa
19. Back of House
20. Service / Docks
21. Outdoor Pool
22. Surface Parking
23. Employee Lot
24. RV Parking
25. Bus Parking
26. Overflow Parking
27. 4-Lane Expansion
28. New Side Road
29. Existing Water Tower
30. Detention Pond
31. Property Line

XX ACCESS POINT NAME



MSA

Exhibit 1-1A1, Site Plan, On-Site Development, Alternative A
KENOSHA CASINO PROJECT
CITY OF KENOSHA, KENOSHA COUNTY

LEGEND

1. Main Entry / Porte-Cochère
2. Secondary Entry
3. Hard Rock Guitar Sign
4. Gaming Floor
5. High Limits
6. Cage
7. Public Restrooms
8. Bar
9. Hard Rock Café
10. Steakhouse
11. Coffee Shop
12. Restaurant
13. Hotel Lobby
14. Hotel Tower Above
15. Spa
16. Back of House
17. Service / Docks
18. Outdoor Pool
19. Surface Parking
20. Employee Lot
21. 4-Lane Expansion
22. New Side Road
23. Existing Water Tower
24. Detention Pond
25. Property Line

XX ACCESS POINT NAME



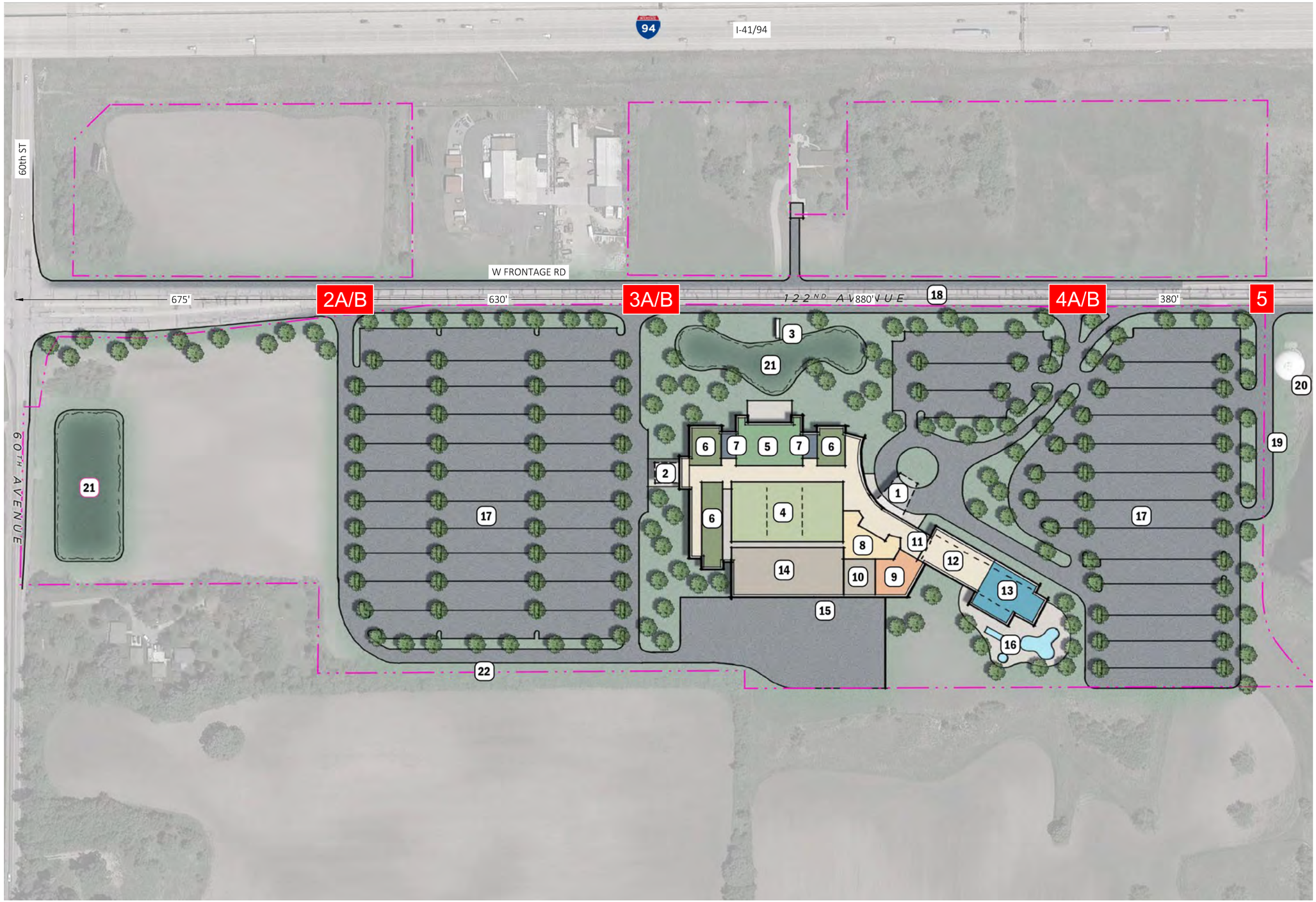
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Exhibit 1-1A2, Site Plan, On-Site Development, Alternative B
KENOSHA CASINO PROJECT
CITY OF KENOSHA, KENOSHA COUNTY

LEGEND

1. Main Entry / Porte-Cochère
2. Secondary Entry
3. Hard Rock Guitar Sign
4. Exhibit / Conference Room
5. Ballroom
6. Meeting Room
7. Public Restrooms
8. Hotel Check-In & Retail
9. Coffee Shop
10. Kitchen
11. Hotel Lobby
12. Hotel Tower Above
13. Spa
14. Back of House
15. Service / Docks
16. Outdoor Pool
17. Surface Parking
18. 4-Lane Expansion
19. New Side Road
20. Existing Water Tower
21. Detention Pond
22. Property Line

XX ACCESS POINT NAME



MSA

Exhibit 1-1A3, Site Plan, On-Site Development, Alternative C
KENOSHA CASINO PROJECT
CITY OF KENOSHA, KENOSHA COUNTY



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www.cj-engineering.com

GATEWAY CENTER

KENOSHA, WISCONSIN

CJE NO. 2122R9
AUGUST 15, 2022

SITE PLAN C1.0

TADI

EXHIBIT 1-1
CONCEPTUAL SITE PLAN



TADI
TRAFFIC ANALYSIS & DESIGN, INC.

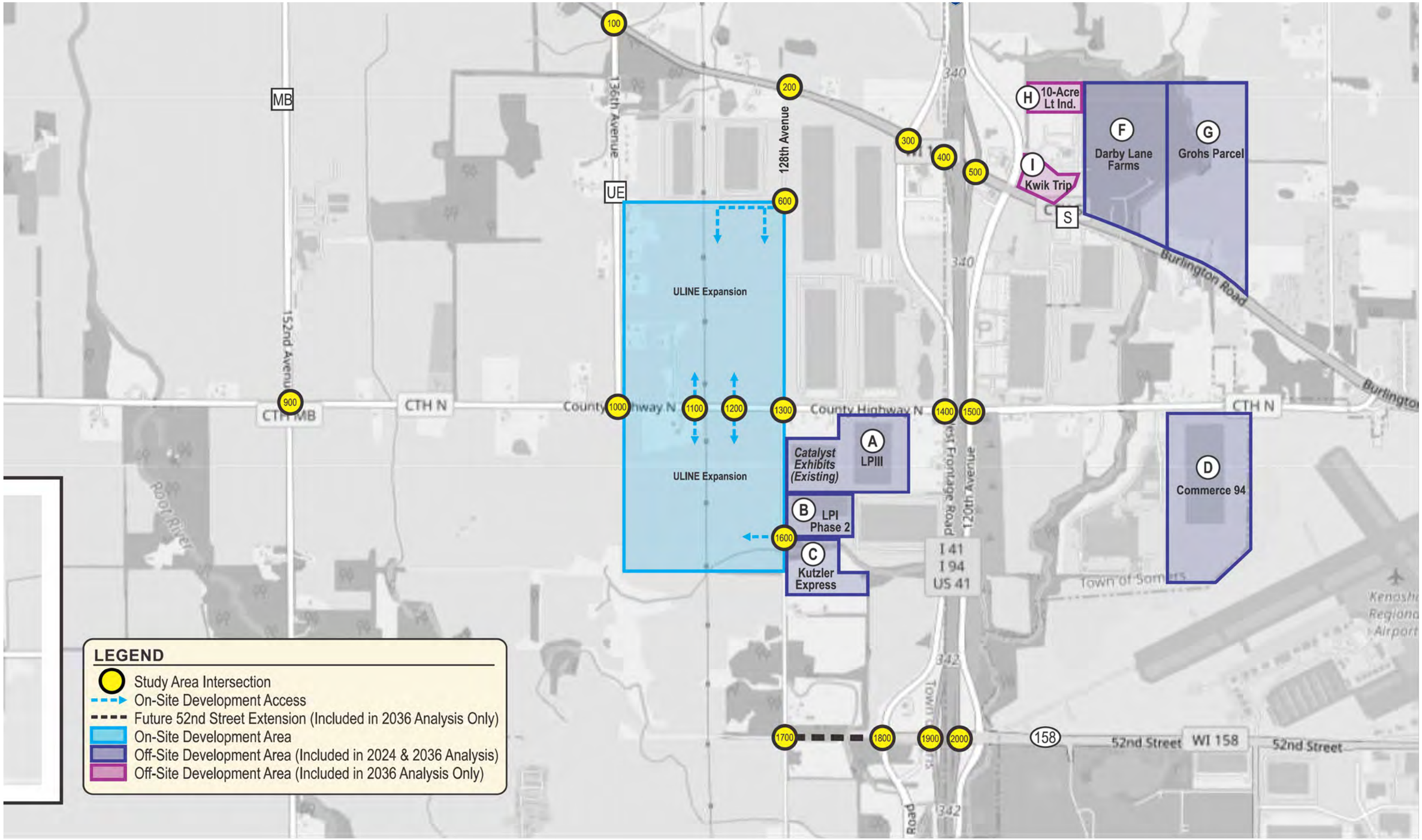
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EXHIBIT 1-1B
CONCEPTUAL SITE PLAN

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Exhibit 1-1B2, Site Plan, Off-Site Development, Greeneway Development
KENOSHA CASINO PROJECT
CITY OF KENOSHA, KENOSHA COUNTY

EXHIBIT NOT TO SCALE



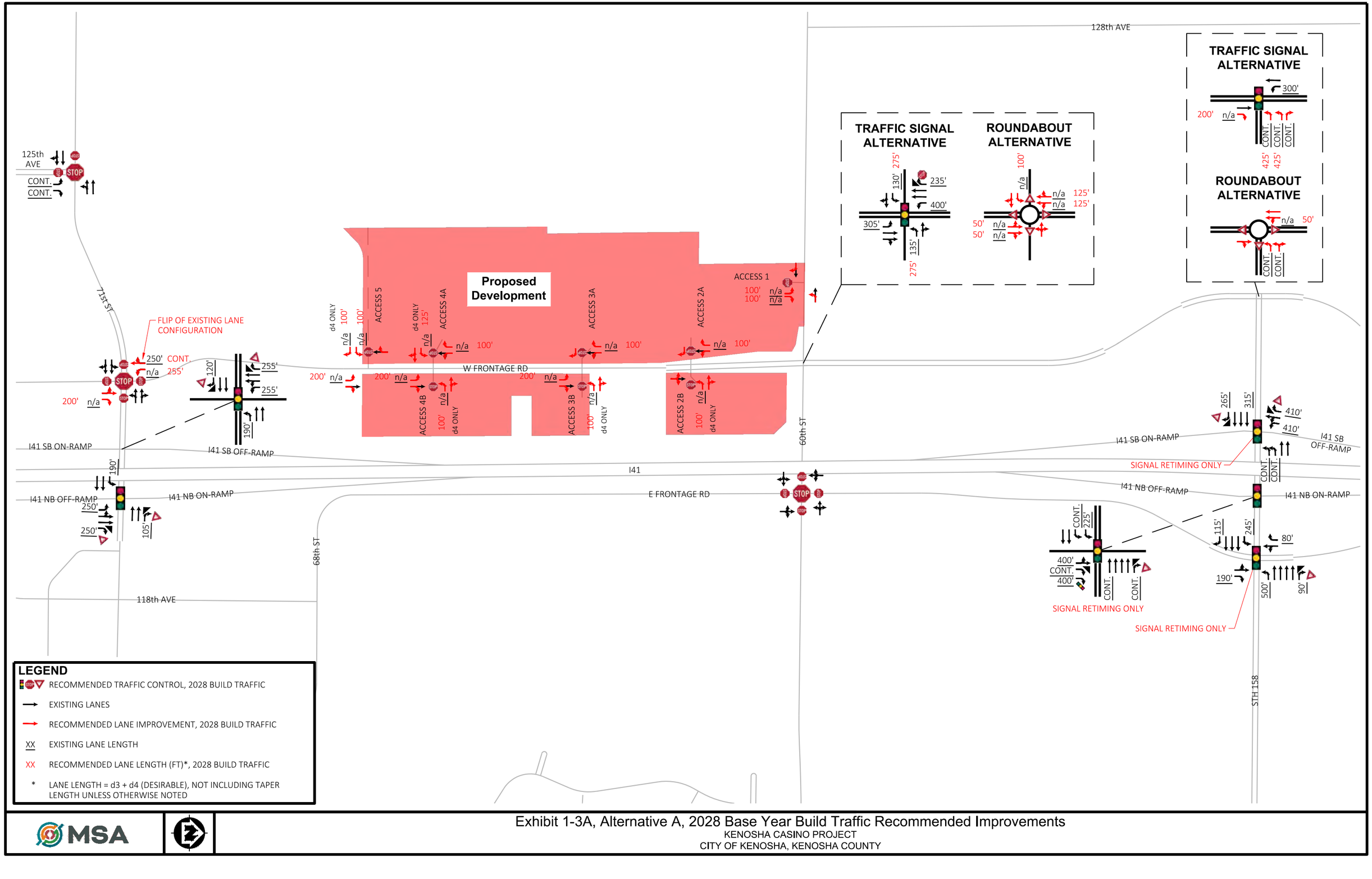
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Exhibit 1-1B3, Site Plan, Off-Site Development, ULINE Developments

KENOSHA CASINO PROJECT

CITY OF KENOSHA, KENOSHA COUNTY

EXHIBIT NOT TO SCALE



LEGEND

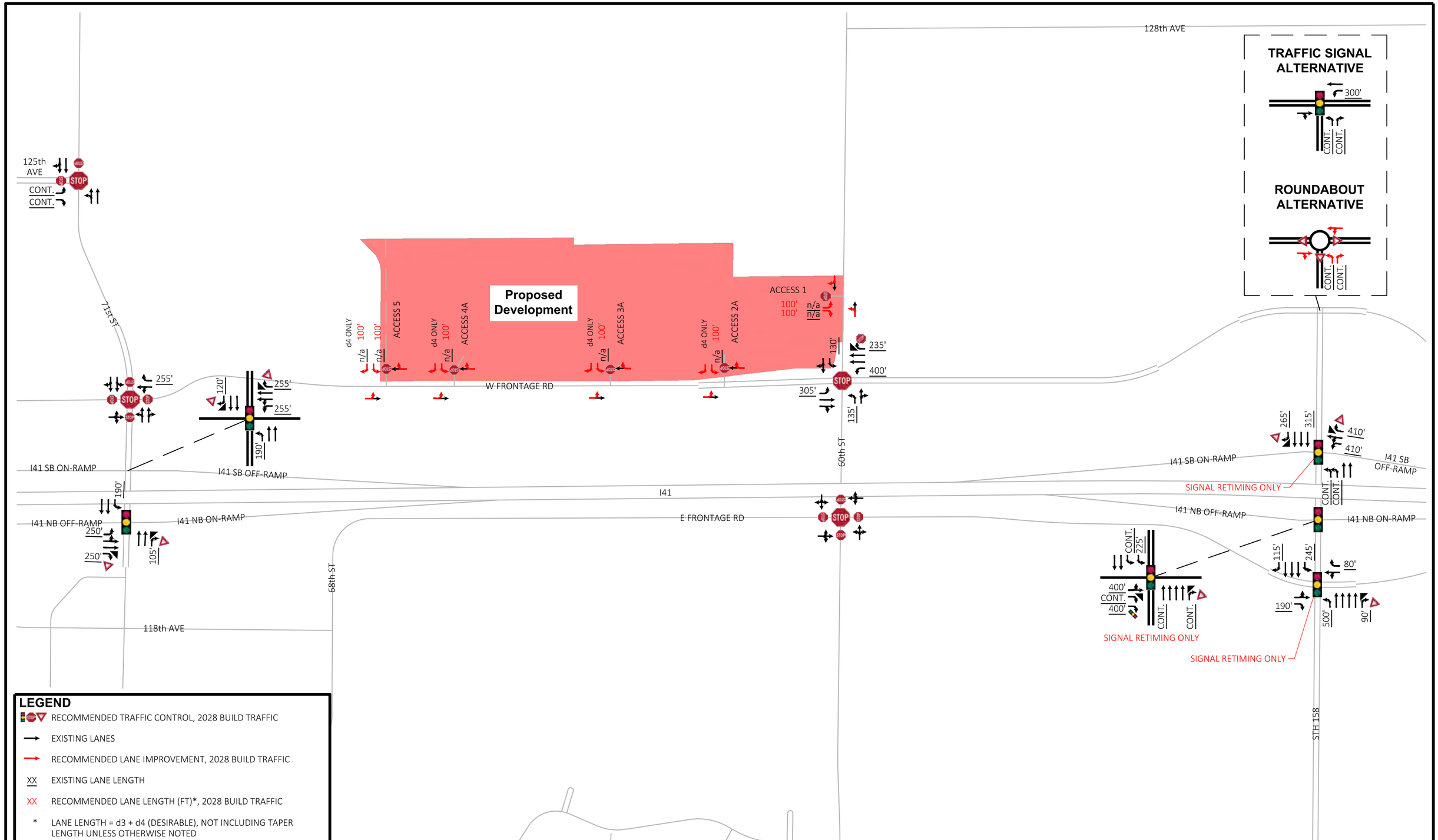
- RECOMMENDED TRAFFIC CONTROL, 2028 BUILD TRAFFIC
- EXISTING LANES
- RECOMMENDED LANE IMPROVEMENT, 2028 BUILD TRAFFIC
- XX — EXISTING LANE LENGTH
- XX — RECOMMENDED LANE LENGTH (FT)*, 2028 BUILD TRAFFIC
- * — LANE LENGTH = d3 + d4 (DESIRABLE), NOT INCLUDING TAPER LENGTH UNLESS OTHERWISE NOTED

MSA

Exhibit 1-3A, Alternative A, 2028 Base Year Build Traffic Recommended Improvements

KENOSHA CASINO PROJECT

CITY OF KENOSHA, KENOSHA COUNTY

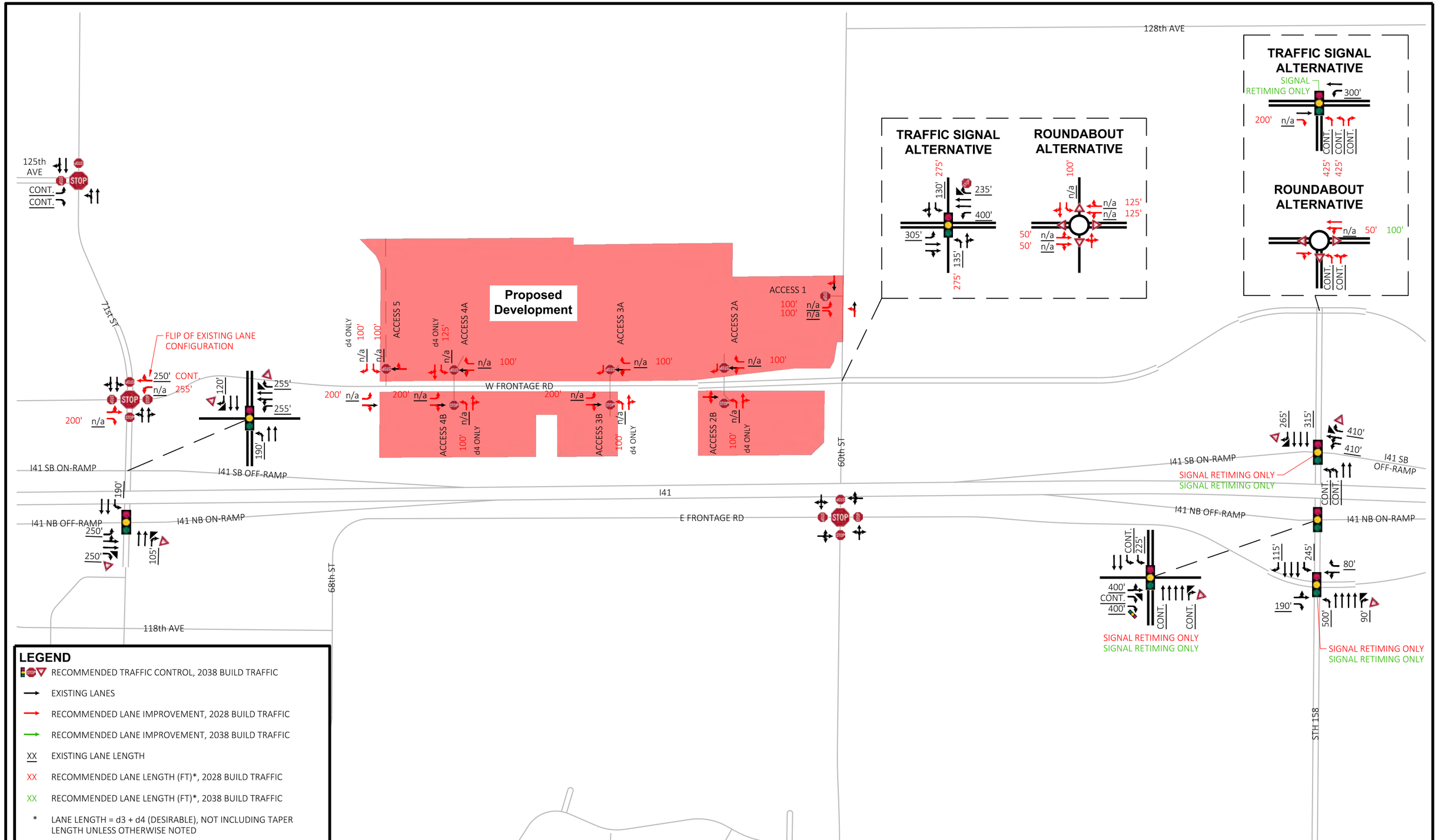


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Exhibit 1-3B, Alternative B, 2028 Base Year Build Traffic Recommended Improvements

KENOSHA CASINO PROJECT

CITY OF KENOSHA, KENOSHA COUNTY



LEGEND

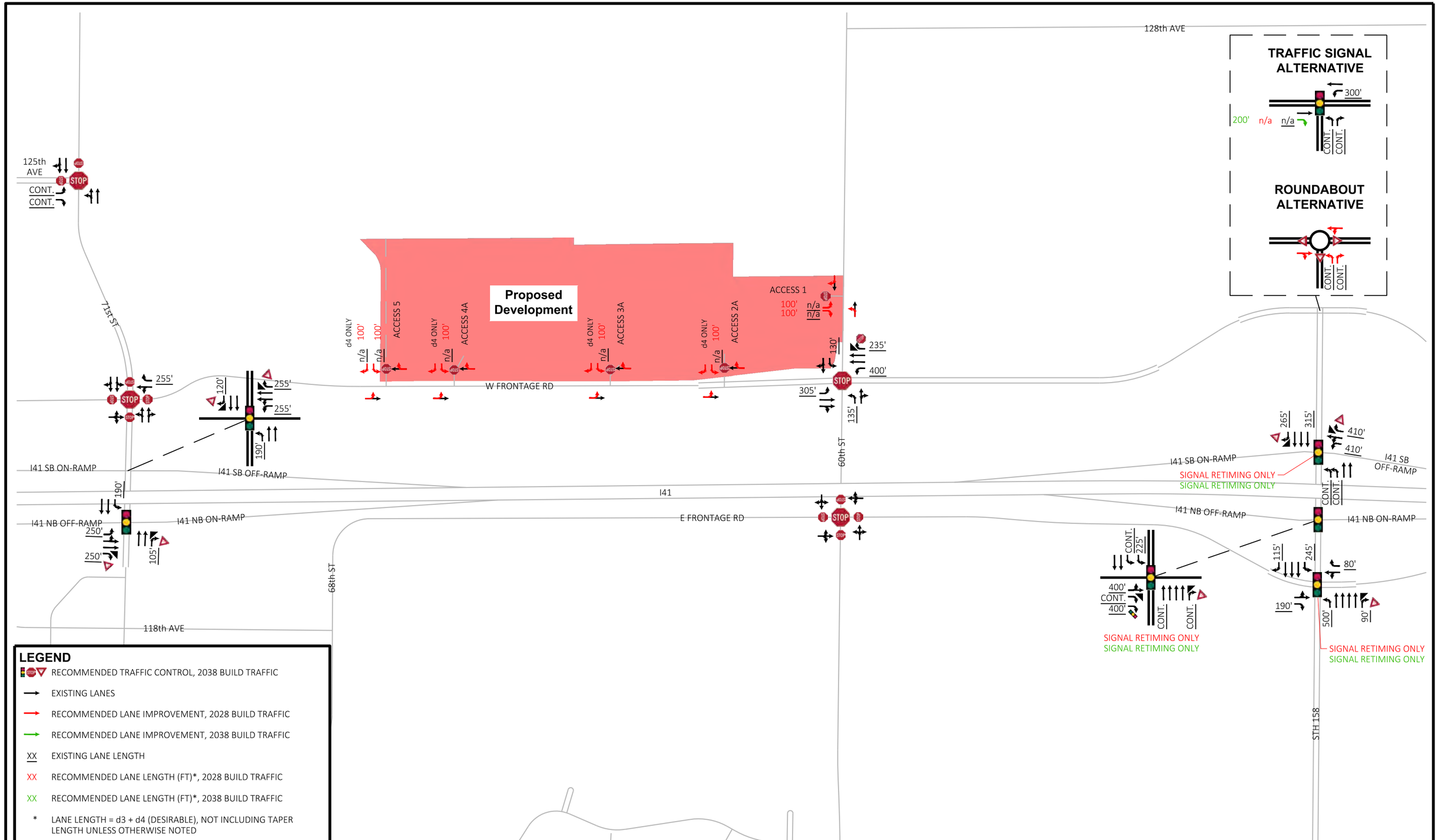
- RECOMMENDED TRAFFIC CONTROL, 2038 BUILD TRAFFIC
- EXISTING LANES
- RECOMMENDED LANE IMPROVEMENT, 2028 BUILD TRAFFIC
- RECOMMENDED LANE IMPROVEMENT, 2038 BUILD TRAFFIC
- XX — EXISTING LANE LENGTH
- XX — RECOMMENDED LANE LENGTH (FT)*, 2028 BUILD TRAFFIC
- XX — RECOMMENDED LANE LENGTH (FT)*, 2038 BUILD TRAFFIC
- * — LANE LENGTH = d3 + d4 (DESIRABLE), NOT INCLUDING TAPER LENGTH UNLESS OTHERWISE NOTED

MSA

Exhibit 1-9A, Alternative A, 2038 Horizon Year Build Traffic Recommended Improvements

KENOSHA CASINO PROJECT

CITY OF KENOSHA, KENOSHA COUNTY



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Exhibit 1-9B, Alternative B, 2038 Horizon Year Build Traffic Recommended Improvements

KENOSHA CASINO PROJECT

CITY OF KENOSHA, KENOSHA COUNTY

Chapter 2 – PROPOSED DEVELOPMENT

This chapter of the report provides a description of the proposed development and the adjacent area. The description includes the location of the site, the planned land uses, the intensity of the development, and the development stages. In addition, the influence area of the development, the area of significant traffic impact, and the site accessibility are identified.

Development land uses, sizes, and construction timeline were established based on the information available at the time this report was assembled. Market fluctuations and other external influencers may cause modifications to the aforementioned characteristics. Development implementation assumptions are provided in the following sections.

PART A – ON-SITE DEVELOPMENT

A1. Development Description and Site Location

The development plans to improve approximately 59-acres along the West Frontage Road west of I-41 and south of 60th Street in the city of Kenosha (city), in Kenosha County, Wisconsin, as shown in ***Exhibit 2-1***.

A2. Land Use and Intensity

The existing site contains primarily agricultural fields. All existing land uses will be replaced by the proposed development. Any existing field entrances or private driveways within the development site will be removed.

Three different development alternatives are being considered as part of this study:

- Alternative A – Full Build
- Alternative B – Reduced Gaming
- Alternative C – Non-Gaming

Alternative A

- A casino (ITE Code 473), with 1,830 gaming positions
- A hotel, (ITE Code 310), containing 150 rooms
- An event venue, with 2,000 seats[7]
- Approximately 28,800-square-feet of gross floor space of fine dining restaurant, (ITE Code 931[8])

[7] ITE does not have an equivalent land use code. Trip generation data provided by WisDOT.

[8] ITE Code 931 (Fine Dining Restaurant) was utilized for the food and beverage areas as the proposed venues are not marketed like a Fast Casual Restaurant (ITE Code 930) or a High-Turnover (Sit-Down) Restaurant (ITE Code 932), and instead are targeted more for the patrons the casino or event space. Little or no outdoor advertising of the food and beverage space is expected, further separating this development from food and beverage land uses with higher trip generation rates. A similar land use to ITE Code 931 was utilized in similar casino developments.

- Approximately 1,250-square feet of gross floor space of apparel store, (ITE Code 876[9])

Alternative B

- A casino (ITE Code 473), with 845 gaming positions
- A hotel, (ITE Code 310), containing 150 rooms
- Approximately 18,700-square-feet of gross floor space of fine dining restaurant, (ITE Code 931[8])
- Approximately 1,250-square feet of gross floor space of apparel store, (ITE Code 876[9])

Alternative C

- Approximately 126,000-square-feet of gross floor space of convention/conference center[10]
- A hotel, (ITE Code 310), containing 150 rooms

The balance of the development acreage contains a combination of open space, overflow parking, and stormwater management uses.

A3. Proposed Site Plan

As shown in ***Exhibit 2-2A1*** and ***Exhibit 2-2A2***, for Alternatives A and B, primary access to the development will be via the driveways closest to the buildings at Access 3A/B and 4A/B via the West Frontage Road. Secondary access will be via the other three driveways at Access 1, 2A/B, and 5. Note that development on the east side of the West Frontage Road is not included as part of the proposed land configuration with Alternative B or C.

With the exception of Access 1, the same access distribution will be used for Alternative C. As shown in ***Exhibit 2-2A3***, Access 1 is not part of the proposed development land configuration for Alternative C.

Several off-site developments are in various stages of construction and will be included as part of the background traffic as part of this study. Gateway Development, a mixed commercial and industrial development will be constructed directly to the south. A site plan for the off-site development is shown in ***Exhibit 2-2B1***. Greeneway Development, a mixed residential, commercial, and industrial development is planned east of I-41 and north of 60th Street. A location map is included in ***Exhibit 2-2B2***. ULINE is planning a largely industrial development north of STH 158. A site plan is included in ***Exhibit 2-2B3***.

For the purposes of this study, primary access between the on-site and off-site development will be via the entrances along the West Frontage Road.

A4. Development Phasing and Timing

The development is proposed to occur in a single phase, with full build out expected by 2028.

As discussed further in ***Chapter 4***, operational analysis focuses on the PM peak period only. The development traffic analysis for the PM peak period was completed using the following methodology:

[9] ITE Code 876 (Apparel Store) was utilized for the proposed Rock Shop, as it is the closest matching land use for the development type.

[10] ITE does not have an equivalent land use code. Regional trip generation was approved by WisDOT. Further details are provided in Chapter 4.

- 2028 Base Year Background Traffic
- 2038 Horizon Year Background Traffic
- 2028 Base Year Background + On-Site Development Traffic
- 2038 Horizon Year Background + On-Site Development Traffic

All traffic related to the off-site developments will included as part of the background traffic, as construction will largely be complete prior to construction of the on-site development. The off-site development traffic is not subject to background growth rates and is therefore applied independently/after any background traffic growth is calculated. Phasing of off-site development traffic is discussed in more detail in ***PART C*** of this chapter.

PART B – STUDY AREA

B1. Influence Area

The proposed development's influence area is primarily from I-41 traffic with some influence from the city and county of Kenosha.

B2. Area of Significant Traffic Impact

For the purpose of this study, the area of traffic impact is limited to ten existing intersections adjacent to the development and five development access points to the adjacent roadway network. The following intersections will be studied:

100	STH 158 at West Frontage Road
200	I-41 southbound at STH 158
300	I-41 northbound at STH 158
400	STH 158 at East Frontage Road
500	60th Street at West Frontage Road
550	*60th Street at Access 1*
560	*West Frontage Road at Access 2A/B*
570	*West Frontage Road at Access 3A/B*
580	*West Frontage Road at Access 4A/B*
590	*West Frontage Road at Access 5*
600	60th Street at East Frontage Road
700	West Frontage Road at 71st Street
800	I-41 southbound at 71st Street
900	I-41 northbound at 71st Street
1000	71st Street at 125th Avenue

Locations in italics indicate development access intersections

The I-41 interchange with STH 158 was selected as the focus of traffic to/from the development and the interstate as the developer indicated that interstate traffic would be directed to this interchange by future

guide signs erected along I-41. Proposed development traffic will utilize this assumption combined with observed traffic count patterns and GPS routing[11] when establishing directional distributions.

PART C – OFF-SITE LAND USE AND DEVELOPMENT

Off-site development, as identified in ***PART A*** of this chapter, will be reviewed as part of this study. All off-site development trip generation and subsequent distributions were determined by the Gateway Center TIA (submitted November 7, 2022), the Greeneway Development TIA (submitted July 14, 2020), and the ULINE Developments TIA (submitted October 5, 2023). Volumes and distributions along the West Frontage Road, determined from these past studies, will be reused as part of this development and included as part of the background traffic as appropriate.

No other additional off-site development is proposed to be reviewed as part of this study. No applicable future neighboring/adjacent development projects are known at the time of this report, based on a review of the TIA status map for Kenosha County (as of April 1, 2024).

Surrounding land uses, both existing and proposed, are shown in ***Exhibit 2-4A*** and ***Exhibit 2-4B***, respectively.

PART D – SITE ACCESSIBILITY

As shown in ***Exhibit 2-2A1*** and ***Exhibit 2-2A2***, for Alternatives A and B, access to the main development will be via Access 1, 2A, 3A, 4A, and 5. Further, as shown on Alternative A, access to the bus/RV parking lot and overflow lots will be via Access 2B, 3B, and 4B.

The primary access points to the proposed development would be from the West Frontage Road, at Access points 3A and 4A. Lower volumes of development traffic are expected to use the secondary access points proposed along the West Frontage Road and 60th Street. Traffic accessing the bus and RV parking will use Access 2B from the West Frontage Road. Access points 3B and 4B along the West Frontage Road will serve the overflow parking lots.

Exhibit 2-2A1 depicts an access point to the bus and RV parking lot, along the West Frontage Road, north of Access 2A/B. Per *FDM 11-25-2*, this access should be limited to right-in traffic only.

Access 1 should be located as close to the property line as feasible, to reduce its impact on the functional area of the West Frontage Road intersection with 60th Street.

Any cross aisles or other internal access roadways within the development should be located outside the vehicle queuing/storage areas to the public roadways (Access 1 – 5) to minimize the number of possible vehicular conflict points and prevent crashes within the development area.

It is understood that Access 5 will become a public roadway as the area continues to develop. As such, any development access from Access 5 should follow *FDM* spacing guidelines for distance between any access point and the intersection with the West Frontage Road. A minimum of 100 feet should be provided.

[11] Routing software such as Google Maps may not always show the same route, and changes dynamically as traffic conditions warrant, due to events such as lane closures caused by construction or crashes, or excessive travel delays. Routes may vary based on the time of day or day of the week accessed.

Access for Alternative C is similar, with the exception that Access 1 is not proposed as part of the development land configuration, see ***Exhibit 2-2A3***.

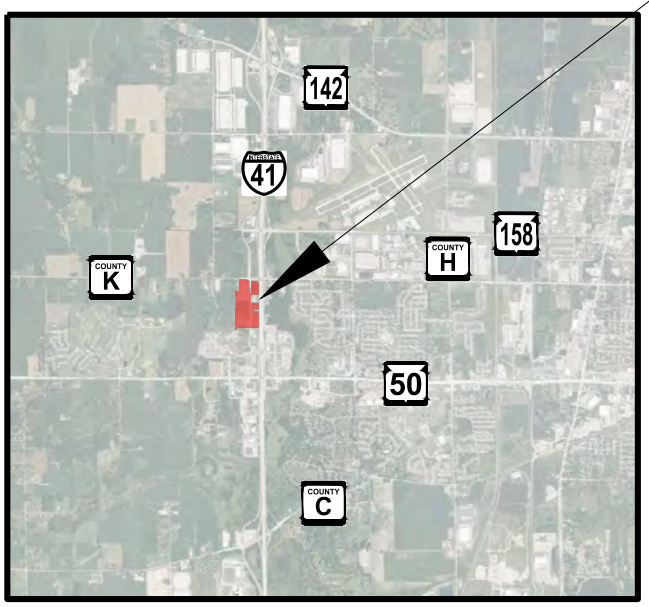
Sidewalk is present on the east side of the West Frontage Road, from 71st Street to 60th Street. A paved shoulder is present on both sides of the West Frontage Road, which is suitable for bicycle use.

Sidewalk is present on both sides of 71st Street, east of the West Frontage Road. No paved shoulders or marked bicycle lanes are present along 71st Street.

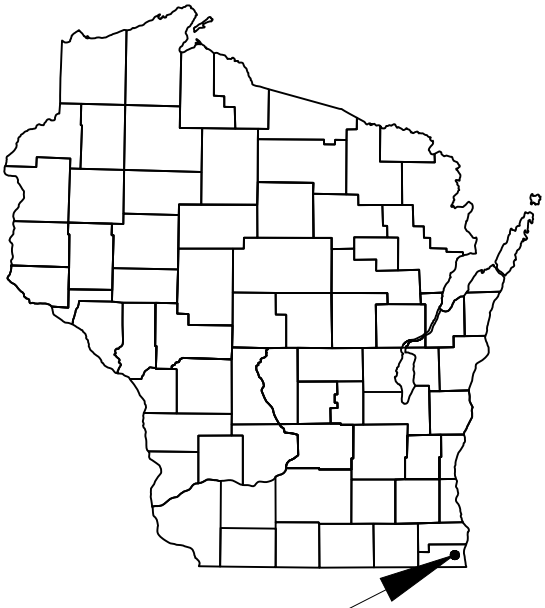
No sidewalk or shared-use paths are present along 60th Street; however, a paved shoulder is present that is suitable for bicycle use. Any right turn lanes constructed should include bicycle accommodations between the exclusive right turn lane and the travel lane(s).

Kenosha Area Transit operates a route (Route 31) that is adjacent to the proposed development. Based on the current published schedule, the route generally operates outside of the peak hour of the development.

PROJECT AREA

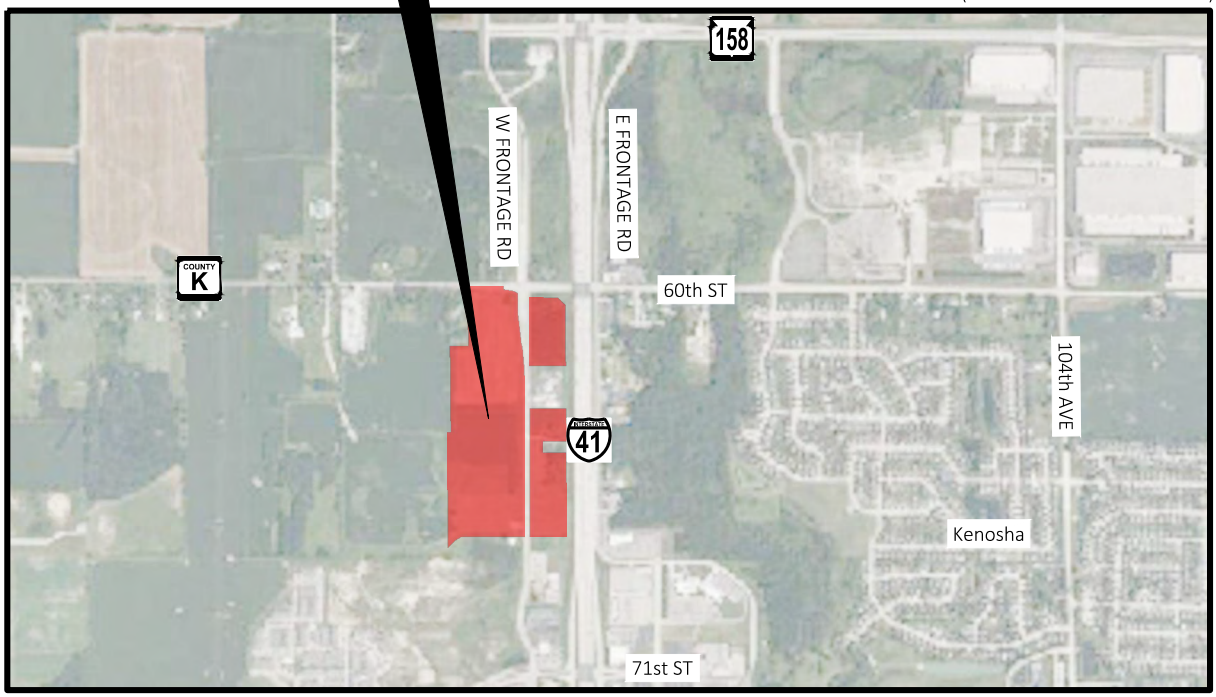


SCALE: 1:2 MI



PROJECT LOCATION

CITY OF KENOSHA (AND ADJACENT TOWNSHIPS)



SCALE: 1:2000

MSA

Exhibit 2-1, Site Location Map

KENOSHA CASINO PROJECT

CITY OF KENOSHA, KENOSHA COUNTY

LEGEND

1. Main Entry / Porte-Cochère
2. Secondary Entry
3. Hard Rock Guitar Sign
4. Gaming Floor
5. High Limits
6. Cage
7. Public Restrooms
8. Bar
9. Hard Rock Café
10. Steakhouse
11. Coffee Shop
12. Restaurant
13. Market
14. Hard Rock Live
15. Ballroom
16. Hotel Lobby
17. Hotel Tower Above
18. Spa
19. Back of House
20. Service / Docks
21. Outdoor Pool
22. Surface Parking
23. Employee Lot
24. RV Parking
25. Bus Parking
26. Overflow Parking
27. 4-Lane Expansion
28. New Side Road
29. Existing Water Tower
30. Detention Pond
31. Property Line

XX ACCESS POINT NAME



MSA

Exhibit 2-2A1, Site Plan, On-Site Development, Alternative A
KENOSHA CASINO PROJECT
CITY OF KENOSHA, KENOSHA COUNTY

LEGEND

1. Main Entry / Porte-Cochère
2. Secondary Entry
3. Hard Rock Guitar Sign
4. Gaming Floor
5. High Limits
6. Cage
7. Public Restrooms
8. Bar
9. Hard Rock Café
10. Steakhouse
11. Coffee Shop
12. Restaurant
13. Hotel Lobby
14. Hotel Tower Above
15. Spa
16. Back of House
17. Service / Docks
18. Outdoor Pool
19. Surface Parking
20. Employee Lot
21. 4-Lane Expansion
22. New Side Road
23. Existing Water Tower
24. Detention Pond
25. Property Line

XX ACCESS POINT NAME



MSA

Exhibit 2-2A2, Site Plan, On-Site Development, Alternative B

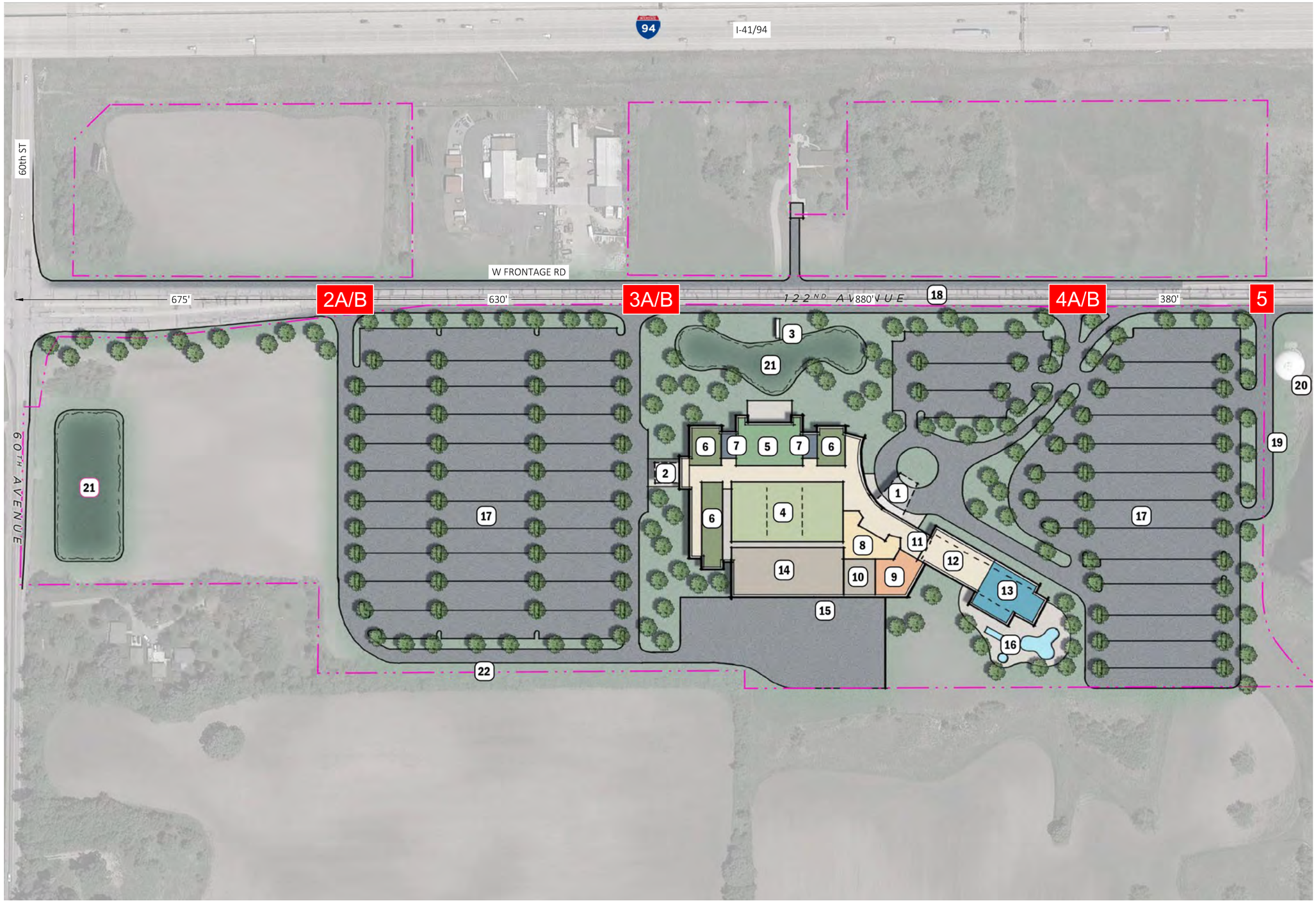
KENOSHA CASINO PROJECT

CITY OF KENOSHA, KENOSHA COUNTY

LEGEND

1. Main Entry / Porte-Cochère
2. Secondary Entry
3. Hard Rock Guitar Sign
4. Exhibit / Conference Room
5. Ballroom
6. Meeting Room
7. Public Restrooms
8. Hotel Check-In & Retail
9. Coffee Shop
10. Kitchen
11. Hotel Lobby
12. Hotel Tower Above
13. Spa
14. Back of House
15. Service / Docks
16. Outdoor Pool
17. Surface Parking
18. 4-Lane Expansion
19. New Side Road
20. Existing Water Tower
21. Detention Pond
22. Property Line

XX ACCESS POINT NAME



MSA

Exhibit 2-2A3, Site Plan, On-Site Development, Alternative C

KENOSHA CASINO PROJECT

CITY OF KENOSHA, KENOSHA COUNTY



TADI

EXHIBIT 1-1
CONCEPTUAL SITE PLAN



TADI
TRAFFIC ANALYSIS & DESIGN, INC.

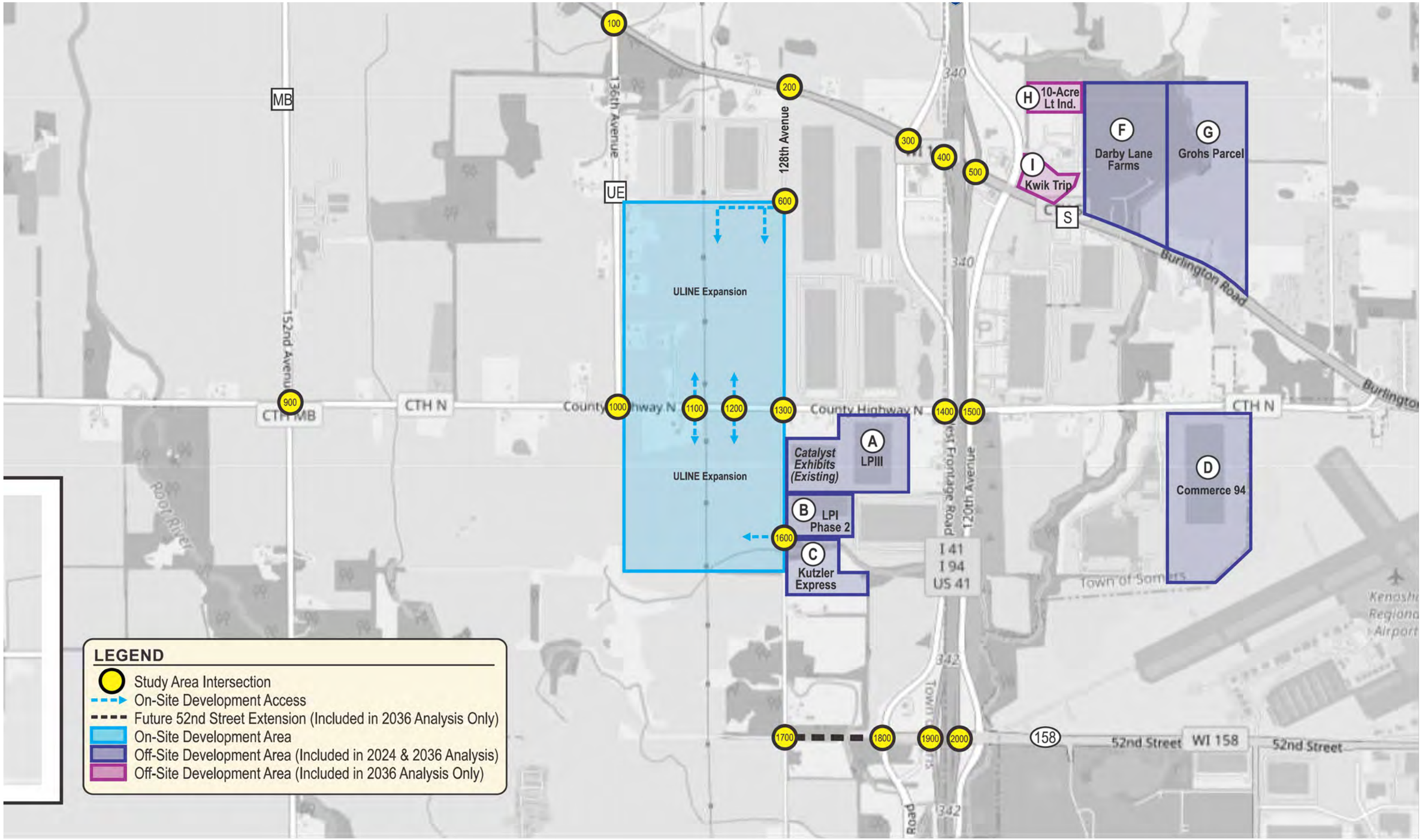
N

EXHIBIT 1-1B
CONCEPTUAL SITE PLAN

MSA

Exhibit 2-2B2, Site Plan, Off-Site Development, Greeneway Development
KENOSHA CASINO PROJECT
CITY OF KENOSHA, KENOSHA COUNTY

EXHIBIT NOT TO SCALE



MSA

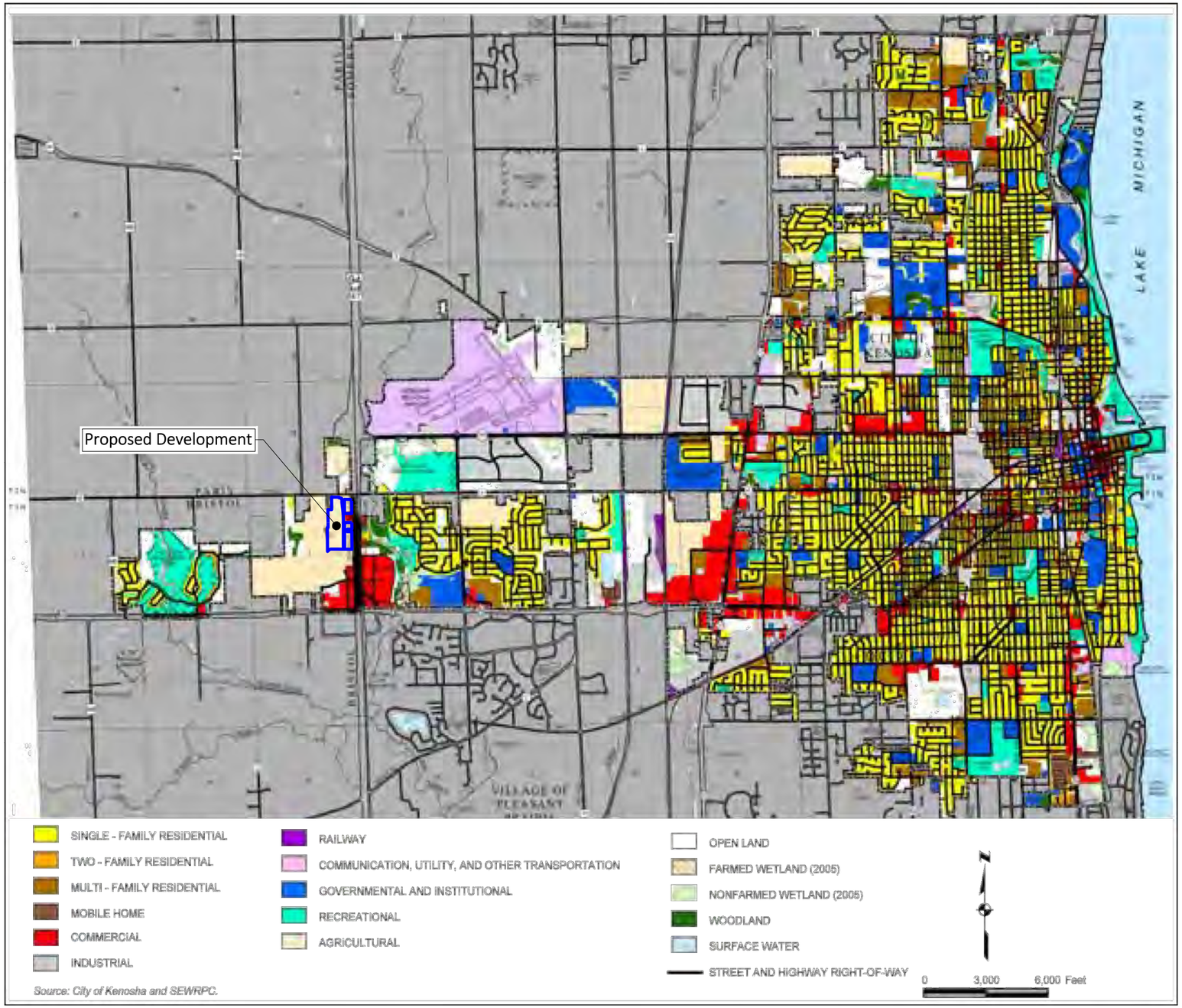
Exhibit 2-2B3, Site Plan, Off-Site Development, ULINE Developments

KENOSHA CASINO PROJECT

CITY OF KENOSHA, KENOSHA COUNTY

EXHIBIT NOT TO SCALE

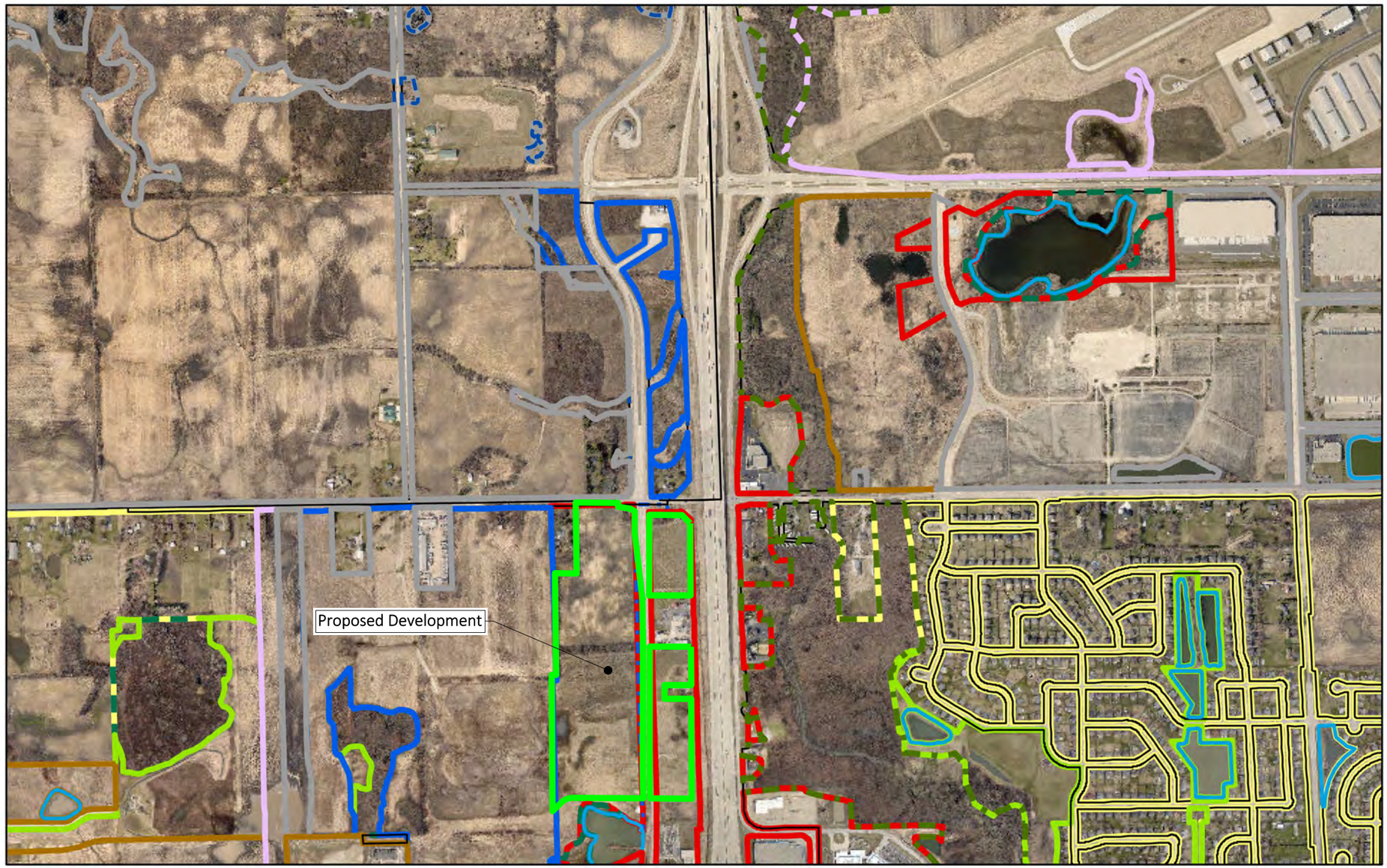
GENERALIZED EXISTING LAND USES IN THE CITY OF KENOSHA: 2007



MSA

Exhibit 2-4A, Existing Land Use for Study Area
KENOSHA CASINO PROJECT
CITY OF KENOSHA, KENOSHA COUNTY

Comprehensive Land Use Plan for the City of Kenosha: 2035



September 22, 2023

1:14,065

0 0.1 0.2 0.4 mi

0 0.17 0.35 0.7 km

MSA

Exhibit 2-4B, Proposed Land Use for Study Area

KENOSHA CASINO PROJECT

CITY OF KENOSHA, KENOSHA COUNTY

Chapter 3 – ANALYSIS OF EXISTING CONDITIONS

The analysis of existing conditions provides a base against which the incremental traffic impacts of the proposed development can be measured. This chapter includes the following topics:

- Physical characteristics of the existing transportation system
- Traffic volumes
- Capacity / Level of Service
- Sources of Data

PART A – PHYSICAL CHARACTERISTICS

A1. Existing Area Roadway System

Exhibit 3-1A illustrates the specific intersection locations and lane configurations of the study area intersections. Several existing driveways/field entrances are present within and adjacent to the proposed development. The study area roadway characteristics, including average annual daily traffic (AADT) are as follows:

STH 158 (also known as 52nd Street)

- Four-lane divided roadway
- Principal arterial
- 45 mph posted speed limit
- No sidewalk or shared-use paths
- Paved shoulders suitable for bicycling, but likely uncomfortable due to the volume of motor vehicle traffic
- 19,800 AADT (2021 WisDOT counts)

60th Street (also known as CTH K)

- Two-lane undivided roadway
- Major collector
- 45 mph posted speed limit
- No sidewalk or shared-use paths
- Paved shoulders suitable for bicycling, but likely uncomfortable due to the volume of motor vehicle traffic
- 7,800 AADT, west of the East Frontage Road (2021 WisDOT counts)
- 7,000 AADT, east of the East Frontage Road (2017 WisDOT counts)

West Frontage Road (also known as 122nd Avenue)

- Two-lane undivided roadway, becomes a multilane divided roadway at the intersections with STH 158 and 60th Street
- Major collector
- 35 mph speed limit
- Sidewalk is located on east side of the road, from 60th Street and southward
- Paved shoulders suitable for bicycling
- 3,500 AADT (2021 WisDOT counts)

East Frontage Road (also known as 120th Avenue)

- Two-lane undivided roadway
- Major collector
- 35 mph speed limit
- No sidewalk or shared-use paths within the study area
- Paved shoulders suitable for bicycling
- 3,000 AADT (2021 WisDOT counts)

71st Street

- Four-lane undivided roadway
- Major collector
- 30 mph posted speed limit
- Sidewalks on both sides of the road, east of the West Frontage Road and west of 125th Avenue (no sidewalk is present between the West Frontage Road and 125th Avenue)
- No marked bicycle lanes
- 5,900 AADT (estimated from 2023 counts)

125th Avenue

- Four-lane undivided roadway
- Major collector
- 30 mph posted speed limit
- Sidewalks on the west side of the road
- No marked bicycle lanes
- 3,500 AADT (estimated from 2024 counts)

The study area intersection characteristics are described below:

STH 158 at West Frontage Road

- All-way stop control (AWSC)
- Southbound approach
  - Two lanes: one exclusive left turn lane, one through movement lane
  - No curb ramps or crosswalks
  - No driveways within the functional area of the approach
- Westbound approach
  - Two lanes: one left turn lane, one right turn lane
  - No curb ramps or crosswalks
  - No driveways within the functional area of the approach
- Northbound approach
  - One lane: all movements
  - No curb ramps or crosswalks
  - No driveways within the functional area of the approach

Note: As part of the required improvements for the ULINE off-site development, the southbound left turn lane is required to be extended to a length of 300-feet plus appropriate tapers. This lane improvement will be considered as part of the existing transportation system conditions as part of the subsequent operational analyses.

I-41 southbound at STH 158

- Traffic signal control
- Southbound approach
  - Three lanes: one exclusive left turn lane, one shared left turn/through movement lane, one channelized right turn lane (yield-controlled)
  - No curb ramps or crosswalks
  - No driveways within the functional area of the approach
- Westbound approach
  - Approximately 360-feet of distance between the ramp terminal intersections
  - Four lanes: two exclusive left turn lanes, two through movement lanes
  - No curb ramps or crosswalks
  - No driveways within the functional area of the approach
- Eastbound approach
  - Approximately 795-feet of distance between the ramp terminal intersection and the West Frontage Road intersection to the west
  - Four lanes: one exclusive through movement lane which feeds the eastbound left turn lane at the downstream intersection, two through movement lanes, one channelized right turn lane (yield-controlled)
  - No curb ramps or crosswalks
  - No driveways within the functional area of the approach

I-41 northbound at STH 158

- Traffic signal control
- Westbound approach
  - Approximately 375-feet of distance between the ramp terminal intersection and the East Frontage Road intersection to the east
  - Four lanes: two exclusive through movement lanes which feed the westbound left turn lane at the downstream intersection, two through movement lanes, one channelized right turn lane (yield-controlled)
  - No curb ramps or crosswalks
  - No driveways within the functional area of the approach
- Northbound approach
  - Three lanes: one shared left turn/through movement lane, two channelized right turn lanes (signal-controlled)
  - No curb ramps or crosswalks
  - No driveways within the functional area of the approach
- Eastbound approach
  - Approximately 360-feet of distance between the ramp terminal intersections
  - Four lanes: two exclusive left turn lanes, two through movement lanes
  - No curb ramps or crosswalks
  - No driveways within the functional area of the approach

STH 158 at East Frontage Road

- Traffic signal control
- Southbound approach

  - Two lanes: one shared left turn/through movement lane, one exclusive right turn lane
  - No curb ramps or crosswalks
  - No driveways within the functional area of the approach
- Westbound approach
  - Six lanes: one exclusive left turn lane (slotted), one exclusive through movement lane which feeds the westbound left turn lane at the I-41 southbound intersection, three through movement lanes, one channelized right turn lane (yield-controlled)
  - No curb ramps or crosswalks
  - No driveways within the functional area of the approach
- Northbound approach
  - Two lanes: one shared left turn/through movement lane, one exclusive right turn lane
  - No curb ramps or crosswalks
  - No driveways within the functional area of the approach
- Eastbound approach
  - Five lanes: one exclusive left turn lane (slotted), three through movement lanes, one exclusive right turn lane
  - No curb ramps or crosswalks
  - No driveways within the functional area of the approach

60th Street at West Frontage Road

- AWSC
- Southbound approach
  - Four lanes: one slotted exclusive left turn lane, two through movement lanes, one channelized right turn lane (stop-controlled)
  - No curb ramps or crosswalks
  - No driveways within the functional area of the approach
- Westbound approach
  - Approximately 770-feet of distance between this intersection and the East Frontage Road intersection to the east
  - Two lanes: one left turn lane, one shared through/right turn lane
  - No curb ramps or crosswalks
  - One driveway on the north side, approximately 130-feet from the stop bar
- Northbound approach
  - Three lanes: one slotted exclusive left turn lane, one through movement lane, one shared through movement/right turn lane
  - Contains a marked crosswalk with ramps on both sides and a refuge between the left turn and through movement lanes
  - No driveways within the functional area of the approach
- Eastbound approach
  - Two lanes: one left turn lane, one shared through/right turn lane
  - No curb ramps or crosswalks
  - One driveway on the north side, approximately 140-feet from the stop bar and one field entrance on the south side, approximately 240-feet from the stop bar

60th Street at East Frontage Road

- AWSC
- Southbound approach
  - One lane: all movements
  - No marked crosswalk but curb ramps are present on both sides (with no sidewalk connectivity)
  - One commercial driveway on the east side, approximately 180-feet from the stop bar
- Westbound approach
  - One lane: all movements
  - No marked crosswalk but curb ramps are present on both sides (with no sidewalk connectivity)
  - Two residential driveways on the south side, the first approximately 190-feet from the stop bar; one commercial driveway on the north side, approximately 330-feet from the stop bar
- Northbound approach
  - One lane: all movements
  - No marked crosswalk but curb ramps are present on both sides (with no sidewalk connectivity)
  - One commercial driveway on the east side, approximately 40-feet from the stop bar
- Eastbound approach
  - Approximately 770-feet of distance between this intersection and the West Frontage Road intersection to the west
  - One lane: all movements
  - No curb ramps or crosswalks
  - No driveways within the functional area of the approach

West Frontage Road at 71st Street

- AWSC
- Southbound approach
  - Two lanes: one shared left turn/through movement lane, one exclusive right turn lane
  - Contains a marked crosswalk with ramps on both sides
  - One commercial driveway on the east side, approximately 95-feet from the stop bar
- Westbound approach
  - Approximately 420-feet of distance between this intersection and the I-41 southbound ramp terminal intersection to the east
  - Two lanes: one shared left turn/through movement lane, one shared through movement/right turn lane
  - Contains a marked crosswalk with ramps on both sides and a refuge in the median
  - No driveways within the functional area of the approach
- Northbound approach
  - One lane: all movements

  - No marked crosswalk but curb ramps are present on both sides
  - One commercial driveway on the east side, approximately 65-feet from the stop bar and one commercial driveway on the west side, approximately 95-feet from the stop bar
- Eastbound approach
  - Two lanes: one shared left turn/through movement lane, one shared through movement/right turn lane
  - Contains a marked crosswalk with ramps on both sides and a refuge in the median
  - No driveways within the functional area of the approach

I-41 southbound at 71st Street

- Traffic signal control
- Southbound approach
  - Four lanes: one exclusive left turn lane, one shared left turn/through movement lane, one exclusive through movement lane, one channelized right turn lane (yield-controlled)
  - Contains a marked crosswalk with ramps on both sides and a refuge between the through lanes and the channelized right turn lane
  - No driveways within the functional area of the approach
- Westbound approach
  - Approximately 280-feet of distance between the ramp terminal intersections
  - Three lanes: one exclusive left turn lane, two through movement lanes
  - No curb ramps or crosswalks
  - No driveways within the functional area of the approach
- Eastbound approach
  - Approximately 420-feet of distance between the ramp terminal intersection and the West Frontage Road intersection to the west
  - Three lanes: two exclusive through movement lanes, one channelized right turn lane (yield-controlled)
  - Contains a marked crosswalk with ramps on both sides and a refuge between the eastbound/westbound lanes and one between the through lanes and the channelized right turn lane
  - No driveways within the functional area of the approach

I-41 northbound at 71st Street

- Traffic signal control
- Westbound approach
  - Approximately 580-feet of distance between the ramp terminal intersection and the 118th Avenue intersection to the east
  - Three lanes: two exclusive through movement lanes, one channelized right turn lane (yield-controlled)
  - Contains a marked crosswalk with ramps on both sides and a refuge between the eastbound/westbound lanes and one between the through lanes and the channelized right turn lane
  - No driveways within the functional area of the approach

- Northbound approach
  - Four lanes: one exclusive left turn lane, one shared left turn/through movement lane, one exclusive through movement lane, one channelized right turn lane (yield-controlled)
  - Contains a marked crosswalk with ramps on both sides and a refuge between the through lanes and the channelized right turn lane
  - No driveways within the functional area of the approach
- Eastbound approach
  - Approximately 280-feet of distance between the ramp terminal intersections
  - Three lanes: one exclusive left turn lane, two through movement lanes
  - No curb ramps or crosswalks
  - No driveways within the functional area of the approach

71st Street at 125th Avenue

- Partial Stop Control (all approaches except the westbound approach are stop controlled, the westbound approach is free-flow)
- Westbound approach
  - Approximately 1,280-feet of distance between this intersection and the West Frontage Road intersection to the east
  - Two lanes: one shared left turn/through movement lane, one exclusive through movement lane
  - No curb ramps or crosswalks
  - No driveways within the functional area of the approach
- Northbound approach
  - Approximately 990-feet of distance between this intersection and the STH 50 intersection to the south
  - Two lanes: One exclusive left turn lane and one exclusive right turn lane; a third lane is hatched in preparation for connecting to a future southbound approach
  - No marked crosswalk but curb ramps are present on both sides
  - One commercial driveway on the west side, approximately 200-feet from the stop bar (only right-in/right out access, due to the raised median)
  - Transit stop at the intersection with 71st Street
- Eastbound approach
  - Two lanes: one exclusive through movement lane, one shared through movement/right turn lane
  - Contains a marked crosswalk with ramps on both sides
  - One residential driveway on the north side, approximately 300-feet from the stop bar

A2. Planned Transportation System

Exhibit 3-1B shows the long-term infrastructure improvements and access management planned for the area surrounding the proposed development. The plan was provided by WisDOT, but it is an aggregate of plans from the various municipal entities within the study area. Except for the installation of traffic signals at the intersection of STH 158 at the East Frontage Road (installed in 2023), a timeline for the other improvements shown is not known at this time, as many improvements are based on future land development needs. WisDOT staff have mentioned that the West Frontage Road may be expanded to a

four-lane corridor with a raised median as development occurs on the corridor. As of the completion of this report, no timeline is known for that possible conversion or who would be responsible for making the desired improvement. As part of this report, additional lanes will only be considered if they are necessary to maintain acceptable operations along the West Frontage Road corridor.

PART B – TRAFFIC VOLUMES

Initial Background (2023) traffic volumes were collected on Thursday, September 7, 2023. Data collection was performed at the following locations:

- STH 158 at West Frontage Road (site 100)
- I-41 southbound at STH 158 (site 200)
- 60th Street at West Frontage Road (site 500)
- 60th Street at East Frontage Road (site 600)
- West Frontage Road at 71st Street (site 700)

Information provided by the developer indicated that the peak period of casino business occurs after the weekday PM peak hour of the adjacent street. While the casino is open during the AM peak hour of the adjacent street, a negligible amount of traffic is anticipated to be generated during that time. Similarly, the casino will be open during the Saturday peak hour of the adjacent street, trip generation during that period is not expected to be significant enough to negatively impact the adjacent street network. Special events may alter traffic patterns slightly; however, the magnitude of special event traffic influence varies based on the type of event and is difficult to predict. Because of the variability, the focus of the study will be maintained on the regular, more predictable traffic.

Per ITE trip generation data, a 150-room hotel is expected to generate less than 70 total trips in the AM peak period. Saturday peak hour of the adjacent street data is not available; however, the available peak hour based on the [trip] generator data indicates that only approximately 110 total trips would be generated. ITE distribution data for the land use indicates that peak typically occurs following the Saturday peak hour of the adjacent street.[12]

Since no ITE trip generation data is available for a convention center space, engineering judgement was utilized in the determination of a peak period of primary concern. Based on observed convention characteristics for a venue of similar size, arrival traffic is generally more spread out over the AM period. Events typically have a common end time, which leads to a more confined period of traffic when attendees leave the facilities in the PM period.

Based on this information, it was determined that the weekday PM peak period is the only peak period with significant influence on the adjacent roadway network and will be analyzed as part of this study. Since minimal development traffic is expected to be generated by the development, weekday AM and Saturday turn movement counts were not collected.

Raw data traffic volumes are included in ***Appendix A***.

[12] Peak hour of generator: 2 PM – 3 PM

Typical Saturday window for peak hour of adjacent street: 11 AM – 2PM, with the peak generally occurring during the earlier portion of the time period

Upon review of the initial project scoping, WisDOT was able to provide updated traffic for the following intersections:

- STH 158 at West Frontage Road (site 100), collected on Thursday, October 19, 2023
- I-41 southbound at STH 158 (site 200), collected on Thursday, October 19, 2023
- I-41 northbound at STH 158 (site 300), collected on Thursday, October 19, 2023
- STH 158 at East Frontage Road (site 400), collected on Thursday, October 19, 2023
- West Frontage Road at 71st Street (site 700), collected on Thursday, August 17, 2023
- I-41 southbound at 71st Street (site 800), collected on Thursday, August 17, 2023
- I-41 northbound at 71st Street (site 900), collected on Thursday, August 17, 2023

Background traffic data was updated accordingly, utilizing WisDOT count data moving forward for sites 100, 200, 300, 400, 700, 800, and 900). The city of Kenosha requested the intersection of 71st Street at 125th Avenue be included as part of the analysis. Traffic data was collected at this intersection on Thursday, August 6, 2024, and was added to the other background intersections.

Average annual daily traffic (AADT) volumes were assembled utilizing WisDOT TCMap data and daily expansion factors of count data. AADT for the study area roadways is summarized in ***Exhibit 3-2A***.

Raw data traffic volumes are included in ***Appendix A***.

A traffic forecast was completed by WisDOT Traffic for the base year 2028 and horizon year 2038, in which the 2023/2024 turning movement counts were assumed to be the baseline. The full WisDOT forecast report is provided in ***Appendix A*.**

Off-site development driveway trips were then added after the growth rate was applied in order to establish final background traffic volumes. Off-site trips were added based on the phasing indicated in the respective TIAs. A summary of the off-site development traffic implementation phasing is provided in ***Table 3-1***.

Table 3-1, Off-Site Development Driveway Trip Phasing

Off-Site Development	Applicable Background Year	Data Exhibit
Gateway Center	2028	***Exhibit 3-2C1***
Greeneway Development, Phase 1	2028	***Exhibit 3-2C2***
ULINE, Phase 1, Building 1	2028	***Exhibit 3-2C3A***
ULINE, Phase 1, Areas A – G	2028	***Exhibit 3-2C3B***
Greeneway Development, Phase 2	2038	***Exhibit 3-2D1***
ULINE, Phase 2, Buildings 1 – 4*	2038	***Exhibit 3-2D2A***
ULINE, Phase 2, Areas A – I*	2038	***Exhibit 3-2D2B***

*** Note volumes shown in these exhibits include Phase 1 development trips**

Exhibit 3-2E shows the final 2028 base year background traffic volumes.

PART C – CAPACITY/LEVEL OF SERVICE

An operational and capacity analysis was completed for the intersections using Synchro 12, utilizing the *HCM 7th Edition* methodologies for the TWSC, AWSC, and traffic signal-controlled intersections. HCS2024 with *HCM 7th Edition* methodologies was used for analyzing the yield-controlled roundabout intersections. This type of analysis assigns a level of service (LOS) to each movement. LOS is a quantitative measure that refers to the overall quality of flow at an intersection ranging from very good, LOS "A," to very poor, LOS

"F". The delay is measured in seconds per vehicle, which can be used to determine the level of service for the intersection. ***Table 3-2*** represents the delay criteria used for determining the LOS at an intersection. The reviewing authority requires improvements be recommended if operational analyses result in LOS E or F for any of the movements of a study intersection.

Table 3-2: Highway Capacity Manual Level of Service

LOS		Unsignalized Average Control Delay (seconds/vehicle)	Signalized Average Control Delay (seconds/vehicle)	Delay Type
A	"Best"	0–10	0–10	Short
B		>10–15	>10–20	
C		>15–25	>20–35	
D	Improvement threshold	>25–35	>35–55	Moderate
E		>35–50	>55–80	
F	"Worst"	>50	>80	Long

Queues are reported at the 95th-percentile level, unless otherwise noted. Calculated queue lengths less than one vehicle were rounded to one vehicle (25-feet).

C1. Year 2028 Background Traffic Operations

Exhibit 3-3 shows the base year background traffic analysis for the existing transportation system.

STH 158 at West Frontage Road

All approaches of the subject intersection are expected to operate at LOS B or better and are anticipated to have acceptable queuing and capacity.

I-41 southbound at STH 158

All approaches of the subject intersection are expected to operate at LOS D or better and are anticipated to have acceptable queuing and capacity. The westbound left turn movement is approaching capacity, with a volume to capacity ratio (v/c) of 0.95.

I-41 northbound at STH 158

All approaches of the subject intersection are expected to operate at LOS C or better and are anticipated to have acceptable queuing and capacity.

STH 158 at East Frontage Road

All approaches of the subject intersection are expected to operate at LOS B or better and are anticipated to have acceptable queuing and capacity.

60th Street at West Frontage Road

All approaches of the subject intersection are expected to operate at LOS C or better and are anticipated to have acceptable queuing and capacity.

60th Street at East Frontage Road

All approaches of the subject intersection are expected to operate at LOS C or better and are anticipated to have acceptable queuing and capacity.

West Frontage Road at 71st Street

All approaches of the subject intersection are expected to operate at LOS C or better and are anticipated to have acceptable queuing and capacity.

I-41 southbound at 71st Street

All approaches of the subject intersection are expected to operate at LOS B or better and are anticipated to have acceptable queuing and capacity.

I-41 northbound at 71st Street

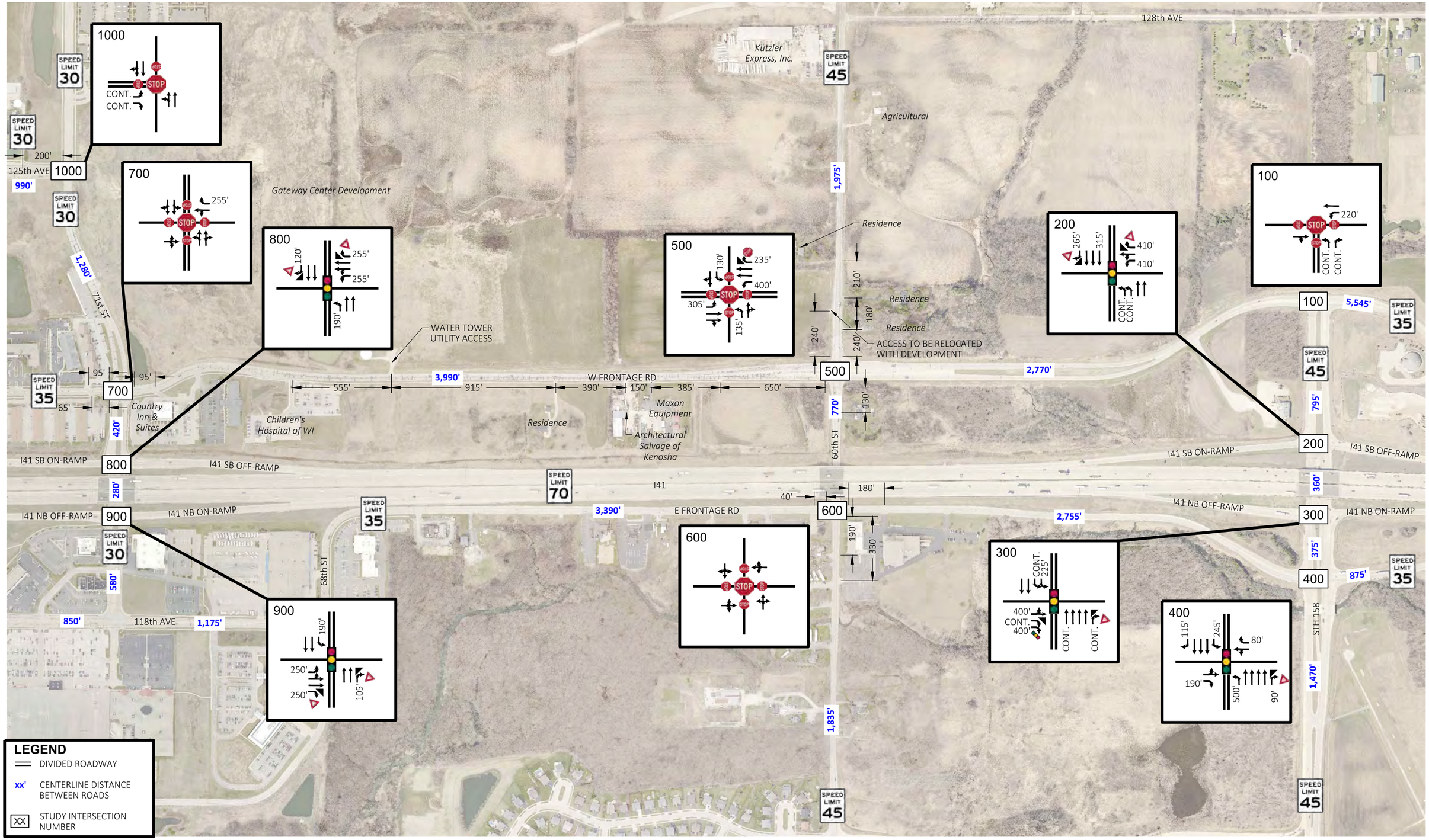
All approaches of the subject intersection are expected to operate at LOS B or better and are anticipated to have acceptable queuing and capacity.

71st Street at 125th Avenue

All approaches of the subject intersection are expected to operate at LOS B or better and are anticipated to have acceptable queuing and capacity.

PART D – SOURCES OF DATA

- Intersection Turning Movement Counts – MSA Professional Services, Inc., Wisconsin Department of Transportation
- AADT Counts – Wisconsin Department of Transportation
- Traffic Signal Timing Plans – Wisconsin Department of Transportation
- Traffic Forecasts – Wisconsin Department of Transportation
- Intersection Crash Data – Traffic Operations and Safety (TOPS) Laboratory
- Aerial Imagery – Google Earth, Kenosha County GIS
- Right-of-Way (R/W)/Parcel Data – Kenosha County GIS

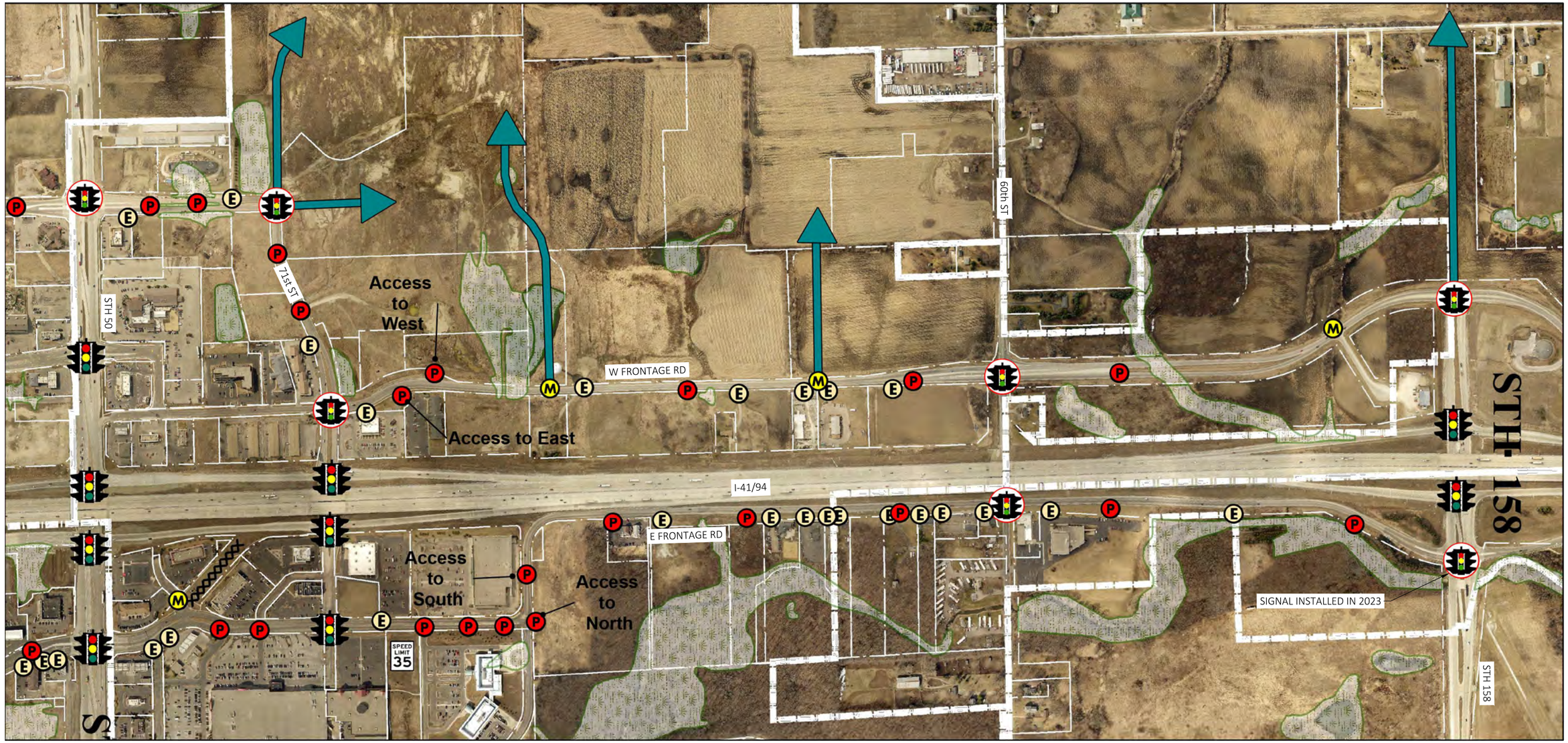


MSA

Exhibit 3-1A, Existing Transportation System

KENOSHA CASINO PROJECT

CITY OF KENOSHA, KENOSHA COUNTY



Legend

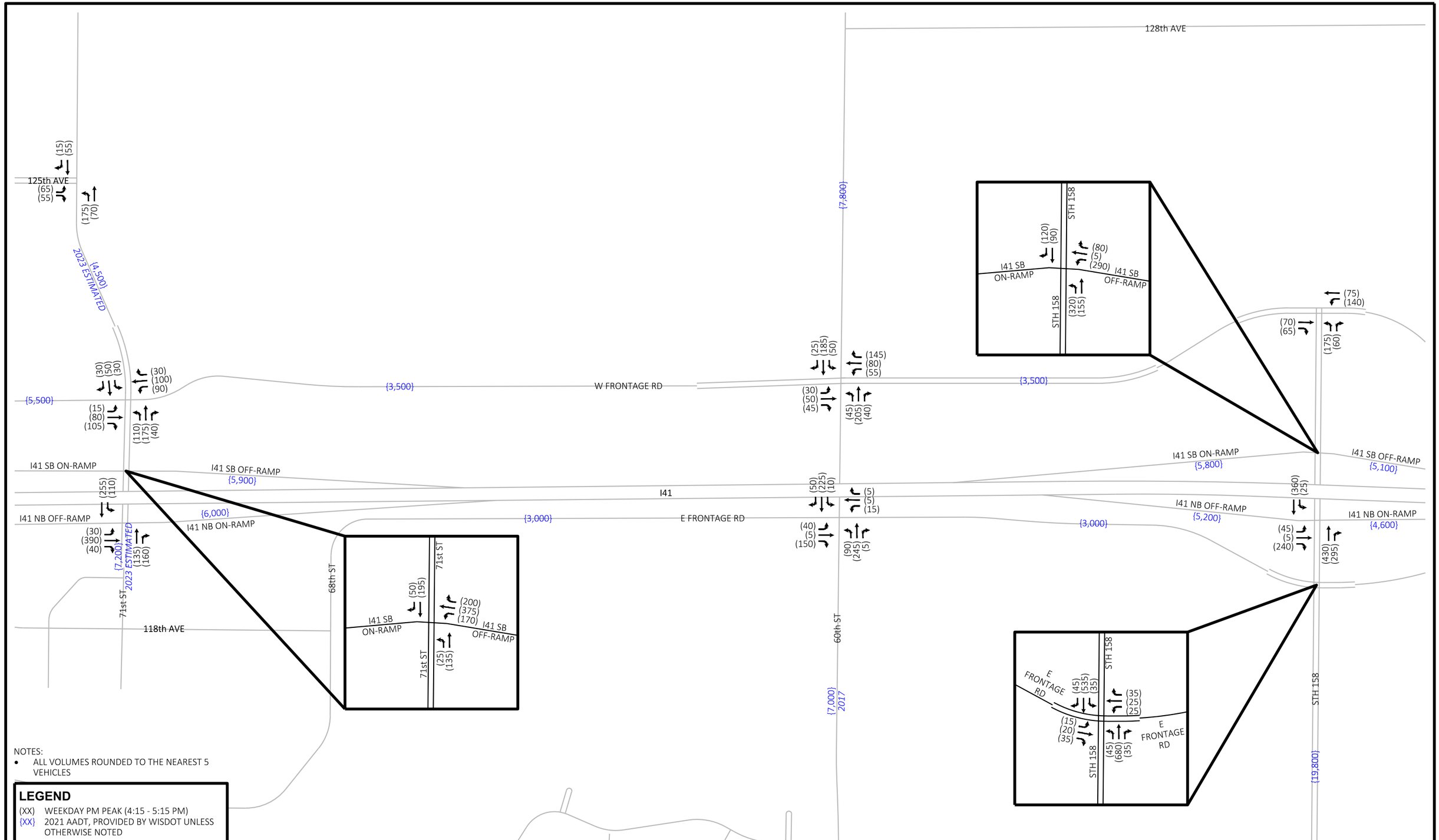
- PRIVATE ACCESS POINT
- PUBLIC ROAD ACCESS POINT
- EXISTING ACCESS POINT (SUBJECT TO RELOCATION/ CONSOLIDATION)
- EXISTING SIGNAL
- FUTURE SIGNAL (IF WARRANTED)
- SPEED DESIGNATION (SPEED LIMIT 45)
- PROPOSED LOCAL ROAD
- REMOVE ROAD SEGMENT

N

0 0.125 0.25 0.5 0.75 1 Miles

MSA

Exhibit 3-1B, Planned Transportation System
KENOSHA CASINO PROJECT
CITY OF KENOSHA, KENOSHA COUNTY



NOTES:

- ALL VOLUMES ROUNDED TO THE NEAREST 5 VEHICLES

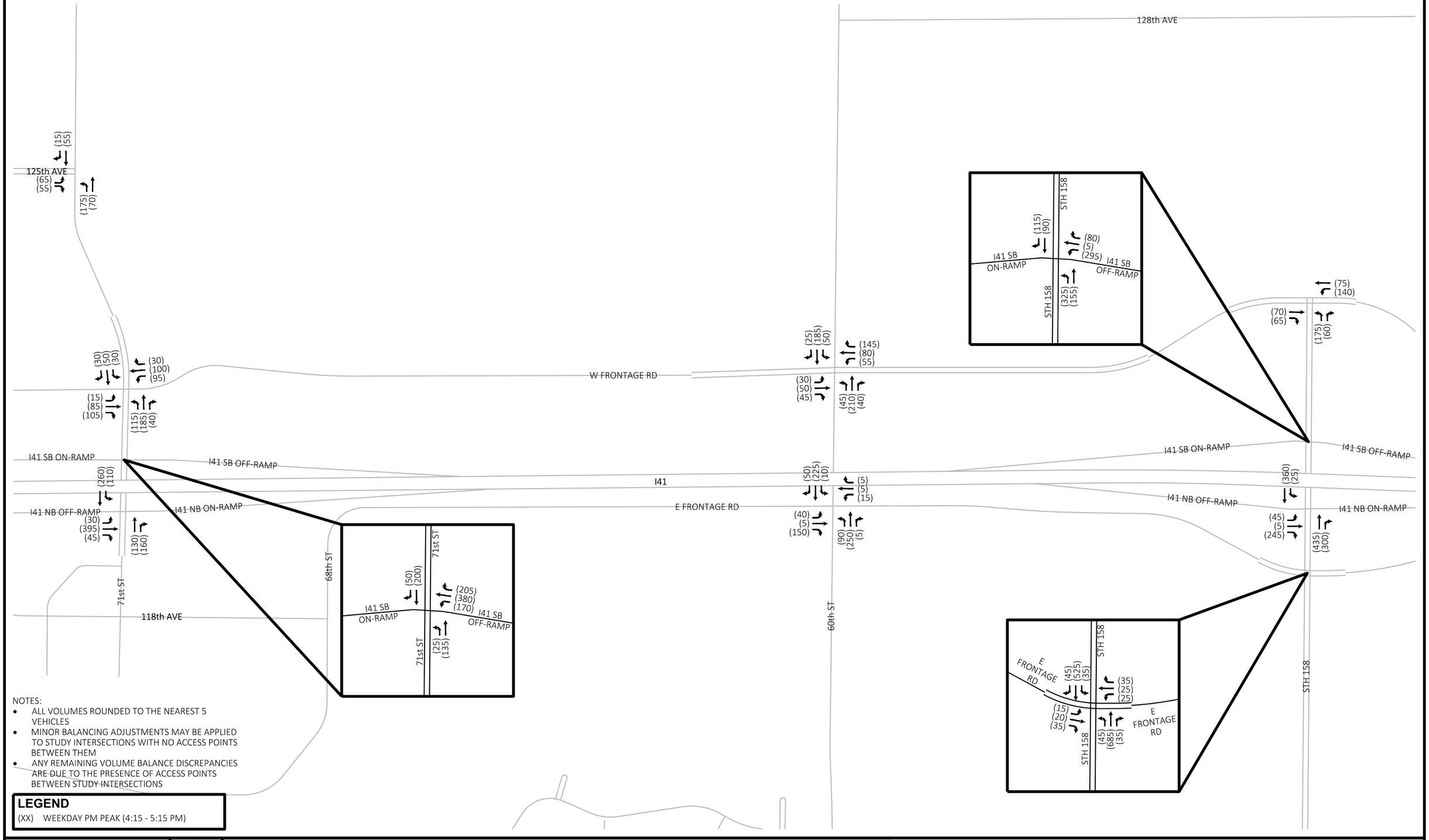
LEGEND

(XX) WEEKDAY PM PEAK (4:15 - 5:15 PM)
{XX} 2021 AADT, PROVIDED BY WISDOT UNLESS OTHERWISE NOTED

MSA

Exhibit 3-2A, 2023 Existing Traffic Volumes

KENOSHA CASINO PROJECT
CITY OF KENOSHA, KENOSHA COUNTY

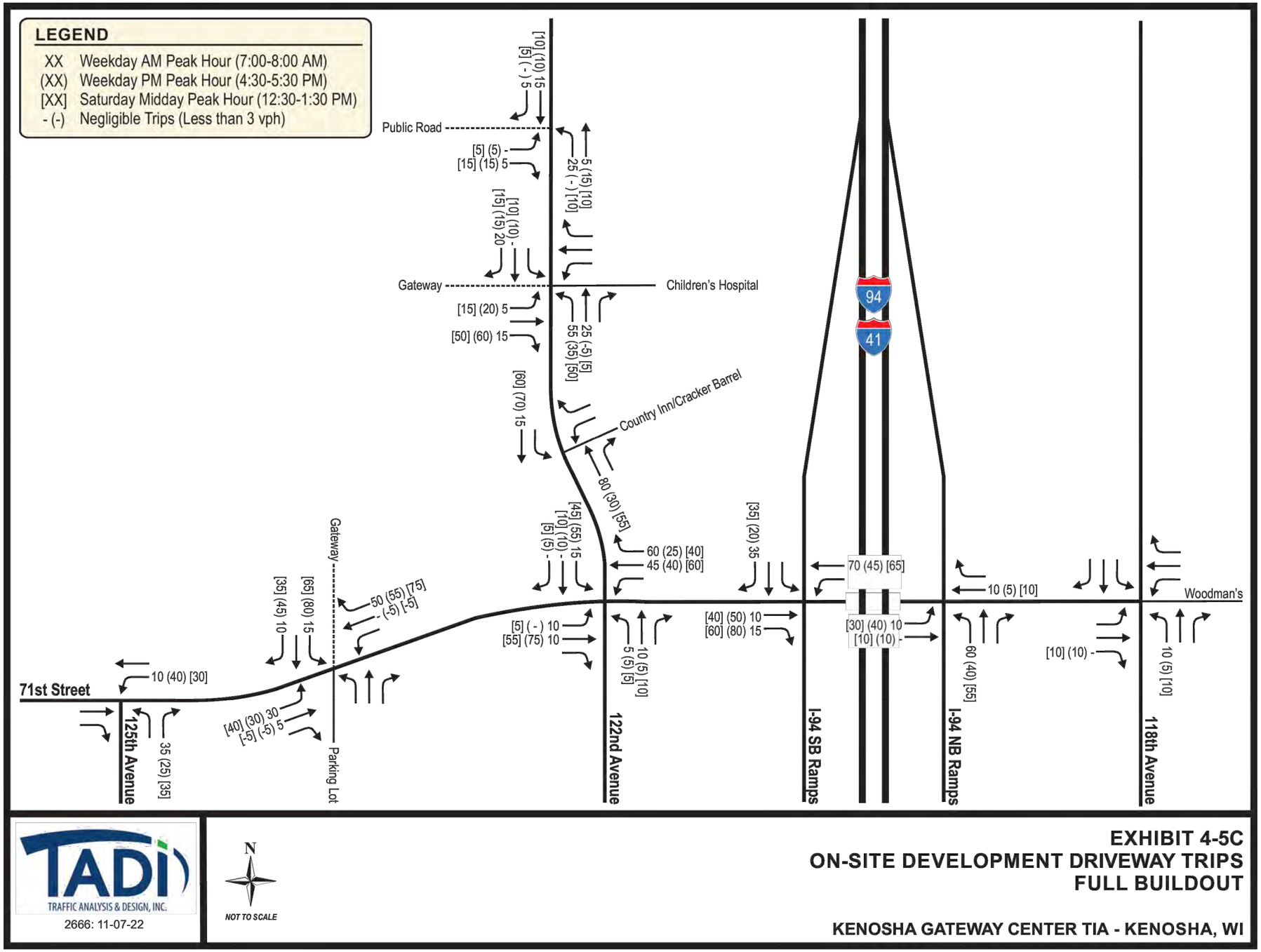


MSA

Exhibit 3-2B, 2028 Background Forecast Traffic Volumes

KENOSHA CASINO PROJECT

CITY OF KENOSHA, KENOSHA COUNTY

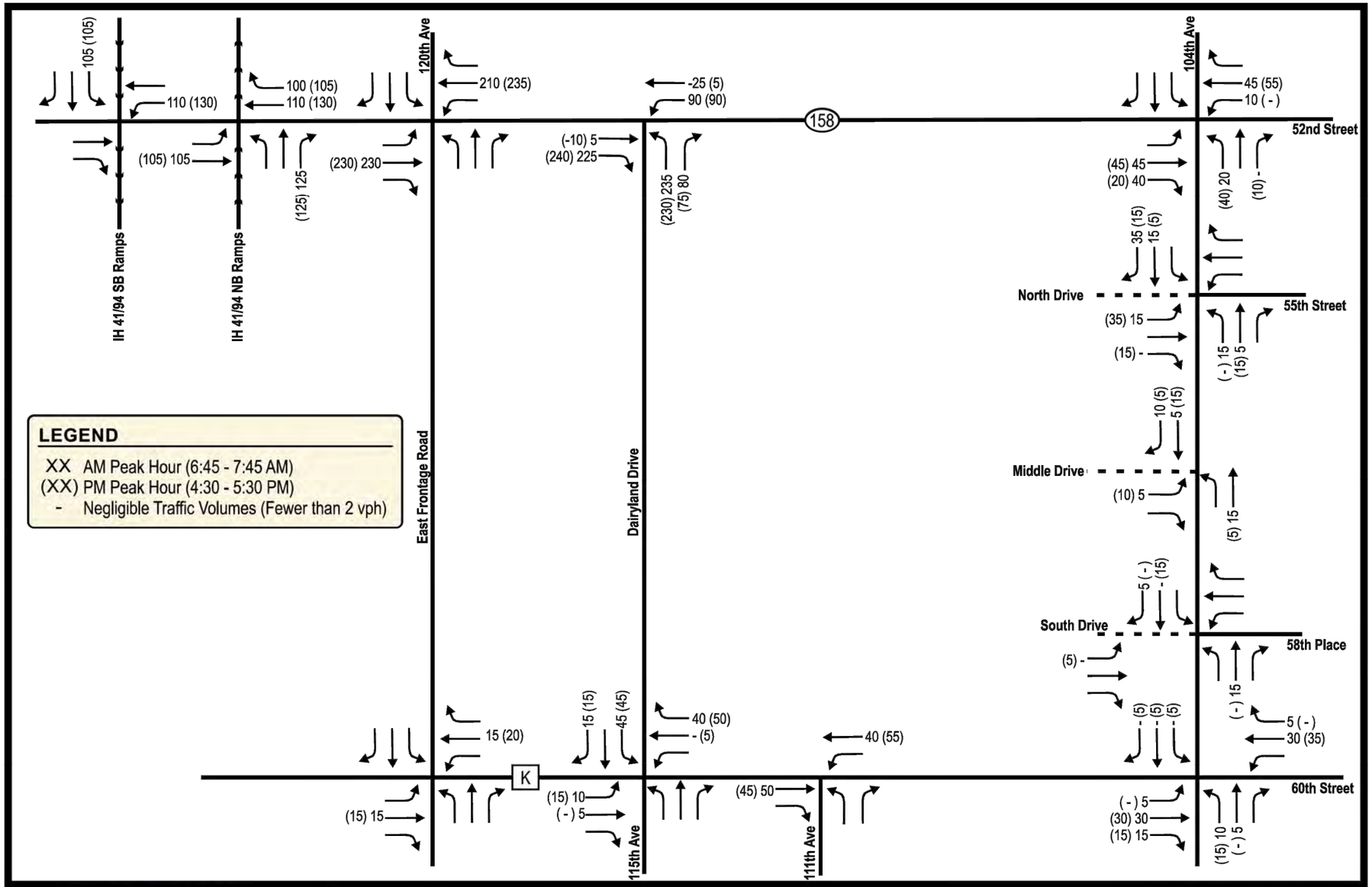


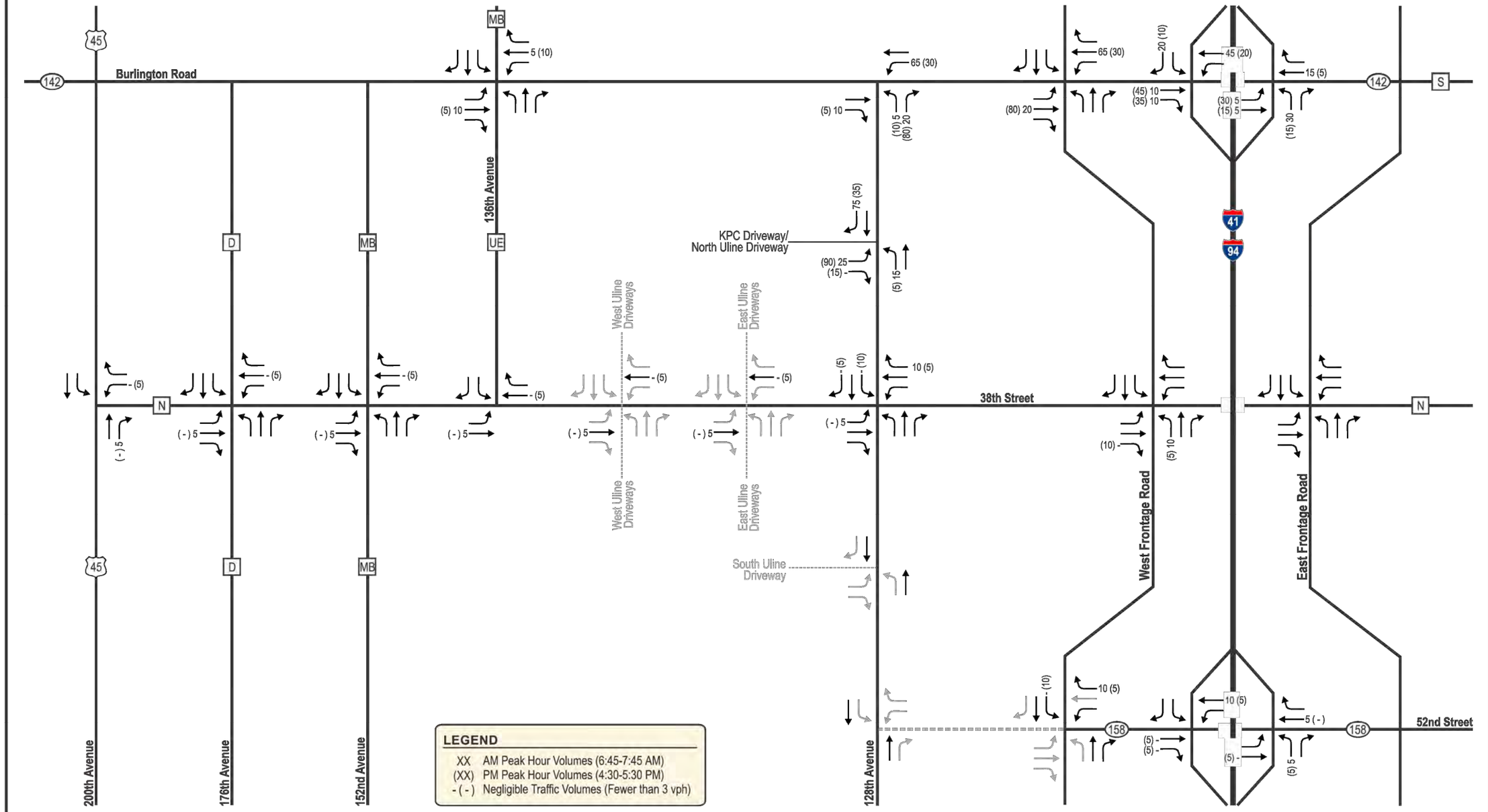
TADI
TRAFFIC ANALYSIS & DESIGN, INC.
2666: 11-07-22

N
NOT TO SCALE

EXHIBIT 4-5C
ON-SITE DEVELOPMENT DRIVEWAY TRIPS
FULL BUILDOUT

KENOSHA GATEWAY CENTER TIA - KENOSHA, WI


LEGEND
XX AM Peak Hour (6:45 - 7:45 AM)
(XX) PM Peak Hour (4:30 - 5:30 PM)
- Negligible Traffic Volumes (Fewer than 2 vph)
IH 41/94 SB Ramps
IH 41/94 NB Ramps
120th Ave
East Frontage Road
Dairyland Drive
115th Ave
111th Ave
104th Ave
158
52nd Street
North Drive
55th Street
Middle Drive
South Drive
58th Place
60th Street
K
105 (105)
110 (130)
100 (105)
110 (130)
(105) 105
(125) 125
(230) 230
210 (235)
-25 (5)
90 (90)
(-10) 5
(240) 225
(230) 235
(75) 80
45 (55)
10 (-)
(45) 45
(20) 40
(40) 20
(10) -
35 (15)
15 (5)
(35) 15
(15) -
(-) 15
(15) 5
10 (5)
5 (15)
(10) 5
(5) 15
5 (-)
- (15)
(5) -
(-) 15
5 (-)
30 (35)
15 (20)
15 (15)
45 (45)
40 (50)
- (5)
40 (55)
(15) 10
(-) 5
(45) 50
(15) 15
(-) 5
(30) 30
(15) 10
(-) 5
TADI
TRAFFIC ANALYSIS & DESIGN, INC.
2483: 7-14-2020
N
NOT TO SCALE
EXHIBIT 4-5C
ON-SITE (PHASE I) DRIVEWAY TRIPS
KENOSHA, WISCONSIN



TADI
3081: 10-05-2023

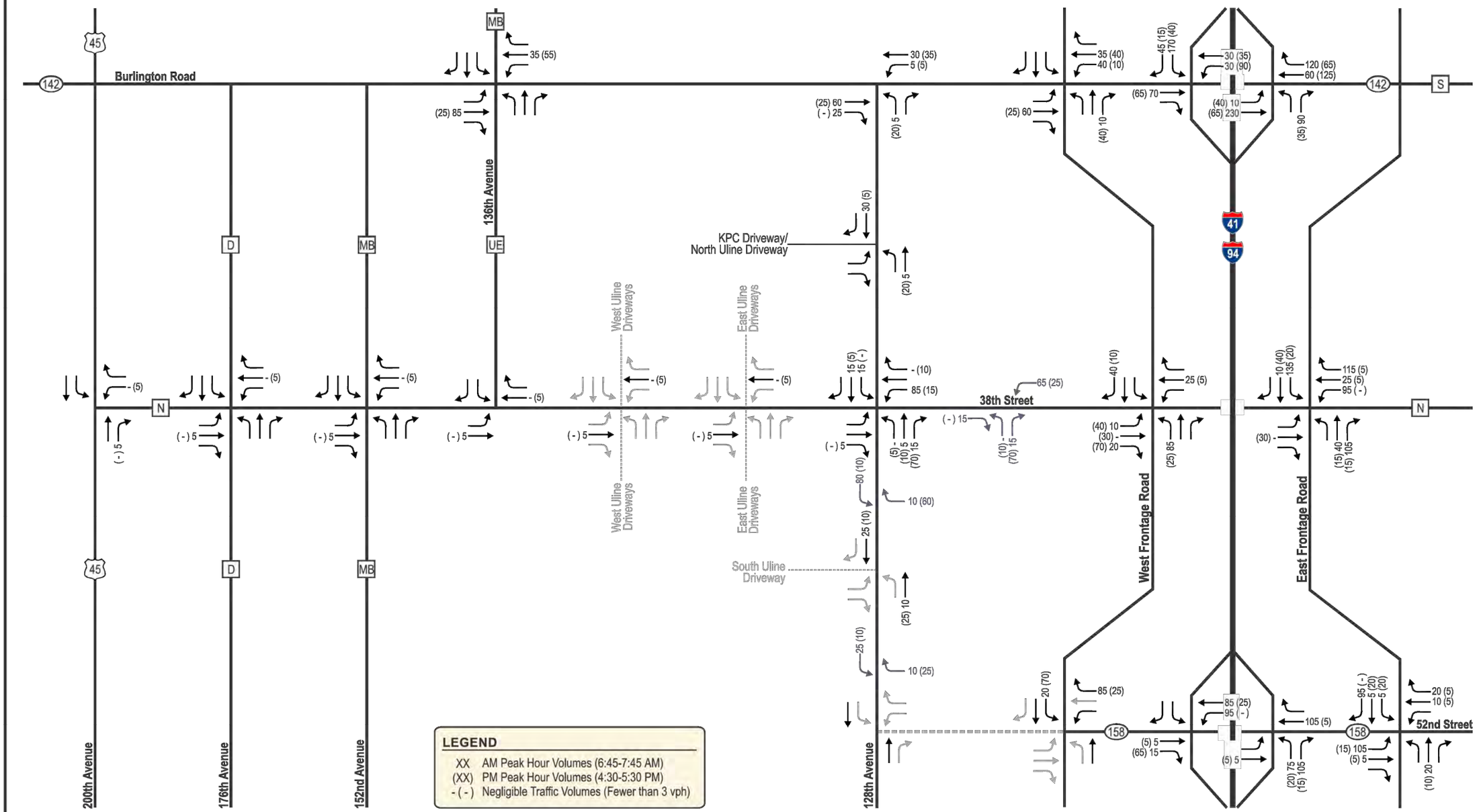
N
NOT TO SCALE

EXHIBIT 4-5
ON-SITE DEVELOPMENT NEW TRIPS
INITIAL BUILDOUT (ULINE EXPANSION BUILDING 1)

ULINE EXPANSION TIA - KENOSHA, WISCONSIN

MSA

Exhibit 3-2C3A, Off-Site Development Traffic Volumes, ULINE, Phase 1, Building 1
KENOSHA CASINO PROJECT
CITY OF KENOSHA, KENOSHA COUNTY



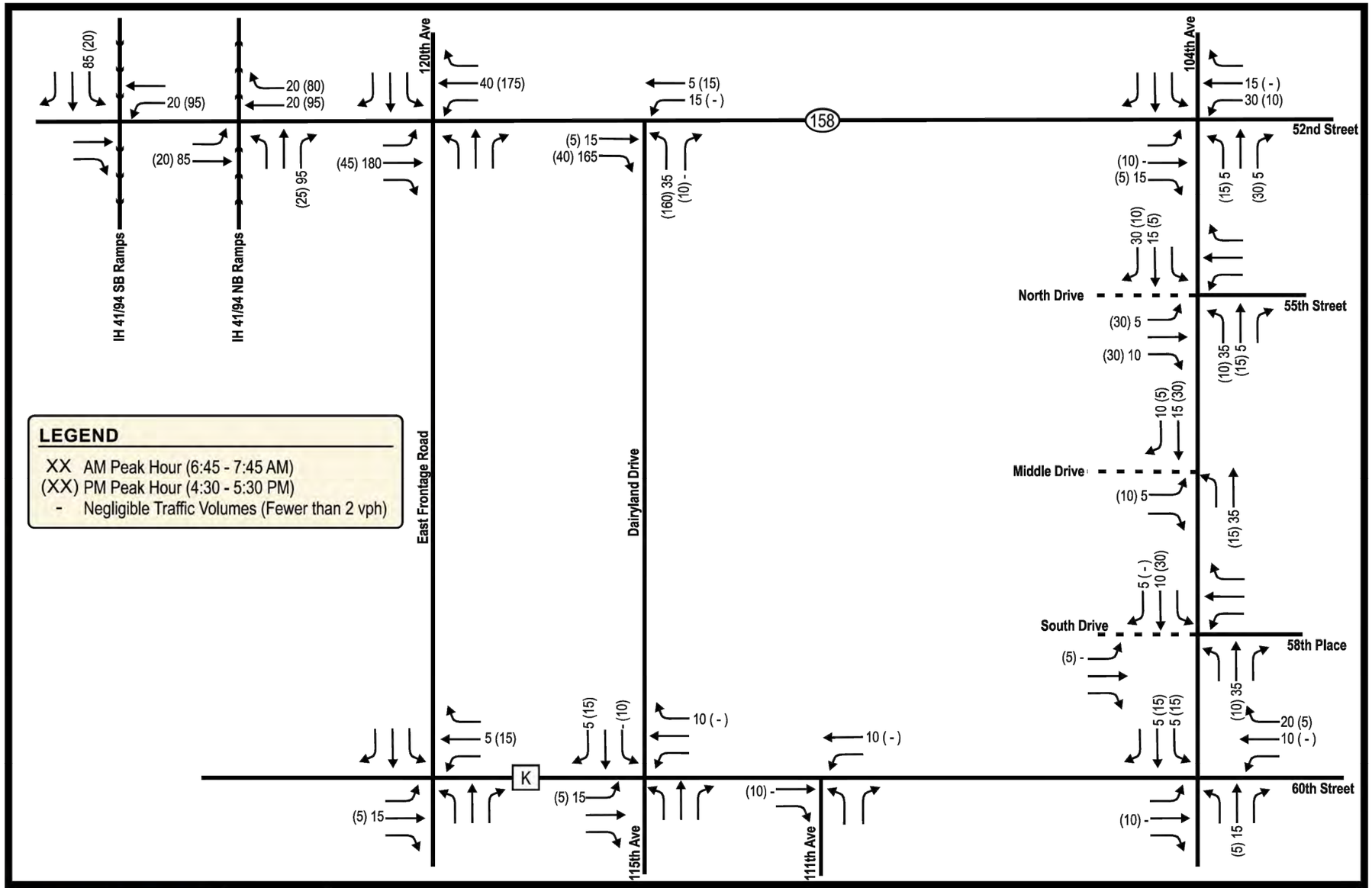
3081: 10-05-2023

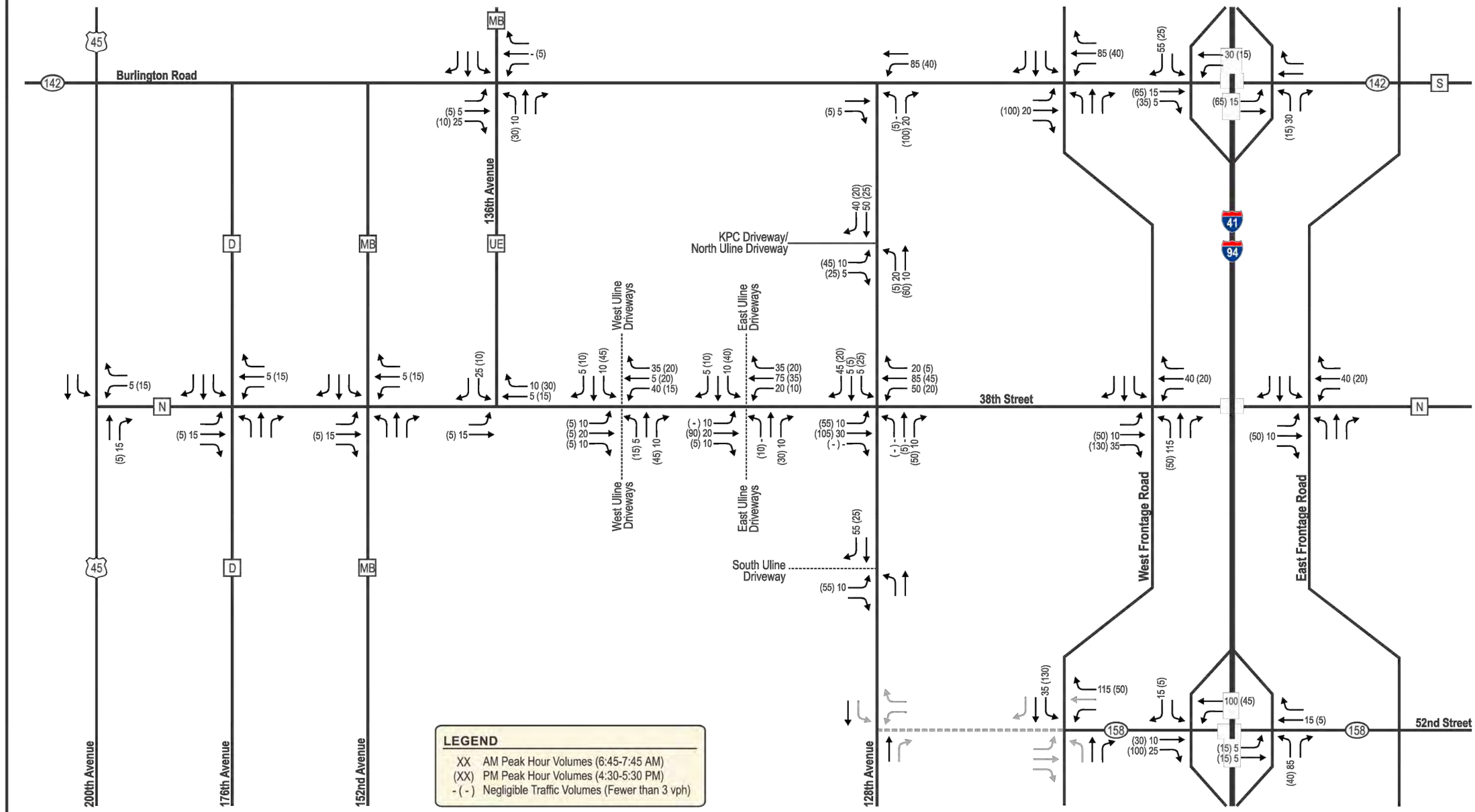
NOT TO SCALE

EXHIBIT 4-8
OFF-SITE DEVELOPMENT NEW TRIPS
INITIAL BUILDOUT (AREAS A - G)

ULINE EXPANSION TIA - KENOSHA, WISCONSIN

Exhibit 3-2C3B, Off-Site Development Traffic Volumes, ULINE, Phase 1, Areas A - G
KENOSHA CASINO PROJECT
CITY OF KENOSHA, KENOSHA COUNTY


IH 41/94 SB Ramps
IH 41/94 NB Ramps
120th Ave
East Frontage Road
Dairyland Drive
104th Ave
158
52nd Street
North Drive
55th Street
Middle Drive
South Drive
58th Place
60th Street
115th Ave
111th Ave
K
85 (20)
20 (95)
20 (80)
20 (95)
(20) 85
(25) 95
(45) 180
40 (175)
5 (15)
15 (-)
(5) 15
(40) 165
(160) 35
(10) -
15 (-)
30 (10)
(10) -
(5) 15
(15) 5
(30) 5
30 (10)
15 (5)
(30) 5
(30) 10
(10) 35
(15) 5
10 (5)
15 (30)
(10) 5
(15) 35
5 (-)
10 (30)
(5) -
(10) 35
20 (5)
10 (-)
5 (15)
5 (15)
(10)
10 (-)
(5) 15
(10) -
(5) 15
(10) -
(15) 5
(30) 5
(5) 15
(10) -
(5) 15
LEGEND
XX AM Peak Hour (6:45 - 7:45 AM)
(XX) PM Peak Hour (4:30 - 5:30 PM)
- Negligible Traffic Volumes (Fewer than 2 vph)
TRAFFIC ANALYSIS & DESIGN, INC.
2483: 7-14-2020
N
NOT TO SCALE
EXHIBIT 4-7
ON-SITE (PHASE II) NEW TRIPS
KENOSHA, WISCONSIN



TADI
3081: 10-05-2023

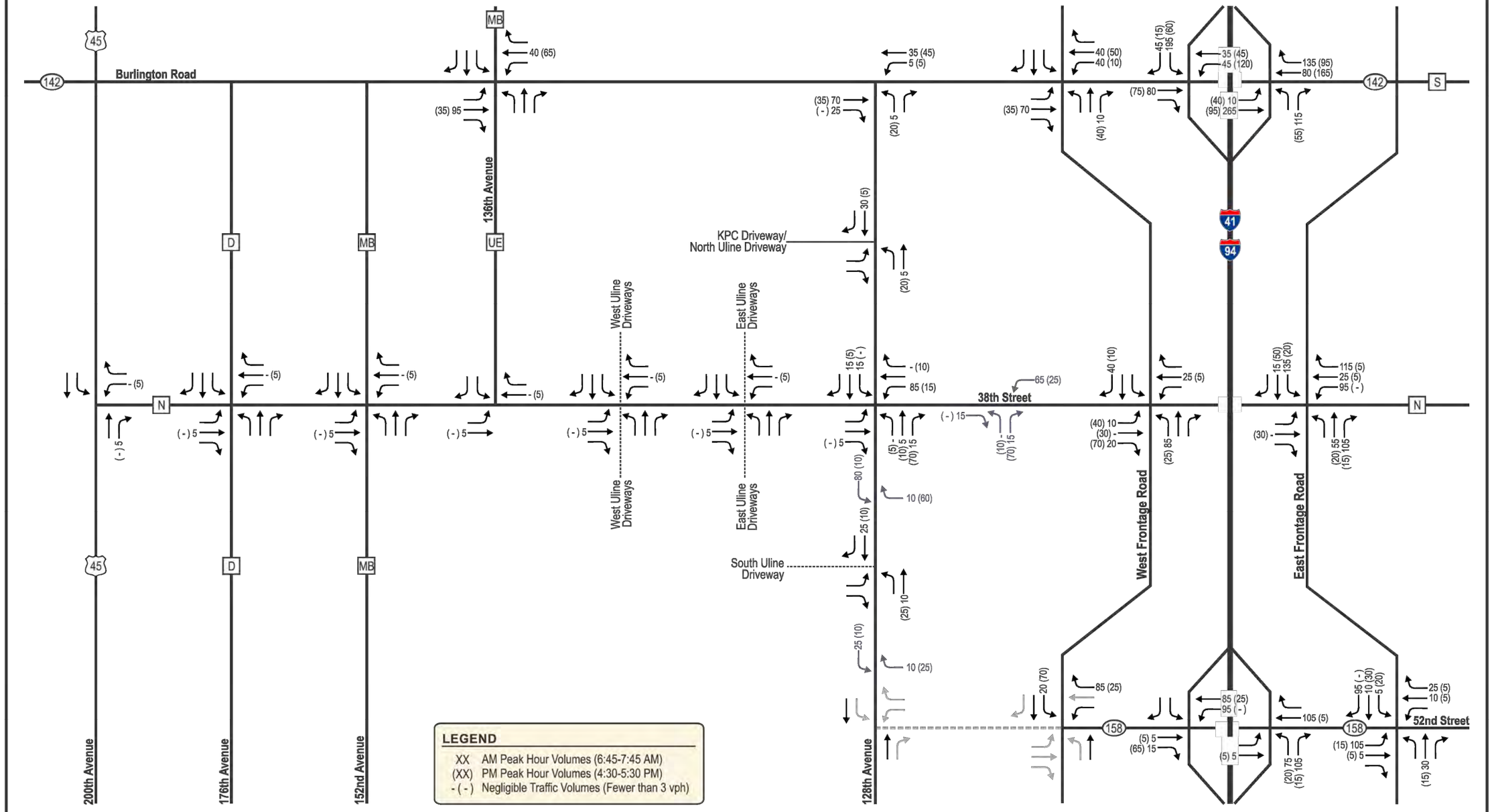
N
NOT TO SCALE

NOTES:
- VOLUMES INCLUDE PHASE 1

EXHIBIT 4-7A
ON-SITE DEVELOPMENT NEW TRIPS
FULL BUILDOUT (ULINE EXPANSION BUILDINGS 1-4)
SCENARIO A: WITHOUT 52ND STREET EXTENSION TO 128TH AVENUE
ULINE EXPANSION TIA - KENOSHA, WISCONSIN

MSA

Exhibit 3-2D2A, Off-Site Development Traffic Volumes, ULINE, Phase 2, Buildings 1 - 4
KENOSHA CASINO PROJECT
CITY OF KENOSHA, KENOSHA COUNTY



TADI
3081: 10-05-2023

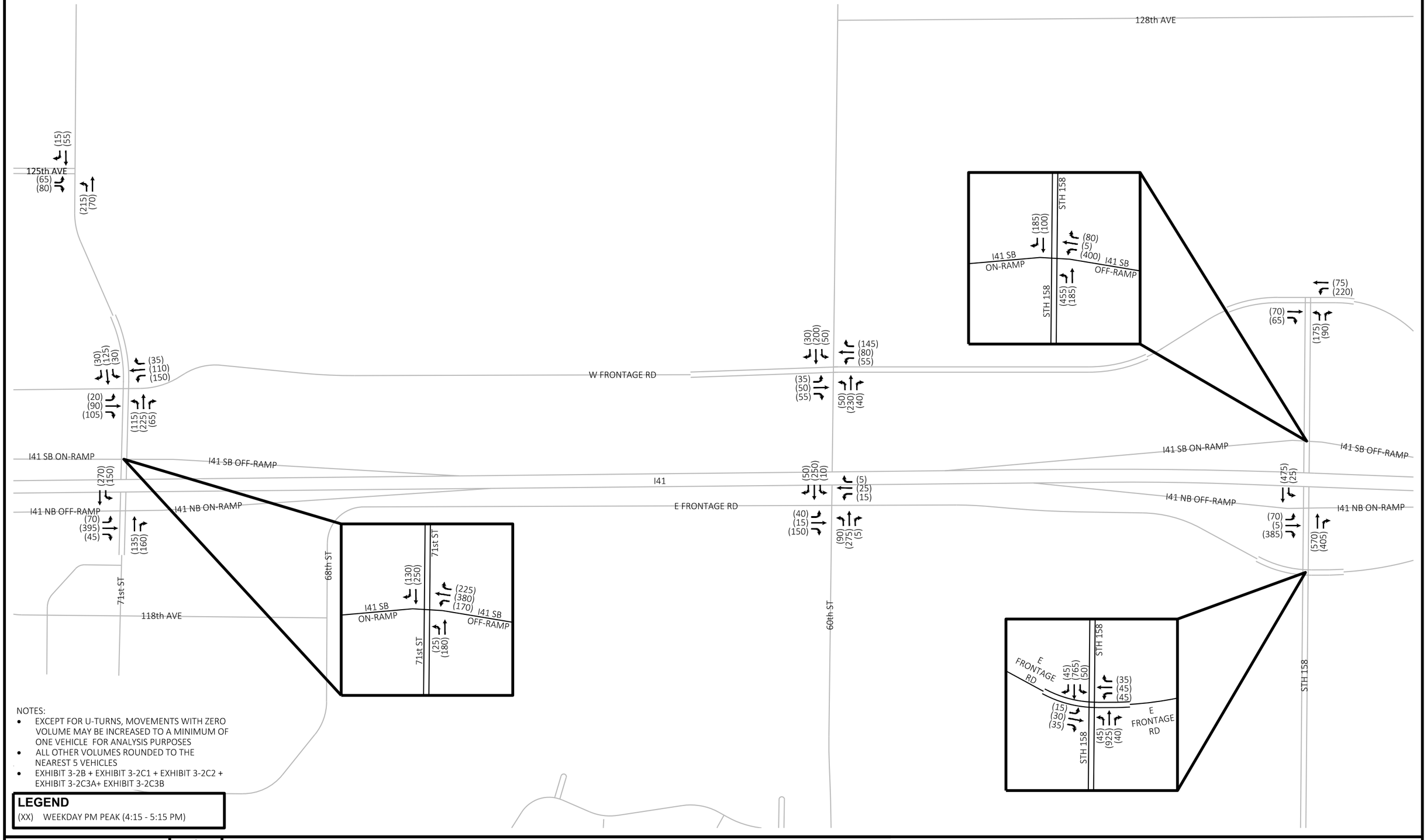
N
NOT TO SCALE

NOTES:
- VOLUMES INCLUDE PHASE 1

EXHIBIT 4-10A
OFF-SITE DEVELOPMENT NEW TRIPS
FULL BUILDOUT (AREAS A - I)
SCENARIO A: WITHOUT 52ND STREET EXTENSION TO 128TH AVENUE
ULINE EXPANSION TIA - KENOSHA, WISCONSIN

MSA

Exhibit 3-2D2B, Off-Site Development Traffic Volumes, ULINE, Phase 2, Areas A - I
KENOSHA CASINO PROJECT
CITY OF KENOSHA, KENOSHA COUNTY



NOTES:

- EXCEPT FOR U-TURNS, MOVEMENTS WITH ZERO VOLUME MAY BE INCREASED TO A MINIMUM OF ONE VEHICLE FOR ANALYSIS PURPOSES
- ALL OTHER VOLUMES ROUNDED TO THE NEAREST 5 VEHICLES
- EXHIBIT 3-2B + EXHIBIT 3-2C1 + EXHIBIT 3-2C2 + EXHIBIT 3-2C3A+ EXHIBIT 3-2C3B

LEGEND

(XX) WEEKDAY PM PEAK (4:15 - 5:15 PM)

MSA

Exhibit 3-2E, 2028 Base Year Background Traffic Volumes

KENOSHA CASINO PROJECT

CITY OF KENOSHA, KENOSHA COUNTY

Exhibit 3-3, 2028 Base Year Background Traffic Capacity/LOS Analysis
Existing Transportation System

Node 100	STH 158 at W Frontage Rd									Control AWSC		Operations HCM 7th Ed
	Approach	EB →			WB ←			NB ↑			SB ↓		
					L		R	T/R			L	T	
	# of Lanes				1		1	1			1	1	
Peak	Storage (ft)				---		---	---			300	---	INT
PM	LOS				B		A	B			B	A	B
	Delay (s)				13.3		9.1	10.5			14.2	9.5	12.1
	v/c				0.38		0.16	0.25			0.45	0.14	
	Queue (ft)				50		25	25			50	25	

● Approach with Stop control
95th percentile queues reported
Queues rounded to the nearest 25 ft

Node 200	I41 SB at STH 158									Control Signal			Operations HCM 7th Ed
	Approach	EB →			WB ←			NB ↑			SB ↓			
			T	R YBP	L	T					L	L/T	R YBP	
	# of Lanes		3	1	2	2					1	1	1	
Peak	Storage (ft)		315	265	250	250					410	---	410	INT
PM	LOS		B	C	D	A					B	B	B	C
	Delay (s)		15.2	22.6	46.2	6.4					19.0	19.0	15.4	26.7
	v/c		0.11	0.52	*0.95*	0.12					0.65	0.65	0.08	
	Queue (ft)		25	25	150	25					150	150	25	

95th percentile queues reported
Queues rounded to the nearest 25 ft
R YBP: Right-turn yielding bypass
The right two EB thru lanes are continuous; the far left is a continuation of Node 300's left-turn lane

Node 300	I41 NB at STH 158									Control Signal		Operations HCM 7th Ed
	Approach	EB →				WB ←			NB ↑		SB ↓	
		L	T			T	R YBP		L/T	R		
	# of Lanes	2	2			4	1		1	2		
Peak	Storage (ft)	225	225			120	---		---	400		INT
PM	LOS	C	A			B	B		B	B		B
	Delay (s)	24.3	6.5			11.0	17.1		18.7	19.5		12.3
	v/c	0.16	0.27			0.25	0.59		0.28	0.46		
	Queue (ft)	25	50			75	50		50	25		

95th percentile queues reported
Queues rounded to the nearest 25 ft
R YBP: Right-turn yielding bypass
The right two WB thru lanes are continuous; the far left are a continuation of Node 200's left-turn lane
The WB right-turn lane is continuous thru Node 400

Node 400	STH 158 at E Frontage Rd											Control Signal		Operations HCM 7th Ed
	Approach	EB →				WB ←				NB ↑			SB ↓	
		L	T	R	L	T	R YBP			L/T	R		L/T	R
	# of Lanes	1	3	1	1	4	1			1	1		1	1
Peak	Storage (ft)	245	---	115	500	---	90			---	190		---	80	INT
PM	LOS	A	B	B	A	B	B			B	B		B	B	B
	Delay (s)	9.1	13.5	10.7	9.1	13.1	10.7			13.4	13.3		13.9	13.3	13.1
	v/c	0.14	0.54	0.07	0.12	0.51	0.06			0.11	0.07		0.22	0.08	
	Queue (ft)	25	**125**	25	25	**100**	25			25	25		50	25	

95th percentile queues reported
Queues rounded to the nearest 25 ft
R YBP: Right-turn yielding bypass

Color Legend
LOS F, at/over-capacity condition, or storage at/exceeding capacity
LOS E
v/c *or* queue storage close to capacity
Thru movement queue likely restricting access to adjacent lane

Exhibit 3-3, 2028 Base Year Background Traffic Capacity/LOS Analysis
Existing Transportation System

Node 500	60th St at W Frontage Rd									Control AWSC			Operations HCM 7th Ed	
	Approach	EB →			WB ←			NB ↑			SB ↓			
		L	T/R		L	T/R		L	T	T/R	L	T	T/R	
	# of Lanes	1	1		1	1		1	1	1	1	1	1	
Peak	Storage (ft)	130	---		135	---		305	---	---	400	---	235	INT
	LOS	B	C		B	C		B	B	B	B	B	B	B
PM	Delay (s)	11.1	15.1		10.9	16.5		11.6	10.9	11.0	11.6	10.9	12.5	13.7
	v/c	0.11	0.45		0.11	0.52		0.08	0.07	0.14	0.12	0.11	0.32	
	Queue (ft)	25	50		25	75		25	25	25	25	25	25	

● Approach with Stop control
95th percentile queues reported
Queues rounded to the nearest 25 ft
HCM methods limit stop-controlled analyses to a maximum of 3 lanes. Results are shown for the existing lane configuration; however, were analyzed with 1 SB T and 1 SB T/R to satisfy *HCM* methodologies.

Node 600	60th St at E Frontage Rd									Control AWSC			Operations HCM 7th Ed	
	Approach	EB →			WB ←			NB ↑			SB ↓			
			All			All			All			All		
	# of Lanes		1			1			1			1		
Peak	Storage (ft)		---			---			---			---		INT
	LOS		B			C			B			A		B
PM	Delay (s)		13.2			15.6			11.6			10.0		13.6
	v/c		0.49			0.59			0.35			0.09		
	Queue (ft)		75			100			50			25		

● Approach with Stop control
95th percentile queues reported
Queues rounded to the nearest 25 ft

Node 700	71st St at W Frontage Rd									Control AWSC			Operations HCM 7th Ed	
	Approach	EB →			WB ←			NB ↑			SB ↓			
		L/T		T/R	L/T		T/R		All			L/T	R	
	# of Lanes	1		1	1		1		1			1	1	
Peak	Storage (ft)	---		---	---		---		---			---	255	INT
	LOS	B		B	C		B		C			C	A	C
PM	Delay (s)	12.3		11.7	16.6		13.0		15.6			19.2	9.5	15.4
	v/c	0.21		0.20	0.49		0.35		0.45			0.57	0.07	
	Queue (ft)	25		25	75		50		50			100	25	

● Approach with Stop control
95th percentile queues reported
Queues rounded to the nearest 25 ft

Node 800	I41 SB at 71st St									Control Signal			Operations HCM 7th Ed	
	Approach	EB →			WB ←			NB ↑			SB ↓			
			T	R YBP	L	T					L	L/T+T	R YBP	
	# of Lanes		2	1	1	2					1	1+1	1	
Peak	Storage (ft)		---	120	190	190					255	---	255	INT
	LOS		B	B	A	A					B	B	B	B
PM	Delay (s)		10.0	10.3	7.1	5.5					17.7	17.7	16.4	13.2
	v/c		0.20	0.18	0.05	0.11					0.50	0.53	0.21	
	Queue (ft)		50	25	25	25					100	100	25	

95th percentile queues reported
Queues rounded to the nearest 25 ft
R YBP: Right-turn yielding bypass
The WB left turn lane is continuous to Node 900

Exhibit 3-3, 2028 Base Year Background Traffic Capacity/LOS Analysis
Existing Transportation System

Node 900	I41 NB at 71st St									Control Signal	Operations HCM 7th Ed
	Approach	EB →			WB ←		NB ↑			SB ↓	
		L	T		T	R YBP	L	L/T	R YBP		
	# of Lanes	1	2		2	1	1	1+1	1		
Peak	Storage (ft)	190	190		---	105	250	---	250		INT
	LOS	A	A		B	B	B	B	B		B
	Delay (s)	6.7	0.2		11.9	13.7	16.4	19.6	15.7		11.6
PM	v/c	0.27	0.17		0.14	0.28	0.23	0.65	0.05		
	Queue (ft)	50	25		25	25	50	125	25		

95th percentile queues reported
Queues rounded to the nearest 25 ft
R YBP: Right-turn yielding bypass
The EB left turn lane is continuous to Node 800

Node 1000	71st St at 125th Ave								Control AWSC	Operations HCM 7th Ed
	Approach	● EB →			● WB ←		● NB ↑		SB ↓	
		T	T/R	L/T	T		L	R		
	# of Lanes	1	1	1	1		1	1		
Peak	Storage (ft)	---	---	---	---		---	---		INT
	LOS	A	A	B	A		A	A		B
	Delay (s)	8.5	8.1	12.6	8.2		9.8	8.4		10.6
PM	v/c	0.07	0.06	0.44	0.08		0.13	0.13		
	Queue (ft)	25	25	50	25		25	25		

● Approach with Stop control
95th percentile queues reported
Queues rounded to the nearest 25 ft

Chapter 4 – PROJECTED TRAFFIC

The future traffic volumes in the vicinity of the site consist of background traffic plus the additional traffic generated by the proposed development. This section of the report includes background traffic forecasting to the future development year scenario.

PART A – BACKGROUND TRAFFIC FORECASTING

A1. Traffic Forecast

Based on traffic counts collected from the study intersections, WisDOT Traffic Forecasting assembled forecast volumes for the horizon year 2038. Forecasts are included in ***Appendix A***. Rounded forecast volumes can be found in ***Exhibit 4-2A***. Note that the growth rate used is less than 1% and may result in little or no change in background volume. Adding the off-site development phasing in ***Table 3-1***, 2038 horizon year background traffic was calculated, and is summarized in ***Exhibit 4-2B***.

PART B – ON-SITE AND OFF-SITE DEVELOPMENT TRAFFIC FORECASTING

To determine the impact of the proposed development on the future traffic operating conditions, it is necessary to estimate the general characteristics of the additional traffic that will be generated by the proposed development and the distribution of this traffic on the area roadway network. This requires five steps:

1. Trip generation
2. Mode split
3. Determination of internally linked and pass-by trip traffic (if applicable)
4. Trip distribution
5. Trip assignment

B1. Trip Generation

Trip generation volumes for the PM peak hour of the land use[13] and daily development trip generation was calculated based on the proposed land use types and sizes as provided by the developer, utilizing *ITE Trip Generation Manual, 11th Edition* and the 2017 *WisDOT Mixed-Use Development Trip Generation Study (MXD Study).* Trip generation for the respective land uses are calculated based on gross square footage and number of rooms. Any trips generated by staff and or deliveries are included as part of the ITE trip generation rates.

Three development alternatives were reviewed:

- Alternative A – Full Build
- Alternative B – Reduced Gaming
- Alternative C – Non-Gaming

[13] Peak hour of the adjacent street is typically used; however, WisDOT requested the peak hour of the land use be used due to the overall timeframe being studied

Alternative A includes an Event Center space. The current *ITE Trip Generation Manual* does not have an equivalent land use. WisDOT provided locally sourced trip generation rates to apply to this land use[14]. This alternative is expected to generate 1,755 total new trips in the PM peak hour (1,180 in, 575 out). A breakdown of the on-site trip generation values is included in ***Exhibit 4-3A***.

Alternative B reduces the amount of Casino space and eliminates the Event Center space. This alternative is expected to generate 625 total new trips in the PM peak hour (330 in, 295 out). A breakdown of the on-site trip generation values is included in ***Exhibit 4-3B***.

Alternative C eliminates the Casino, Event Center, Fine Dining, and Apparel uses; it retains the hotel space and adds Convention Center space. The current *ITE Trip Generation Manual* does not have an equivalent land use for a Convention Center. WisDOT approved the use of data collected from a recent convention that took place in a similar venue. Details on the trip generation rate determination is included below:

Total Exhibit Space:	28,570
Max Daily Attendance	313
Daily Rate:	10.96 trips/1,000 square feet

Data was not available for a PM peak hour. A rate was instead developed based on ITE's General Office Building (ITE Code 710), which has similar PM travel characteristics. The rate was developed based on the following proportions:

Land Use	Weekday Rate (trips/1,000 square ft)	PM Peak of Adjacent Street Rate (trips/1,000 square ft)
General Office Building	10.84	1.44
Convention Center	10.96	**1.46**

This alternative is expected to generate 230 total new trips in the PM peak hour (35 in, 195 out). A breakdown of the on-site trip generation values is included in ***Exhibit 4-3C***.

B2. Mode Split

As discussed in ***Chapter 2***, limited sidewalk is present adjacent to the study area. Paved shoulders are also present adjacent to the study area. Kenosha Area Transit operates a route near the proposed development. Given the type of proposed development, surrounding land uses, and limited hours of operation for mass transit, significant mode shift is not expected to occur with this development. Therefore, as a conservative estimate, all new trips were assumed to be automobile trips.

B3. Determination of Linked, Diverted Pass-by, and Pass-by Trip Traffic

B3-1. Determination of Linked Trips

Internally linked trips occur when patrons visit more than one land use without leaving the overall development site, (e.g., a person refuels their vehicle after having a meal at an adjacent restaurant). Given the nature of the proposed land uses, it is anticipated that linked trips will be limited to the hotel (80%). This linked trip reduction is higher than what would be recommended by the *WisDOT MXD Study*; however, the characteristics of this development, feedback from the developer, and engineering

[14] Assumes 1,500-person attendance with 2.5 attendees per vehicle

judgement suggest that the majority of the hotel trips are directly attributable to the casino portion of the development. Linked trips generated are not expected to enter the study intersections within the area of significant traffic impact; therefore, will not be shown on the traffic assignment exhibits.

B3-2. Determination of Diverted Pass-by Trips

Diverted pass-by trips are drawn away from a roadway traffic stream that is adjacent to the development (e.g., freeway/expressway/Interstate), visit the development, then return to the same adjacent roadway stream. Since the analysis does not include I-41 freeway operations, calculation of diverted pass-by trips is not necessary and will not be included in this study.

B3-3. Determination of Pass-by Trips

Pass-by trips are vehicles that are traveling in one direction, stop at the site, and then continue to their original destination. Due to the nature of the proposed land uses, all pass-by trips are anticipated to be diverted pass-by trips from the Interstate. "Traditional" pass-by trips from the directly adjacent roadway network are expected to be negligible and are not included in the analysis.

B4. Trip Distribution

Overall (global) trip distribution percentages were sourced from a review of the background (2023) traffic volumes, TIAs in the area, and engineering judgement based on the development. The I-41 interchange with STH 158 was selected as the focus of traffic to/from the development and the interstate as the developer indicated that interstate traffic would be directed to this interchange by future guide signs erected along I-41.

Local distributions are based on the engineering judgement of driveway usage relative to the location of the building entrances, global distributions, and potential network improvements. A summary of the expected distributions is listed below and is also shown in ***Exhibit 4-4***.

- 35% to/from the north (via I-41, all at the STH 158 interchange)
- 15% to the east
    - 10% via STH 158
    - 5% via 60th Street
- 40% to/from the south
    - Via I-41
        - 5% at the 71st Street interchange
        - 25% at the STH 158 interchange
        - 10% via the West Frontage Road
- 10% to/from the west
    - 5% via 60th Street
    - 5% via 71st Street/125th Avenue

B5. Trip Assignment

The additional trips generated by the developments were assigned to the roadway network using the trip distribution percentages.

Traffic was assigned based on engineering judgement of access point proximity to the building access. Since pass-by trips are not generated by the land uses in any of the alternatives, new trips are the same

as driveway trips; therefore, driveway trip exhibits were not included. Traffic assignments are shown in the following exhibits:

2028 Base Year On-Site Development Traffic Assignment

Alternative A

- ***Exhibit 4-5A1, New Trips, Full Distribution***
- ***Exhibit 4-5A2, New Trips, Improvement Distribution***[15]

Alternative B

- ***Exhibit 4-5E, New Trips, Full Distribution***

Alternative C

- ***Exhibit 4-5I, New Trips, Full Distribution***

PART C – BUILD AND TOTAL TRAFFIC

C1. On-Site Development

The following scenarios will be analyzed for the on-site development:

Alternative A

- ***Exhibit 4-11A1*** summarizes the background traffic and development trips that will occur in the 2028 base development year. (***Exhibit 3-2E*** + ***Exhibit 4-5A1***)
- ***Exhibit 4-11A2*** summarizes the background traffic and development trips that will occur in the 2028 base development year using the improvement distribution. (***Exhibit 3-2E*** + ***Exhibit 4-5A2***)
- ***Exhibit 4-13A1*** summarizes the background traffic and development trips that will occur in the 2038 horizon development. (***Exhibit 4-2B*** + ***Exhibit 4-5A1***)
- ***Exhibit 4-13A2*** summarizes the background traffic and development trips that will occur in the 2038 horizon development. (***Exhibit 4-2B*** + ***Exhibit 4-5A2***)

Alternative B

- ***Exhibit 4-11B*** summarizes the background traffic and development trips that will occur in the 2028 base development year. (***Exhibit 3-2E*** + ***Exhibit 4-5E***)
- ***Exhibit 4-13B*** summarizes the background traffic and development trips that will occur in the 2038 horizon development year. (***Exhibit 4-2B*** + ***Exhibit 4-5E***)

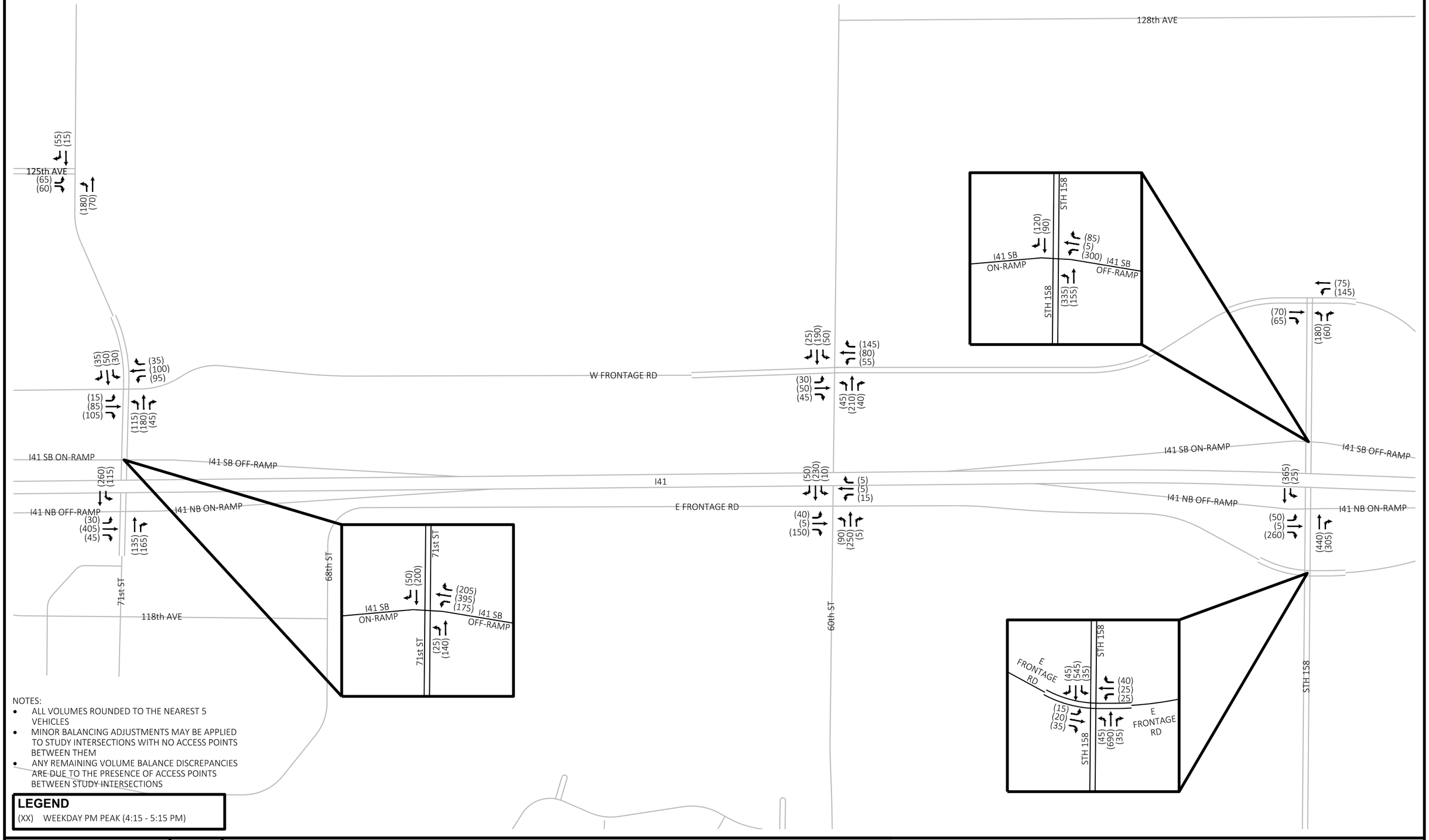
Alternative C

- ***Exhibit 4-11C*** summarizes the background traffic and development trips that will occur in the 2028 base development year. (***Exhibit 3-2E*** + ***Exhibit 4-5I***)
- ***Exhibit 4-13C*** summarizes the background traffic and development trips that will occur in the 2038 horizon development year. (***Exhibit 4-2B*** + ***Exhibit 4-5I***)

[15] An Improvement Distribution was developed in order to resolve operational issues discovered during operational analysis assessments. Additional details are provided in Chapter 5.

C2. Total Traffic, On-Site and Off-Site Development

Off-site development is included as background traffic as part of this TIA. However, individual off-site and total traffic scenarios are not used.



NOTES:

- ALL VOLUMES ROUNDED TO THE NEAREST 5 VEHICLES
- MINOR BALANCING ADJUSTMENTS MAY BE APPLIED TO STUDY INTERSECTIONS WITH NO ACCESS POINTS BETWEEN THEM
- ANY REMAINING VOLUME BALANCE DISCREPANCIES ARE DUE TO THE PRESENCE OF ACCESS POINTS BETWEEN STUDY INTERSECTIONS

LEGEND

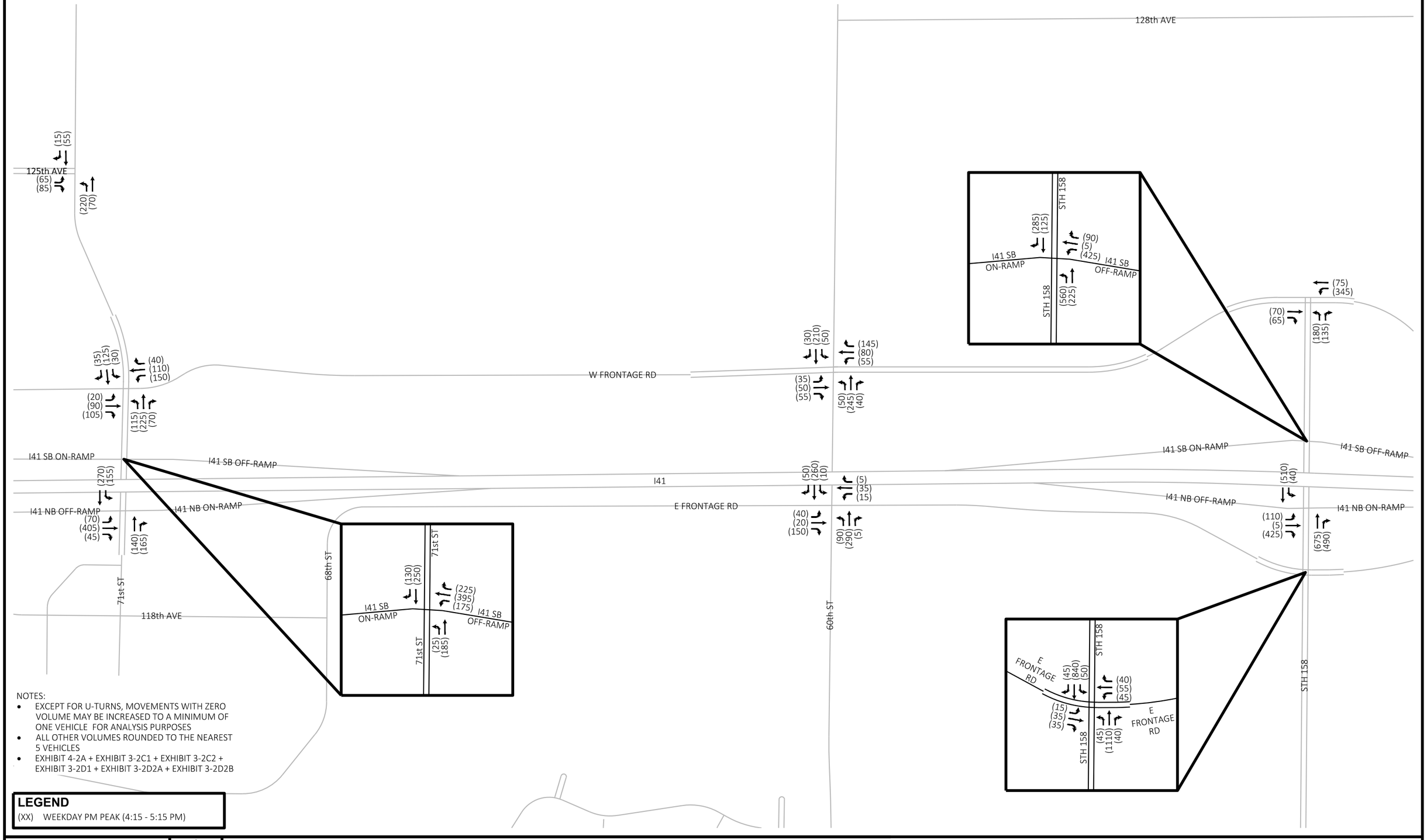
(XX) WEEKDAY PM PEAK (4:15 - 5:15 PM)

MSA

Exhibit 4-2A, 2038 Horizon Year Background Forecast Traffic Volumes

KENOSHA CASINO PROJECT

CITY OF KENOSHA, KENOSHA COUNTY



NOTES:

- EXCEPT FOR U-TURNS, MOVEMENTS WITH ZERO VOLUME MAY BE INCREASED TO A MINIMUM OF ONE VEHICLE FOR ANALYSIS PURPOSES
- ALL OTHER VOLUMES ROUNDED TO THE NEAREST 5 VEHICLES
- EXHIBIT 4-2A + EXHIBIT 3-2C1 + EXHIBIT 3-2C2 + EXHIBIT 3-2D1 + EXHIBIT 3-2D2A + EXHIBIT 3-2D2B

LEGEND

(XX) WEEKDAY PM PEAK (4:15 - 5:15 PM)

MSA

Exhibit 4-2B, 2038 Horizon Year Background Traffic Volumes

KENOSHA CASINO PROJECT

CITY OF KENOSHA, KENOSHA COUNTY

Exhibit 4-3A, Trip Generation Table, Alternative A
Full Build

ITE Land Use	ITE Land Use Code	Parcel Acres	FAR Density	Size	Units		Weekday Two-way	PM Peak Hour Total	PM Peak Hour In	PM Peak Hour Out
Casino	473	--	--	1,830	Gaming Positions	Rate	8.01		0.00	0.00
						Percentage			52%	48%
						Raw Trips	14,660	1,075	560	515
	Minus Linked Trips				*0%*	*Trips*	*0*	*0*	*0*	*0*
						Driveway Trips	**14,660**	**1,075**	**560**	**515**
	Minus Diverted Pass-by Trips				*0%*	*Trips*	*0*	*0*	*0*	*0*
						New Trips	**14,660**	**1,075**	**560**	**515**
Hotel	310	--	--	150	Rooms	Rate	7.99		0.00	0.00
						Percentage			58%	42%
						Raw Trips	1,200	90	50	40
	Minus Linked Trips				*80%*	*Trips*	*(960)*	*(70)*	*(40)*	*(30)*
						Driveway Trips	**240**	**20**	**10**	**10**
	Minus Diverted Pass-by Trips				*0%*	*Trips*	*0*	*0*	*0*	*0*
						New Trips	**240**	**20**	**10**	**10**
Event Center	n/a	--	--	2,000	Seats	Rate			0.00	0.00
						Percentage			100%	0%
						Raw Trips	1,600	600	600	0
	Minus Linked Trips				*10%*	*Trips*	*(160)*	*(60)*	*(60)*	*0*
						Driveway Trips	**1,440**	**540**	**540**	**0**
	Minus Diverted Pass-by Trips				*0%*	*Trips*	*0*	*0*	*0*	*0*
						New Trips	**1,440**	**540**	**540**	**0**
Fine Dining Restaurant	931	--	--	28.8	1,000 sf	Rate	83.84	8.28	5.05	3.23
						Percentage			61%	39%
						Raw Trips	2,415	240	145	95
	Minus Linked Trips				*50%*	*Trips*	*(1,210)*	*(120)*	*(75)*	*(45)*
						Driveway Trips	**1,205**	**120**	**70**	**50**
	Minus Diverted Pass-by Trips				*0%*	*Trips*	*0*	*0*	*0*	*0*
						New Trips	**1,205**	**120**	**70**	**50**
Apparel Store	876	--	--	1.25	1,000 sf	Rate	66.40	4.20	2.10	2.10
						Percentage			50%	50%
						Raw Trips	85	5	5	0
	Minus Linked Trips				*80%*	*Trips*	*(70)*	*(5)*	*(5)*	*0*
						Driveway Trips	**15**	**0**	**0**	**0**
	Minus Diverted Pass-by Trips				*0%*	*Trips*	*0*	*0*	*0*	*0*
						New Trips	**15**	**0**	**0**	**0**

Alternative A Development Trip Generation Summary	Weekday Two-way	PM Peak Hour Total	PM Peak Hour In	PM Peak Hour Out
Raw Trip Generation	**19,960**	**2,010**	**1,360**	**650**
Linked Trips	**(2,400)**	**(255)**	**(180)**	**(75)**
Total Driveway Trips	**17,560**	**1,755**	**1,180**	**575**
Diverted Pass-by Trips	**0**	**0**	**0**	**0**
Total New Trips	**17,560**	**1,755**	**1,180**	**575**

Assumes Land Use Code 473 is only for gaming space. Conference space is included as part of Land Use Code 310.
All land uses shown in this exhibit use trip generation rates from the *ITE Trip Generation Manual, 11th Edition, unless otherwise noted*
All land uses shown in this exhibit use the Peak Hour of Generator to calculate expected trips
Fitted curve equation used when Total Rate is not shown
All trips rounded to the nearest 5

Exhibit 4-3B, Trip Generation Table, Alternative B
Reduced Gaming

ITE Land Use	ITE Land Use Code	Parcel Acres	FAR Density	Size	Units		Weekday Two-way	PM Peak Hour Total	PM Peak Hour In	PM Peak Hour Out
Casino	473	--	--	845	Gaming Positions	Rate	8.01		0.00	0.00
						Percentage			52%	48%
						Raw Trips	6,770	530	275	255
	Minus Linked Trips				*0%*	*Trips*	*0*	*0*	*0*	*0*
						Driveway Trips	**6,770**	**530**	**275**	**255**
	Minus Diverted Pass-by Trips				*0%*	*Trips*	*0*	*0*	*0*	*0*
						New Trips	**6,770**	**530**	**275**	**255**
Hotel	310	--	--	150	Rooms	Rate	7.99		0.00	0.00
						Percentage			58%	42%
						Raw Trips	1,200	90	50	40
	Minus Linked Trips				*80%*	*Trips*	*(960)*	*(70)*	*(40)*	*(30)*
						Driveway Trips	**240**	**20**	**10**	**10**
	Minus Diverted Pass-by Trips				*0%*	*Trips*	*0*	*0*	*0*	*0*
						New Trips	**240**	**20**	**10**	**10**
Fine Dining Restaurant	931	--	--	18.7	1,000 sf	Rate	83.84	8.28	5.05	3.23
						Percentage			61%	39%
						Raw Trips	1,570	155	95	60
	Minus Linked Trips				*50%*	*Trips*	*(785)*	*(80)*	*(50)*	*(30)*
						Driveway Trips	**785**	**75**	**45**	**30**
	Minus Diverted Pass-by Trips				*0%*	*Trips*	*0*	*0*	*0*	*0*
						New Trips	**785**	**75**	**45**	**30**
Apparel Store	876	--	--	1.25	1,000 sf	Rate	66.40	4.20	2.10	2.10
						Percentage			50%	50%
						Raw Trips	85	5	5	0
	Minus Linked Trips				*80%*	*Trips*	*(70)*	*(5)*	*(5)*	*0*
						Driveway Trips	**15**	**0**	**0**	**0**
	Minus Diverted Pass-by Trips				*0%*	*Trips*	*0*	*0*	*0*	*0*
						New Trips	**15**	**0**	**0**	**0**

Alternative B Development Trip Generation Summary	Weekday Two-way	PM Peak Hour Total	PM Peak Hour In	PM Peak Hour Out
Raw Trip Generation	**9,625**	**780**	**425**	**355**
Linked Trips	**(1,815)**	**(155)**	**(95)**	**(60)**
Total Driveway Trips	**7,810**	**625**	**330**	**295**
Diverted Pass-by Trips	**0**	**0**	**0**	**0**
Total New Trips	**7,810**	**625**	**330**	**295**

All land uses shown in this exhibit use trip generation rates from the *ITE Trip Generation Manual, 11th Edition, unless otherwise noted*
All land uses shown in this exhibit use the Peak Hour of Generator to calculate expected trips
Fitted curve equation used when Total Rate is not shown
All trips rounded to the nearest 5

Exhibit 4-3C, Trip Generation Table, Alternative C
Non-Gaming

ITE Land Use	ITE Land Use Code	Parcel Acres	FAR Density	Size	Units		Weekday Two-way	PM Peak Hour Total	PM Peak Hour In	PM Peak Hour Out
Convention Center*	n/a	--	--	126	1,000 sf	Rate	10.96	1.46	0.07	1.39
						Percentage			5%	95%
						Raw Trips	1,380	185	10	175
	Minus Linked Trips				*0%*	*Trips*	*0*	*0*	*0*	*0*
						Driveway Trips	**1,380**	**185**	**10**	**175**
	Minus Diverted Pass-by Trips				*0%*	*Trips*	*0*	*0*	*0*	*0*
						New Trips	**1,380**	**185**	**10**	**175**
Hotel	310	--	--	150	Rooms	Rate	7.99		0.00	0.00
						Percentage			58%	42%
						Raw Trips	1,200	90	50	40
	Minus Linked Trips				*50%*	*Trips*	*(600)*	*(45)*	*(25)*	*(20)*
						Driveway Trips	**600**	**45**	**25**	**20**
	Minus Diverted Pass-by Trips				*0%*	*Trips*	*0*	*0*	*0*	*0*
						New Trips	**600**	**45**	**25**	**20**

Alternative C Development Trip Generation Summary	Weekday Two-way	PM Peak Hour Total	PM Peak Hour In	PM Peak Hour Out
Raw Trip Generation	**2,580**	**275**	**60**	**215**
Linked Trips	**(600)**	**(45)**	**(25)**	**(20)**
Total Driveway Trips	**1,980**	**230**	**35**	**195**
Diverted Pass-by Trips	**0**	**0**	**0**	**0**
Total New Trips	**1,980**	**230**	**35**	**195**

All land uses shown in this exhibit use trip generation rates from the *ITE Trip Generation Manual, 11th Edition, unless otherwise noted*
*** The** *ITE Trip Generation Manual* **does not contain a Land Use Code for a Convention Center. As described in the report, rates were generated based on regional conference attendance and facility size data.**
Land Use Code 310 uses the Peak Hour of Generator to calculate expected trips
Fitted curve equation used when Total Rate is not shown
All trips rounded to the nearest 5

10%
to West

128th AVE

NOM.

125th AVE

5%

5%

Proposed Development

ACCESS 1

5%

5%

ACCESS 5

45%

ACCESS 4A

35%

ACCESS 3A

10%

ACCESS 2A

NOM.

70%

W FRONTAGE RD

20%

15%

35%

65%

75%

70%

10%

ACCESS 4B

ACCESS 3B

ACCESS 2B

NOM.

NOM.

NOM.

5%

5%

I41 SB ON-RAMP

I41 SB OFF-RAMP

25%

I41 SB ON-RAMP

35%

35%

5%

NOM.

40%

to South

I41

35%

to North

I41 NB OFF-RAMP

5%

NOM.

I41 NB ON-RAMP

NOM.

E FRONTAGE RD

NOM.

I41 NB OFF-RAMP

25%

35%

I41 NB ON-RAMP

NOM.

10%

NOM.

68th ST

71st ST

60th ST

STH 158

118th AVE

5%

10%

15%

to East

LEGEND

XX% GLOBAL DISTRIBUTION

XX% LOCAL DISTRIBUTION

NOTES:

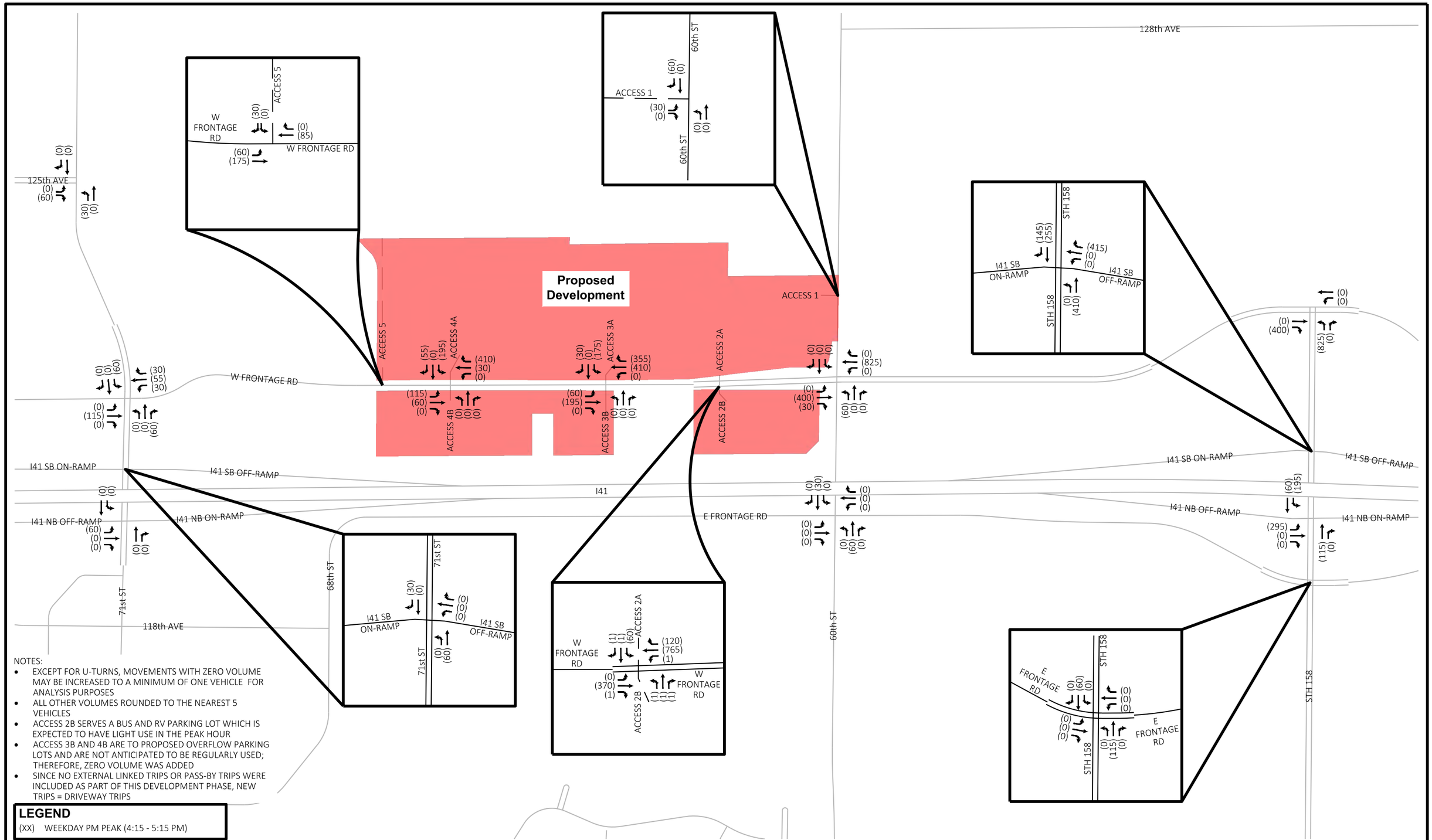
- NOMINAL DISTRIBUTION (NOM.) INDICATES A SMALL PERCENTAGE OF VEHICLES WILL USE THE DIRECTION INDICATED (<5%)
- FOR DEVELOPMENT ALTERNATIVE C, THE 5% DISTRIBUTION TO ACCESS 1 IS RELOCATED TO ACCESS 3A

MSA

Exhibit 4-4, Trip Distribution

KENOSHA CASINO PROJECT

CITY OF KENOSHA, KENOSHA COUNTY



NOTES:

- EXCEPT FOR U-TURNS, MOVEMENTS WITH ZERO VOLUME MAY BE INCREASED TO A MINIMUM OF ONE VEHICLE FOR ANALYSIS PURPOSES
- ALL OTHER VOLUMES ROUNDED TO THE NEAREST 5 VEHICLES
- ACCESS 2B SERVES A BUS AND RV PARKING LOT WHICH IS EXPECTED TO HAVE LIGHT USE IN THE PEAK HOUR
- ACCESS 3B AND 4B ARE TO PROPOSED OVERFLOW PARKING LOTS AND ARE NOT ANTICIPATED TO BE REGULARLY USED; THEREFORE, ZERO VOLUME WAS ADDED
- SINCE NO EXTERNAL LINKED TRIPS OR PASS-BY TRIPS WERE INCLUDED AS PART OF THIS DEVELOPMENT PHASE, NEW TRIPS = DRIVEWAY TRIPS

LEGEND

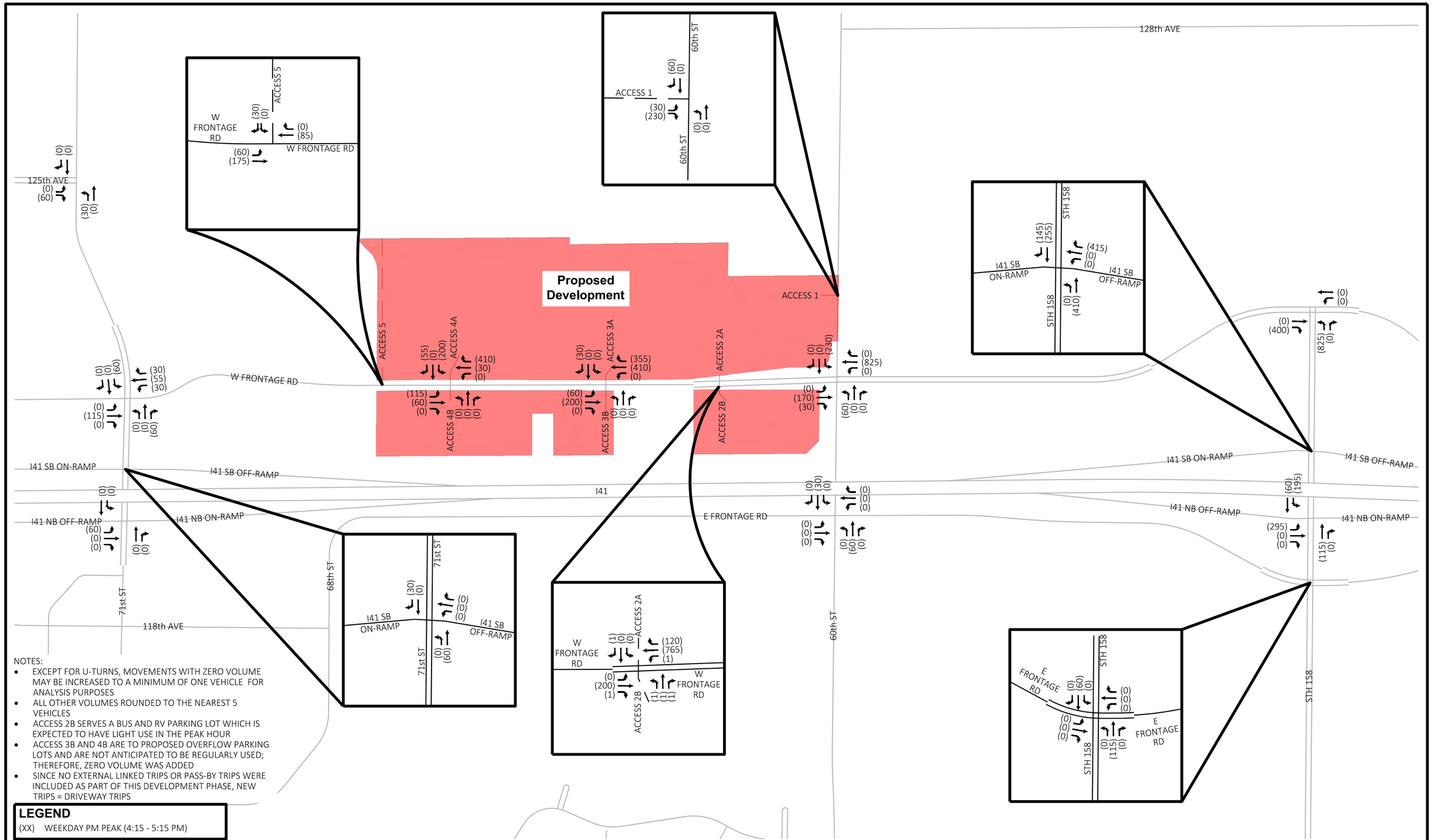
(XX) WEEKDAY PM PEAK (4:15 - 5:15 PM)

MSA

Exhibit 4-5A1, Alternative A, New Trips

KENOSHA CASINO PROJECT

CITY OF KENOSHA, KENOSHA COUNTY



NOTES:

- EXCEPT FOR U-TURNS, MOVEMENTS WITH ZERO VOLUME MAY BE INCREASED TO A MINIMUM OF ONE VEHICLE FOR ANALYSIS PURPOSES
- ALL OTHER VOLUMES ROUNDED TO THE NEAREST 5 VEHICLES
- ACCESS 2B SERVES A BUS AND RV PARKING LOT WHICH IS EXPECTED TO HAVE LIGHT USE IN THE PEAK HOUR
- ACCESS 3B AND 4B ARE TO PROPOSED OVERFLOW PARKING LOTS AND ARE NOT ANTICIPATED TO BE REGULARLY USED; THEREFORE, ZERO VOLUME WAS ADDED
- SINCE NO EXTERNAL LINKED TRIPS OR PASS-BY TRIPS WERE INCLUDED AS PART OF THIS DEVELOPMENT PHASE, NEW TRIPS = DRIVEWAY TRIPS

LEGEND

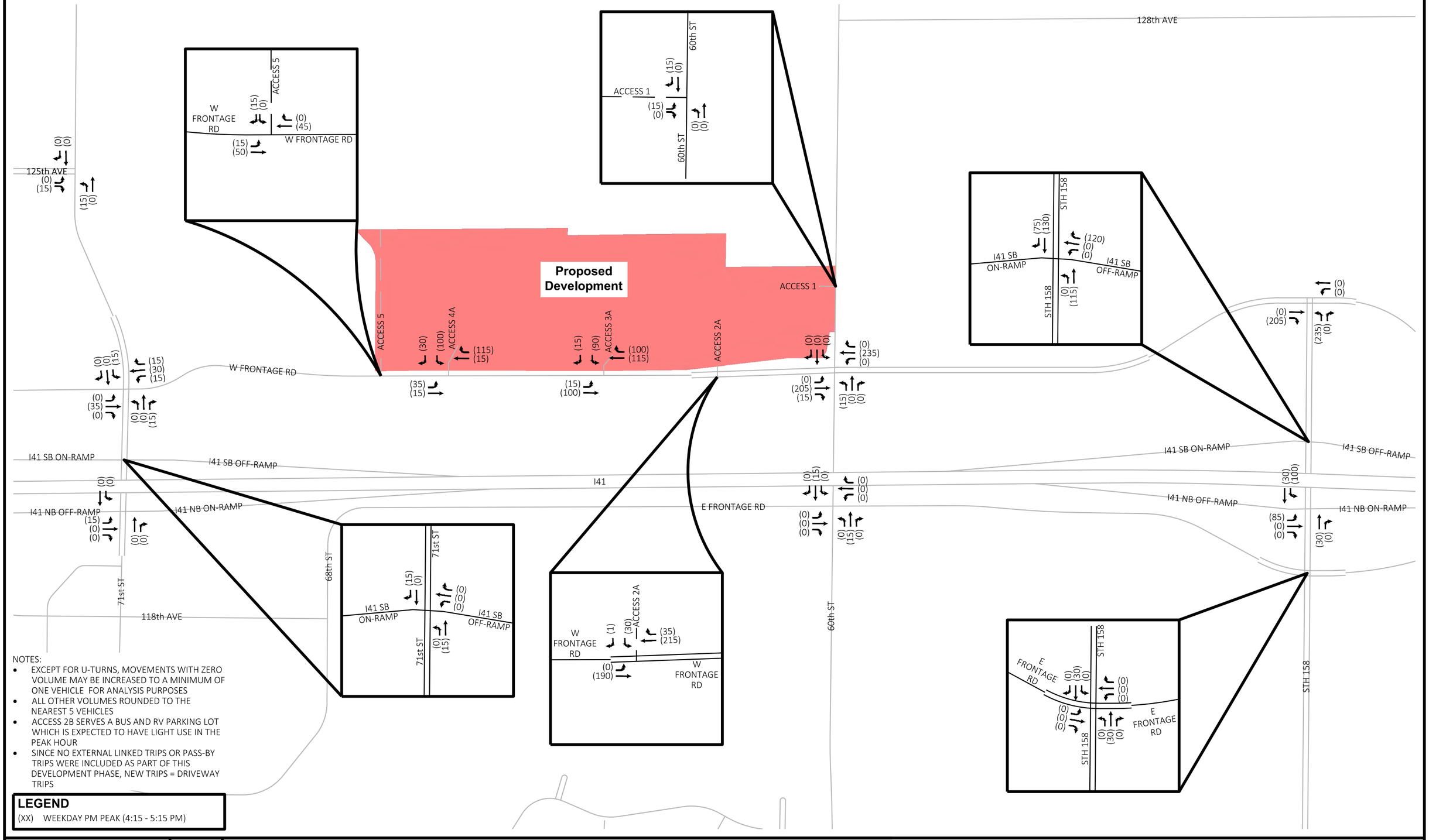
(XX) WEEKDAY PM PEAK (4:15 - 5:15 PM)

MSA

Exhibit 4-5A2, Alternative A, New Trips, Improvement Distribution

KENOSHA CASINO PROJECT

CITY OF KENOSHA, KENOSHA COUNTY



NOTES:

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- ALL OTHER VOLUMES ROUNDED TO THE NEAREST 5 VEHICLES
- ACCESS 2B SERVES A BUS AND RV PARKING LOT WHICH IS EXPECTED TO HAVE LIGHT USE IN THE PEAK HOUR
- SINCE NO EXTERNAL LINKED TRIPS OR PASS-BY TRIPS WERE INCLUDED AS PART OF THIS DEVELOPMENT PHASE, NEW TRIPS = DRIVEWAY TRIPS

LEGEND

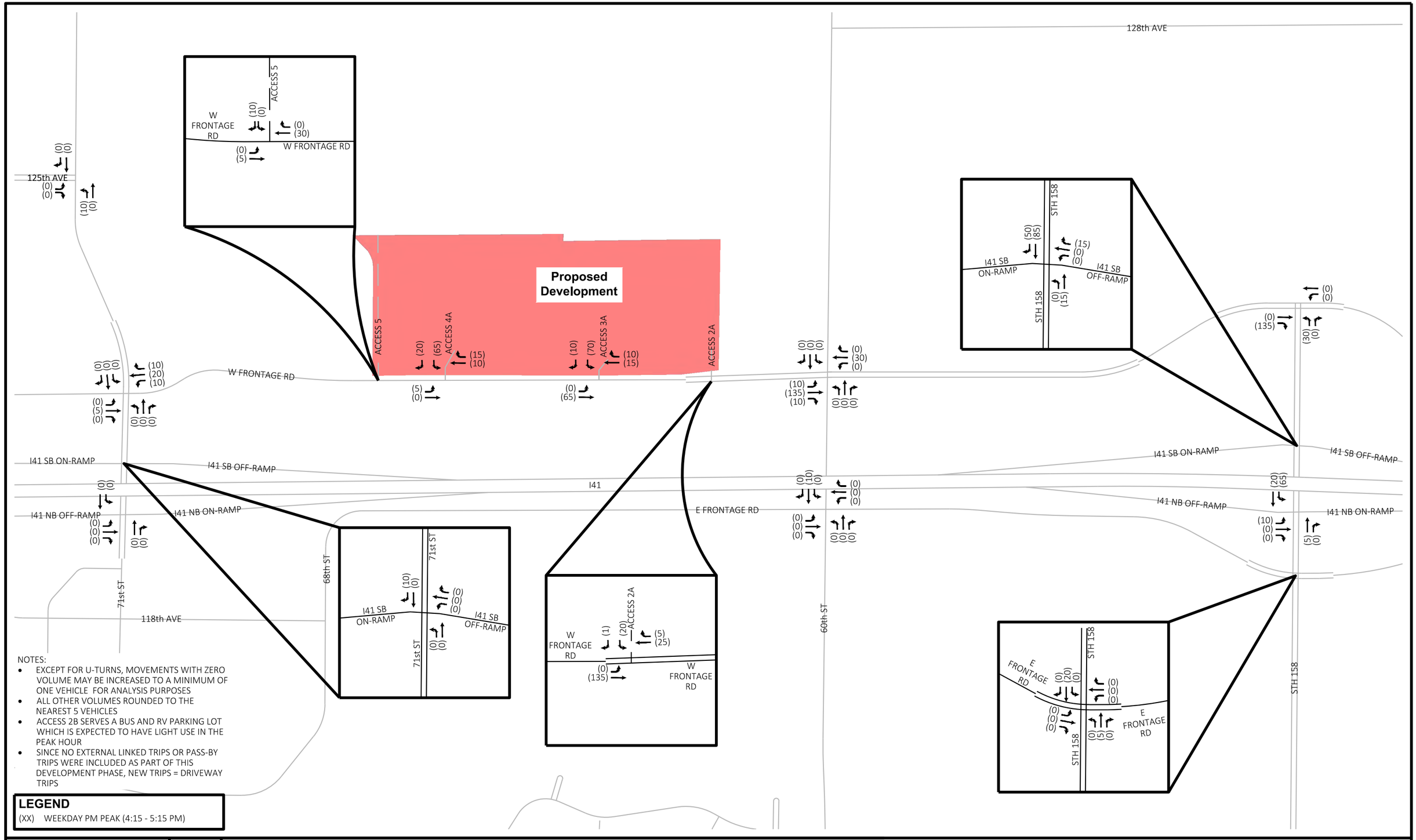
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MSA

EXHIBIT 4-5E, Alternative B, New Trips

KENOSHA CASINO PROJECT

CITY OF KENOSHA, KENOSHA COUNTY



NOTES:

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- ALL OTHER VOLUMES ROUNDED TO THE NEAREST 5 VEHICLES
- ACCESS 2B SERVES A BUS AND RV PARKING LOT WHICH IS EXPECTED TO HAVE LIGHT USE IN THE PEAK HOUR
- SINCE NO EXTERNAL LINKED TRIPS OR PASS-BY TRIPS WERE INCLUDED AS PART OF THIS DEVELOPMENT PHASE, NEW TRIPS = DRIVEWAY TRIPS

LEGEND

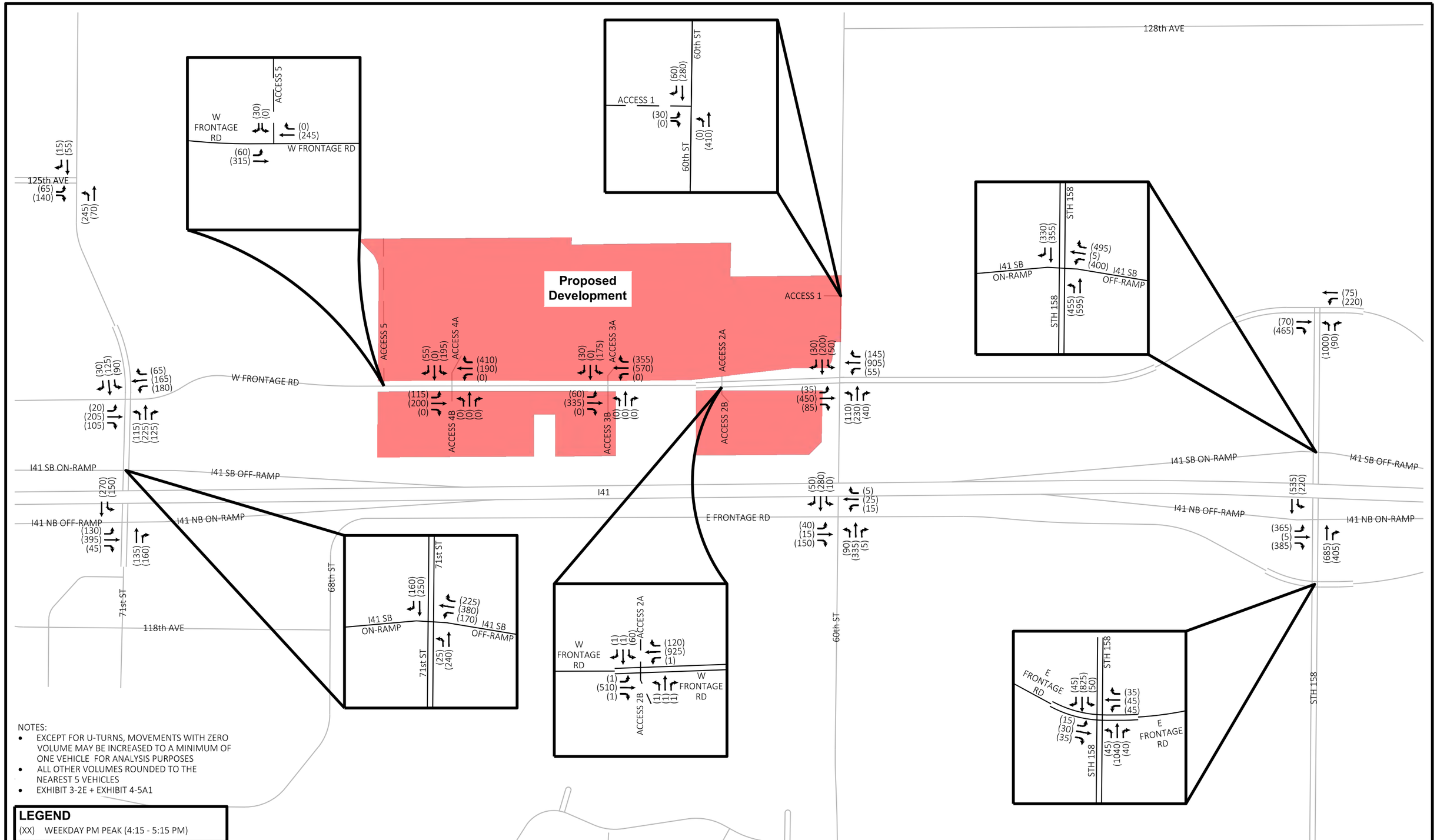
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MSA

EXHIBIT 4-5I, Alternative C, New Trips

KENOSHA CASINO PROJECT

CITY OF KENOSHA, KENOSHA COUNTY



NOTES:

- EXCEPT FOR U-TURNS, MOVEMENTS WITH ZERO VOLUME MAY BE INCREASED TO A MINIMUM OF ONE VEHICLE FOR ANALYSIS PURPOSES
- ALL OTHER VOLUMES ROUNDED TO THE NEAREST 5 VEHICLES
- EXHIBIT 3-2E + EXHIBIT 4-5A1

LEGEND

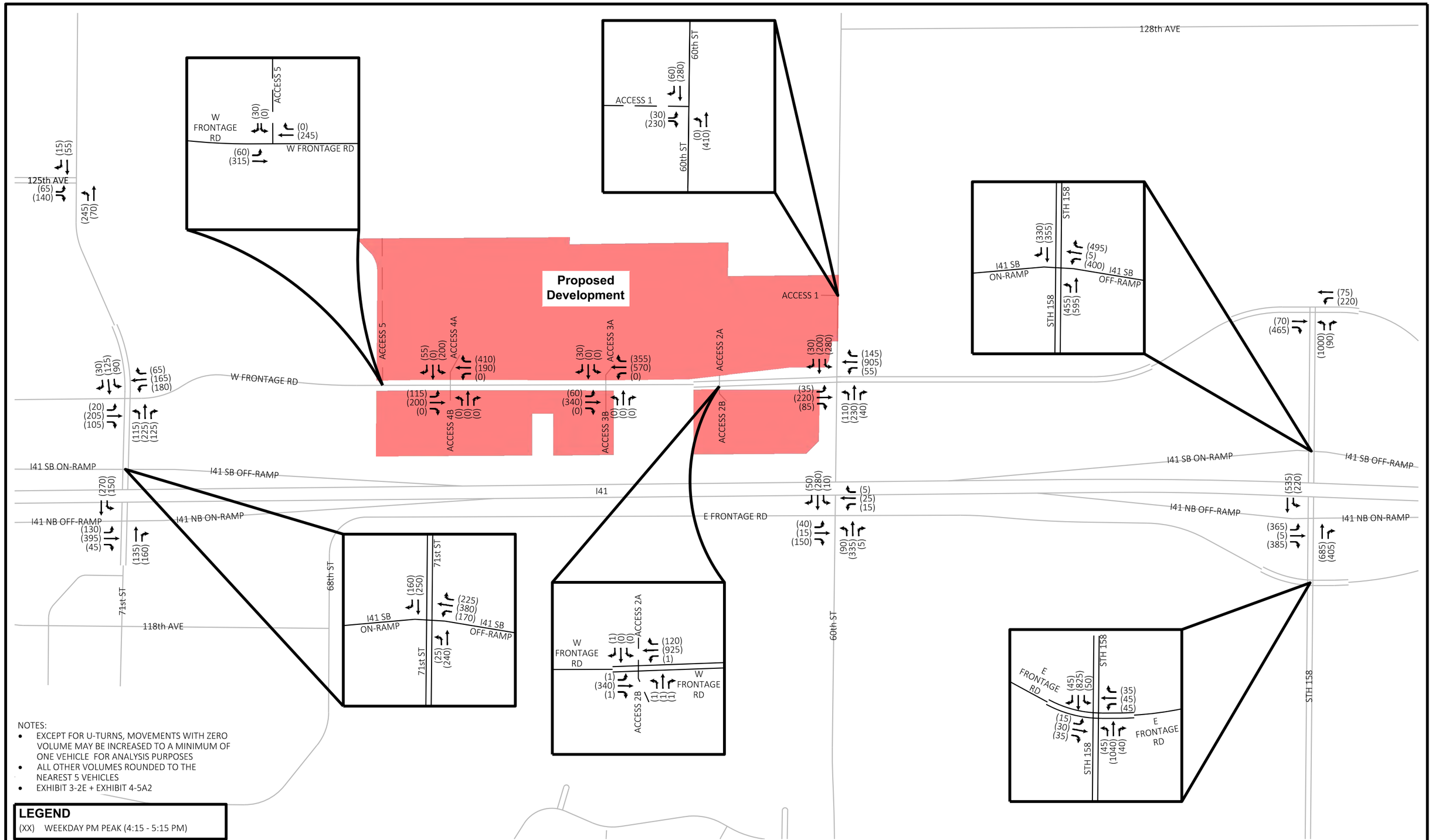
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MSA

Exhibit 4-11A1, Alternative A, 2028 Base Year Build Development Traffic Volumes

KENOSHA CASINO PROJECT

CITY OF KENOSHA, KENOSHA COUNTY



NOTES:

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- ALL OTHER VOLUMES ROUNDED TO THE NEAREST 5 VEHICLES
- EXHIBIT 3-2E + EXHIBIT 4-5A2

LEGEND

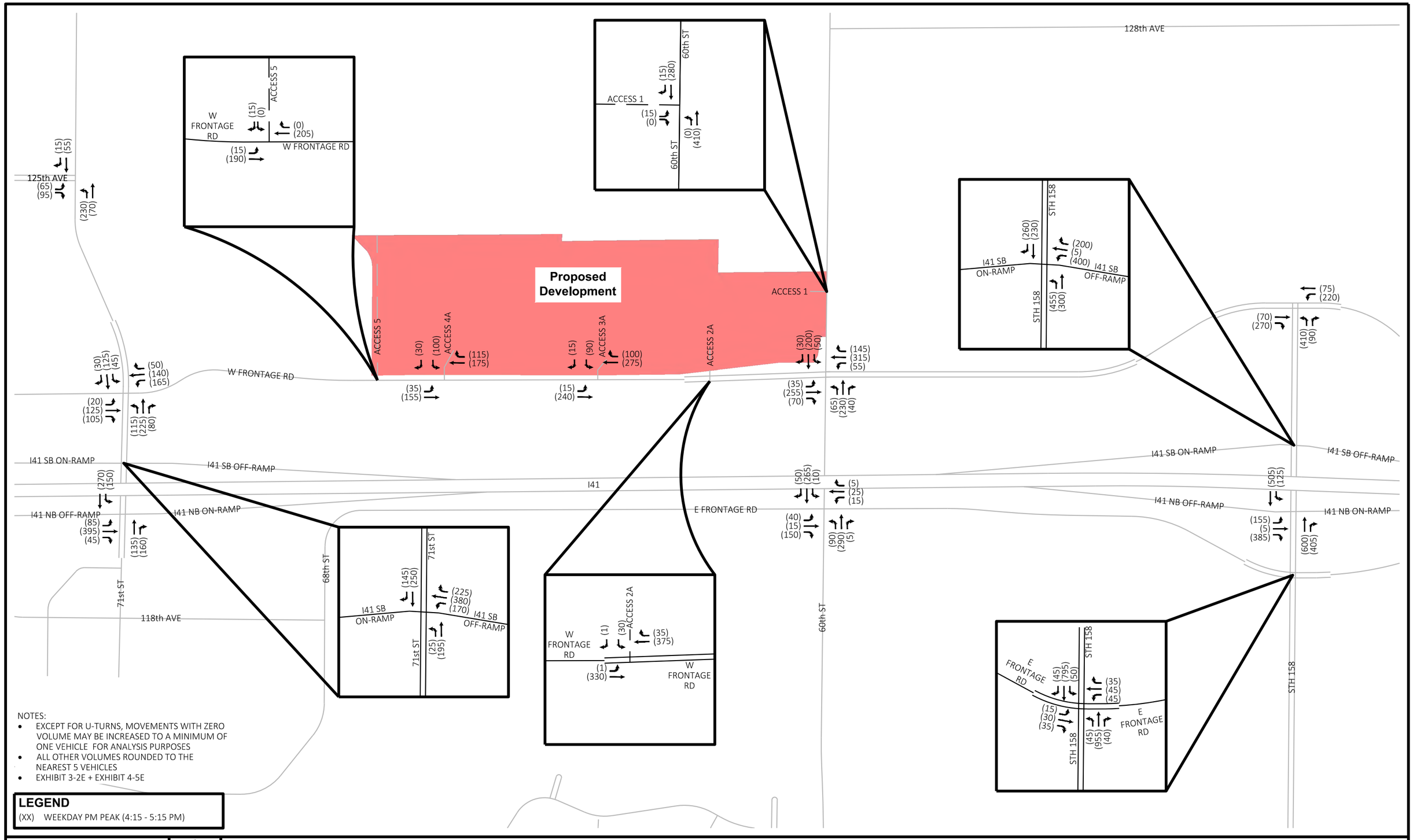
(XX) WEEKDAY PM PEAK (4:15 - 5:15 PM)

MSA

Exhibit 4-11A2, Alternative A, 2028 Base Year Build Development Traffic Volumes, Improvement Distribution

KENOSHA CASINO PROJECT

CITY OF KENOSHA, KENOSHA COUNTY



NOTES:

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- ALL OTHER VOLUMES ROUNDED TO THE NEAREST 5 VEHICLES
- EXHIBIT 3-2E + EXHIBIT 4-5E

LEGEND

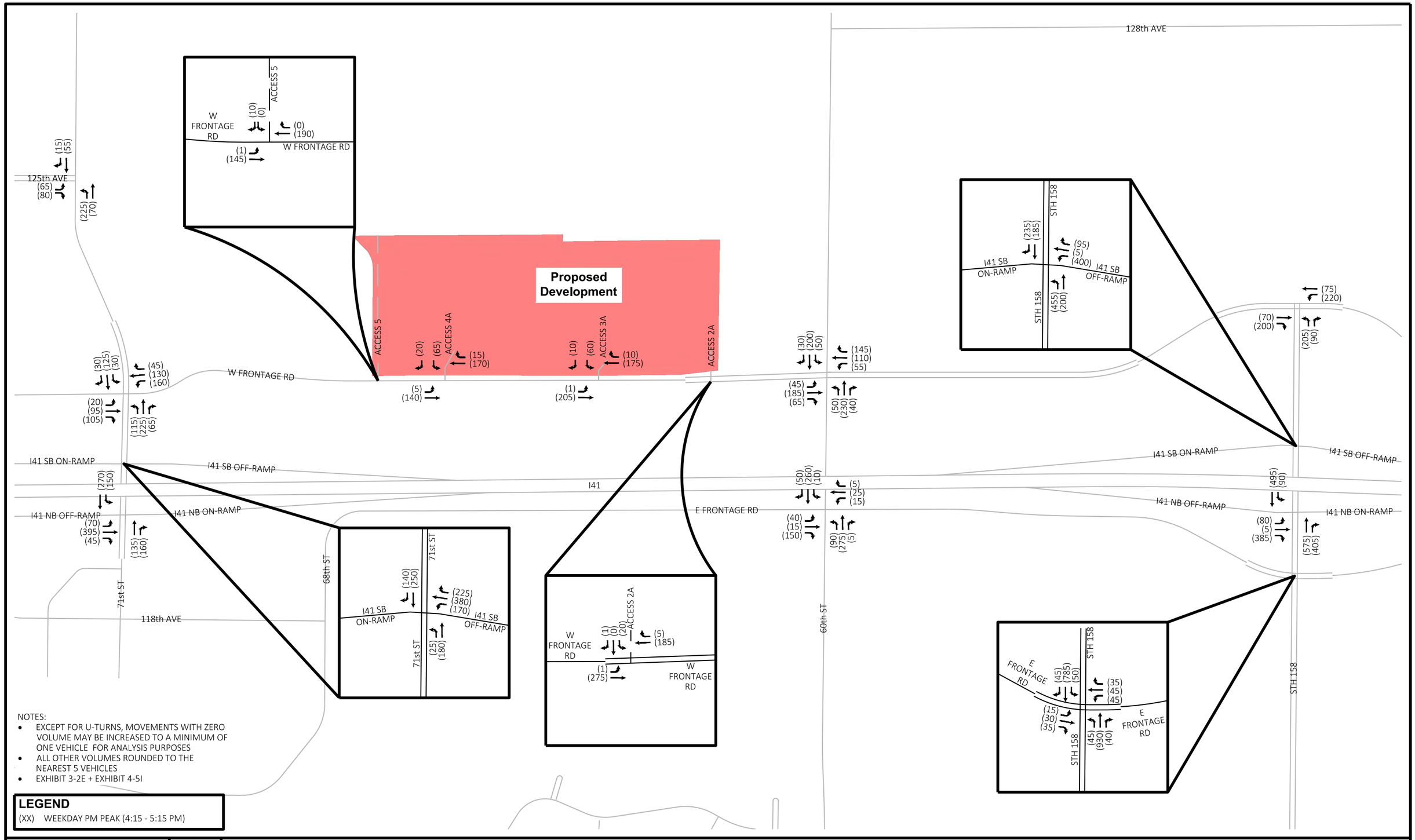
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MSA

Exhibit 4-11B, Alternative B, 2028 Base Year Build Development Traffic Volumes

KENOSHA CASINO PROJECT

CITY OF KENOSHA, KENOSHA COUNTY

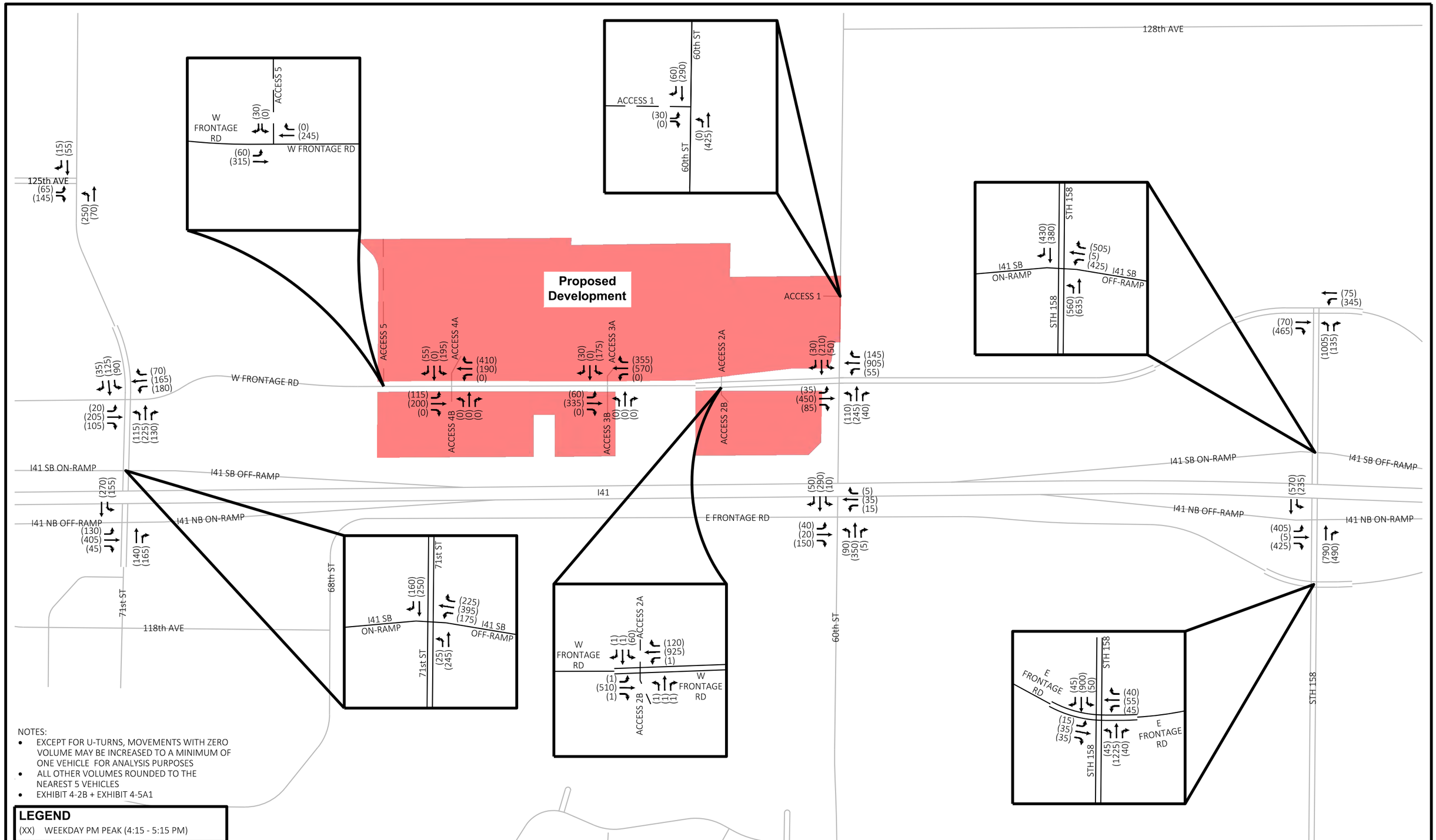


MSA

Exhibit 4-11C, Alternative C, 2028 Base Year Build Development Traffic Volumes

KENOSHA CASINO PROJECT

CITY OF KENOSHA, KENOSHA COUNTY



NOTES:

- EXCEPT FOR U-TURNS, MOVEMENTS WITH ZERO VOLUME MAY BE INCREASED TO A MINIMUM OF ONE VEHICLE FOR ANALYSIS PURPOSES
- ALL OTHER VOLUMES ROUNDED TO THE NEAREST 5 VEHICLES
- EXHIBIT 4-2B + EXHIBIT 4-5A1

LEGEND

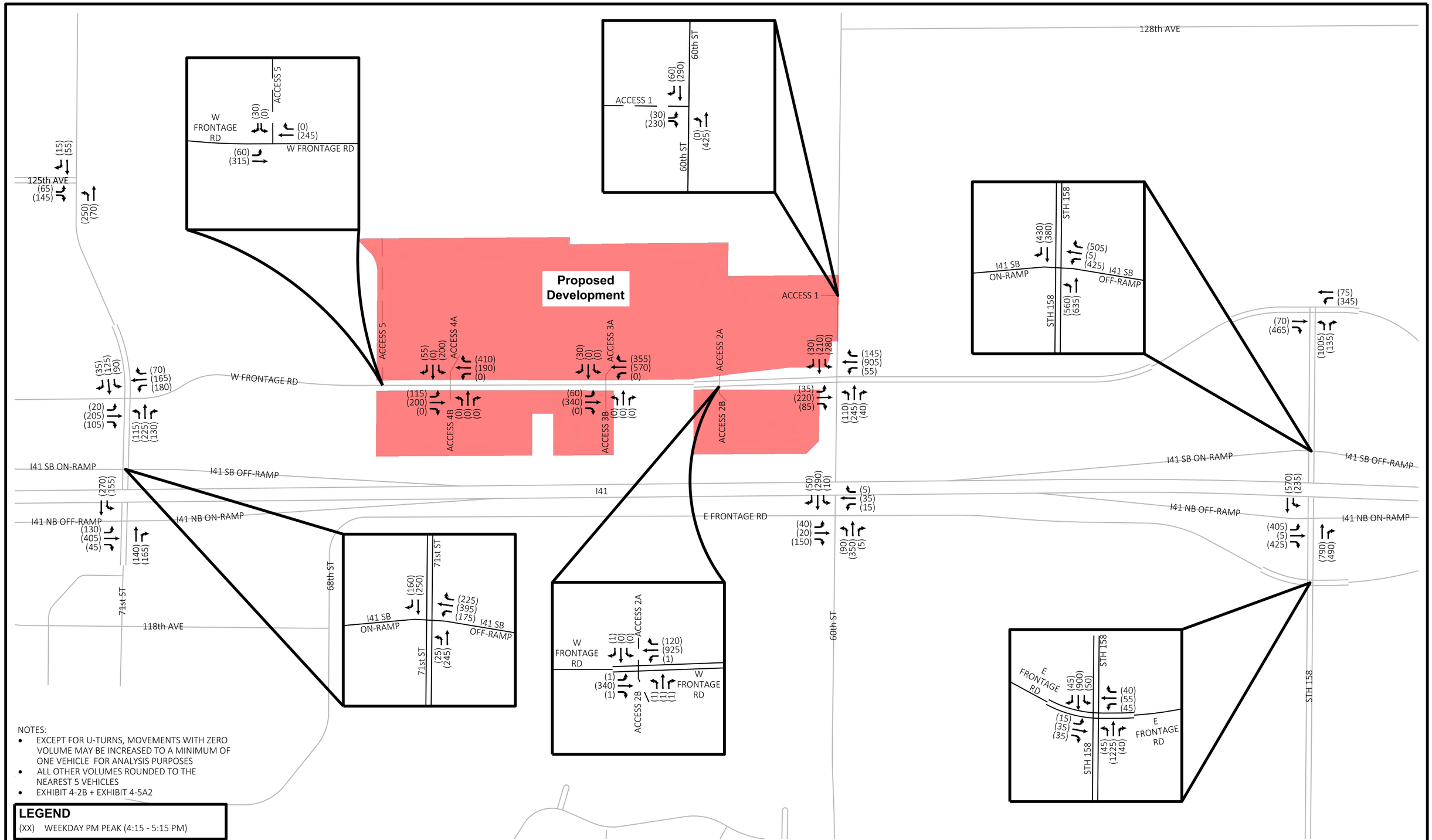
(XX) WEEKDAY PM PEAK (4:15 - 5:15 PM)

MSA

Exhibit 4-13A1, Alternative A, 2038 Horizon Year Build Development Traffic Volumes

KENOSHA CASINO PROJECT

CITY OF KENOSHA, KENOSHA COUNTY



NOTES:

- EXCEPT FOR U-TURNS, MOVEMENTS WITH ZERO VOLUME MAY BE INCREASED TO A MINIMUM OF ONE VEHICLE FOR ANALYSIS PURPOSES
- ALL OTHER VOLUMES ROUNDED TO THE NEAREST 5 VEHICLES
- EXHIBIT 4-2B + EXHIBIT 4-5A2

LEGEND

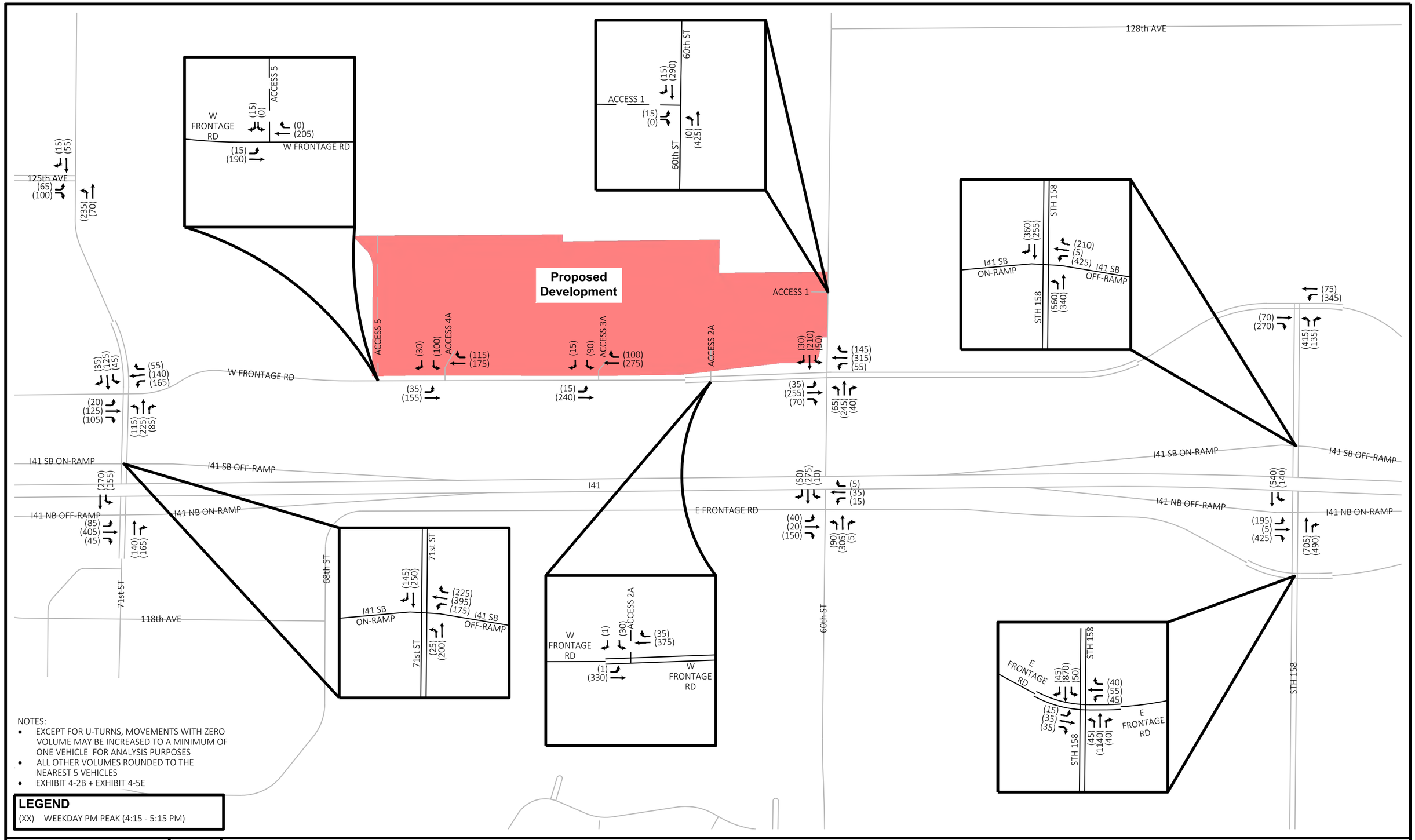
(XX) WEEKDAY PM PEAK (4:15 - 5:15 PM)

MSA

Exhibit 4-13A2, Alternative A, 2038 Horizon Year Build Development Traffic Volumes, Improvement Distribution

KENOSHA CASINO PROJECT

CITY OF KENOSHA, KENOSHA COUNTY



NOTES:

- EXCEPT FOR U-TURNS, MOVEMENTS WITH ZERO VOLUME MAY BE INCREASED TO A MINIMUM OF ONE VEHICLE FOR ANALYSIS PURPOSES
- ALL OTHER VOLUMES ROUNDED TO THE NEAREST 5 VEHICLES
- EXHIBIT 4-2B + EXHIBIT 4-5E

LEGEND

(XX) WEEKDAY PM PEAK (4:15 - 5:15 PM)

MSA

Exhibit 4-13B, Alternative B, 2038 Horizon Year Build Development Traffic Volumes

KENOSHA CASINO PROJECT

CITY OF KENOSHA, KENOSHA COUNTY

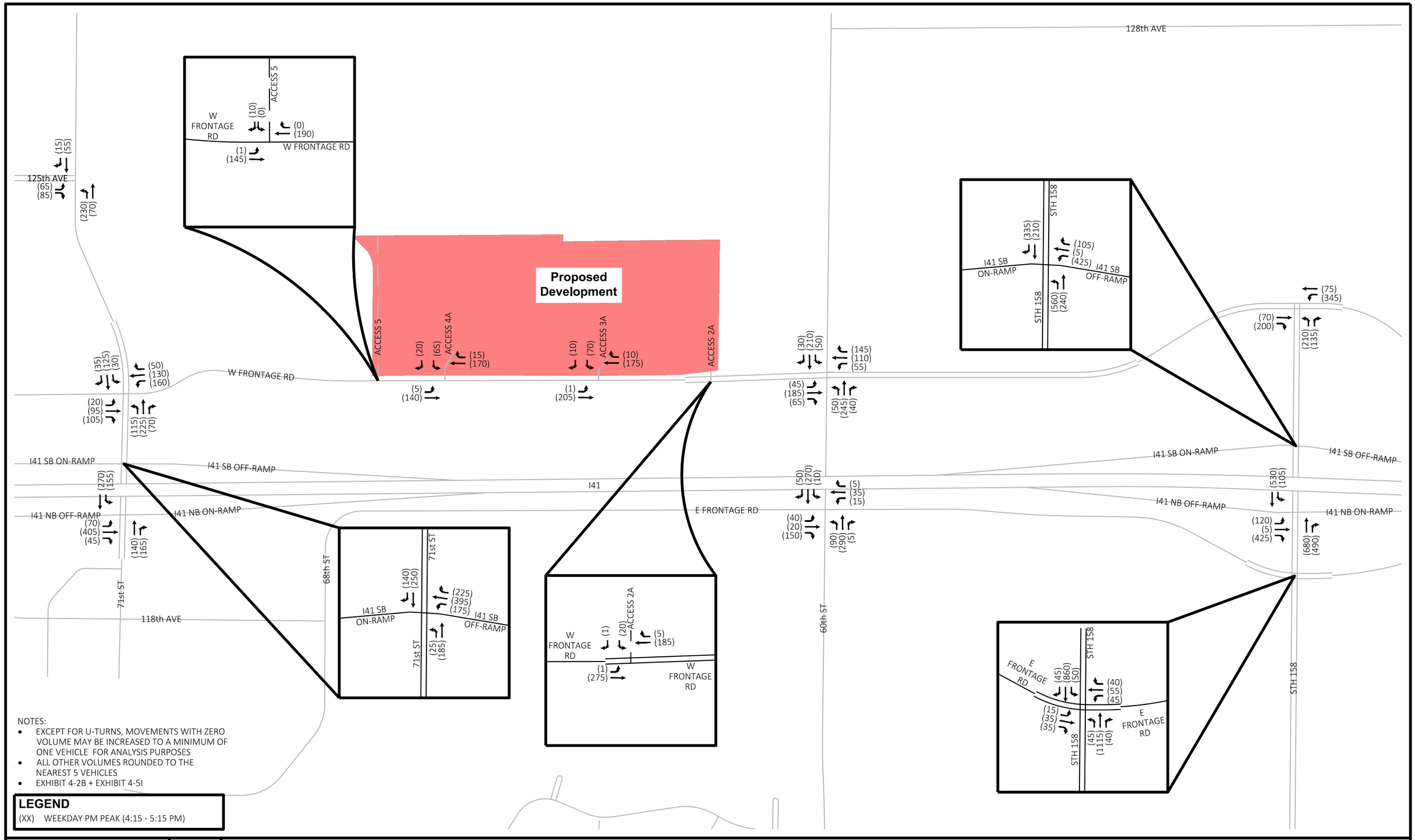


Exhibit 4-13C, Alternative C, 2038 Horizon Year Build Development Traffic Volumes

KENOSHA CASINO PROJECT

CITY OF KENOSHA, KENOSHA COUNTY

Chapter 5 – TRAFFIC AND IMPROVEMENT ANALYSIS

After the traffic forecasts were completed each horizon year, the next step in the process was to analyze the future traffic conditions, identify needs (if any), and analyze alternative improvements. The analysis of the roadway and intersections included the following elements:

- Site access
- Capacity / level of service analysis
- Pedestrian, bicycle, and multi-use trail considerations
- Traffic control needs/warrant analysis
- Traffic signal warrant analysis

PART A – SITE ACCESS

As discussed in ***Chapter 2***, access to the site will be through Access 1 at 60th Street and the following access points along the West Frontage Road: at Access 2A/B, 3A, 4A, and 5. Access to 3B and 4B are considered to have negligible traffic as they are overflow parking lots only.

A1. Left turn Lane Warrants

Left turn lane warrants were reviewed for new access intersections along 60th Street and the West Frontage Road based on the criteria listed in the WisDOT *Facilities Development Manual* (*FDM) 11-25-5* and *NCHRP 457* and projected build development traffic volumes. Turn lane warrants were completed for the 2038 horizon year first. If warrants were not met for 2038, warrants were not analyzed for the 2028 base year, as lower volumes would result in traffic being further from the warranting thresholds. Similarly, since development volumes are the highest for Alternative A, turn lane warrants were reviewed for this alternative first, if turn lane warrants are not met for Alternative A, warrants will not be reviewed for Alternative B or C, as the volumes are progressively lower for Alternative B and C.

Table 5-1 summarizes the results of the left turn lane warrant review for Alternative A; ***Table 5-2*** summarizes the results for Alternative B.

Table 5-1, Left Turn Lane Warrant Summary, Alternative A

Intersection	Direction	Turn Lane Warrant Met?	
		2028	2038
550 60th St at Access 1	WB	No	No
560 W Frontage Rd at Access 2A/B	SB	No	No
	NB	No	No
570 W Frontage Rd at Access 3A/B	SB	No	No
	NB	**Yes**	**Yes**
580 W Frontage Rd at Access 4A/B	SB	No	No
	NB	**Yes**	**Yes**
590 W Frontage Rd at Access 5	NB	**Yes**	**Yes**

Table 5-2, Left Turn Lane Warrant Summary, Alternative B

Intersection	Direction	Turn Lane Warrant Met?	
		2028	2038
550 60th St at Access 1	WB	n/a	n/a
560 W Frontage Rd at Access 2A/B	SB	n/a	n/a
	NB	n/a	n/a
570 W Frontage Rd at Access 3A/B	SB	n/a	n/a
	NB	No	No
580 W Frontage Rd at Access 4A/B	SB	n/a	n/a
	NB	No	No
590 W Frontage Rd at Access 5	NB	No	No

Based on the projected volumes, left turn lanes are projected to meet volume-based warrants through the 2038 horizon year build traffic scenario only for Alternative A, at the intersections with Access 3A/B, 4A/B, and 5, all in the northbound direction only. A left turn lane will be included in the base build and any improvement scenarios at those locations only. A left turn lane will only be considered at the other intersections if a traffic signal is considered as part of an improvement condition.

Detailed warrant output is located in ***Appendix A***. Operational needs will be reviewed later in this chapter.

A2. Right turn Lane Warrants

Right turn lane warrants were reviewed for new access intersections along 60th Street and the West Frontage Road based on the criteria listed in *FDM 11-25-10* and *NCHRP 457*. Turn lane warrants were completed for the 2038 horizon year first. If warrants were not met for 2038, warrants were not analyzed for the 2028 base year, as lower volumes would result in traffic being further from the warranting thresholds. Similarly, since development volumes are the highest for Alternative A, turn lane warrants were reviewed for this alternative first, if turn lane warrants are not met for Alternative A, warrants will not be reviewed for Alternative B or C, as the volumes are progressively lower for Alternative B and C.

Table 5-3 summarizes the results of the right turn lane warrant review for Alternative A; ***Table 5-4*** summarizes the results for Alternative B.

Table 5-3, Right Turn Lane Warrant Summary, Alternative A

Intersection	Direction	Turn Lane Warrant Met?	
		2028	2038
550 60th St at Access 1	EB	No	No
560 W Frontage Rd at Access 2A/B	SB	**Yes**	**Yes**
	NB	No	No
570 W Frontage Rd at Access 3A/B	SB	**Yes**	**Yes**
	NB	No	No
580 W Frontage Rd at Access 4A/B	SB	**Yes**	**Yes**
	NB	No	No
590 W Frontage Rd at Access 5	SB	No	No

Table 5-4, Right Turn Lane Warrant Summary, Alternative B

Intersection	Direction	Turn Lane Warrant Met?	
		2028	2038
550 60th St at Access 1	EB	n/a	n/a
560 W Frontage Rd at Access 2A/B	SB	No	No
	NB	n/a	n/a
570 W Frontage Rd at Access 3A/B	SB	No	No
	NB	n/a	n/a
580 W Frontage Rd at Access 4A/B	SB	No	No
	NB	n/a	n/a
590 W Frontage Rd at Access 5	SB	n/a	n/a

Based on the projected volumes, right turn lanes are projected to meet volume-based warrants through the 2038 horizon year build traffic scenario only for Alternative A, at the intersections with Access 2A/B, 3A/B, and 4A/B, in the southbound direction only. A right turn lane will be included in the base build and any improvement scenarios at those locations only. A right turn lane will only be considered at the other intersections if a traffic signal is considered as part of an improvement condition.

Detailed warrant output is located in ***Appendix A***. Operational needs will be reviewed later in this chapter.

PART B – CAPACITY/LEVEL OF SERVICE ANALYSIS

Operational and capacity analysis for the TWSC, AWSC, and traffic signal control scenarios were completed using Synchro 12, which is based on the procedures, methods, and techniques contained in the *HCM 7th Edition*. Saturation flow rate adjustments were applied to the traffic signal control scenarios based on the procedures outlined in WisDOT's *Traffic Engineering, Operations and Safety Manual (TEOpS) 16-15-5.2.2.3.* Due to the low expected pedestrian volume, pedestrian intervals were not calculated as part of any traffic signal operational analyses. If necessary, called pedestrian intervals may extend the cycle. Such extensions are expected to be infrequent and will have a negligible impact to overall operations. Yield-controlled roundabout intersections were analyzed using HCS2024 software, employing *HCM 7th Edition* methodologies and WisDOT headway values, as specified in *TEOpS 16-15-20.2.1*.

All operational outputs can be viewed in ***Appendix B*** through ***F***.

B1. Existing Transportation System

Any intersections needing to be constructed to provide access to the development are considered part of the existing transportation system and are analyzed with a side street stop control and any warranted turn lanes. This applies to the intersections of 60th Street at Access 1, and the West Frontage Road at Access 2A/B, Access 3A/B, Access 4A/B, and Access 5.

B1-1. 2038 Background Traffic Analysis

Exhibit 5-2 shows the 2038 horizon year background traffic analysis for the existing transportation system.

All approaches of the study intersections are expected to operate at LOS D or better and are anticipated to have acceptable capacity.

Based on expected operations, all existing intersections will operate acceptably through the 2038 horizon scenario without any modifications needed. No improvement scenario analysis was necessary.

B1-2. 2028 Base Year Build Development

B1-2A. Alternative A

Exhibit 5-3A shows the 2028 base year build traffic analysis for the existing transportation system for Alternative A. All approaches of the study intersections are expected to operate at LOS D or better and are anticipated to have acceptable capacity unless otherwise noted below:

Intersection	Movement(s)
100 STH 158 at West Frontage Road	• Westbound left turn – LOS F, v/c: 2.56 • Northbound shared through/right – LOS F, v/c: 1.64
200 I-41 southbound at STH 158	• Westbound left turn – LOS is acceptable but nearing capacity, v/c: 0.95 • Eastbound right turn – LOS is acceptable but nearing capacity according to the raw analysis. However, since this movement's operations can only be approximated with right turn on red (RTOR) factors, field operations may be slightly improved
300 I-41 northbound at STH 158	• Northbound shared left turn/through – LOS F, v/c: 1.34
500 60th Street at West Frontage Road	• Southbound o Through movement – LOS F, v/c: 1.79 o Shared through/right turn – LOS F, v/c: 1.30 • Westbound shared through/right – LOS F, v/c: 0.91 • Eastbound shared through/right – LOS E, v/c: 0.81 • Northbound o Through movement – LOS F, v/c: 0.99 o Shared through/right turn – LOS E, v/c: 0.76
560 West Frontage Rd at Access 2A/B	• Westbound left turn – LOS E, v/c: 0.01 • Eastbound left turn – LOS F, v/c: 0.70
570 West Frontage Rd at Access 3A/B	• Eastbound left turn – LOS F, v/c: 1.09
700 West Frontage Rd at 71st St	• Southbound shared left/through: LOS E, v/c: 0.88 • Northbound – LOS E, v/c: 0.83

B1-2B. Alternative B

Exhibit 5-3B shows the 2028 base year build traffic analysis for the existing transportation system for Alternative B. All approaches of the study intersections are expected to operate at LOS D or better and are anticipated to have acceptable capacity unless otherwise noted below:

Intersection	Movement(s)
100 STH 158 at West Frontage Road	• Westbound left turn – LOS F, v/c: 1.00
200 I-41 southbound at STH 158	• Westbound left turn – LOS is acceptable but nearing capacity, v/c: 0.95

B1-2C. Alternative C

Exhibit 5-3C shows the 2028 base year build traffic analysis for the existing transportation system for Alternative C. All approaches of the study intersections are expected to operate at LOS D or better and are anticipated to have acceptable capacity.

Similar to Alternative B, the westbound left turn movement at the I-41 southbound intersection with STH 158 has acceptable operations, but is nearing capacity, with a v/c of 0.95.

B1-3. 2038 Horizon Year Build Development

B1-3A. Alternative A

Exhibit 5-5A shows the 2038 base year build traffic analysis for the existing transportation system for Alternative A. All approaches of the study intersections are expected to operate at LOS D or better and are anticipated to have acceptable capacity unless otherwise noted below:

Intersection		Movement(s)
100	STH 158 at West Frontage Road	• Southbound left turn – LOS F, v/c: 1.34 • Westbound left turn – LOS F, v/c: 2.71 • Northbound shared through/right – LOS F, v/c: 1.70
200	I-41 southbound at STH 158	• Eastbound right turn – LOS F, v/c: 1.00. However, since this movement's operations can only be approximated with right turn on red (RTOR) factors, field operations may be slightly improved
300	I-41 northbound at STH 158	• Northbound shared left turn/through – LOS F, v/c: 1.52
500	60th Street at West Frontage Road	• Southbound o Through movement – LOS F, v/c: 1.82 o Shared through/right turn – LOS F, v/c: 1.33 • Westbound shared through/right – LOS F, v/c: 0.97 • Eastbound shared through/right – LOS F, v/c: 0.85 • Northbound o Through movement – LOS F, v/c: 1.01 o Shared through/right turn – LOS E, v/c: 0.78
560	West Frontage Rd at Access 2A/B	• Westbound left turn – LOS E, v/c: 0.01 • Eastbound left turn – LOS F, v/c: 0.70
570	West Frontage Rd at Access 3A/B	• Eastbound left turn – LOS F, v/c: 1.09
700	West Frontage Rd at 71st St	• Southbound shared left/through: LOS F, v/c: 0.89 • Northbound – LOS E, v/c: 0.83

B1-3B. Alternative B

Exhibit 5-5B shows the 2038 base year build traffic analysis for the existing transportation system for Alternative B. All approaches of the study intersections are expected to operate at LOS D or better and are anticipated to have acceptable capacity unless otherwise noted below:

Intersection		Movement(s)
100	STH 158 at West Frontage Road	• Southbound left turn – LOS F, v/c: 0.94 • Westbound left turn – LOS F, v/c: 1.08

B1-3C. Alternative C

Exhibit 5-5C shows the 2038 base year build traffic analysis for the existing transportation system for Alternative C. All approaches of the study intersections are expected to operate at LOS D or better and are anticipated to have acceptable capacity. Based on expected operations, all study intersections will operate acceptably through the 2038 horizon scenario without any modifications needed. No improvement scenario analysis was necessary.

B2. Improved Transportation System

Modifications to all study intersections are required when development traffic is added to the network.

All proposed improvements build upon the previous horizon's geometric and control configuration, starting with any proposed background improvements. As operationally needed, adjustments may be made to signal timing, lane configurations, and/or storage lengths, as noted. If these adjustments did not result in acceptable operations, a change in traffic control was considered, but only if the intersection had at least one public roadway as a crossroad approach, per WisDOT policy. The proposed intersections with Access 1, 2A/B, 3A/B, and 4A/B do not have a public street as a crossroad approach; Access 5 is proposed to be a public street, with access to the development tying into Access 5.

Any necessary control changes are discussed in more detail in ***PART F*** of this chapter.

B2-1. 2028 Base Year Build Development
B2-1A. Alternative A

Due to the lack of a public roadway approach as part of Access 2A/B and 3A/B, in order to achieve acceptable expected operations, eastbound left and through movements were removed (redirected) at these two access points. All other movements would still be permitted. Eastbound traffic that would have turned left from these accesses was redirected to Access 1, where they will instead make a right turn onto 60th Street, then a left turn onto the West Frontage Road. The redirection of any through traffic would be similar; however, impacts are expected to be negligible due to the low number of vehicles expected to make this movement. This access modification allowed for Access 2A/B and 3A/B to remain as stop-controlled approaches to the West Frontage Road. All other movements would still be permitted

Exhibit 5-12A shows the 2028 base year build traffic analysis for an improved transportation system for Alternative A. With the exception of the eastbound left turn movement at Access 4A/B, all approaches of the study intersections are expected to operate at LOS D or better and are anticipated to have acceptable capacity. The eastbound left turn movement at Access 4A/B is expected to operate at LOS E, but with acceptable capacity. Operations are expected to be approximately 0.5 seconds above the LOS E threshold. Given the available capacity and how close the expected operations are to acceptable levels, LOS E is recommended to be considered acceptable for this location.

B2-1B. Alternative B

Exhibit 5-12B shows the 2028 base year build traffic analysis for the existing transportation system for Alternative B. All approaches of the study intersections are expected to operate at LOS D or better and are anticipated to have acceptable capacity.

B2-2. 2038 Horizon Year Build Development
B2-2A. Alternative A

Exhibit 5-14A shows the 2038 horizon year build traffic analysis for an improved transportation system for Alternative A. All approaches of the study intersections are expected to operate at LOS D or better and are anticipated to have acceptable capacity.

B2-2B. Alternative B

Exhibit 5-14B shows the 2038 horizon year build traffic analysis for the existing transportation system for Alternative B. All approaches of the study intersections are expected to operate at LOS D or better and are anticipated to have acceptable capacity.

PART C – QUEUING ANALYSIS

A queuing analysis using the 95th percentile queues was conducted for all movements in the study area intersections when improvements to the existing transportation system are needed (Alternatives A and B). The primary purpose of this analysis is to estimate the queue lengths that may need to be accommodated at the intersections. The queue lengths obtained from Synchro and HCS2024 for each improved transportation system scenario are summarized in the following exhibits:

- ***Exhibit 5-21A***
- ***Exhibit 5-21B***
- ***Exhibit 5-23A***
- ***Exhibit 5-23B***

Only intersections with queue concerns are discussed below.

C1-1. Alternative A

I-41 northbound at STH 158
By the 2038 horizon year build scenario, the westbound through movement is expected to exceed the available storage by approximately five feet; the 50th percentile queue is expected to be accommodated. Due to intersection spacing, expansion of the intersection is not practical. Potential queue issues are not expected to be regular and should be limited to the peak hours only.

STH 158 at East Frontage Road

The westbound through movement may occasionally restrict access to the right turn lane. Access is expected to be maintained with the 50th percentile queues. Potential queue issues are not expected to be regular and should be limited to the peak hours only.

C1-2. Alternative B

STH 158 at East Frontage Road

The westbound through movement may occasionally restrict access to the right turn lane. Access is expected to be maintained with the 50th percentile queues. Potential queue issues are not expected to be regular and should be limited to the peak hours only.

60th Street at West Frontage Road

The westbound through movement may occasionally restrict access to the left turn lane. Potential queue issues are not expected to be regular and should be limited to the peak hours only.

C1-3. Alternative C

STH 158 at East Frontage Road

The westbound through movement may occasionally restrict access to the right turn lane. Access is expected to be maintained with the 50th percentile queues. Potential queue issues are not expected to be regular and should be limited to the peak hours only.

C2. Interchange Ramp Considerations

Stopping sight distance (SSD) for vehicles exiting I-41 was verified in the horizon year in order to ensure sufficient distance for vehicles to safety slow down before reaching the back of queue at STH 158 or 71st Street.

Per the *American Association of State Highway and Transportation Officials (AASHTO) 2018 "Green Book",* Table 10-6, the deceleration length from the highway, at a design speed of 75 mph, is 660-feet. At the STH 158 interchange, the southbound off-ramp is approximately 1,205-feet from the painted gore to the stop line at STH 158. The northbound off-ramp is approximately 1,095-feet from the painted gore to the stop line at STH 158.

The following is the maximum back of queue at the ramp terminal intersections of I-41 at STH 158:

- Southbound I-41 Off-Ramp: $1{,}205\ ft - 660\ ft = 545\ ft$
- Northbound I-41 Off-Ramp: $1{,}095\ ft - 660\ ft = 435\ ft$

As shown in the level of service summary tables, the back of queue for off-ramp approaches is not expected to exceed 350-feet (occurs in Alternative A). Therefore, the existing ramp configuration is expected to accommodate adequate deceleration and storage length in the future year conditions.

At the 71st Street interchange, the southbound off-ramp is approximately 1,300-feet from the painted gore to the stop line at 71st Street. The northbound off-ramp does not directly intersect 71st Street. The northbound off-ramp instead intersects STH 50 first and is connected to 71st Street via a frontage road.

The following is the maximum back of queue at the ramp terminal intersections of I-41 southbound at 71st Street:

- Southbound I-41 Off-Ramp: $1{,}300\ ft - 660\ ft = 640\ ft$

As shown in the level of service summary tables, the back of queue for the southbound off-ramp approach is not expected to exceed 100-feet (occurs in Alternative A). Therefore, the existing ramp configuration is expected accommodate adequate deceleration and storage length in the future year conditions.

PART D – MULTI-MODAL CONSIDERATIONS

As discussed in ***Chapter 2***, limited sidewalk is present adjacent to the study area. Sidewalk is already present along the east side of the West Frontage Road through the proposed development area. Sidewalk connectivity should be considered for the west side of the roadway as well; however, it would require a gap to be filled between the southern end of the proposed development and 71st Street.

Since overflow parking lots are proposed for the east side of the West Frontage Road in Alternative A, pedestrian crossing accommodations should be provided to facilitate safe crossings of the roadway. At the main and secondary entrances to the development (Access 4A/B and 3A/B, respectively), this could be facilitated by crosswalks at the traffic signals or through the roundabout approaches. A crosswalk could be provided at the side street stop-controlled access point (Access 2A/B) with a rectangular rapid flashing beacon (RRFB) if projected pedestrian volumes warrant.

Discussions should occur between the development and the Kenosha Area Transit with respect to modification of the existing adjacent bus route. An extension of the route could result in a few vehicle trips being removed from the system. The change would result in more convenience for transit users; however, would not likely have a significant impact to traffic generated by the development.

PART E – SPEED CONSIDERATIONS/SIGHT DISTANCE

No changes to the speed limits shown in ***Exhibit 3-1A*** are proposed. Existing posted speeds were used for the analysis of sight distances and geometric configurations of proposed improvements to the existing transportation system.

Based on *FDM 11-10-5, Table 5.1*, a single-unit truck (SU) was used as the design vehicle checks to evaluate the intersection sight distances and vision corner distances, due to the collector roadway classification of 60th Street and the West Frontage Road. Guidelines for vision triangles were obtained from *FDM 11-10, Attachment 5.13*. Intersection sight distances criteria were obtained from *FDM 11-10, Table 5.2*. Derived desirable and minimum sight distance values are shown in ***Table 5-5***.

Table 5-5, Controlling Intersection Sight Distance Values

Intersection		Design Vehicle	Movement from Minor Street				Movement from Major Street	
			ISD to Left (ft)		ISD to Right (ft)		ISD Ahead (ft)	
			Desirable	Min.	Desirable	Min.	Desirable	Min.
550	60th St at Access 1	SU	735	625	935	750	590	480
560	W Frontage Rd at Access 2A/B	SU	630	540	785	635	550	460
570	W Frontage Rd at Access 3A/B	SU	630	540	790	640	515	425
580	W Frontage Rd at Access 4A/B	SU	630	540	790	640	515	425
590	W Frontage Rd at Access 5	SU	590	500	750	600	475	385

Intersection sight distance and vision corner triangles were reviewed for the proposed intersection listed in ***Table 5-5***. Desirable sight distances were reviewed, and the results are shown in ***Exhibit 5-27***. No sight distance issues are currently anticipated, as desirable values are expected to be met or exceeded. Full sight distance calculations are shown in ***Appendix A***.

PART F – TRAFFIC CONTROL NEEDS

The following traffic control changes are necessary in order to achieve or maintain acceptable levels of operation in the background and build scenarios. In accordance with *FDM 11-25-3.1.3*, any time a traffic control change is required, a roundabout needs to also be considered.

F1. Alternative A

The following traffic control changes are recommended:

STH 158 at West Frontage Road

No background improvements are required though the 2038 horizon year. However, for the build scenarios, a change in traffic control is necessary by the 2028 build year. The addition of extra lanes to the existing AWSC approaches does not yield enough operational improvement. Further, additional lanes constructed to an existing multilane AWSC frequently lead to increased driver confusion when multiple vehicles arrive at the same time, increasing the risk of crashes.

Analysis shows that a traffic signal or a multilane roundabout would operate acceptably throughout the 2038 horizon year. Signal warrants are discussed in ***PART G***. A traffic signal would require retiming between the 2028 and 2038 build horizon year. A roundabout would not require any modifications between the 2028 and 2038 build horizon year.

A traffic signal would impact a greater length of roadway, especially on the northbound approach. It would require an additional lane to be added to the westbound and northbound approaches, in addition to a second southbound receiving lane. A roundabout would also require a southbound receiving lane to be added; however, the length would be shorter than the traffic signal option.

I-41 southbound at STH 158

No control changes required outside of signal retiming for either background or build horizons through 2038.

I-41 northbound at STH 158

No control changes required outside of signal retiming for either background or build horizons through 2038.

STH 158 at East Frontage Road

No control changes required outside of signal retiming for either background or build horizons through 2038.

60th Street at West Frontage Road

No background improvements are required though the 2038 horizon year. However, for the build scenarios, a change in traffic control is necessary by the 2028 build year. The addition of extra lanes to the existing AWSC approaches does not yield enough operational improvement. Further, additional lanes constructed to an existing multilane AWSC lead to increased driver confusion when multiple vehicles arrive at the same time, increasing the risk of crashes.

Analysis shows that a traffic signal or a multilane roundabout would operate acceptably throughout the 2038 horizon year. A traffic signal would require retiming between the 2028 and 2038 build horizon year. A roundabout would not require any modifications between the 2028 and 2038 build horizon year. Signal warrants will be discussed in ***PART G***.

A roundabout is expected to have right-of-way impacts in three of the four quadrants, but would result in fewer necessary lanes along the West Frontage Road at the 60th Street intersection. The roundabout is also expected to have shorter queues.

60th Street at Access 1

No change in traffic control is required outside of installing a minor street stop control for the new northbound approach.

West Frontage Road at Access 2A/B

No change in traffic control is required outside of installing a minor street stop control for the new westbound and eastbound approaches.

West Frontage Road at Access 3A/B

No change in traffic control is required outside of installing a minor street stop control for the new westbound and eastbound approaches.

West Frontage Road at Access 4A/B

No change in traffic control is required outside of installing a minor street stop control for the new westbound and eastbound approaches.

West Frontage Road at Access 5

No change in traffic control is required outside of installing a minor street stop control for the new eastbound approach.

F2. Alternative B

STH 158 at West Frontage Road

No background improvements are required though the 2038 horizon year. However, for the build scenarios, a change in traffic control is necessary by the 2028 build year. The addition of extra lanes to the existing AWSC approaches does not yield enough operational improvement. Further, additional lanes constructed to an existing multilane AWSC frequently lead to increased driver confusion when multiple vehicles arrive at the same time, increasing the risk of crashes.

Analysis shows that a traffic signal or a multilane roundabout would operate acceptably throughout the 2038 horizon year. Signal warrants are discussed in ***PART G***. A traffic signal would require the addition of a northbound right turn lane between the 2028 and 2038 build horizon year. A roundabout would not require any modifications between the 2028 and 2038 build horizon year.

A traffic signal would impact a greater length of roadway than a roundabout, especially on the northbound approach. A traffic signal would require an additional lane to be added to the westbound and northbound approaches, in addition to a second southbound receiving lane; a roundabout would be expected to be able to operate using the existing lanes.

I-41 southbound at STH 158

No control changes required outside of signal retiming for either background or build horizons through 2038.

I-41 northbound at STH 158

No control changes required outside of signal retiming for either background or build horizons through 2038.

STH 158 at East Frontage Road

No control changes required outside of signal retiming for either background or build horizons through 2038.

60th Street at Access 1

No change in traffic control is required outside of installing a minor street stop control for the new northbound approach.

West Frontage Road at Access 2A/B

No change in traffic control is required outside of installing a minor street stop control for the new westbound and eastbound approaches.

West Frontage Road at Access 3A/B

No change in traffic control is required outside of installing a minor street stop control for the new westbound and eastbound approaches.

West Frontage Road at Access 4A/B

No change in traffic control is required outside of installing a minor street stop control for the new westbound and eastbound approaches.

West Frontage Road at Access 5

No change in traffic control is required outside of installing a minor street stop control for the new eastbound approach.

F3. Alternative C

Except for installing a minor street stop control for the new development approaches to the West Frontage Road, no change in traffic control is required at any of the study intersections. Retiming of the existing traffic signals adjacent to the development is recommended.

PART G – TRAFFIC SIGNAL WARRANT ANALYSIS

As noted in earlier sections, Alternative A considers a traffic signal for the intersection of STH 158 at West Frontage Road and 60th Street at West Frontage Road; Alternative B considers a traffic signal at only the STH 158 at the West Frontage Road intersection. A summary of the traffic signal warrant analysis is included below.

The traffic signal warrant analyses were performed using the 100-percent volume level, due to the site being located within a metropolitan area with a population greater than 10,000 people. The number of lanes used for the background warrant analyses reflect the single lane approaches. Right turn inclusion varied accordingly, with 100% inclusion for all approaches. Based on the projected build scenario volumes and warranted turn lanes, two lanes along STH 158 and the southbound West Frontage Road approach were applied to the build analyses. A summary of the warrant analysis results is shown in ***Table 5-6***.

Table 5-6, Summary of Signal Warrant Analyses, STH 158 at West Frontage Road

Analysis Year	Volume Type	Any Warrants Met?	Which Warrant(s)
2023	Existing/Background	No	n/a
2028	Background	No	n/a
2028	Build	No	n/a

The result of the signal warrant analysis show that no warrants are met for any of the volume scenarios.

For the background volume scenarios, Warrant 1 (8-hour volumes) and Warrant 2 (4-hour volumes) were not met. Full traffic signal warrant analyses and associated documentation is included in ***Appendix I***.

Due to limited traffic volume data, a full traffic signal warrant analysis was only completed for the STH 158 at West Frontage Road intersection. Since warrants are not met at this intersection, a similar result is expected at the 60th Street intersection.

Traffic signals could be justified if safety concerns exist at the study intersections.. A cursory review of the last five years of available crash data does not appear to indicate a significant crash issue at any of the intersections where a new traffic signal would be considered (the West Frontage Road intersections with STH 158 or 60th Street). At most, the existing intersections had a total of twelve crashes over five years (none at STH 158 and ten at 60th Street), the majority of which were property damage only. Between the two intersections, only two B-level (suspected minor injury) crashes occurred, one of which involved distracted driving. Only one C-level (possible injury) crash occurred during the same period. No K-level (fatal), or A-level (suspected serious injury) occurred.

A Phase I Intersection Control Evaluation (ICE) report is included in ***Appendix J***.

Exhibit 5-2, 2038 Horizon Year Background Traffic Capacity/LOS Analysis
Existing Transportation System

Node 100	STH 158 at W Frontage Rd										Control: AWSC	Operations: HCM 7th Ed
	Approach	EB →			WB ←			NB ↑		SB ↓		
					L		R	T/R	L	T		
	# of Lanes				1		1	1	1	1		
Peak	Storage (ft)				---		---	---	300	---		INT
PM	LOS				B		B	B	D	A		C
	Delay (s)				14.8		10.6	11.3	25.8	9.8		17.5
	v/c				0.42		0.26	0.27	0.74	0.15		
	Queue (ft)				50		25	25	150	25		

● Approach with Stop control
95th percentile queues reported
Queues rounded to the nearest 25 ft

Node 200	I41 SB at STH 158										Control: Signal	Operations: HCM 7th Ed
	Approach	EB →			WB ←			NB ↑		SB ↓		
			T	R YBP	L	T			L	L/T	R YBP	
	# of Lanes		3	1	2	2			1	1	1	
Peak	Storage (ft)		315	265	250	250			410	---	410	INT
PM	LOS		B	C	C	B			C	C	C	C
	Delay (s)		16.9	28.6	33.1	11.4			27.5	27.5	20.8	26.4
	v/c		0.11	0.66	0.83	0.13			0.81	0.81	0.10	
	Queue (ft)		25	50	125	25			175	175	25	

95th percentile queues reported
Queues rounded to the nearest 25 ft
R YBP: Right-turn yielding bypass
The right two EB thru lanes are continuous; the far left is a continuation of Node 300's left-turn lane

Node 300	I41 NB at STH 158										Control: Signal	Operations: HCM 7th Ed
	Approach	EB →				WB ←			NB ↑		SB ↓		
		L	T			T	R YBP		L/T	R			
	# of Lanes	2	2			4	1		1	2			
Peak	Storage (ft)	225	225			120	---		---	400			INT
PM	LOS	C	A			B	C		C	C			B
	Delay (s)	27.1	9.3			17.3	26.2		23.1	23.7			18.1
	v/c	0.19	0.27			0.27	0.65		0.47	0.57			
	Queue (ft)	25	25			25	200		75	25			

95th percentile queues reported
Queues rounded to the nearest 25 ft
R YBP: Right-turn yielding bypass
The right two WB thru lanes are continuous; the far left are a continuation of Node 200's left-turn lane
The WB right-turn lane is continuous thru Node 400

Node 400	STH 158 at E Frontage Rd												Control: Signal	Operations: HCM 7th Ed
	Approach	EB →			WB ←				NB ↑		SB ↓			
		L	T	R	L	T	R YBP		L/T	R		L/T	R	
	# of Lanes	1	3	1	1	4	1		1	1		1	1	
Peak	Storage (ft)	245	---	115	500	---	90		---	190		---	80	INT
PM	LOS	A	A	A	A	B	A		C	C		C	C	A
	Delay (s)	6.5	0.8	0.5	6.5	10.1	8.2		21.8	21.5		22.8	21.6	7.5
	v/c	0.14	0.37	0.04	0.09	0.38	0.04		0.16	0.10		0.33	0.11	
	Queue (ft)	25	50	25	25	125	25		50	25		75	25	

95th percentile queues reported
Queues rounded to the nearest 25 ft
R YBP: Right-turn yielding bypass

Exhibit 5-2, 2038 Horizon Year Background Traffic Capacity/LOS Analysis
Existing Transportation System

Node 500	60th St at W Frontage Rd									STOP Control AWSC			Operations HCM 7th Ed
	Approach	● EB →			● WB ←			● NB ↑			● SB ↓			
		L	T/R		L	T/R		L	T	T/R	L	T	T/R	
	# of Lanes	1	1		1	1		1	1	1	1	1	1	
Peak	Storage (ft)	130	---		135	---		305	---	---	400	---	235	INT
	LOS	B	C		B	C		B	B	B	B	B	B	B
PM	Delay (s)	11.2	15.8		11.0	17.6		11.7	11.1	11.1	11.7	11.0	12.8	14.3
	v/c	0.11	0.47		0.11	0.55		0.08	0.07	0.15	0.12	0.11	0.33	
	Queue (ft)	25	75		25	75		25	25	25	25	25	25	

● Approach with Stop control
95th percentile queues reported
Queues rounded to the nearest 25 ft
HCM methods limit stop-controlled analyses to a maximum of 3 lanes. Results are shown for the existing lane configuration; however, were analyzed with 1 SB T and 1 SB T/R to satisfy *HCM* methodologies.

Node 600	60th St at E Frontage Rd									STOP Control AWSC			Operations HCM 7th Ed
	Approach	● EB →			● WB ←			● NB ↑			● SB ↓			
			All			All			All			All		
	# of Lanes		1			1			1			1		
Peak	Storage (ft)		---			---			---			---		INT
	LOS		B			C			B			B		B
PM	Delay (s)		14.0			17.0			12.0			10.3		14.5
	v/c		0.52			0.62			0.36			0.11		
	Queue (ft)		75			100			50			25		

● Approach with Stop control
95th percentile queues reported
Queues rounded to the nearest 25 ft

Node 700	71st St at W Frontage Rd									STOP Control AWSC			Operations HCM 7th Ed
	Approach	● EB →			● WB ←			● NB ↑			● SB ↓			
		L/T		T/R	L/T		T/R		All			L/T	R	
	# of Lanes	1		1	1		1		1			1	1	
Peak	Storage (ft)	---		---	---		---		---			---	255	INT
	LOS	B		B	C		B		C			C	A	C
PM	Delay (s)	12.4		11.8	16.7		13.2		15.8			19.4	9.6	15.5
	v/c	0.21		0.21	0.49		0.36		0.45			0.57	0.08	
	Queue (ft)	25		25	75		50		50			100	25	

● Approach with Stop control
95th percentile queues reported
Queues rounded to the nearest 25 ft

Node 800	I41 SB at 71st St									Control Signal			Operations HCM 7th Ed
	Approach	EB →			WB ←			NB ↑			SB ↓			
			T	R YBP	L	T					L	L/T+T	R YBP	
	# of Lanes		2	1	1	2					1	1+1	1	
Peak	Storage (ft)		---	120	190	190					255	---	255	INT
	LOS		B	B	A	A					B	B	B	B
PM	Delay (s)		10.0	10.3	7.1	5.5					17.8	18.0	16.4	13.4
	v/c		0.20	0.18	0.05	0.11					0.51	0.55	0.21	
	Queue (ft)		50	25	25	25					100	100	25	

95th percentile queues reported
Queues rounded to the nearest 25 ft
R YBP: Right-turn yielding bypass
The WB left turn lane is continuous to Node 900

Exhibit 5-2, 2038 Horizon Year Background Traffic Capacity/LOS Analysis
Existing Transportation System

Node 900	I41 NB at 71st St									Control Signal	Operations HCM 7th Ed
	Approach	EB →			WB ←		NB ↑			SB ↓	
		L	T		T	R YBP	L	L/T	R YBP		
	# of Lanes	1	2		2	1	1	1+1	1		
Peak	Storage (ft)	190	190		---	105	250	---	250		INT
PM	LOS	A	A		B	B	B	B	B		B
	Delay (s)	6.8	0.2		12.0	13.9	16.4	19.9	15.7		11.8
	v/c	0.28	0.17		0.15	0.29	0.23	0.67	0.05		
	Queue (ft)	50	25		25	25	50	125	25		

95th percentile queues reported
Queues rounded to the nearest 25 ft
R YBP: Right-turn yielding bypass
The EB left turn lane is continuous to Node 800

Node 1000	71st St at 125th Ave								Control AWSC	Operations HCM 7th Ed
	Approach	● EB →			● WB ←		● NB ↑		SB ↓	
		T	T/R	L/T	T		L	R		
	# of Lanes	1	1	1	1		1	1		
Peak	Storage (ft)	---	---	---	---		---	---		INT
PM	LOS	A	A	B	A		A	A		B
	Delay (s)	8.5	8.1	12.8	8.3		9.9	8.5		10.7
	v/c	0.07	0.06	0.45	0.08		0.13	0.14		
	Queue (ft)	25	25	50	25		25	25		

● Approach with Stop control
95th percentile queues reported
Queues rounded to the nearest 25 ft

Exhibit 5-3A, Alt. A, 2028 Base Year Build Development Traffic Capacity/LOS Analysis
Existing Transportation System

Node 100	STH 158 at W Frontage Rd										Control AWSC		Operations HCM 7th Ed
	Approach	EB →			WB ←			NB ↑			SB ↓		
					L		R	T/R			L	T	
	# of Lanes				1		1	1			1	1	
Peak	Storage (ft)				---		---	---			300	---	INT
PM	LOS				F		B	F			D	C	F
	Delay (s)				723.0		11.3	124.9			31.4	17.2	416.1
	v/c				2.56		0.21	1.64			0.87	0.29	
	Queue (ft)				2250		25	425			100	25	

● Approach with Stop control
95th percentile queues reported
Queues rounded to the nearest 25 ft

Node 200	I41 SB at STH 158									Control Signal			Operations HCM 7th Ed
	Approach	EB →			WB ←			NB ↑		SB ↓			
			T	R YBP	L	T				L	L/T	R YBP	
	# of Lanes		3	1	2	2				1	1	1	
Peak	Storage (ft)		315	265	250	250				410	---	410	INT
PM	LOS		B	D	D	A				B	B	B	C
	Delay (s)		17.0	53.8	44.8	8.0				19.0	19.0	17.3	24.9
	v/c		0.38	*0.93*	*0.95*	0.40				0.65	0.65	0.50	
	Queue (ft)		50	50	150	75				150	150	25	

95th percentile queues reported
Queues rounded to the nearest 25 ft
R YBP: Right-turn yielding bypass
The right two EB thru lanes are continuous; the far left is a continuation of Node 300's left-turn lane

Node 300	I41 NB at STH 158									Control Signal		Operations HCM 7th Ed
	Approach	EB →				WB ←			NB ↑		SB ↓	
		L	T			T	R YBP		L/T	R		
	# of Lanes	2	2			4	1		1	2		
Peak	Storage (ft)	225	225			120	---		---	400		INT
PM	LOS	C	A			B	C		F	B		D
	Delay (s)	21.0	6.8			15.6	31.1		197.2	19.3		45.6
	v/c	0.48	0.31			0.40	0.79		1.34	0.45		
	Queue (ft)	75	75			75	50		325	25		

95th percentile queues reported
Queues rounded to the nearest 25 ft
R YBP: Right-turn yielding bypass
The right two WB thru lanes are continuous; the far left are a continuation of Node 200's left-turn lane
The WB right-turn lane is continuous thru Node 400

Node 400	STH 158 at E Frontage Rd												Control Signal		Operations HCM 7th Ed
	Approach	EB →				WB ←				NB ↑			SB ↓		
		L	T	R		L	T	R YBP		L/T	R		L/T	R	
	# of Lanes	1	3	1		1	4	1		1	1		1	1	
Peak	Storage (ft)	245	---	115		500	---	90		---	190		---	80	INT
PM	LOS	A	B	B		A	B	B		B	B		B	B	B
	Delay (s)	9.3	13.9	10.7		9.2	13.7	10.7		13.4	13.3		13.9	13.3	13.5
	v/c	0.15	0.58	0.07		0.13	0.58	0.06		0.11	0.07		0.22	0.08	
	Queue (ft)	25	150	25		25	125	25		25	25		50	25	

95th percentile queues reported
Queues rounded to the nearest 25 ft
R YBP: Right-turn yielding bypass

Color Legend
LOS F, at/over-capacity condition, or storage at/exceeding capacity
LOS E
v/c *or* queue storage close to capacity
Thru movement queue likely restricting access to adjacent lane

Exhibit 5-3A, Alt. A, 2028 Base Year Build Development Traffic Capacity/LOS Analysis
Existing Transportation System

Node 500	60th St at W Frontage Rd												STOP Control AWSC	Operations HCM 7th Ed
	Approach	● EB →			● WB ←			● NB ↑			● SB ↓			
		L	T/R		L	T/R		L	T	T/R	L	T	T/R	
	# of Lanes	1	1		1	1		1	1	1	1	1	1	
Peak	Storage (ft)	130	---		135	---		305	---	---	400	---	235	INT
	LOS	C	E		C	F		C	F	E	C	F	F	F
	Delay (s)	18.6	46.2		22.7	58.4		16.6	69.8	38.0	16.4	409.4	194.2	169.2
PM	v/c	0.19	0.81		0.39	*0.91*		0.12	*0.99*	0.76	0.18	1.79	1.30	
	Queue (ft)	25	150		50	200		25	225	125	25	1000	550	

● Approach with Stop control
95th percentile queues reported
Queues rounded to the nearest 25 ft
HCM methods limit stop-controlled analyses to a maximum of 3 lanes. Results are shown for the existing lane configuration; however, were analyzed with 1 SB T and 1 SB T/R to satisfy *HCM* methodologies.

Node 550	60th St at Access 1												STOP Control Side Street	Operations HCM 7th Ed
	Approach	EB →			WB ←			● NB ↑			SB ↓			
			T/R			L/T		L		R				
	# of Lanes		1			1		1		1				
Peak	Storage (ft)		---			---		100		---				INT
	LOS		-			*		C		*				
	Delay (s)		-			*		15.1		*				0.6
PM	v/c							0.08						
	Queue (ft)		25			25		25		25				

Red indicates altered/improved condition from previous state
● Approach with Stop control
95th percentile queues reported
Queues rounded to the nearest 25 ft
- Operations not calculated for movements with no vehicular conflict or no conflicting turning movement volume
* No volume utilizing the lane during the peak hour results in zero delay

Node 560	W Frontage Rd at Access 2A/B												STOP Control TWSC	Operations HCM 7th Ed
	Approach	● EB →			● WB ←			NB ↑			SB ↓			
		L	T/R		L	T/R			All			L/T	R	
	# of Lanes	1	1		1	1			1			1	1	
Peak	Storage (ft)	100	---		100	---			---			---	100	INT
	LOS	F	D		E	D			B			A	-	
	Delay (s)	107.4	27.1		44.7	27.6			10.9			8.5	-	4.1
PM	v/c	0.70	0.01		0.01	0.01			0.00			0.00		
	Queue (ft)	*100*	25		25	25			25			25	25	

Red indicates altered/improved condition from previous state
● Approach with Stop control
95th percentile queues reported
Queues rounded to the nearest 25 ft
- Operations not calculated for movements with no vehicular conflict or no conflicting turning movement volume
* No volume utilizing the lane during the peak hour results in zero delay

Exhibit 5-3A, Alt. A, 2028 Base Year Build Development Traffic Capacity/LOS Analysis
Existing Transportation System

Node 570	W Frontage Rd at Access 3A/B									Control TWSC		Operations HCM 7th Ed
	Approach	● EB →			● WB ←			NB ↑			SB ↓		
		L	T/R		L	T/R		L	T/R		L/T	R	
Peak	# of Lanes	1	1		1	1		1	1		1	1	
	Storage (ft)	100	---		100	---		100	---		---	100	INT
PM	LOS	F	B		*	*		B	-		-	-	
	Delay (s)	150.7	12.8		*	*		10.8	-		-	-	18.0
	v/c	1.09	0.07					0.09					
	Queue (ft)	250	25		25	25		25	25		25	25	

Red indicates altered/improved condition from previous state
● Approach with Stop control
95th percentile queues reported
Queues rounded to the nearest 25 ft
- Operations not calculated for movements with no vehicular conflict or no conflicting turning movement volume
* No volume utilizing the lane during the peak hour results in zero delay

Node 580	W Frontage Rd at Access 4A/B									Control TWSC		Operations HCM 7th Ed
	Approach	● EB →			● WB ←			NB ↑			SB ↓		
		L	T/R		L	T/R		L	T/R		L/T	R	
Peak	# of Lanes	1	1		1	1		1	1		1	1	
	Storage (ft)	100	---		100	---		200	---		---	100	INT
PM	LOS	D	A		*	*		A	-		-	-	
	Delay (s)	34.3	9.6		*	*		9.5	-		-	-	7.1
	v/c	0.65	0.07					0.13					
	Queue (ft)	*100*	25		25	25		25	25		25	25	

Red indicates altered/improved condition from previous state
● Approach with Stop control
95th percentile queues reported
Queues rounded to the nearest 25 ft
- Operations not calculated for movements with no vehicular conflict or no conflicting turning movement volume
* No volume utilizing the lane during the peak hour results in zero delay

Node 590	W Frontage Rd at Access 5									Control Side Street		Operations HCM 7th Ed
	Approach	● EB →			WB ←			NB ↑			SB ↓		
		L	R					L	T		T/R		
Peak	# of Lanes	1	1					1	1		1		
	Storage (ft)	100	---					200	---		---		INT
PM	LOS	*	A					A	-		-		
	Delay (s)	*	9.8					7.9	-		-		1.2
	v/c		0.04					0.05					
	Queue (ft)	25	25					25					

Red indicates altered/improved condition from previous state
● Approach with Stop control
95th percentile queues reported
Queues rounded to the nearest 25 ft
- Operations not calculated for movements with no vehicular conflict or no conflicting turning movement volume

Exhibit 5-3A, Alt. A, 2028 Base Year Build Development Traffic Capacity/LOS Analysis
Existing Transportation System

Node 600	60th St at E Frontage Rd									STOP	Control AWSC		Operations HCM 7th Ed
	Approach	● EB →			● WB ←			● NB ↑			● SB ↓		
		All			All			All			All		
	# of Lanes	1			1			1			1		
Peak	Storage (ft)	---			---			---			---		INT
	LOS	B			C			B			B		C
PM	Delay (s)	14.9			19.9			12.2			10.4		16.3
	v/c	0.55			0.69			0.36			0.09		
	Queue (ft)	75			150			50			25		

● Approach with Stop control
95th percentile queues reported
Queues rounded to the nearest 25 ft

Node 700	71st St at W Frontage Rd									STOP	Control AWSC		Operations HCM 7th Ed
	Approach	● EB →			● WB ←			● NB ↑			● SB ↓		
		L/T		T/R	L/T		T/R	All			L/T	R	
	# of Lanes	1		1	1		1	1			1	1	
Peak	Storage (ft)	---		---	---		---	---			---	255	INT
	LOS	C		B	C		C	E			E	B	D
PM	Delay (s)	19.1		14.5	24.0		21.6	41.8			50.0	11.7	32.2
	v/c	0.43		0.25	0.60		0.58	0.83			0.88	0.15	
	Queue (ft)	50		25	100		100	200			225	25	

● Approach with Stop control
95th percentile queues reported
Queues rounded to the nearest 25 ft

Node 800	I41 SB at 71st St										Control Signal		Operations HCM 7th Ed
	Approach	EB →			WB ←			NB ↑			SB ↓		
			T	R YBP	L	T					L	L/T+T	R YBP
	# of Lanes		2	1	1	2					1	1+1	1
Peak	Storage (ft)		---	120	190	190					255	---	255
	LOS		B	B	A	A					B	B	B
PM	Delay (s)		10.0	10.6	6.8	0.2					17.7	17.7	16.4
	v/c		0.20	0.22	0.05	0.14					0.50	0.53	0.21
	Queue (ft)		50	25	25	25					100	100	25

95th percentile queues reported
Queues rounded to the nearest 25 ft
R YBP: Right-turn yielding bypass
The WB left turn lane is continuous to Node 900

Node 900	I41 NB at 71st St										Control Signal		Operations HCM 7th Ed
	Approach	EB →				WB ←			NB ↑			SB ↓		
		L	T			T	R YBP	L	L/T	R YBP			
	# of Lanes	1	2			2	1	1	1+1	1			
Peak	Storage (ft)	190	190			---	105	250	---	250			INT
	LOS	A	A			B	B	B	B	B			B
PM	Delay (s)	6.7	0.2			11.9	13.7	17.3	19.6	15.7			12.0
	v/c	0.27	0.17			0.14	0.28	0.43	0.65	0.05			
	Queue (ft)	50	25			25	25	75	125	25			

95th percentile queues reported
Queues rounded to the nearest 25 ft
R YBP: Right-turn yielding bypass
The EB left turn lane is continuous to Node 800

Exhibit 5-3A, Alt. A, 2028 Base Year Build Development Traffic Capacity/LOS Analysis
Existing Transportation System

Node 1000	71st St at 125th Ave								STOP	Control AWSC	Operations HCM 7th Ed
	Approach	● EB →			● WB ←		● NB ↑			SB ↓	
		T	T/R	L/T	T		L	R			
	# of Lanes	1	1	1	1		1	1			
Peak	Storage (ft)	---	---	---	---		---	---			INT
	LOS	A	A	B	A		A	A			B
	Delay (s)	8.8	8.4	14.4	8.5		10.0	9.4			11.6
PM	v/c	0.07	0.06	0.52	0.08		0.14	0.24			
	Queue (ft)	25	25	75	25		25	25			

● Approach with Stop control
95th percentile queues reported
Queues rounded to the nearest 25 ft

Exhibit 5-3B, Alt. B, 2028 Base Year Build Development Traffic Capacity/LOS Analysis
Existing Transportation System

Node 100	STH 158 at W Frontage Rd										Control AWSC		Operations HCM 7th Ed
	Approach	EB →			WB ←			NB ↑			SB ↓		
					L		R		T/R		L	T	
	# of Lanes				1		1		1		1	1	
Peak	Storage (ft)				---		---		---		300	---	INT
	LOS				F		B		D		C	B	E
PM	Delay (s)				69.5		10.5		26.7		21.4	12.1	38.9
	v/c				1.00		0.19		0.75		0.58	0.19	
	Queue (ft)				350		25		150		100	25	

● Approach with Stop control
95th percentile queues reported
Queues rounded to the nearest 25 ft

Node 200	I41 SB at STH 158									Control Signal			Operations HCM 7th Ed
	Approach	EB →			WB ←			NB ↑		SB ↓			
			T	R YBP	L	T				L	L/T	R YBP	
	# of Lanes		3	1	2	2				1	1	1	
Peak	Storage (ft)		315	265	250	250				410	---	410	INT
	LOS		B	C	D	A				B	B	B	C
PM	Delay (s)		16.0	31.6	45.7	6.8				19.0	19.0	15.8	25.2
	v/c		0.25	0.73	0.95	0.20				0.65	0.65	0.20	
	Queue (ft)		50	50	150	50				150	150	25	

95th percentile queues reported
Queues rounded to the nearest 25 ft
R YBP: Right-turn yielding bypass
The right two EB thru lanes are continuous; the far left is a continuation of Node 300's left-turn lane

Node 300	I41 NB at STH 158									Control Signal		Operations HCM 7th Ed
	Approach	EB →				WB ←			NB ↑		SB ↓	
		L	T			T	R YBP		L/T	R		
	# of Lanes	2	2			4	1		1	2		
Peak	Storage (ft)	225	225			120	---		---	400		INT
	LOS	C	A			B	C		C	B		B
PM	Delay (s)	21.0	6.7			14.5	27.3		21.5	19.4		16.0
	v/c	0.31	0.29			0.33	0.75		0.58	0.46		
	Queue (ft)	50	75			75	50		125	25		

95th percentile queues reported
Queues rounded to the nearest 25 ft
R YBP: Right-turn yielding bypass
The right two WB thru lanes are continuous; the far left are a continuation of Node 200's left-turn lane
The WB right-turn lane is continuous thru Node 400

Node 400	STH 158 at E Frontage Rd												Control Signal		Operations HCM 7th Ed
	Approach	EB →				WB ←				NB ↑			SB ↓		
		L	T	R		L	T	R YBP		L/T	R		L/T	R	
	# of Lanes	1	3	1		1	4	1		1	1		1	1	
Peak	Storage (ft)	245	---	115		500	---	90		---	190		---	80	INT
	LOS	A	B	B		A	B	B		B	B		B	B	B
PM	Delay (s)	9.2	13.7	10.7		9.2	13.3	10.7		13.4	13.3		13.9	13.3	13.2
	v/c	0.14	0.56	0.07		0.13	0.53	0.06		0.11	0.07		0.22	0.08	
	Queue (ft)	25	125	25		25	125	25		25	25		50	25	

95th percentile queues reported
Queues rounded to the nearest 25 ft
R YBP: Right-turn yielding bypass

Exhibit 5-3B, Alt. B, 2028 Base Year Build Development Traffic Capacity/LOS Analysis
Existing Transportation System

Node 500	60th St at W Frontage Rd												STOP Control AWSC	Operations HCM 7th Ed
	Approach	● EB →			● WB ←			● NB ↑			● SB ↓			
		L	T/R		L	T/R		L	T	T/R	L	T	T/R	
	# of Lanes	1	1		1	1		1	1	1	1	1	1	
Peak	Storage (ft)	130	---		135	---		305	---	---	400	---	235	INT
	LOS	B	C		B	D		B	C	C	B	C	C	C
PM	Delay (s)	14.1	24.6		14.3	28.9		13.6	19.2	17.3	13.7	21.0	22.9	21.7
	v/c	0.14	0.60		0.18	0.68		0.10	0.44	0.39	0.15	0.53	0.59	
	Queue (ft)	25	100		25	125		25	50	50	25	75	100	

● Approach with Stop control
95th percentile queues reported
Queues rounded to the nearest 25 ft
HCM methods limit stop-controlled analyses to a maximum of 3 lanes. Results are shown for the existing lane configuration; however, were analyzed with 1 SB T and 1 SB T/R to satisfy *HCM* methodologies.

Node 550	60th St at Access 1												STOP Control Side Street	Operations HCM 7th Ed
	Approach	EB →			WB ←			● NB ↑			SB ↓			
			T/R			L/T		L		R				
	# of Lanes		1			1		1		1				
Peak	Storage (ft)		---			---		100		---				INT
	LOS		-			*		B		*				
PM	Delay (s)		-			*		14.3		*				0.3
	v/c							0.04						
	Queue (ft)		25			25		25		25				

Red indicates altered/improved condition from previous state
● Approach with Stop control
95th percentile queues reported
Queues rounded to the nearest 25 ft
- Operations not calculated for movements with no vehicular conflict or no conflicting turning movement volume
* No volume utilizing the lane during the peak hour results in zero delay

Node 560	W Frontage Rd at Access 2A/B												STOP Control TWSC	Operations HCM 7th Ed
	Approach	● EB →			WB ←			NB ↑			SB ↓			
		L	R					L/T			T/R			
	# of Lanes	1	1					1			1			
Peak	Storage (ft)	100	---					---			---			INT
	LOS	C	B					A			-			
PM	Delay (s)	15.8	10.7					8.3			-			0.6
	v/c	0.09	0.00					0.00						
	Queue (ft)	25	25					25			25			

Red indicates altered/improved condition from previous state
● Approach with Stop control
95th percentile queues reported
Queues rounded to the nearest 25 ft
- Operations not calculated for movements with no vehicular conflict or no conflicting turning movement volume
* No volume utilizing the lane during the peak hour results in zero delay

Exhibit 5-3B, Alt. B, 2028 Base Year Build Development Traffic Capacity/LOS Analysis
Existing Transportation System

Node 570	W Frontage Rd at Access 3A/B						STOP	Control TWSC		Operations HCM 7th Ed
	Approach	● EB →		WB ←		NB ↑		SB ↓		
		L	R			L/T		T/R		
	# of Lanes	1	1			1		1		
Peak	Storage (ft)	100	---			---		---		INT
PM	LOS	C	B			A		-		2.3
	Delay (s)	15.7	10.3			8.2		-		
	v/c	0.22	0.02			0.01				
	Queue (ft)	25	25			25		25		

Red indicates altered/improved condition from previous state
● Approach with Stop control
95th percentile queues reported
Queues rounded to the nearest 25 ft
- Operations not calculated for movements with no vehicular conflict or no conflicting turning movement volume
* No volume utilizing the lane during the peak hour results in zero delay

Node 580	W Frontage Rd at Access 4A/B						STOP	Control TWSC		Operations HCM 7th Ed
	Approach	● EB →		WB ←		NB ↑		SB ↓		
		L	R			L/T		T/R		
	# of Lanes	1	1			1		1		
Peak	Storage (ft)	100	---			---		---		INT
PM	LOS	B	A			A		-		3.2
	Delay (s)	13.7	9.7			8.0		-		
	v/c	0.21	0.04			0.03				
	Queue (ft)	25	25			25		25		

Red indicates altered/improved condition from previous state
● Approach with Stop control
95th percentile queues reported
Queues rounded to the nearest 25 ft
- Operations not calculated for movements with no vehicular conflict or no conflicting turning movement volume
* No volume utilizing the lane during the peak hour results in zero delay

Node 590	W Frontage Rd at Access 5						STOP	Control Side Street		Operations HCM 7th Ed
	Approach	● EB →		WB ←		NB ↑		SB ↓		
		L	R			L/T		T/R		
	# of Lanes	1	1			1		1		
Peak	Storage (ft)	100	---			---		---		INT
PM	LOS	*	A			A		-		0.6
	Delay (s)	*	9.5			7.7		-		
	v/c		0.02			0.01				
	Queue (ft)	25	25			25		25		

Red indicates altered/improved condition from previous state
● Approach with Stop control
95th percentile queues reported
Queues rounded to the nearest 25 ft
- Operations not calculated for movements with no vehicular conflict or no conflicting turning movement volume

Exhibit 5-3B, Alt. B, 2028 Base Year Build Development Traffic Capacity/LOS Analysis
Existing Transportation System

Node 600	60th St at E Frontage Rd								STOP	Control AWSC		Operations HCM 7th Ed
	Approach	● EB →			● WB ←			● NB ↑			● SB ↓		
		All			All			All			All		
	# of Lanes	1			1			1			1		
Peak	Storage (ft)	---			---			---			---		INT
	LOS	B			C			B			B		B
PM	Delay (s)	13.9			16.6			11.8			10.1		14.4
	v/c	0.52			0.62			0.35			0.09		
	Queue (ft)	75			100			50			25		

● Approach with Stop control
95th percentile queues reported
Queues rounded to the nearest 25 ft

Node 700	71st St at W Frontage Rd								STOP	Control AWSC		Operations HCM 7th Ed
	Approach	● EB →			● WB ←			● NB ↑			● SB ↓		
		L/T		T/R	L/T		T/R	All			L/T	R	
	# of Lanes	1		1	1		1	1			1	1	
Peak	Storage (ft)	---		---	---		---	---			---	255	INT
	LOS	B		B	C		B	C			D	B	C
PM	Delay (s)	13.8		12.6	18.6		14.8	19.5			26.0	10.1	18.8
	v/c	0.27		0.21	0.53		0.41	0.56			0.70	0.10	
	Queue (ft)	25		25	75		50	75			125	25	

● Approach with Stop control
95th percentile queues reported
Queues rounded to the nearest 25 ft

Node 800	I41 SB at 71st St									Control Signal		Operations HCM 7th Ed
	Approach	EB →			WB ←			NB ↑			SB ↓		
		T	R YBP		L	T					L	L/T+T	R YBP
	# of Lanes	2	1		1	2					1	1+1	1
Peak	Storage (ft)	---	120		190	190					255	---	255	INT
	LOS	A	B		A	A					B	B	B	B
PM	Delay (s)	10.0	10.5		7.1	5.5					17.7	17.7	16.4	13.1
	v/c	0.20	0.20		0.05	0.11					0.50	0.53	0.21	
	Queue (ft)	50	25		25	25					100	100	25	

95th percentile queues reported
Queues rounded to the nearest 25 ft
R YBP: Right-turn yielding bypass
The WB left turn lane is continuous to Node 900

Node 900	I41 NB at 71st St									Control Signal		Operations HCM 7th Ed
	Approach	EB →				WB ←		NB ↑			SB ↓		
		L	T			T	R YBP	L	L/T	R YBP			
	# of Lanes	1	2			2	1	1	1+1	1			
Peak	Storage (ft)	190	190			---	105	250	---	250			INT
	LOS	A	A			B	B	B	B	B			B
PM	Delay (s)	6.7	0.2			11.9	13.7	16.6	19.6	15.7			11.7
	v/c	0.27	0.17			0.14	0.28	0.28	0.65	0.05			
	Queue (ft)	50	25			25	25	50	125	25			

95th percentile queues reported
Queues rounded to the nearest 25 ft
R YBP: Right-turn yielding bypass
The EB left turn lane is continuous to Node 800

Exhibit 5-3B, Alt. B, 2028 Base Year Build Development Traffic Capacity/LOS Analysis
Existing Transportation System

Node 1000	71st St at 125th Ave								STOP	Control AWSC	Operations HCM 7th Ed
	Approach	● EB →			● WB ←		● NB ↑			SB ↓	
		T	T/R	L/T	T		L	R			
	# of Lanes	1	1	1	1		1	1			
Peak	Storage (ft)	---	---	---	---		---	---			INT
	LOS	A	A	B	A		A	A			B
PM	Delay (s)	8.6	8.2	13.2	8.3		9.9	8.7			10.9
	v/c	0.07	0.06	0.47	0.08		0.14	0.16			
	Queue (ft)	25	25	75	25		25	25			

● Approach with Stop control
95th percentile queues reported
Queues rounded to the nearest 25 ft

Exhibit 5-3C, Alt. C, 2028 Base Year Build Development Traffic Capacity/LOS Analysis
Existing Transportation System

Node 100	STH 158 at W Frontage Rd									Control AWSC		Operations HCM 7th Ed
	Approach	EB →			WB ←			NB ↑		SB ↓		
					L		R	T/R		L	T	
Peak	# of Lanes				1		1	1		1	1	
	Storage (ft)				---		---	---		300	---	INT
PM	LOS				C		A	B		C	B	B
	Delay (s)				15.9		9.7	14.3		15.7	10.1	14.2
	v/c				0.47		0.17	0.50		0.48	0.15	
	Queue (ft)				75		25	75		75	25	

● Approach with Stop control
95th percentile queues reported
Queues rounded to the nearest 25 ft

Node 200	I41 SB at STH 158									Control Signal			Operations HCM 7th Ed
	Approach	EB →				WB ←			NB ↑		SB ↓		
			T	R YBP		L	T				L	L/T	R YBP
Peak	# of Lanes		3	1		2	2				1	1	1	
	Storage (ft)		315	265		250	250				410	---	410	INT
PM	LOS		B	C		D	A				B	B	B	C
	Delay (s)		15.7	27.8		46.0	6.5				19.0	19.0	15.4	26.4
	v/c		0.20	0.66		*0.95*	0.13				0.65	0.65	0.10	
	Queue (ft)		25	25		150	25				150	150	25	

95th percentile queues reported
Queues rounded to the nearest 25 ft
R YBP: Right-turn yielding bypass
The right two EB thru lanes are continuous; the far left is a continuation of Node 300's left-turn lane

Node 300	I41 NB at STH 158									Control Signal		Operations HCM 7th Ed
	Approach	EB →				WB ←			NB ↑		SB ↓	
		L	T			T	R YBP		L/T	R		
Peak	# of Lanes	2	2			4	1		1	2		
	Storage (ft)	225	225			120	---		---	400		INT
PM	LOS	C	A			B	C		B	B		B
	Delay (s)	21.4	6.6			13.7	24.3		18.9	19.5		14.8
	v/c	0.25	0.28			0.30	0.71		0.31	0.46		
	Queue (ft)	25	75			75	50		50	25		

95th percentile queues reported
Queues rounded to the nearest 25 ft
R YBP: Right-turn yielding bypass
The right two WB thru lanes are continuous; the far left are a continuation of Node 200's left-turn lane
The WB right-turn lane is continuous thru Node 400

Node 400	STH 158 at E Frontage Rd											Control Signal		Operations HCM 7th Ed
	Approach	EB →				WB ←				NB ↑		SB ↓		
		L	T	R		L	T	R YBP		L/T	R		L/T	R
Peak	# of Lanes	1	3	1		1	4	1		1	1		1	1
	Storage (ft)	245	---	115		500	---	90		---	190		---	80	INT
PM	LOS	A	B	B		A	B	B		B	B		B	B	B
	Delay (s)	9.1	13.6	10.7		9.2	13.2	10.7		13.4	13.3		13.9	13.3	13.1
	v/c	0.14	0.55	0.07		0.13	0.52	0.06		0.11	0.07		0.22	0.08	
	Queue (ft)	25	**125**	25		25	**100**	25		25	25		50	25	

95th percentile queues reported
Queues rounded to the nearest 25 ft
R YBP: Right-turn yielding bypass

Exhibit 5-3C, Alt. C, 2028 Base Year Build Development Traffic Capacity/LOS Analysis
Existing Transportation System

Node 500	60th St at W Frontage Rd												STOP	Control AWSC	Operations HCM 7th Ed
	Approach	● EB →			● WB ←			● NB ↑			● SB ↓				
		L	T/R		L	T/R		L	T	T/R	L	T	T/R		
	# of Lanes	1	1		1	1		1	1	1	1	1	1		
Peak	Storage (ft)	130	---		135	---		305	---	---	400	---	235		INT
	LOS	B	C		B	C		B	B	B	B	B	B		C
PM	Delay (s)	12.2	18.1		12.0	20.3		12.3	13.9	13.3	12.6	12.4	14.7		15.8
	v/c	0.12	0.50		0.12	0.58		0.11	0.28	0.28	0.13	0.17	0.38		
	Queue (ft)	25	75		25	100		25	25	25	25	25	50		

● Approach with Stop control
95th percentile queues reported
Queues rounded to the nearest 25 ft
HCM methods limit stop-controlled analyses to a maximum of 3 lanes. Results are shown for the existing lane configuration; however, were analyzed with 1 SB T and 1 SB T/R to satisfy *HCM* methodologies.

Node 560	W Frontage Rd at Access 2A/B												STOP	Control TWSC	Operations HCM 7th Ed
	Approach	● EB →			WB ←			NB ↑			SB ↓				
		L	R					L/T			T/R				
	# of Lanes	1	1					1			1				
Peak	Storage (ft)	100	---					---			---				INT
	LOS	B	A					A			-				
PM	Delay (s)	12.1	9.3					7.7			-				0.5
	v/c	0.04	0.00					0.00							
	Queue (ft)	25	25					25			25				

Red indicates altered/improved condition from previous state
● Approach with Stop control
95th percentile queues reported
Queues rounded to the nearest 25 ft
- Operations not calculated for movements with no vehicular conflict or no conflicting turning movement volume
* No volume utilizing the lane during the peak hour results in zero delay

Node 570	W Frontage Rd at Access 3A/B												STOP	Control TWSC	Operations HCM 7th Ed
	Approach	● EB →			WB ←			NB ↑			SB ↓				
		L	R					L/T			T/R				
	# of Lanes	1	1					1			1				
Peak	Storage (ft)	100	---					---			---				INT
	LOS	B	A					A			-				
PM	Delay (s)	11.9	9.3					7.6			-				2.0
	v/c	0.13	0.01					0.00							
	Queue (ft)	25	25					25			25				

Red indicates altered/improved condition from previous state
● Approach with Stop control
95th percentile queues reported
Queues rounded to the nearest 25 ft
- Operations not calculated for movements with no vehicular conflict or no conflicting turning movement volume
* No volume utilizing the lane during the peak hour results in zero delay

Exhibit 5-3C, Alt. C, 2028 Base Year Build Development Traffic Capacity/LOS Analysis
Existing Transportation System

Node 580	W Frontage Rd at Access 4A/B								STOP	Control TWSC		Operations HCM 7th Ed
	Approach	● EB →			WB ←		NB ↑			SB ↓		
		L	R				L/T			T/R		
	# of Lanes	1	1				1			1		
Peak	Storage (ft)	100	---				---			---		INT
	LOS	B	A				A			-		
PM	Delay (s)	11.3	9.3				7.7			-		2.3
	v/c	0.11	0.03				0.00					
	Queue (ft)	25	25				25			25		

Red indicates altered/improved condition from previous state
● Approach with Stop control
95th percentile queues reported
Queues rounded to the nearest 25 ft
- Operations not calculated for movements with no vehicular conflict or no conflicting turning movement volume
* No volume utilizing the lane during the peak hour results in zero delay

Node 590	W Frontage Rd at Access 5								STOP	Control Side Street		Operations HCM 7th Ed
	Approach	● EB →			WB ←		NB ↑			SB ↓		
		L	R				L/T			T/R		
	# of Lanes	1	1				1			1		
Peak	Storage (ft)	100	---				---			---		INT
	LOS	*	A				A			-		
PM	Delay (s)	*	9.3				7.7			-		0.3
	v/c		0.01				0.00					
	Queue (ft)	25	25				25			25		

Red indicates altered/improved condition from previous state
● Approach with Stop control
95th percentile queues reported
Queues rounded to the nearest 25 ft
- Operations not calculated for movements with no vehicular conflict or no conflicting turning movement volume

Node 600	60th St at E Frontage Rd								STOP	Control AWSC		Operations HCM 7th Ed
	Approach	● EB →			● WB ←		● NB ↑			● SB ↓		
			All		All		All			All		
	# of Lanes		1		1		1			1		
Peak	Storage (ft)		---		---		---			---		INT
	LOS		B		B		A			A		B
PM	Delay (s)		11.5		13.0		9.7			9.3		11.9
	v/c		0.45		0.53		0.12			0.08		
	Queue (ft)		50		75		25			25		

● Approach with Stop control
95th percentile queues reported
Queues rounded to the nearest 25 ft

Exhibit 5-3C, Alt. C, 2028 Base Year Build Development Traffic Capacity/LOS Analysis
Existing Transportation System

Node 700	71st St at W Frontage Rd								STOP	Control AWSC		Operations HCM 7th Ed
	Approach	● EB →			● WB ←			● NB ↑			● SB ↓		
		L/T		T/R	L/T		T/R	All			L/T	R	
Peak	# of Lanes	1		1	1		1	1			1	1	
	Storage (ft)	---		---	---		---	---			---	255	INT
PM	LOS	B		B	C		B	C			C	A	C
	Delay (s)	12.7		12.0	17.3		13.5	16.4			22.2	9.7	16.7
	v/c	0.22		0.20	0.50		0.36	0.47			0.64	0.09	
	Queue (ft)	25		25	75		50	75			100	25	

● Approach with Stop control
95th percentile queues reported
Queues rounded to the nearest 25 ft

Node 800	I41 SB at 71st St									Control Signal		Operations HCM 7th Ed
	Approach	EB →			WB ←			NB ↑		SB ↓		
			T	R YBP	L	T				L	L/T+T	R YBP
Peak	# of Lanes		2	1	1	2				1	1+1	1
	Storage (ft)		---	120	190	190				255	---	255	INT
PM	LOS		B	B	A	A				B	B	B	B
	Delay (s)		10.0	10.6	7.1	5.5				17.7	17.7	16.4	13.2
	v/c		0.20	0.22	0.05	0.11				0.50	0.53	0.21	
	Queue (ft)		50	25	25	25				100	100	25	

95th percentile queues reported
Queues rounded to the nearest 25 ft
R YBP: Right-turn yielding bypass
The WB left turn lane is continuous to Node 900

Node 900	I41 NB at 71st St									Control Signal		Operations HCM 7th Ed
	Approach	EB →				WB ←			NB ↑			SB ↓	
		L	T			T	R YBP	L	L/T	R YBP			
Peak	# of Lanes	1	2			2	1	1	1+1	1			
	Storage (ft)	190	190			---	105	250	---	250			INT
PM	LOS	A	A			B	B	B	B	B			B
	Delay (s)	6.7	0.2			11.9	13.7	16.4	19.6	15.7			11.6
	v/c	0.27	0.17			0.14	0.28	0.23	0.65	0.05			
	Queue (ft)	50	25			25	25	50	125	25			

95th percentile queues reported
Queues rounded to the nearest 25 ft
R YBP: Right-turn yielding bypass
The EB left turn lane is continuous to Node 800

Node 1000	71st St at 125th Ave									STOP	Control AWSC		Operations HCM 7th Ed
	Approach	● EB →			● WB ←			● NB ↑			SB ↓		
			T	T/R	L/T	T		L	R				
Peak	# of Lanes		1	1	1	1		1	1				
	Storage (ft)		---	---	---	---		---	---				INT
PM	LOS		A	A	B	A		A	A				B
	Delay (s)		8.5	8.1	12.9	8.2		9.9	8.5				10.8
	v/c		0.07	0.06	0.46	0.08		0.13	0.13				
	Queue (ft)		25	25	50	25		25	25				

● Approach with Stop control
95th percentile queues reported
Queues rounded to the nearest 25 ft

Exhibit 5-5A, Alt. A, 2038 Hor. Year Build Development Traffic Capacity/LOS Analysis
Existing Transportation System

Node 100	STH 158 at W Frontage Rd										Control: AWSC	Operations: HCM 7th Ed
	Approach	EB →			WB ←			NB ↑			SB ↓		
					L		R	T/R			L	T	
	# of Lanes				1		1	1			1	1	
Peak	Storage (ft)				---		---	---			300	---	INT
	LOS				F		B	F			F	C	F
	Delay (s)				777.7		13.3	146.0			73.1	17.0	423.9
PM	v/c				2.71		0.32	1.70			1.34	0.28	
	Queue (ft)				2300		25	450			225	25	

● Approach with Stop control
95th percentile queues reported
Queues rounded to the nearest 25 ft

Node 200	I41 SB at STH 158										Control: Signal		Operations: HCM 7th Ed
	Approach	EB →			WB ←			NB ↑			SB ↓			
			T	R YBP	L	T					L	L/T	R YBP	
	# of Lanes		3	1	2	2					1	1	1	
Peak	Storage (ft)		315	265	250	250					410	---	410	INT
	LOS		B	F	C	B					C	C	C	C
	Delay (s)		18.5	69.6	32.8	14.8					27.3	27.3	23.6	29.3
PM	v/c		0.34	*1.00*	0.83	0.36					0.81	0.81	0.60	
	Queue (ft)		75	50	125	25					175	175	25	

95th percentile queues reported
Queues rounded to the nearest 25 ft
R YBP: Right-turn yielding bypass
The right two EB thru lanes are continuous; the far left is a continuation of Node 300's left-turn lane

Node 300	I41 NB at STH 158										Control: Signal		Operations: HCM 7th Ed
	Approach	EB →				WB ←			NB ↑			SB ↓		
		L	T			T	R YBP		L/T	R				
	# of Lanes	2	2			4	1		1	2				
Peak	Storage (ft)	225	225			120	---		---	400				INT
	LOS	C	B			B	C		F	C				E
	Delay (s)	27.9	14.1			17.8	32.2		275.1	22.5				61.3
PM	v/c	0.58	0.31			0.38	0.79		1.52	0.51				
	Queue (ft)	75	25			25	200		400	25				

95th percentile queues reported
Queues rounded to the nearest 25 ft
R YBP: Right-turn yielding bypass
The right two WB thru lanes are continuous; the far left are a continuation of Node 200's left-turn lane
The WB right-turn lane is continuous thru Node 400

Node 400	STH 158 at E Frontage Rd												Control: Signal		Operations: HCM 7th Ed
	Approach	EB →				WB ←			NB ↑				SB ↓		
		L	T	R		L	T	R YBP		L/T	R			L/T	R
	# of Lanes	1	3	1		1	4	1		1	1			1	1
Peak	Storage (ft)	245	---	115		500	---	90		---	190			---	80
	LOS	A	A	A		A	B	A		C	C			C	C
	Delay (s)	6.7	0.8	0.5		6.5	10.4	8.2		21.8	21.5			22.8	21.6
PM	v/c	0.15	0.40	0.04		0.10	0.42	0.04		0.16	0.10			0.33	0.11
	Queue (ft)	25	50	25		25	125	25		50	25			75	25

95th percentile queues reported
Queues rounded to the nearest 25 ft
R YBP: Right-turn yielding bypass

Exhibit 5-5A, Alt. A, 2038 Hor. Year Build Development Traffic Capacity/LOS Analysis
Existing Transportation System

Node 500	60th St at W Frontage Rd												STOP	Control AWSC		Operations HCM 7th Ed	
	Approach	● EB →			● WB ←			● NB ↑			● SB ↓						
		L	T/R		L	T/R		L	T	T/R	L	T	T/R				
	# of Lanes	1	1		1	1		1	1	1	1	1	1				
Peak	Storage (ft)	130	---		135	---		305	---	---	400	---	235				INT
	LOS	C	F		C	F		C	F	E	C	F	F				F
	Delay (s)	18.8	51.8		22.9	69.2		16.9	73.9	39.6	16.7	425.7	205.4				176.8
PM	v/c	0.19	0.85		0.40	*0.97*		0.13	**1.01**	0.78	0.18	**1.82**	**1.33**				
	Queue (ft)	25	**150**		50	**225**		25	225	125	25	**1025**	**550**				

● Approach with Stop control
95th percentile queues reported
Queues rounded to the nearest 25 ft
HCM methods limit stop-controlled analyses to a maximum of 3 lanes. Results are shown for the existing lane configuration; however, were analyzed with 1 SB T and 1 SB T/R to satisfy *HCM* methodologies.

Node 550	60th St at Access 1												STOP	Control Side Street		Operations HCM 7th Ed	
	Approach	EB →			WB ←			● NB ↑			SB ↓						
			T/R			L/T		L		R							
	# of Lanes		1			1		1		1							
Peak	Storage (ft)		---			---		100		---							INT
	LOS		-			*		C		*							
	Delay (s)		-			*		15.4		*							0.6
PM	v/c							0.08									
	Queue (ft)		25			25		25		25							

● Approach with Stop control
95th percentile queues reported
Queues rounded to the nearest 25 ft
- Operations not calculated for movements with no vehicular conflict or no conflicting turning movement volume
* No volume utilizing the lane during the peak hour results in zero delay

Node 560	W Frontage Rd at Access 2A/B												STOP	Control TWSC		Operations HCM 7th Ed	
	Approach	● EB →			● WB ←			NB ↑			SB ↓						
		L	T/R		L	T/R		All			L/T	R					
	# of Lanes	1	1		1	1		1			1	1					
Peak	Storage (ft)	100	---		100	---		---			---	100					INT
	LOS	F	D		E	D		*			A	-					
	Delay (s)	107.4	27.1		44.7	27.6		10.9			8.5	-					4.1
PM	v/c	0.70	0.01		0.01	0.01		0.00			0.00						
	Queue (ft)	*100*	25		25	25		25			25	25					

● Approach with Stop control
95th percentile queues reported
Queues rounded to the nearest 25 ft
- Operations not calculated for movements with no vehicular conflict or no conflicting turning movement volume
* No volume utilizing the lane during the peak hour results in zero delay

Exhibit 5-5A, Alt. A, 2038 Hor. Year Build Development Traffic Capacity/LOS Analysis
Existing Transportation System

Node 570	W Frontage Rd at Access 3A/B								STOP	Control TWSC		Operations HCM 7th Ed
	Approach	● EB →			● WB ←		NB ↑			SB ↓		
		L	T/R		L	T/R	L	T/R		L/T	R	
	# of Lanes	1	1		1	1	1	1		1	1	
Peak	Storage (ft)	100	---		100	---	200	---		---	100	INT
PM	LOS	F	B		*	*	B	-		-	-	
	Delay (s)	150.7	12.8		*	*	10.8	-		-	-	18.0
	v/c	1.09	0.07				0.09					
	Queue (ft)	250	25		25	25	25	25		25	25	

● Approach with Stop control
95th percentile queues reported
Queues rounded to the nearest 25 ft
- Operations not calculated for movements with no vehicular conflict or no conflicting turning movement volume
* No volume utilizing the lane during the peak hour results in zero delay

Node 580	W Frontage Rd at Access 4A/B								STOP	Control TWSC		Operations HCM 7th Ed
	Approach	● EB →			● WB ←		NB ↑			SB ↓		
		L	T/R		L	T/R	L	T/R		L/T	R	
	# of Lanes	1	1		1	1	1	1		1	1	
Peak	Storage (ft)	100	---		100	---	200	---		---	100	INT
PM	LOS	D	A		*	*	A	-		-	-	
	Delay (s)	34.3	9.6		*	*	9.5	-		-	-	7.1
	v/c	0.65	0.07				0.13					
	Queue (ft)	*100*	25		25	25	25	25		25	25	

● Approach with Stop control
95th percentile queues reported
Queues rounded to the nearest 25 ft
- Operations not calculated for movements with no vehicular conflict or no conflicting turning movement volume
* No volume utilizing the lane during the peak hour results in zero delay

Node 590	W Frontage Rd at Access 5								STOP	Control Side Street		Operations HCM 7th Ed
	Approach	● EB →			WB ←		NB ↑			SB ↓		
		L	R				L	T		T/R		
	# of Lanes	1	1				1	1		1		
Peak	Storage (ft)	100	---				200	---		---		INT
PM	LOS	*	A				A	-		-		
	Delay (s)	*	9.8				7.9	-		-		1.2
	v/c		0.04				0.05					
	Queue (ft)	25	25				25			25		

● Approach with Stop control
95th percentile queues reported
Queues rounded to the nearest 25 ft
- Operations not calculated for movements with no vehicular conflict or no conflicting turning movement volume

Exhibit 5-5A, Alt. A, 2038 Hor. Year Build Development Traffic Capacity/LOS Analysis
Existing Transportation System

Node 600	60th St at E Frontage Rd								Control AWSC		Operations HCM 7th Ed
	Approach	● EB →			● WB ←		● NB ↑		● SB ↓		
		All			All		All		All		
	# of Lanes	1			1		1		1		
Peak	Storage (ft)	---			---		---		---		INT
	LOS	C			C		B		B		C
PM	Delay (s)	16.0			22.3		12.8		10.8		17.7
	v/c	0.58			0.76		0.38		0.12		
	Queue (ft)	100			150		50		25		

● Approach with Stop control
95th percentile queues reported
Queues rounded to the nearest 25 ft

Node 700	71st St at W Frontage Rd								Control AWSC		Operations HCM 7th Ed
	Approach	● EB →			● WB ←		● NB ↑		● SB ↓		
		L/T		T/R	L/T	T/R	All		L/T	R	
	# of Lanes	1		1	1	1	1		1	1	
Peak	Storage (ft)	---		---	---	---	---		---	255	INT
	LOS	C		B	C	C	E		F	B	D
PM	Delay (s)	19.2		14.7	23.8	22.0	42.3		50.4	11.9	32.3
	v/c	0.43		0.26	0.59	0.59	0.83		0.89	0.16	
	Queue (ft)	50		25	100	100	200		225	25	

● Approach with Stop control
95th percentile queues reported
Queues rounded to the nearest 25 ft

Node 800	I41 SB at 71st St							Control Signal			Operations HCM 7th Ed
	Approach	EB →			WB ←		NB ↑	SB ↓			
			T	R YBP	L	T		L	L/T+T	R YBP	
	# of Lanes		2	1	1	2		1	1+1	1	
Peak	Storage (ft)		---	120	190	190		255	---	255	INT
	LOS		B	B	A	A		B	B	B	B
PM	Delay (s)		10.0	10.6	6.8	0.2		17.8	18.0	16.4	12.0
	v/c		0.20	0.22	0.05	0.14		0.51	0.55	0.21	
	Queue (ft)		50	25	25	25		100	100	25	

95th percentile queues reported
Queues rounded to the nearest 25 ft
R YBP: Right-turn yielding bypass
The WB left turn lane is continuous to Node 900

Node 900	I41 NB at 71st St								Control Signal		Operations HCM 7th Ed
	Approach	EB →			WB ←			NB ↑		SB ↓	
		L	T		T	R YBP	L	L/T	R YBP		
	# of Lanes	1	2		2	1	1	1+1	1		
Peak	Storage (ft)	190	190		---	105	250	---	250		INT
	LOS	A	A		B	B	B	B	B		B
PM	Delay (s)	6.8	0.2		12.0	13.9	17.3	19.9	15.7		12.1
	v/c	0.28	0.17		0.15	0.29	0.43	0.66	0.05		
	Queue (ft)	50	25		25	25	75	125	25		

95th percentile queues reported
Queues rounded to the nearest 25 ft
R YBP: Right-turn yielding bypass
The EB left turn lane is continuous to Node 800

Exhibit 5-5A, Alt. A, 2038 Hor. Year Build Development Traffic Capacity/LOS Analysis
Existing Transportation System

Node 1000	71st St at 125th Ave								STOP	Control AWSC	Operations HCM 7th Ed
	Approach	● EB →			● WB ←		● NB ↑			SB ↓	
		T	T/R	L/T	T		L	R			
	# of Lanes	1	1	1	1		1	1			
Peak	Storage (ft)	---	---	---	---		---	---			INT
	LOS	A	A	B	A		A	A			B
	Delay (s)	8.8	8.4	14.7	8.5		10.0	9.5			11.8
PM	v/c	0.07	0.06	0.53	0.08		0.14	0.25			
	Queue (ft)	25	25	75	25		25	25			

● Approach with Stop control
95th percentile queues reported
Queues rounded to the nearest 25 ft

Exhibit 5-5B, Alt. B, 2038 Hor. Year Build Development Traffic Capacity/LOS Analysis
Existing Transportation System

Node 100	STH 158 at W Frontage Rd										Control: AWSC	Operations: HCM 7th Ed
	Approach	EB →			WB ←			NB ↑		SB ↓			
					L		R	T/R		L	T		
Peak	# of Lanes				1		1	1		1	1		
	Storage (ft)				---		---	---		300	---		INT
PM	LOS				F		B	D		F	B		F
	Delay (s)				94.1		12.4	30.8		52.3	12.3		53.6
	v/c				1.08		0.30	0.80		0.94	0.19		
	Queue (ft)				400		25	175		250	25		

● Approach with Stop control
95th percentile queues reported
Queues rounded to the nearest 25 ft

Node 200	I41 SB at STH 158									Control: Signal		Operations: HCM 7th Ed
	Approach	EB →			WB ←		NB ↑			SB ↓			
			T	R YBP	L	T				L	L/T	R YBP	
Peak	# of Lanes		3	1	2	2				1	1	1	
	Storage (ft)		315	265	250	250				410	---	410	INT
PM	LOS		B	D	C	B				C	C	C	C
	Delay (s)		17.6	40.3	33.0	12.3				27.5	27.5	21.5	26.7
	v/c		0.23	0.84	0.83	0.19				0.81	0.81	0.25	
	Queue (ft)		50	50	125	25				175	175	25	

95th percentile queues reported
Queues rounded to the nearest 25 ft
R YBP: Right-turn yielding bypass
The right two EB thru lanes are continuous; the far left is a continuation of Node 300's left-turn lane

Node 300	I41 NB at STH 158									Control: Signal		Operations: HCM 7th Ed
	Approach	EB →			WB ←			NB ↑		SB ↓		
		L	T		T	R YBP		L/T	R			
Peak	# of Lanes	2	2		4	1		1	2			
	Storage (ft)	225	225		120	---		---	400			INT
PM	LOS	C	B		B	C		D	C			C
	Delay (s)	26.7	13.3		16.3	27.9		37.4	23.6			20.9
	v/c	0.37	0.28		0.32	0.74		0.82	0.56			
	Queue (ft)	50	25		25	200		175	25			

95th percentile queues reported
Queues rounded to the nearest 25 ft
R YBP: Right-turn yielding bypass
The right two WB thru lanes are continuous; the far left are a continuation of Node 200's left-turn lane
The WB right-turn lane is continuous thru Node 400

Node 400	STH 158 at E Frontage Rd											Control: Signal		Operations: HCM 7th Ed
	Approach	EB →			WB ←			NB ↑			SB ↓			
		L	T	R	L	T	R YBP		L/T	R		L/T	R	
Peak	# of Lanes	1	3	1	1	4	1		1	1		1	1	
	Storage (ft)	245	---	115	500	---	90		---	190		---	80	INT
PM	LOS	A	A	A	A	B	A		C	C		C	C	A
	Delay (s)	6.6	0.8	0.5	6.5	10.2	8.2		21.8	21.5		22.8	21.6	7.5
	v/c	0.14	0.38	0.04	0.10	0.39	0.04		0.16	0.10		0.33	0.11	
	Queue (ft)	25	50	25	25	125	25		50	25		75	25	

95th percentile queues reported
Queues rounded to the nearest 25 ft
R YBP: Right-turn yielding bypass

Exhibit 5-5B, Alt. B, 2038 Hor. Year Build Development Traffic Capacity/LOS Analysis
Existing Transportation System

Node 500	60th St at W Frontage Rd												STOP Control AWSC	Operations HCM 7th Ed
	Approach	● EB →			● WB ←			● NB ↑			● SB ↓			
		L	T/R		L	T/R		L	T	T/R	L	T	T/R	
Peak	# of Lanes	1	1		1	1		1	1	1	1	1	1	
	Storage (ft)	130	---		135	---		305	---	---	400	---	235	INT
PM	LOS	B	D		B	D		B	C	C	B	C	C	C
	Delay (s)	14.3	26.8		14.5	32.8		13.8	19.8	17.8	14.0	21.8	23.9	23.4
	v/c	0.14	0.63		0.18	0.73		0.10	0.45	0.40	0.15	0.53	0.61	
	Queue (ft)	25	100		25	150		25	50	50	25	75	100	

● Approach with Stop control
95th percentile queues reported
Queues rounded to the nearest 25 ft
HCM methods limit stop-controlled analyses to a maximum of 3 lanes. Results are shown for the existing lane configuration; however, were analyzed with 1 SB T and 1 SB T/R to satisfy *HCM* methodologies.

Node 550	60th St at Access 1												STOP Control Side Street	Operations HCM 7th Ed
	Approach		EB →			WB ←			● NB ↑			SB ↓		
			T/R			L/T		L		R				
Peak	# of Lanes		1			1		1		1				
	Storage (ft)		---			---		100		---				INT
PM	LOS		-			*		B		*				0.3
	Delay (s)		-			*		14.7		*				
	v/c							0.04						
	Queue (ft)		25			25		25		25				

● Approach with Stop control
95th percentile queues reported
Queues rounded to the nearest 25 ft
- Operations not calculated for movements with no vehicular conflict or no conflicting turning movement volume
* No volume utilizing the lane during the peak hour results in zero delay

Node 560	W Frontage Rd at Access 2A/B												STOP Control TWSC	Operations HCM 7th Ed
	Approach	● EB →				WB ←			NB ↑			SB ↓		
		L	R						L/T			T/R		
Peak	# of Lanes	1	1						1			1		
	Storage (ft)	100	---						---			---		INT
PM	LOS	C	B						A			-		0.6
	Delay (s)	15.8	10.7						8.3			-		
	v/c	0.09	0.00						0.00					
	Queue (ft)	25	25						25			25		

● Approach with Stop control
95th percentile queues reported
Queues rounded to the nearest 25 ft
- Operations not calculated for movements with no vehicular conflict or no conflicting turning movement volume
* No volume utilizing the lane during the peak hour results in zero delay

Exhibit 5-5B, Alt. B, 2038 Hor. Year Build Development Traffic Capacity/LOS Analysis
Existing Transportation System

Node 570	W Frontage Rd at Access 3A/B					STOP	Control TWSC		Operations HCM 7th Ed
	Approach	● EB →		WB ←	NB ↑		SB ↓		
		L	R		L/T		T/R		
	# of Lanes	1	1		1		1		
Peak	Storage (ft)	100	---		---		---		INT
	LOS	C	B		A		-		
	Delay (s)	15.7	10.3		8.2		-		2.3
PM	v/c	0.22	0.02		0.01				
	Queue (ft)	25	25		25		25		

● Approach with Stop control
95th percentile queues reported
Queues rounded to the nearest 25 ft
- Operations not calculated for movements with no vehicular conflict or no conflicting turning movement volume
* No volume utilizing the lane during the peak hour results in zero delay

Node 580	W Frontage Rd at Access 4A/B					STOP	Control TWSC		Operations HCM 7th Ed
	Approach	● EB →		WB ←	NB ↑		SB ↓		
		L	R		L/T		T/R		
	# of Lanes	1	1		1		1		
Peak	Storage (ft)	100	---		---		---		INT
	LOS	B	A		A		-		
	Delay (s)	13.7	9.7		8.0		-		3.2
PM	v/c	0.21	0.04		0.03				
	Queue (ft)	25	25		25		25		

● Approach with Stop control
95th percentile queues reported
Queues rounded to the nearest 25 ft
- Operations not calculated for movements with no vehicular conflict or no conflicting turning movement volume
* No volume utilizing the lane during the peak hour results in zero delay

Node 590	W Frontage Rd at Access 5					STOP	Control Side Street		Operations HCM 7th Ed
	Approach	● EB →		WB ←	NB ↑		SB ↓		
		L	R		L/T		T/R		
	# of Lanes	1	1		1		1		
Peak	Storage (ft)	100	---		---		---		INT
	LOS	*	A		A		-		
	Delay (s)	*	9.5		7.7		-		0.6
PM	v/c		0.02		0.01				
	Queue (ft)	25	25		25		25		

● Approach with Stop control
95th percentile queues reported
Queues rounded to the nearest 25 ft
- Operations not calculated for movements with no vehicular conflict or no conflicting turning movement volume

Exhibit 5-5B, Alt. B, 2038 Hor. Year Build Development Traffic Capacity/LOS Analysis
Existing Transportation System

Node 600	60th St at E Frontage Rd								STOP	Control AWSC		Operations HCM 7th Ed
	Approach	● EB →			● WB ←			● NB ↑			● SB ↓		
		All			All			All			All		
	# of Lanes	1			1			1			1		
Peak	Storage (ft)	---			---			---			---		INT
	LOS	B			C			B			B		C
PM	Delay (s)	14.7			18.2			12.3			10.5		15.4
	v/c	0.55			0.65			0.37			0.11		
	Queue (ft)	75			125			50			25		

● Approach with Stop control
95th percentile queues reported
Queues rounded to the nearest 25 ft

Node 700	71st St at W Frontage Rd								STOP	Control AWSC		Operations HCM 7th Ed
	Approach	● EB →			● WB ←			● NB ↑			● SB ↓		
		L/T		T/R	L/T		T/R	All			L/T	R	
	# of Lanes	1		1	1		1	1			1	1	
Peak	Storage (ft)	---		---	---		---	---			---	255	INT
	LOS	B		B	C		C	C			D	B	C
PM	Delay (s)	13.9		12.8	18.7		15.1	19.7			26.4	10.3	19.0
	v/c	0.27		0.23	0.53		0.42	0.56			0.70	0.11	
	Queue (ft)	25		25	75		50	75			125	25	

● Approach with Stop control
95th percentile queues reported
Queues rounded to the nearest 25 ft

Node 800	I41 SB at 71st St									Control Signal		Operations HCM 7th Ed
	Approach	EB →			WB ←			NB ↑			SB ↓		
		T	R YBP		L	T					L	L/T+T	R YBP
	# of Lanes	2	1		1	2					1	1+1	1
Peak	Storage (ft)	---	120		190	190					255	---	255	INT
	LOS	B	B		A	A					B	B	B	B
PM	Delay (s)	10.0	10.5		7.1	5.5					17.8	18.0	16.4	13.3
	v/c	0.20	0.20		0.05	0.12					0.51	0.55	0.21	
	Queue (ft)	50	25		25	25					100	100	25	

95th percentile queues reported
Queues rounded to the nearest 25 ft
R YBP: Right-turn yielding bypass
The WB left turn lane is continuous to Node 900

Node 900	I41 NB at 71st St									Control Signal		Operations HCM 7th Ed
	Approach	EB →			WB ←			NB ↑			SB ↓		
		L	T		T	R YBP	L	L/T	R YBP				
	# of Lanes	1	2		2	1	1	1+1	1				
Peak	Storage (ft)	190	190		---	105	250	---	250				INT
	LOS	A	A		B	B	B	B	B				B
PM	Delay (s)	6.8	0.2		12.0	13.9	16.6	19.9	15.7				11.9
	v/c	0.28	0.17		0.15	0.29	0.28	0.67	0.05				
	Queue (ft)	50	25		25	25	50	125	25				

95th percentile queues reported
Queues rounded to the nearest 25 ft
R YBP: Right-turn yielding bypass
The EB left turn lane is continuous to Node 800

Exhibit 5-5B, Alt. B, 2038 Hor. Year Build Development Traffic Capacity/LOS Analysis
Existing Transportation System

Node 1000	71st St at 125th Ave								STOP	Control AWSC	Operations HCM 7th Ed
	Approach	● EB →			● WB ←		● NB ↑			SB ↓	
		T	T/R	L/T	T		L	R			
	# of Lanes	1	1	1	1		1	1			
Peak	Storage (ft)	---	---	---	---		---	---			INT
	LOS	A	A	B	A		A	A			B
	Delay (s)	8.6	8.2	13.5	8.3		9.9	8.8			11.1
PM	v/c	0.07	0.06	0.48	0.08		0.14	0.17			
	Queue (ft)	25	25	75	25		25	25			

● Approach with Stop control
95th percentile queues reported
Queues rounded to the nearest 25 ft

Exhibit 5-5C, Alt. C, 2038 Hor. Year Build Development Traffic Capacity/LOS Analysis
Existing Transportation System

Node 100	STH 158 at W Frontage Rd									Control: AWSC	Operations: HCM 7th Ed
	Approach	EB →			WB ←			NB ↑		SB ↓		
					L		R	T/R		L	T	
	# of Lanes				1		1	1		1	1	
Peak	Storage (ft)				---		---	---		300	---	INT
PM	LOS				C		B	C		D	B	C
	Delay (s)				18.0		11.5	16.3		31.3	10.5	20.6
	v/c				0.52		0.28	0.55		0.79	0.16	
	Queue (ft)				75		25	75		175	25	

● Approach with Stop control
95th percentile queues reported
Queues rounded to the nearest 25 ft

Node 200	I41 SB at STH 158									Control: Signal		Operations: HCM 7th Ed
	Approach	EB →			WB ←			NB ↑		SB ↓			
			T	R YBP	L	T				L	L/T	R YBP	
	# of Lanes		3	1	2	2				1	1	1	
Peak	Storage (ft)		315	265	250	250				410	---	410	INT
PM	LOS		B	D	C	B				C	C	C	C
	Delay (s)		17.4	35.2	33.1	11.5				27.5	27.5	20.9	26.9
	v/c		0.18	0.78	0.83	0.14				0.81	0.81	0.12	
	Queue (ft)		50	50	125	25				175	175	25	

95th percentile queues reported
Queues rounded to the nearest 25 ft
R YBP: Right-turn yielding bypass
The right two EB thru lanes are continuous; the far left is a continuation of Node 300's left-turn lane

Node 300	I41 NB at STH 158									Control: Signal		Operations: HCM 7th Ed
	Approach	EB →			WB ←			NB ↑		SB ↓		
		L	T			T	R YBP		L/T	R		
	# of Lanes	2	2			4	1		1	2		
Peak	Storage (ft)	225	225			120	---		---	400		INT
PM	LOS	C	A			B	C		C	C		B
	Delay (s)	25.6	9.4			18.9	30.4		23.4	23.7		19.6
	v/c	0.30	0.28			0.30	0.72		0.51	0.57		
	Queue (ft)	50	25			25	200		100	25		

95th percentile queues reported
Queues rounded to the nearest 25 ft
R YBP: Right-turn yielding bypass
The right two WB thru lanes are continuous; the far left are a continuation of Node 200's left-turn lane
The WB right-turn lane is continuous thru Node 400

Node 400	STH 158 at E Frontage Rd											Control: Signal		Operations: HCM 7th Ed
	Approach	EB →			WB ←			NB ↑			SB ↓			
		L	T	R	L	T	R YBP		L/T	R		L/T	R	
	# of Lanes	1	3	1	1	4	1		1	1		1	1	
Peak	Storage (ft)	245	---	115	500	---	90		---	190		---	80	INT
PM	LOS	A	A	A	A	B	A		C	C		C	C	A
	Delay (s)	6.5	0.8	0.5	6.5	10.2	8.2		21.8	21.5		22.8	21.6	7.4
	v/c	0.14	0.38	0.04	0.10	0.38	0.04		0.16	0.10		0.33	0.11	
	Queue (ft)	25	50	25	25	125	25		50	25		75	25	

95th percentile queues reported
Queues rounded to the nearest 25 ft
R YBP: Right-turn yielding bypass

Exhibit 5-5C, Alt. C, 2038 Hor. Year Build Development Traffic Capacity/LOS Analysis
Existing Transportation System

Node 500	60th St at W Frontage Rd									STOP Control AWSC			Operations HCM 7th Ed
	Approach	● EB →			● WB ←			● NB ↑			● SB ↓			
		L	T/R		L	T/R		L	T	T/R	L	T	T/R	
	# of Lanes	1	1		1	1		1	1	1	1	1	1	
Peak	Storage (ft)	130	---		135	---		305	---	---	400	---	235	INT
	LOS	B	C		B	C		B	B	B	B	B	C	C
PM	Delay (s)	12.3	19.2		12.1	22.1		12.5	14.1	13.5	12.8	12.6	15.1	16.7
	v/c	0.12	0.53		0.12	0.62		0.11	0.29	0.28	0.14	0.17	0.39	
	Queue (ft)	25	75		25	100		25	25	25	25	25	50	

● Approach with Stop control
95th percentile queues reported
Queues rounded to the nearest 25 ft
HCM methods limit stop-controlled analyses to a maximum of 3 lanes. Results are shown for the existing lane configuration; however, were analyzed with 1 SB T and 1 SB T/R to satisfy *HCM* methodologies.

Node 560	W Frontage Rd at Access 2A/B									STOP Control TWSC			Operations HCM 7th Ed
	Approach	● EB →			WB ←			NB ↑			SB ↓			
		L	R					L/T			T/R			
	# of Lanes	1	1					1			1			
Peak	Storage (ft)	100	---					---			---			INT
	LOS	B	A					A			-			
PM	Delay (s)	12.1	9.3					7.7			-			0.5
	v/c	0.04	0.00					0.00						
	Queue (ft)	25	25					25			25			

● Approach with Stop control
95th percentile queues reported
Queues rounded to the nearest 25 ft
- Operations not calculated for movements with no vehicular conflict or no conflicting turning movement volume
* No volume utilizing the lane during the peak hour results in zero delay

Node 570	W Frontage Rd at Access 3A/B									STOP Control TWSC			Operations HCM 7th Ed
	Approach	● EB →			WB ←			NB ↑			SB ↓			
		L	R					L/T			T/R			
	# of Lanes	1	1					1			1			
Peak	Storage (ft)	100	---					---			---			INT
	LOS	B	A					A			-			
PM	Delay (s)	11.9	9.3					7.6			-			2.0
	v/c	0.13	0.01					0.00						
	Queue (ft)	25	25					25			25			

● Approach with Stop control
95th percentile queues reported
Queues rounded to the nearest 25 ft
- Operations not calculated for movements with no vehicular conflict or no conflicting turning movement volume
* No volume utilizing the lane during the peak hour results in zero delay

Exhibit 5-5C, Alt. C, 2038 Hor. Year Build Development Traffic Capacity/LOS Analysis
Existing Transportation System

Node 580	W Frontage Rd at Access 4A/B								STOP	Control TWSC		Operations HCM 7th Ed
	Approach	● EB →			WB ←		NB ↑			SB ↓		
		L	R				L/T			T/R		
	# of Lanes	1	1				1			1		
Peak	Storage (ft)	100	---				---			---		INT
	LOS	B	A				A			-		
PM	Delay (s)	11.3	9.3				7.7			-		2.3
	v/c	0.11	0.03				0.00					
	Queue (ft)	25	25				25			25		

● Approach with Stop control
95th percentile queues reported
Queues rounded to the nearest 25 ft
- Operations not calculated for movements with no vehicular conflict or no conflicting turning movement volume
* No volume utilizing the lane during the peak hour results in zero delay

Node 590	W Frontage Rd at Access 5								STOP	Control Side Street		Operations HCM 7th Ed
	Approach	● EB →			WB ←		NB ↑			SB ↓		
		L	R				L/T			T/R		
	# of Lanes	1	1				1			1		
Peak	Storage (ft)	100	---				---			---		INT
	LOS	*	A				A			-		
PM	Delay (s)	*	9.3				7.7			-		0.3
	v/c		0.01				0.00					
	Queue (ft)	25	25				25			25		

● Approach with Stop control
95th percentile queues reported
Queues rounded to the nearest 25 ft
- Operations not calculated for movements with no vehicular conflict or no conflicting turning movement volume

Node 600	60th St at E Frontage Rd								STOP	Control AWSC		Operations HCM 7th Ed
	Approach	● EB →			● WB ←		● NB ↑			● SB ↓		
			All			All		All			All	
	# of Lanes		1			1		1			1	
Peak	Storage (ft)		---			---		---			---	INT
	LOS		B			C		B			B	B
PM	Delay (s)		14.4			17.1		12.1			10.4	14.7
	v/c		0.54			0.63		0.37			0.11	
	Queue (ft)		75			100		50			25	

● Approach with Stop control
95th percentile queues reported
Queues rounded to the nearest 25 ft

Node 700	71st St at W Frontage Rd									STOP	Control AWSC		Operations HCM 7th Ed
	Approach	● EB →			● WB ←			● NB ↑			● SB ↓		
		L/T		T/R	L/T		T/R		All			L/T	R
	# of Lanes	1		1	1		1		1			1	1
Peak	Storage (ft)	---		---	---		---		---			---	255	INT
	LOS	B		B	C		B		C			C	A	C
PM	Delay (s)	12.7		12.2	17.4		13.7		16.6			22.4	9.8	16.8
	v/c	0.22		0.22	0.50		0.37		0.47			0.64	0.10	
	Queue (ft)	25		25	75		50		75			100	25	

● Approach with Stop control
95th percentile queues reported
Queues rounded to the nearest 25 ft

Exhibit 5-5C, Alt. C, 2038 Hor. Year Build Development Traffic Capacity/LOS Analysis
Existing Transportation System

Node 800	I41 SB at 71st St									Control Signal		Operations HCM 7th Ed
	Approach	EB →			WB ←		NB ↑			SB ↓			
			T	R YBP	L	T				L	L/T+T	R YBP	
	# of Lanes		2	1	1	2				1	1+1	1	
Peak	Storage (ft)		---	120	190	190				255	---	255	INT
	LOS		B	B	A	A				B	B	B	B
	Delay (s)		10.0	10.4	7.1	5.5				17.8	18.0	16.4	13.4
PM	v/c		0.20	0.19	0.05	0.11				0.51	0.55	0.21	
	Queue (ft)		50	25	25	25				100	100	25	

95th percentile queues reported
Queues rounded to the nearest 25 ft
R YBP: Right-turn yielding bypass
The WB left turn lane is continuous to Node 900

Node 900	I41 NB at 71st St									Control Signal		Operations HCM 7th Ed
	Approach	EB →			WB ←		NB ↑			SB ↓		
		L	T		T	R YBP	L	L/T	R YBP			
	# of Lanes	1	2		2	1	1	1+1	1			
Peak	Storage (ft)	190	190		---	105	250	---	250			INT
	LOS	A	A		B	B	B	B	B			B
	Delay (s)	6.8	0.2		12.0	13.9	16.4	19.9	15.7			11.8
PM	v/c	0.28	0.17		0.15	0.29	0.23	0.67	0.05			
	Queue (ft)	50	25		25	25	50	125	25			

95th percentile queues reported
Queues rounded to the nearest 25 ft
R YBP: Right-turn yielding bypass
The EB left turn lane is continuous to Node 800

Node 1000	71st St at 125th Ave									Control AWSC		Operations HCM 7th Ed
	Approach	● EB →			● WB ←		● NB ↑			SB ↓		
			T	T/R	L/T	T		L	R			
	# of Lanes		1	1	1	1		1	1			
Peak	Storage (ft)		---	---	---	---		---	---			INT
	LOS		A	A	B	A		A	A			B
	Delay (s)		8.5	8.1	13.1	8.3		9.9	8.6			10.9
PM	v/c		0.07	0.06	0.47	0.08		0.14	0.14			
	Queue (ft)		25	25	75	25		25	25			

● Approach with Stop control
95th percentile queues reported
Queues rounded to the nearest 25 ft

Exhibit 5-12A, Alt. A, 2028 Base Year Build Development Traffic Capacity/LOS Analysis
Improved Transportation System

Node 100	STH 158 at W Frontage Rd								Control: Signal	Operations: HCM 7th Ed
	Approach	EB →		WB ←		NB ↑		SB ↓		
				L	R	T	R	L	T	
	# of Lanes			2	1	1	1	1	1	
Peak	Storage (ft)			425	---	---	200	300	---	INT
	LOS			C	B	C	A	C	B	B
PM	Delay (s)			20.2	11.1	26.7	7.1	20.8	14.6	17.8
	v/c			0.79	0.10	0.31	0.40	0.59	0.14	
	Queue (ft)			225	25	75	25	125	50	

Red indicates altered/improved condition from previous state
95th percentile queues reported
Queues rounded to the nearest 25 ft

Node 100	STH 158 at W Frontage Rd								Control: Roundabout	Operations: HCM 7th Ed
	Approach	EB →		WB ←		NB ↑		SB ↓		
				L	L/R	T/R		L/T	T	
	# of Lanes			1	1	1		1	1	
Peak	Storage (ft)			---	---	---		50	---	INT
	LOS			A	A	B		C	C	B
PM	Delay (s)			9.3	8.1	13.4		17.3	16.0	11.3
	v/c			0.56	0.49	0.65		0.41	0.42	
	Queue (ft)			75	75	125		*50*	50	

Red indicates altered/improved condition from previous state
95th percentile queues reported
Queues rounded to the nearest 25 ft
R YBP: Right-turn yielding bypass

Node 200	I41 SB at STH 158									Control: Signal		Operations: HCM 7th Ed
	Approach	EB →			WB ←		NB ↑			SB ↓		
			T	R YBP	L	T				L	L/T	R YBP
	# of Lanes		3	1	2	2				1	1	1
Peak	Storage (ft)		315	265	250	250				410	---	410
	LOS		B	C	D	B				C	C	C
PM	Delay (s)		15.8	21.9	36.8	15.1				29.9	29.9	28.2
	v/c		0.23	0.56	0.81	0.32				0.81	0.81	0.63
	Queue (ft)		75	75	150	75				150	150	25

												INT
												C
												24.0

95th percentile queues reported
Queues rounded to the nearest 25 ft
R YBP: Right-turn yielding bypass
The right two EB thru lanes are continuous; the far left is a continuation of Node 300's left-turn lane

Node 300	I41 NB at STH 158								Control: Signal	Operations: HCM 7th Ed
	Approach	EB →		WB ←		NB ↑		SB ↓		
		L	T	T	R YBP	L/T	R			
	# of Lanes	2	2	4	1	1	2			
Peak	Storage (ft)	225	225	120	---	---	400			INT
	LOS	C	B	A	B	D	B			C
PM	Delay (s)	34.1	18.7	9.6	19.7	36.2	19.7			20.5
	v/c	0.63	0.32	0.37	0.73	0.89	0.30			
	Queue (ft)	100	50	25	175	250	25			

95th percentile queues reported
Queues rounded to the nearest 25 ft
R YBP: Right-turn yielding bypass
The right two WB thru lanes are continuous; the far left are a continuation of Node 200's left-turn lane
The WB right-turn lane is continuous thru Node 400

Exhibit 5-12A, Alt. A, 2028 Base Year Build Development Traffic Capacity/LOS Analysis
Improved Transportation System

Node 400	STH 158 at E Frontage Rd											Control: Signal	Operations: HCM 7th Ed
	Approach	EB →			WB ←			NB ↑			SB ↓			
		L	T	R	L	T	R YBP	L/T	R		L/T	R	
	# of Lanes	1	3	1	1	4	1	1	1		1	1	
Peak	Storage (ft)	245	---	115	500	---	90	---	190		---	80	INT
	LOS	A	A	A	A	B	B	C	C		D	C	B
PM	Delay (s)	8.8	2.2	1.8	8.7	13.0	10.8	22.4	20.6		50.1	20.7	10.5
	v/c	0.15	0.39	0.05	0.10	0.38	0.04	0.29	0.07		0.77	0.07	
	Queue (ft)	25	50	25	25	100	25	50	25		75	25	

95th percentile queues reported
Queues rounded to the nearest 25 ft
R YBP: Right-turn yielding bypass

Node 500	60th St at W Frontage Rd												Control: Signal	Operations: HCM 7th Ed
	Approach	EB →			WB ←			NB ↑			SB ↓			
		L	T/R		L	T/R		L	T	T/R	L	T	R SBP	
	# of Lanes	1	1		1	1		1	1	1	1	2	1	
Peak	Storage (ft)	275	---		275	---		305	---	---	400	---	235	INT
	LOS	B	A		B	C		C	B	B	B	B	B	B
PM	Delay (s)	15.1	9.3		18.2	21.9		22.0	11.8	11.9	13.8	17.2	11.4	15.8
	v/c	0.63	0.30		0.30	0.75		0.18	0.26	0.27	0.13	0.77	0.18	
	Queue (ft)	100	75		75	150		25	50	50	25	250	25	

Red indicates altered/improved condition from previous state
95th percentile queues reported
Queues rounded to the nearest 25 ft
R SBP: Right-turn stop-controlled bypass

Node 500	60th St at W Frontage Rd										Control: Roundabout	Operations: HCM 7th Ed
	Approach	EB →			WB ←		NB ↑			SB ↓		
		L	T/R		All		L/T		T/R	L/T		T/R
	# of Lanes	1	1		1		1		1	1		1
Peak	Storage (ft)	100	---		---		50		50	125		125	INT
	LOS	C	C		B		A		A	B		B	B
PM	Delay (s)	22.3	15.1		11.7		6.8		6.7	11.5		12.5	12.7
	v/c	0.61	0.46		0.50		0.21		0.22	0.56		0.62	
	Queue (ft)	100	50		75		25		25	100		125	

Red indicates altered/improved condition from previous state
95th percentile queues reported
Queues rounded to the nearest 25 ft

Node 550	60th St at Access 1										Control: Side Street	Operations: HCM 7th Ed
	Approach		EB →			WB ←		● NB ↑			SB ↓	
			T/R			L/T		L		R		
	# of Lanes		1			1		1		1		
Peak	Storage (ft)		---			---		100		---		INT
	LOS		-			*		C		B		
PM	Delay (s)		-			*		15.1		12.3		3.2
	v/c							0.08		0.32		
	Queue (ft)		25			25		25		25		

● Approach with Stop control
95th percentile queues reported
Queues rounded to the nearest 25 ft
- Operations not calculated for movements with no vehicular conflict or no conflicting turning movement volume
* No volume utilizing the lane during the peak hour results in zero delay

Exhibit 5-12A, Alt. A, 2028 Base Year Build Development Traffic Capacity/LOS Analysis
Improved Transportation System

Node 560	W Frontage Rd at Access 2A/B											Control TWSC	Operations HCM 7th Ed
	Approach	● EB →			● WB ←			NB ↑			SB ↓		
			R	L	T/R			All			L/T	R	
	# of Lanes		1	1	1			1			1	1	
Peak	Storage (ft)		---	100	---			---			---	100	INT
PM	LOS		C	D	C			B			A	-	
	Delay (s)		17.1	34.2	22.4			10.9			8.0	-	0.1
	v/c		0.00	0.01	0.01			0.00			0.00		
	Queue (ft)		25	25	25			25			25	25	

Red indicates altered/improved condition from previous state
● Approach with Stop control
95th percentile queues reported
Queues rounded to the nearest 25 ft
- Operations not calculated for movements with no vehicular conflict or no conflicting turning movement volume
* No volume utilizing the lane during the peak hour results in zero delay

Node 570	W Frontage Rd at Access 3A/B											Control TWSC	Operations HCM 7th Ed
	Approach	● EB →			● WB ←			NB ↑			SB ↓		
			R	L	T/R		L	T/R			L/T	R	
	# of Lanes		1	1	1		1	1			1	1	
Peak	Storage (ft)		---	100	---		200	---			---	100	INT
PM	LOS		B	*	*		B	-			-	-	
	Delay (s)		12.8	*	*		10.8	-			-	-	0.8
	v/c		0.07				0.09						
	Queue (ft)		25	25	25		25	25			25	25	

Red indicates altered/improved condition from previous state
● Approach with Stop control
95th percentile queues reported
Queues rounded to the nearest 25 ft
- Operations not calculated for movements with no vehicular conflict or no conflicting turning movement volume
* No volume utilizing the lane during the peak hour results in zero delay

Node 580	W Frontage Rd at Access 4A/B											Control TWSC	Operations HCM 7th Ed
	Approach	● EB →			● WB ←			NB ↑			SB ↓		
		L	T/R		L	T/R		L	T/R		L/T	R	
	# of Lanes	1	1		1	1		1	1		1	1	
Peak	Storage (ft)	125	---		100	---		200	---		---	100	INT
PM	LOS	E	A		*	*		A	-		-	-	
	Delay (s)	35.5	9.6		*	*		9.5	-		-	-	7.4
	v/c	0.66	0.07					0.13					
	Queue (ft)	*125*	25		25	25		25	25		25	25	

● Approach with Stop control
95th percentile queues reported
Queues rounded to the nearest 25 ft
- Operations not calculated for movements with no vehicular conflict or no conflicting turning movement volume
* No volume utilizing the lane during the peak hour results in zero delay

Node 590	W Frontage Rd at Access 5											Control Side Street	Operations HCM 7th Ed
	Approach	● EB →			WB ←			NB ↑			SB ↓		
		L	R					L	T		T/R		
	# of Lanes	1	1					1	1		1		
Peak	Storage (ft)	100	---					200	---		---		INT
PM	LOS	*	A					A	-		-		
	Delay (s)	*	9.8					7.9	-		-		1.2
	v/c		0.04					0.05					
	Queue (ft)	25	25					25			25		

● Approach with Stop control
95th percentile queues reported
Queues rounded to the nearest 25 ft
- Operations not calculated for movements with no vehicular conflict or no conflicting turning movement volume

Exhibit 5-12A, Alt. A, 2028 Base Year Build Development Traffic Capacity/LOS Analysis
Improved Transportation System

Node 600	60th St at E Frontage Rd								Control AWSC		Operations HCM 7th Ed
	Approach	● EB →		● WB ←		● NB ↑		● SB ↓			
		All		All		All		All			
	# of Lanes	1		1		1		1			
Peak	Storage (ft)	---		---		---		---			INT
	LOS	B		C		B		B			C
PM	Delay (s)	14.9		19.9		12.2		10.4			16.3
	v/c	0.55		0.69		0.36		0.09			
	Queue (ft)	75		150		50		25			

● Approach with Stop control
95th percentile queues reported
Queues rounded to the nearest 25 ft

Node 700	71st St at W Frontage Rd										Control AWSC	Operations HCM 7th Ed
	Approach	● EB →			● WB ←			● NB ↑		● SB ↓		
		L/T		T/R	L/T		T/R	L/T	R	L	T/R	
	# of Lanes	1		1	1		1	1	1	1	1	
Peak	Storage (ft)	---		---	---		---	---	200	255	---	INT
	LOS	C		B	C		C	C	B	C	C	C
PM	Delay (s)	17.2		13.4	20.7		18.6	20.7	12.5	18.2	19.0	18.3
	v/c	0.40		0.23	0.56		0.53	0.55	0.24	0.46	0.53	
	Queue (ft)	50		25	75		75	75	25	50	75	

Red indicates altered/improved condition from previous state
● Approach with Stop control
95th percentile queues reported
Queues rounded to the nearest 25 ft

Node 800	I41 SB at 71st St								Control Signal		Operations HCM 7th Ed
	Approach	EB →			WB ←		NB ↑		SB ↓		
			T	R YBP	L	T			L	L/T+T	R YBP
	# of Lanes		2	1	1	2			1	1+1	1
Peak	Storage (ft)		---	120	190	190			255	---	255	INT
	LOS		B	B	A	A			B	B	B	B
PM	Delay (s)		10.0	10.6	6.8	0.2			17.7	17.7	16.4	11.8
	v/c		0.20	0.22	0.05	0.14			0.50	0.53	0.21	
	Queue (ft)		50	25	25	25			100	100	25	

95th percentile queues reported
Queues rounded to the nearest 25 ft
R YBP: Right-turn yielding bypass
The WB left turn lane is continuous to Node 900

Node 900	I41 NB at 71st St								Control Signal	Operations HCM 7th Ed
	Approach	EB →		WB ←			NB ↑		SB ↓	
		L	T	T	R YBP	L	L/T	R YBP		
	# of Lanes	1	2	2	1	1	1+1	1		
Peak	Storage (ft)	190	190	---	105	250	---	250		INT
	LOS	A	A	B	B	B	B	B		B
PM	Delay (s)	6.7	0.2	11.9	13.7	17.3	19.6	15.7		12.0
	v/c	0.27	0.17	0.14	0.28	0.43	0.65	0.05		
	Queue (ft)	50	25	25	25	75	125	25		

95th percentile queues reported
Queues rounded to the nearest 25 ft
R YBP: Right-turn yielding bypass
The EB left turn lane is continuous to Node 800

Exhibit 5-12A, Alt. A, 2028 Base Year Build Development Traffic Capacity/LOS Analysis
Improved Transportation System

Node 1000	71st St at 125th Ave									STOP Control AWSC	Operations HCM 7th Ed
	Approach	● EB →			● WB ←			● NB ↑		SB ↓	
		T	T/R	L/T	T		L	R			
	# of Lanes	1	1	1	1		1	1			
Peak	Storage (ft)	---	---	---	---		---	---			INT
PM	LOS	A	A	B	A		A	A			B
	Delay (s)	8.8	8.4	14.4	8.5		10.0	9.4			11.6
	v/c	0.07	0.06	0.52	0.08		0.14	0.24			
	Queue (ft)	25	25	75	25		25	25			

● Approach with Stop control
95th percentile queues reported
Queues rounded to the nearest 25 ft

Exhibit 5-12B, Alt. B, 2028 Base Year Build Development Traffic Capacity/LOS Analysis
Improved Transportation System

Node 100	STH 158 at W Frontage Rd							Control: Signal	Operations: HCM 7th Ed
	Approach	EB →		WB ←		NB ↑		SB ↓	
				L	R	T/R		L	T
	# of Lanes			1	1	1		1	1
Peak	Storage (ft)			---	---	---		300	---
	LOS			C	B	B		D	A
PM	Delay (s)			24.6	13.2	14.5		37.8	9.7
	v/c			0.76	0.20	0.62		0.80	0.12
	Queue (ft)			275	25	50		200	25

INT
C
22.2

Red indicates altered/improved condition from previous state
95th percentile queues reported
Queues rounded to the nearest 25 ft

Node 100	STH 158 at W Frontage Rd							Control: Roundabout	Operations: HCM 7th Ed
	Approach	EB →		WB ←		NB ↑		SB ↓	
				L	R	T/R		L/T	
	# of Lanes			1	1	1		1	
Peak	Storage (ft)			---	---	---		---	
	LOS			A	A	A		B	
PM	Delay (s)			6.8	3.6	8.3		10.6	
	v/c			0.39	0.09	0.41		0.45	
	Queue (ft)			50	25	50		50	

INT
A
8.0

Red indicates altered/improved condition from previous state
95th percentile queues reported
Queues rounded to the nearest 25 ft
R YBP: Right-turn yielding bypass

Node 200	I41 SB at STH 158								Control: Signal		Operations: HCM 7th Ed
	Approach	EB →			WB ←		NB ↑		SB ↓		
			T	R YBP	L	T			L	L/T	R YBP
	# of Lanes		3	1	2	2			1	1	1
Peak	Storage (ft)		315	265	250	250			410	---	410
	LOS		B	B	C	B			C	C	C
PM	Delay (s)		15.3	18.0	31.4	11.8			26.8	26.8	21.9
	v/c		0.17	0.52	0.79	0.17			0.80	0.80	0.25
	Queue (ft)		25	50	25	25			150	150	25

INT
C
22.5

95th percentile queues reported
Queues rounded to the nearest 25 ft
R YBP: Right-turn yielding bypass
The right two EB thru lanes are continuous; the far left is a continuation of Node 300's left-turn lane

Node 300	I41 NB at STH 158									Control: Signal	Operations: HCM 7th Ed
	Approach	EB →				WB ←		NB ↑		SB ↓	
		L	T			T	R YBP	L/T	R		
	# of Lanes	2	2			4	1	1	2		
Peak	Storage (ft)	225	225			120	---	---	400		
	LOS	C	A			B	C	C	C		
PM	Delay (s)	23.3	2.9			18.8	26.6	24.4	23.2		
	v/c	0.34	0.26			0.27	0.61	0.66	0.51		
	Queue (ft)	50	25			25	175	100	25		

INT
B
17.0

95th percentile queues reported
Queues rounded to the nearest 25 ft
R YBP: Right-turn yielding bypass
The right two WB thru lanes are continuous; the far left are a continuation of Node 200's left-turn lane
The WB right-turn lane is continuous thru Node 400

Exhibit 5-12B, Alt. B, 2028 Base Year Build Development Traffic Capacity/LOS Analysis
Improved Transportation System

Node 400	STH 158 at E Frontage Rd												Control: Signal	Operations: HCM 7th Ed
	Approach	EB →			WB ←				NB ↑			SB ↓		
		L	T	R	L	T	R YBP		L/T	R		L/T	R	
	# of Lanes	1	3	1	1	4	1		1	1		1	1	
Peak	Storage (ft)	245	---	115	500	---	90		---	190		---	80	INT
	LOS	A	A	A	A	A	A		C	C		C	C	A
PM	Delay (s)	6.3	0.7	0.4	6.4	9.7	8.2		21.9	21.6		22.7	21.6	7.0
	v/c	0.12	0.35	0.04	0.09	0.33	0.04		0.14	0.10		0.30	0.10	
	Queue (ft)	25	50	25	25	100	25		50	25		75	25	

95th percentile queues reported
Queues rounded to the nearest 25 ft
R YBP: Right-turn yielding bypass

Node 500	60th St at W Frontage Rd												Control: AWSC	Operations: HCM 7th Ed
	Approach	● EB →			● WB ←			● NB ↑			● SB ↓			
		L	T/R		L	T/R		L	T	T/R	L	T	T/R	
	# of Lanes	1	1		1	1		1	1	1	1	1	1	
Peak	Storage (ft)	130	---		135	---		305	---	---	400	---	235	INT
	LOS	B	C		B	D		B	C	C	B	C	C	C
PM	Delay (s)	14.1	24.6		14.3	28.9		13.6	19.2	17.3	13.7	21.0	22.9	21.7
	v/c	0.14	0.60		0.18	0.68		0.10	0.44	0.39	0.15	0.53	0.59	
	Queue (ft)	25	100		25	125		25	50	50	25	75	100	

● Approach with Stop control
95th percentile queues reported
Queues rounded to the nearest 25 ft
HCM methods limit stop-controlled analyses to a maximum of 3 lanes. Results are shown for the existing lane configuration; however, were analyzed with 1 SB T and 1 SB T/R to satisfy *HCM* methodologies.

Node 550	60th St at Access 1												Control: Side Street	Operations: HCM 7th Ed
	Approach	EB →			WB ←			● NB ↑			SB ↓			
			T/R			L/T		L		R				
	# of Lanes		1			1		1		1				
Peak	Storage (ft)		---			---		100		---				INT
	LOS		-			*		B		*				
PM	Delay (s)		-			*		14.3		*				0.3
	v/c							0.04						
	Queue (ft)		25			25		25		25				

● Approach with Stop control
95th percentile queues reported
Queues rounded to the nearest 25 ft
- Operations not calculated for movements with no vehicular conflict or no conflicting turning movement volume
* No volume utilizing the lane during the peak hour results in zero delay

Node 560	W Frontage Rd at Access 2A/B												Control: TWSC	Operations: HCM 7th Ed
	Approach	● EB →			WB ←			NB ↑			SB ↓			
		L	R					L/T			T/R			
	# of Lanes	1	1					1			1			
Peak	Storage (ft)	100	---					---			---			INT
	LOS	C	B					A			-			
PM	Delay (s)	15.8	10.7					8.3			-			0.6
	v/c	0.09	0.00					0.00						
	Queue (ft)	25	25					25			25			

● Approach with Stop control
95th percentile queues reported
Queues rounded to the nearest 25 ft
- Operations not calculated for movements with no vehicular conflict or no conflicting turning movement volume
* No volume utilizing the lane during the peak hour results in zero delay

Exhibit 5-12B, Alt. B, 2028 Base Year Build Development Traffic Capacity/LOS Analysis
Improved Transportation System

Node 570	W Frontage Rd at Access 3A/B										Control TWSC	Operations HCM 7th Ed
	Approach	● EB →			WB ←		NB ↑			SB ↓		
		L	R				L/T			T/R		
	# of Lanes	1	1				1			1		
Peak	Storage (ft)	100	---				---			---		INT
	LOS	C	B				A			-		
PM	Delay (s)	15.7	10.3				8.2			-		2.3
	v/c	0.22	0.02				0.01					
	Queue (ft)	25	25				25			25		

● Approach with Stop control
95th percentile queues reported
Queues rounded to the nearest 25 ft
- Operations not calculated for movements with no vehicular conflict or no conflicting turning movement volume
* No volume utilizing the lane during the peak hour results in zero delay

Node 580	W Frontage Rd at Access 4A/B										Control TWSC	Operations HCM 7th Ed
	Approach	● EB →			WB ←		NB ↑			SB ↓		
		L	R				L/T			T/R		
	# of Lanes	1	1				1			1		
Peak	Storage (ft)	100	---				---			---		INT
	LOS	B	A				A			-		
PM	Delay (s)	13.7	9.7				8.0			-		3.2
	v/c	0.21	0.04				0.03					
	Queue (ft)	25	25				25			25		

● Approach with Stop control
95th percentile queues reported
Queues rounded to the nearest 25 ft
- Operations not calculated for movements with no vehicular conflict or no conflicting turning movement volume
* No volume utilizing the lane during the peak hour results in zero delay

Node 590	W Frontage Rd at Access 5										Control Side Street	Operations HCM 7th Ed
	Approach	● EB →			WB ←		NB ↑			SB ↓		
		L	R				L/T			T/R		
	# of Lanes	1	1				1			1		
Peak	Storage (ft)	100	---				---			---		INT
	LOS	*	A				A			-		
PM	Delay (s)	*	9.5				7.7			-		0.6
	v/c		0.02				0.01					
	Queue (ft)	25	25				25			25		

● Approach with Stop control
95th percentile queues reported
Queues rounded to the nearest 25 ft
- Operations not calculated for movements with no vehicular conflict or no conflicting turning movement volume

Node 600	60th St at E Frontage Rd										Control AWSC	Operations HCM 7th Ed
	Approach	● EB →			● WB ←		● NB ↑			● SB ↓		
			All			All			All		All	
	# of Lanes		1			1			1		1	
Peak	Storage (ft)		---			---			---		---	INT
	LOS		B			C			B		B	B
PM	Delay (s)		13.9			16.6			11.8		10.1	14.4
	v/c		0.52			0.62			0.35		0.09	
	Queue (ft)		75			100			50		25	

● Approach with Stop control
95th percentile queues reported
Queues rounded to the nearest 25 ft

Exhibit 5-12B, Alt. B, 2028 Base Year Build Development Traffic Capacity/LOS Analysis
Improved Transportation System

Node 700	71st St at W Frontage Rd									STOP	Control AWSC		Operations HCM 7th Ed
	Approach	● EB →			● WB ←			● NB ↑			● SB ↓		
		L/T		T/R	L/T		T/R	All			L/T	R	
	# of Lanes	1		1	1		1	1			1	1	
Peak	Storage (ft)	---		---	---		---	---			---	255	INT
	LOS	B		B	C		B	C			D	B	C
PM	Delay (s)	13.8		12.6	18.6		14.8	19.5			26.0	10.1	18.8
	v/c	0.27		0.21	0.53		0.41	0.56			0.70	0.10	
	Queue (ft)	25		25	75		50	75			125	25	

● Approach with Stop control
95th percentile queues reported
Queues rounded to the nearest 25 ft

Node 800	I41 SB at 71st St										Control Signal		Operations HCM 7th Ed
	Approach		EB →			WB ←			NB ↑			SB ↓		
			T	R YBP	L	T					L	L/T+T	R YBP	
	# of Lanes		2	1	1	2					1	1+1	1	
Peak	Storage (ft)		---	120	190	190					255	---	255	INT
	LOS		B	B	A	A					B	B	B	B
PM	Delay (s)		10.0	10.5	7.1	5.5					17.7	17.7	16.4	13.1
	v/c		0.20	0.20	0.05	0.11					0.50	0.53	0.21	
	Queue (ft)		50	25	25	25					100	100	25	

95th percentile queues reported
Queues rounded to the nearest 25 ft
R YBP: Right-turn yielding bypass
The WB left turn lane is continuous to Node 900

Node 900	I41 NB at 71st St									Control Signal		Operations HCM 7th Ed
	Approach	EB →			WB ←		NB ↑			SB ↓		
		L	T		T	R YBP	L	L/T	R YBP			
	# of Lanes	1	2		2	1	1	1+1	1			
Peak	Storage (ft)	190	190		---	105	250	---	250			INT
	LOS	A	A		B	B	B	B	B			B
PM	Delay (s)	6.7	0.2		11.9	13.7	16.6	19.6	15.7			11.7
	v/c	0.27	0.17		0.14	0.28	0.28	0.65	0.05			
	Queue (ft)	50	25		25	25	50	125	25			

95th percentile queues reported
Queues rounded to the nearest 25 ft
R YBP: Right-turn yielding bypass
The EB left turn lane is continuous to Node 800

Node 1000	71st St at 125th Ave									STOP	Control AWSC		Operations HCM 7th Ed
	Approach	● EB →			● WB ←			● NB ↑			SB ↓		
			T	T/R	L/T	T		L	R				
	# of Lanes		1	1	1	1		1	1				
Peak	Storage (ft)		---	---	---	---		---	---				INT
	LOS		A	A	B	A		A	A				B
PM	Delay (s)		8.6	8.2	13.2	8.3		9.9	8.7				10.9
	v/c		0.07	0.06	0.47	0.08		0.14	0.16				
	Queue (ft)		25	25	75	25		25	25				

● Approach with Stop control
95th percentile queues reported
Queues rounded to the nearest 25 ft

Exhibit 5-14A, Alt. A, 2038 Hor. Year Build Development Traffic Capacity/LOS Analysis
Improved Transportation System

Node 100	STH 158 at W Frontage Rd								Control Signal		Operations HCM 7th Ed
	Approach	EB →		WB ←			NB ↑		SB ↓		
				L	R		T	R	L	T	
	# of Lanes			2	1		1	1	1	1	
Peak	Storage (ft)			425	---		---	200	325	---	INT
	LOS			C	B		C	A	C	B	C
PM	Delay (s)			24.0	12.9		27.9	8.9	24.1	12.2	20.8
	v/c			0.84	0.16		0.35	0.43	0.76	0.12	
	Queue (ft)			225	25		75	50	225	50	

Red indicates altered/improved condition from previous state
95th percentile queues reported
Queues rounded to the nearest 25 ft

Node 100	STH 158 at W Frontage Rd								Control Roundabout		Operations HCM 7th Ed
	Approach	EB →		WB ←			NB ↑		SB ↓		
				L		L/R		T/R	L/T	T	
	# of Lanes			1		1		1	1	1	
Peak	Storage (ft)			---		---		---	100	---	INT
	LOS			A		A		C	C	C	B
PM	Delay (s)			9.9		8.5		19.9	24.3	22.6	14.8
	v/c			0.58		0.51		0.75	0.59	0.60	
	Queue (ft)			100		75		175	*100*	100	

Red indicates altered/improved condition from previous state
95th percentile queues reported
Queues rounded to the nearest 25 ft
R YBP: Right-turn yielding bypass

Node 200	I41 SB at STH 158									Control Signal		Operations HCM 7th Ed
	Approach	EB →			WB ←			NB ↑		SB ↓		
			T	R YBP	L	T				L	L/T	R YBP
	# of Lanes		3	1	2	2				1	1	1
Peak	Storage (ft)		315	265	250	250				410	---	410
	LOS		B	D	D	B				C	C	C
PM	Delay (s)		18.3	35.6	37.1	15.7				32.4	32.4	27.7
	v/c		0.28	0.84	0.84	0.34				0.83	0.83	0.61
	Queue (ft)		75	100	175	25				200	175	50

												C
												27.2

95th percentile queues reported
Queues rounded to the nearest 25 ft
R YBP: Right-turn yielding bypass
The right two EB thru lanes are continuous; the far left is a continuation of Node 300's left-turn lane

Node 300	I41 NB at STH 158								Control Signal		Operations HCM 7th Ed
	Approach	EB →			WB ←		NB ↑		SB ↓		
		L	T		T	R YBP	L/T	R			
	# of Lanes	2	2		4	1	1	2			
Peak	Storage (ft)	225	225		120	---	---	400			INT
	LOS	D	B		C	D	D	B			C
PM	Delay (s)	35.0	19.9		20.6	54.8	42.9	18.7			30.1
	v/c	0.67	0.36		0.46	*0.94*	*0.92*	0.31			
	Queue (ft)	100	50		125	225	350	25			

95th percentile queues reported
Queues rounded to the nearest 25 ft
R YBP: Right-turn yielding bypass
The right two WB thru lanes are continuous; the far left are a continuation of Node 200's left-turn lane
The WB right-turn lane is continuous thru Node 400

Exhibit 5-14A, Alt. A, 2038 Hor. Year Build Development Traffic Capacity/LOS Analysis
Improved Transportation System

Node 400	STH 158 at E Frontage Rd												Control: Signal	Operations: HCM 7th Ed
	Approach	EB →			WB ←			NB ↑			SB ↓			
		L	T	R	L	T	R YBP	L/T	R		L/T	R		
	# of Lanes	1	3	1	1	4	1	1	1		1	1		
Peak	Storage (ft)	245	---	115	500	---	90	---	190		---	80		INT
	LOS	B	A	A	B	C	B	B	B		D	B		B
PM	Delay (s)	13.6	9.6	7.5	13.6	20.4	15.7	18.4	15.0		44.2	15.0		16.8
	v/c	0.20	0.56	0.06	0.14	0.60	0.05	0.29	0.05		0.78	0.05		
	Queue (ft)	25	75	25	25	125	25	50	25		75	25		

95th percentile queues reported
Queues rounded to the nearest 25 ft
R YBP: Right-turn yielding bypass

Node 500	60th St at W Frontage Rd												Control: Signal	Operations: HCM 7th Ed
	Approach	EB →			WB ←			NB ↑			SB ↓			
		L	T/R		L	T/R		L	T	T/R	L	T	R SBP	
	# of Lanes	1	1		1	1		1	1	1	1	2	1	
Peak	Storage (ft)	275	---		275	---		305	---	---	400	---	235	INT
	LOS	B	A		B	C		C	B	B	B	B	B	B
PM	Delay (s)	16.4	9.5		17.5	21.4		21.4	11.5	11.6	13.4	16.3	11.1	15.5
	v/c	0.66	0.32		0.29	0.75		0.18	0.26	0.27	0.13	0.76	0.18	
	Queue (ft)	125	75		75	150		25	50	50	25	225	25	

95th percentile queues reported
Queues rounded to the nearest 25 ft
R SBP: Right-turn stop-controlled bypass

Node 500	60th St at W Frontage Rd										Control: Roundabout	Operations: HCM 7th Ed
	Approach	EB →			WB ←		NB ↑			SB ↓		
		L	T/R		All		L/T		T/R	L/T		T/R	
	# of Lanes	1	1		1		1		1	1		1	
Peak	Storage (ft)	---	---		---		---		---	---		---	INT
	LOS	C	C		B		A		A	B		B	B
PM	Delay (s)	22.3	15.7		12.2		6.8		6.8	11.8		12.9	13.1
	v/c	0.61	0.48		0.52		0.21		0.22	0.57		0.62	
	Queue (ft)	100	75		75		25		25	100		125	

95th percentile queues reported
Queues rounded to the nearest 25 ft

Node 550	60th St at Access 1									Control: Side Street	Operations: HCM 7th Ed
	Approach	EB →			WB ←		● NB ↑			SB ↓	
			T/R		L/T		L		R		
	# of Lanes		1		1		1		1		
Peak	Storage (ft)		---		---		100		---		INT
	LOS		-		*		C		B		
PM	Delay (s)		-		*		15.4		12.4		3.2
	v/c						0.08		0.33		
	Queue (ft)		25		25		25		25		

● Approach with Stop control
95th percentile queues reported
Queues rounded to the nearest 25 ft
- Operations not calculated for movements with no vehicular conflict or no conflicting turning movement volume
* No volume utilizing the lane during the peak hour results in zero delay

Exhibit 5-14A, Alt. A, 2038 Hor. Year Build Development Traffic Capacity/LOS Analysis
Improved Transportation System

Node 560	W Frontage Rd at Access 2A/B					STOP	Control TWSC		Operations HCM 7th Ed
	Approach	● EB →		● WB ←		NB ↑		SB ↓	
		R	L	T/R		All		L/T	R	
	# of Lanes	1	1	1		1		1	1	
Peak	Storage (ft)	---	100	---		---		---	100	INT
	LOS	C	D	C		B		A	-	
PM	Delay (s)	17.1	34.2	22.4		10.9		8.0	-	0.1
	v/c	0.00	0.01	0.01		0.00		0.00		
	Queue (ft)	25	25	25		25		25	25	

● Approach with Stop control
95th percentile queues reported
Queues rounded to the nearest 25 ft
- Operations not calculated for movements with no vehicular conflict or no conflicting turning movement volume
* No volume utilizing the lane during the peak hour results in zero delay

Node 570	W Frontage Rd at Access 3A/B					STOP	Control TWSC		Operations HCM 7th Ed
	Approach	● EB →		● WB ←		NB ↑		SB ↓	
		R	L	T/R		L	T/R	L/T	R	
	# of Lanes	1	1	1		1	1	1	1	
Peak	Storage (ft)	---	100	---		200	---	---	100	INT
	LOS	B	*	*		B	-	-	-	
PM	Delay (s)	12.8	*	*		10.8	-	-	-	0.8
	v/c	0.07				0.09				
	Queue (ft)	25	25	25		25	25	25	25	

● Approach with Stop control
95th percentile queues reported
Queues rounded to the nearest 25 ft
- Operations not calculated for movements with no vehicular conflict or no conflicting turning movement volume
* No volume utilizing the lane during the peak hour results in zero delay

Node 580	W Frontage Rd at Access 4A/B					STOP	Control TWSC		Operations HCM 7th Ed
	Approach	● EB →		● WB ←		NB ↑		SB ↓	
		L	T/R	L	T/R	L	L/R	L/T	R	
	# of Lanes	1	1	1	1	1	1	1	1	
Peak	Storage (ft)	125	---	100	---	200	---	---	100	INT
	LOS	E	A	*	*	A	-	-	-	
PM	Delay (s)	35.5	9.6	*	*	9.5	-	-	-	7.4
	v/c	0.66	0.07			0.13				
	Queue (ft)	*125*	25	25	25	25	25	25	25	

● Approach with Stop control
95th percentile queues reported
Queues rounded to the nearest 25 ft
- Operations not calculated for movements with no vehicular conflict or no conflicting turning movement volume
* No volume utilizing the lane during the peak hour results in zero delay

Node 590	W Frontage Rd at Access 5					STOP	Control Side Street		Operations HCM 7th Ed
	Approach	● EB →		WB ←		NB ↑		SB ↓	
		L	R			L	T	T/R		
	# of Lanes	1	1			1	1	1		
Peak	Storage (ft)	100	---			200	---	---		INT
	LOS	*	A			A	-	-		
PM	Delay (s)	*	9.8			7.9	-	-		1.2
	v/c		0.04			0.05				
	Queue (ft)	25	25			25		25		

● Approach with Stop control
95th percentile queues reported
Queues rounded to the nearest 25 ft
- Operations not calculated for movements with no vehicular conflict or no conflicting turning movement volume

Exhibit 5-14A, Alt. A, 2038 Hor. Year Build Development Traffic Capacity/LOS Analysis
Improved Transportation System

Node 600	60th St at E Frontage Rd								Control AWSC		Operations HCM 7th Ed
	Approach	● EB →		● WB ←		● NB ↑		● SB ↓			
		All		All		All		All			
	# of Lanes	1		1		1		1			
Peak	Storage (ft)	---		---		---		---			INT
	LOS	C		C		B		B			C
PM	Delay (s)	16.0		22.3		12.8		10.8			17.7
	v/c	0.58		0.74		0.38		0.12			
	Queue (ft)	100		150		50		25			

● Approach with Stop control
95th percentile queues reported
Queues rounded to the nearest 25 ft

Node 700	71st St at W Frontage Rd										Control AWSC		Operations HCM 7th Ed
	Approach	● EB →			● WB ←			● NB ↑			● SB ↓		
		L/T		T/R	L/T		T/R	L/T	R		L	T/R	
	# of Lanes	1		1	1		1	1	1		1	1	
Peak	Storage (ft)	---		---	---		---	---	200		255	---	INT
	LOS	C		B	C		C	C	B		C	C	C
PM	Delay (s)	17.3		13.5	20.9		19.2	20.9	12.6		18.3	19.5	18.6
	v/c	0.40		0.24	0.56		0.55	0.56	0.24		0.46	0.55	
	Queue (ft)	50		25	75		75	75	25		50	75	

● Approach with Stop control
95th percentile queues reported
Queues rounded to the nearest 25 ft

Node 800	I41 SB at 71st St							Control Signal		Operations HCM 7th Ed
	Approach	EB →		WB ←		NB ↑		SB ↓		
		T	R YBP	L	T			L	L/T+T	R YBP
	# of Lanes	2	1	1	2			1	1+1	1
Peak	Storage (ft)	---	120	190	190			255	---	255	INT
	LOS	B	B	A	A			B	B	B	B
PM	Delay (s)	10.0	10.6	6.8	0.2			17.8	18.0	16.4	12.0
	v/c	0.20	0.22	0.05	0.14			0.51	0.55	0.21	
	Queue (ft)	50	25	25	25			100	100	25	

95th percentile queues reported
Queues rounded to the nearest 25 ft
R YBP: Right-turn yielding bypass
The WB left turn lane is continuous to Node 900

Node 900	I41 NB at 71st St								Control Signal		Operations HCM 7th Ed
	Approach	EB →		WB ←			NB ↑			SB ↓		
		L	T	T	R YBP	L	L/T	R YBP			
	# of Lanes	1	2	2	1	1	1+1	1			
Peak	Storage (ft)	190	190	---	105	250	---	250			INT
	LOS	A	A	B	B	B	B	B			B
PM	Delay (s)	6.8	0.2	12.0	13.9	17.3	19.9	15.7			12.1
	v/c	0.28	0.17	0.15	0.29	0.43	0.66	0.05			
	Queue (ft)	50	25	25	25	75	125	25			

95th percentile queues reported
Queues rounded to the nearest 25 ft
R YBP: Right-turn yielding bypass
The EB left turn lane is continuous to Node 800

Exhibit 5-14A, Alt. A, 2038 Hor. Year Build Development Traffic Capacity/LOS Analysis
Improved Transportation System

Node 1000	71st St at 125th Ave								STOP Control AWSC	Operations HCM 7th Ed
	Approach	● EB →			● WB ←		● NB ↑		SB ↓	
		T	T/R	L/T	T		L	R		
	# of Lanes	1	1	1	1		1	1		
Peak	Storage (ft)	---	---	---	---		---	---		INT
PM	LOS	A	A	B	A		A	A		B
	Delay (s)	8.8	8.4	14.7	8.5		10.0	9.5		11.8
	v/c	0.07	0.06	0.53	0.08		0.14	0.25		
	Queue (ft)	25	25	75	25		25	25		

● Approach with Stop control
95th percentile queues reported
Queues rounded to the nearest 25 ft

Exhibit 5-14B, Alt. B, 2038 Hor. Year Build Development Traffic Capacity/LOS Analysis
Improved Transportation System

Node 100	STH 158 at W Frontage Rd						Control Signal		Operations HCM 7th Ed
	Approach	EB →	WB ←		NB ↑		SB ↓		
			L	R	T	R	L	T	
	# of Lanes		1	1	1	1	1	1	
Peak	Storage (ft)		---	---	---	200	300	---	INT
	LOS		B	B	C	A	C	B	B
PM	Delay (s)		18.9	11.9	22.6	5.7	30.6	11.5	19.4
	v/c		0.68	0.26	0.30	0.24	0.83	0.13	
	Queue (ft)		250	50	50	25	250	50	

Red indicates altered/improved condition from previous state
95th percentile queues reported
Queues rounded to the nearest 25 ft

Node 100	STH 158 at W Frontage Rd					Control Roundabout	Operations HCM 7th Ed
	Approach	EB →	WB ←		NB ↑	SB ↓	
			L	R	T/R	L/T	
	# of Lanes		1	1	1	1	
Peak	Storage (ft)		---	---	---	---	INT
	LOS		A	A	B	C	B
PM	Delay (s)		6.9	4.0	10.6	15.7	10.4
	v/c		0.40	0.13	0.48	0.64	
	Queue (ft)		50	25	75	125	

95th percentile queues reported
Queues rounded to the nearest 25 ft
R YBP: Right-turn yielding bypass

Node 200	I41 SB at STH 158							Control Signal			Operations HCM 7th Ed
	Approach	EB →			WB ←		NB ↑	SB ↓			
			T	R YBP	L	T		L	L/T	R YBP	
	# of Lanes		3	1	2	2		1	1	1	
Peak	Storage (ft)		315	265	250	250		410	---	410	INT
	LOS		B	C	C	B		C	C	C	C
PM	Delay (s)		17.2	22.9	33.0	12.3		28.6	28.6	21.5	24.5
	v/c		0.22	0.83	0.83	0.19		0.82	0.82	0.25	
	Queue (ft)		25	25	100	25		175	175	25	

95th percentile queues reported
Queues rounded to the nearest 25 ft
R YBP: Right-turn yielding bypass
The right two EB thru lanes are continuous; the far left is a continuation of Node 300's left-turn lane

Node 300	I41 NB at STH 158							Control Signal		Operations HCM 7th Ed
	Approach	EB →			WB ←		NB ↑		SB ↓	
		L	T		T	R YBP	L/T	R		
	# of Lanes	2	2		4	1	1	2		
Peak	Storage (ft)	225	225		120	---	---	400		INT
	LOS	C	A		B	C	C	C		B
PM	Delay (s)	25.5	9.6		16.5	28.5	29.5	23.2		19.2
	v/c	0.37	0.28		0.32	0.75	0.80	0.55		
	Queue (ft)	50	25		25	200	125	25		

95th percentile queues reported
Queues rounded to the nearest 25 ft
R YBP: Right-turn yielding bypass
The right two WB thru lanes are continuous; the far left are a continuation of Node 200's left-turn lane
The WB right-turn lane is continuous thru Node 400

Exhibit 5-14B, Alt. B, 2038 Hor. Year Build Development Traffic Capacity/LOS Analysis
Improved Transportation System

Node 400	STH 158 at E Frontage Rd											Control: Signal	Operations: HCM 7th Ed
	Approach	EB →			WB ←			NB ↑			SB ↓			
		L	T	R	L	T	R YBP	L/T	R		L/T	R	
	# of Lanes	1	3	1	1	4	1	1	1		1	1	
Peak	Storage (ft)	245	---	115	500	---	90	---	190		---	80	INT
	LOS	A	A	A	A	B	A	C	C		C	C	A
PM	Delay (s)	6.6	0.8	0.5	6.5	10.2	8.2	21.8	21.5		22.8	21.6	7.5
	v/c	0.14	0.38	0.04	0.10	0.39	0.04	0.16	0.10		0.33	0.11	
	Queue (ft)	25	50	25	25	125	25	50	25		75	25	

95th percentile queues reported
Queues rounded to the nearest 25 ft
R YBP: Right-turn yielding bypass

Node 500	60th St at W Frontage Rd												Control: AWSC	Operations: HCM 7th Ed
	Approach	● EB →			● WB ←			● NB ↑			● SB ↓			
		L	T/R		L	T/R		L	T	T/R	L	T	T/R	
	# of Lanes	1	1		1	1		1	1	1	1	1	1	
Peak	Storage (ft)	130	---		135	---		305	---	---	400	---	235	INT
	LOS	B	D		B	D		B	C	C	B	C	C	C
PM	Delay (s)	14.3	26.8		14.5	32.8		13.8	19.8	17.8	14.0	21.8	23.9	23.4
	v/c	0.14	0.63		0.18	0.73		0.10	0.45	0.40	0.15	0.53	0.61	
	Queue (ft)	25	100		25	150		25	50	50	25	75	100	

● Approach with Stop control
95th percentile queues reported
Queues rounded to the nearest 25 ft
HCM methods limit stop-controlled analyses to a maximum of 3 lanes. Results are shown for the existing lane configuration; however, were analyzed with 1 SB T and 1 SB T/R to satisfy *HCM* methodologies.

Node 550	60th St at Access 1											Control: Side Street	Operations: HCM 7th Ed
	Approach	EB →			WB ←			● NB ↑			SB ↓		
			T/R			L/T		L		R			
	# of Lanes		1			1		1		1			
Peak	Storage (ft)		---			---		100		---			INT
	LOS		-			*		B		*			
PM	Delay (s)		-			*		14.7		*			0.3
	v/c							0.04					
	Queue (ft)		25			25		25		25			

● Approach with Stop control
95th percentile queues reported
Queues rounded to the nearest 25 ft
- Operations not calculated for movements with no vehicular conflict or no conflicting turning movement volume
* No volume utilizing the lane during the peak hour results in zero delay

Node 560	W Frontage Rd at Access 2A/B											Control: TWSC	Operations: HCM 7th Ed
	Approach	● EB →			WB ←			NB ↑			SB ↓		
		L	R					L/T			T/R		
	# of Lanes	1	1					1			1		
Peak	Storage (ft)	100	---					---			---		INT
	LOS	C	B					A			-		
PM	Delay (s)	15.8	10.7					8.3			-		0.6
	v/c	0.09	0.00					0.00					
	Queue (ft)	25	25					25			25		

● Approach with Stop control
95th percentile queues reported
Queues rounded to the nearest 25 ft
- Operations not calculated for movements with no vehicular conflict or no conflicting turning movement volume
* No volume utilizing the lane during the peak hour results in zero delay

Exhibit 5-14B, Alt. B, 2038 Hor. Year Build Development Traffic Capacity/LOS Analysis
Improved Transportation System

Node 570	W Frontage Rd at Access 3A/B								Control TWSC	Operations HCM 7th Ed
	Approach	● EB →		WB ←		NB ↑		SB ↓		
		L	R			L/T		T/R		
	# of Lanes	1	1			1		1		
Peak	Storage (ft)	100	---			---		---		INT
	LOS	C	B			A		-		
PM	Delay (s)	15.7	10.3			8.2		-		2.3
	v/c	0.22	0.02			0.01				
	Queue (ft)	25	25			25		25		

● Approach with Stop control
95th percentile queues reported
Queues rounded to the nearest 25 ft
- Operations not calculated for movements with no vehicular conflict or no conflicting turning movement volume
* No volume utilizing the lane during the peak hour results in zero delay

Node 580	W Frontage Rd at Access 4A/B								Control TWSC	Operations HCM 7th Ed
	Approach	● EB →		WB ←		NB ↑		SB ↓		
		L	R			L/T		T/R		
	# of Lanes	1	1			1		1		
Peak	Storage (ft)	100	---			---		---		INT
	LOS	B	A			A		-		
PM	Delay (s)	13.7	9.7			8.0		-		3.2
	v/c	0.21	0.04			0.03				
	Queue (ft)	25	25			25		25		

● Approach with Stop control
95th percentile queues reported
Queues rounded to the nearest 25 ft
- Operations not calculated for movements with no vehicular conflict or no conflicting turning movement volume
* No volume utilizing the lane during the peak hour results in zero delay

Node 590	W Frontage Rd at Access 5								Control Side Street	Operations HCM 7th Ed
	Approach	● EB →		WB ←		NB ↑		SB ↓		
		L	R			L/T		T/R		
	# of Lanes	1	1			1		1		
Peak	Storage (ft)	100	---			---		---		INT
	LOS	*	A			A		-		
PM	Delay (s)	*	9.5			7.7		-		0.6
	v/c		0.02			0.01				
	Queue (ft)	25	25			25		25		

● Approach with Stop control
95th percentile queues reported
Queues rounded to the nearest 25 ft
- Operations not calculated for movements with no vehicular conflict or no conflicting turning movement volume

Node 600	60th St at E Frontage Rd								Control AWSC	Operations HCM 7th Ed
	Approach	● EB →		● WB ←		● NB ↑		● SB ↓		
			All		All		All		All	
	# of Lanes		1		1		1		1	
Peak	Storage (ft)		---		---		---		---	INT
	LOS		B		C		B		B	C
PM	Delay (s)		14.7		18.2		12.3		10.5	15.4
	v/c		0.55		0.65		0.37		0.11	
	Queue (ft)		75		125		50		25	

● Approach with Stop control
95th percentile queues reported
Queues rounded to the nearest 25 ft

Exhibit 5-14B, Alt. B, 2038 Hor. Year Build Development Traffic Capacity/LOS Analysis
Improved Transportation System

Node 700	71st St at W Frontage Rd									Control AWSC		Operations HCM 7th Ed
	Approach	● EB →			● WB ←			● NB ↑			● SB ↓		
		L/T		T/R	L/T		T/R	All			L/T	R	
	# of Lanes	1		1	1		1	1			1	1	
Peak	Storage (ft)	---		---	---		---	---			---	255	INT
	LOS	B		B	C		C	C			D	B	C
PM	Delay (s)	13.9		12.8	18.7		15.1	19.7			26.4	10.3	19.0
	v/c	0.27		0.23	0.53		0.42	0.56			0.70	0.11	
	Queue (ft)	25		25	75		50	75			125	25	

● Approach with Stop control
95th percentile queues reported
Queues rounded to the nearest 25 ft

Node 800	I41 SB at 71st St									Control Signal		Operations HCM 7th Ed
	Approach	EB →			WB ←			NB ↑			SB ↓		
			T	R YBP	L	T					L	L/T+T	R YBP
	# of Lanes		2	1	1	2					1	1+1	1
Peak	Storage (ft)		---	120	190	190					255	---	255	INT
	LOS		B	B	A	A					B	B	B	B
PM	Delay (s)		10.0	10.5	7.1	5.5					17.8	18.0	16.4	13.3
	v/c		0.20	0.20	0.05	0.12					0.51	0.55	0.21	
	Queue (ft)		50	25	25	25					100	100	25	

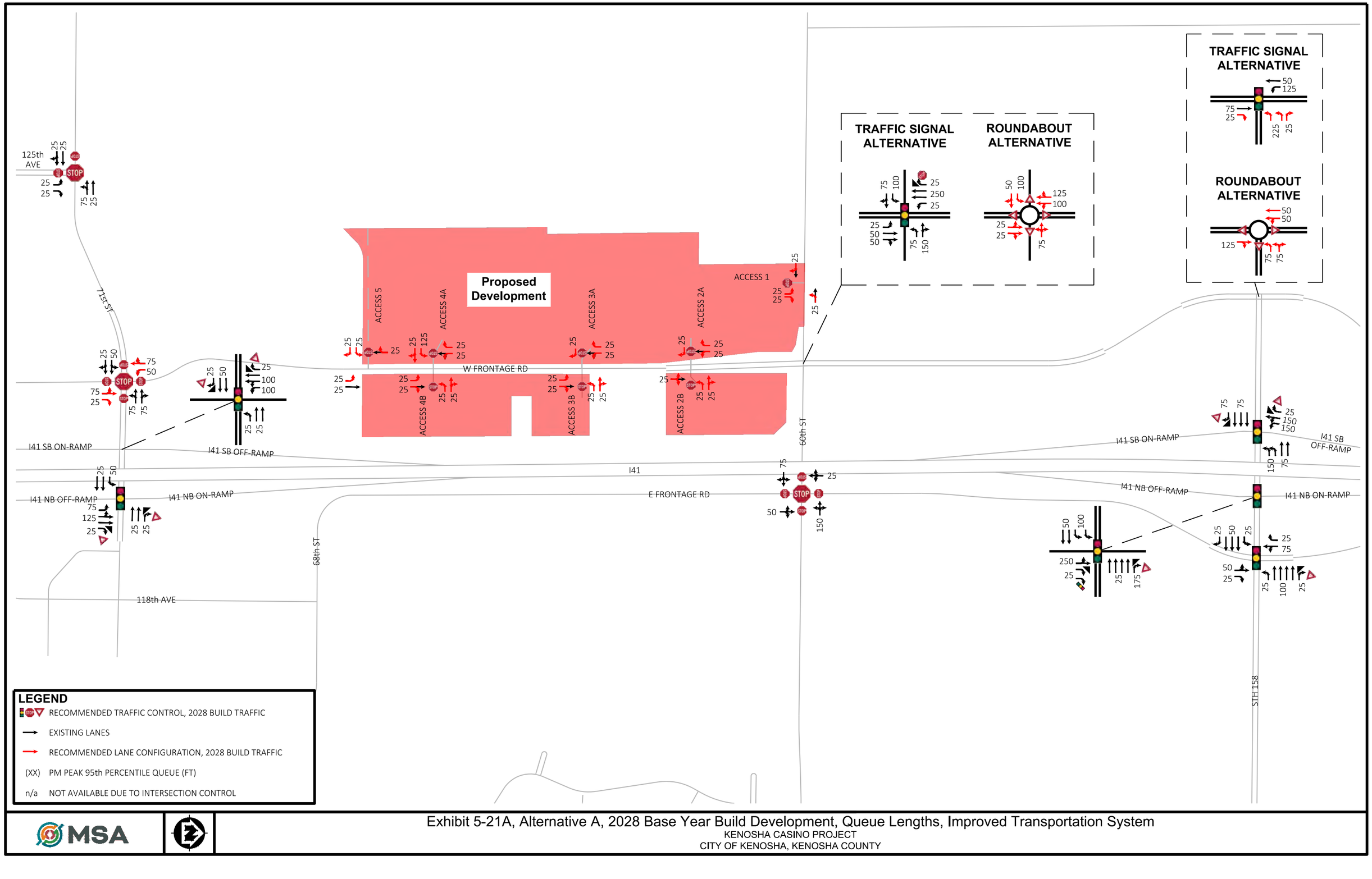
95th percentile queues reported
Queues rounded to the nearest 25 ft
R YBP: Right-turn yielding bypass
The WB left turn lane is continuous to Node 900

Node 900	I41 NB at 71st St									Control Signal		Operations HCM 7th Ed
	Approach	EB →			WB ←			NB ↑			SB ↓		
		L	T		T	R YBP	L	L/T	R YBP				
	# of Lanes	1	2		2	1	1	1+1	1				
Peak	Storage (ft)	190	190		---	105	250	---	250				INT
	LOS	A	A		B	B	B	B	B				B
PM	Delay (s)	6.8	0.2		12.0	13.9	16.6	19.9	15.7				11.9
	v/c	0.28	0.17		0.15	0.29	0.28	0.67	0.05				
	Queue (ft)	50	25		25	25	50	125	25				

95th percentile queues reported
Queues rounded to the nearest 25 ft
R YBP: Right-turn yielding bypass
The EB left turn lane is continuous to Node 800

Node 1000	71st St at 125th Ave									Control AWSC		Operations HCM 7th Ed
	Approach	● EB →			● WB ←			● NB ↑			SB ↓		
			T	T/R	L/T	T		L	R				
	# of Lanes		1	1	1	1		1	1				
Peak	Storage (ft)		---	---	---	---		---	---				INT
	LOS		A	A	B	A		A	A				B
PM	Delay (s)		8.6	8.2	13.5	8.3		9.9	8.8				11.1
	v/c		0.07	0.06	0.48	0.08		0.14	0.17				
	Queue (ft)		25	25	75	25		25	25				

● Approach with Stop control
95th percentile queues reported
Queues rounded to the nearest 25 ft



MSA

Exhibit 5-21A, Alternative A, 2028 Base Year Build Development, Queue Lengths, Improved Transportation System

KENOSHA CASINO PROJECT

CITY OF KENOSHA, KENOSHA COUNTY

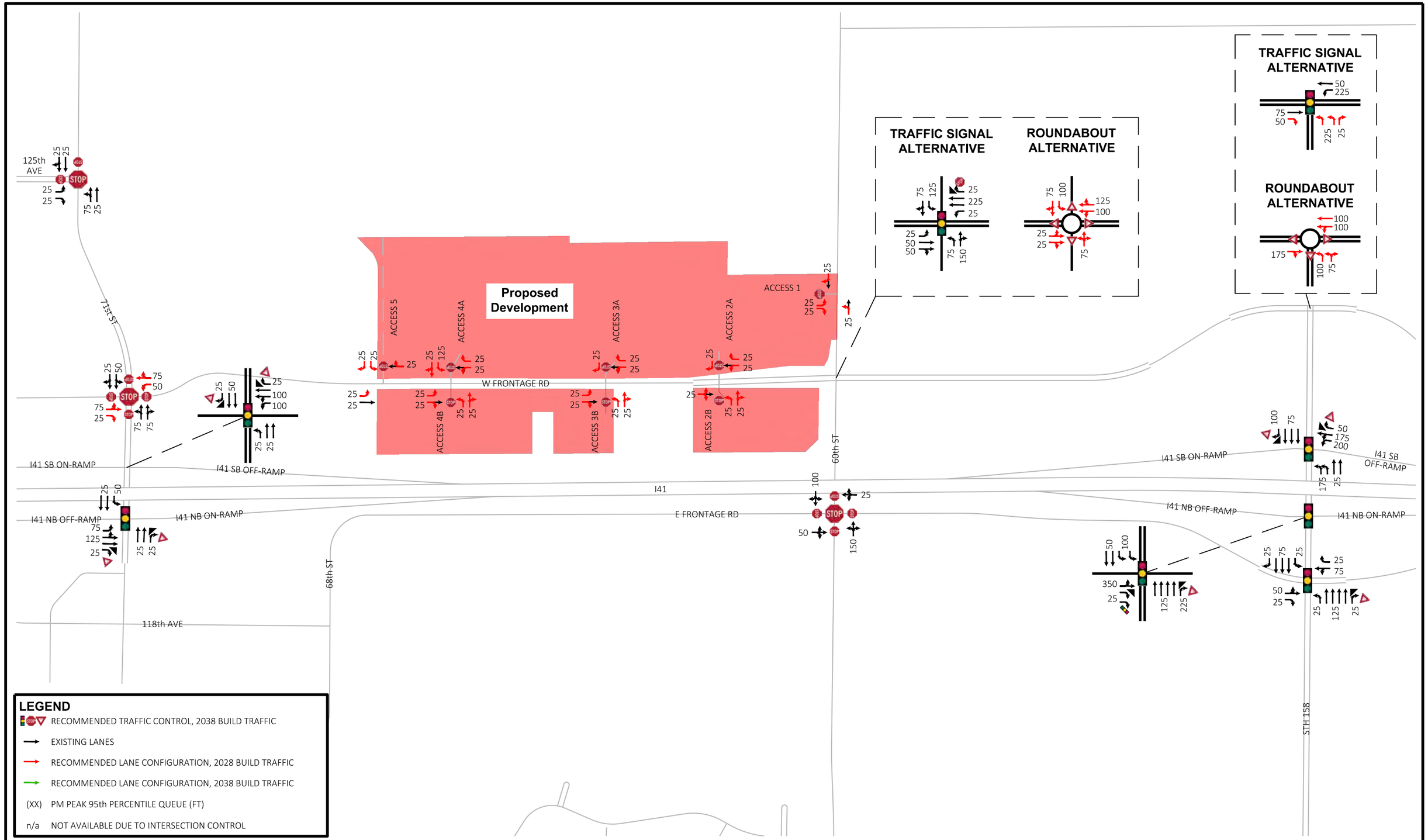


MSA

Exhibit 5-21B, Alternative B, 2028 Base Year Build Development, Queue Lengths, Improved Transportation System

KENOSHA CASINO PROJECT

CITY OF KENOSHA, KENOSHA COUNTY



MSA

Exhibit 5-23A, Alternative A, 2038 Horizon Year Build Development, Queue Lengths, Improved Transportation System

KENOSHA CASINO PROJECT

CITY OF KENOSHA, KENOSHA COUNTY

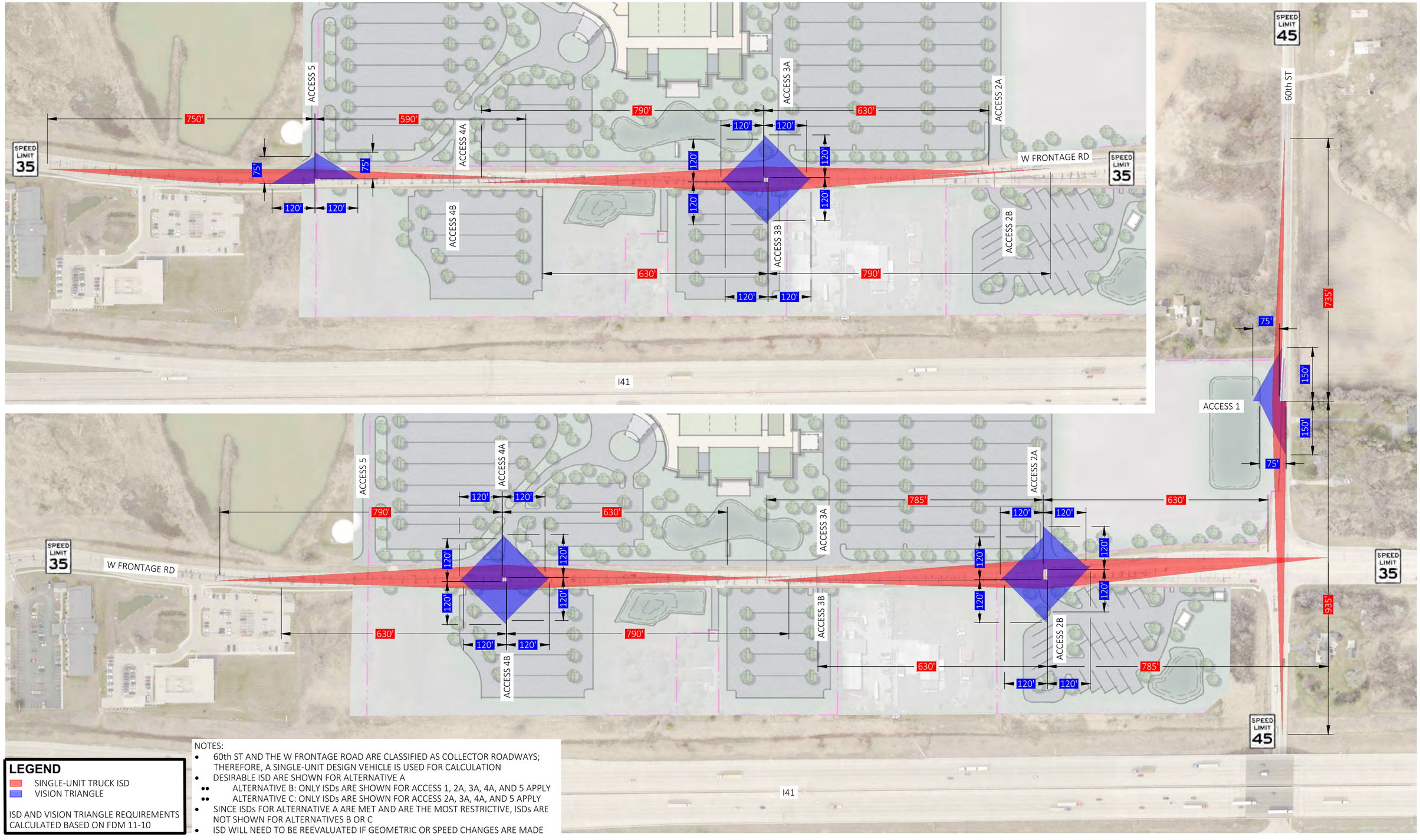


MSA

Exhibit 5-23B, Alternative B, 2038 Horizon Year Build Development, Queue Lengths, Improved Transportation System

KENOSHA CASINO PROJECT

CITY OF KENOSHA, KENOSHA COUNTY



LEGEND

- SINGLE-UNIT TRUCK ISD
- VISION TRIANGLE

ISD AND VISION TRIANGLE REQUIREMENTS CALCULATED BASED ON FDM 11-10

NOTES:

- 60th ST AND THE W FRONTAGE ROAD ARE CLASSIFIED AS COLLECTOR ROADWAYS; THEREFORE, A SINGLE-UNIT DESIGN VEHICLE IS USED FOR CALCULATION
- DESIRABLE ISD ARE SHOWN FOR ALTERNATIVE A
  - ALTERNATIVE B: ONLY ISDs ARE SHOWN FOR ACCESS 1, 2A, 3A, 4A, AND 5 APPLY
  - ALTERNATIVE C: ONLY ISDs ARE SHOWN FOR ACCESS 2A, 3A, 4A, AND 5 APPLY
- SINCE ISDs FOR ALTERNATIVE A ARE MET AND ARE THE MOST RESTRICTIVE, ISDs ARE NOT SHOWN FOR ALTERNATIVES B OR C
- ISD WILL NEED TO BE REEVALUATED IF GEOMETRIC OR SPEED CHANGES ARE MADE

MSA

Exhibit 5-27, Intersection Sight Distance

KENOSHA CASINO PROJECT

CITY OF KENOSHA, KENOSHA COUNTY

Chapter 6 – CONCLUSIONS AND RECOMMENDATIONS

This chapter contains the conclusions that were drawn regarding the analysis of existing and future conditions. Based upon the conclusions, recommendations are made to mitigate the identified deficiencies, and the preferred alternative is described. Criteria for requiring the consideration of improvements is typically based on operations failing to perform at or better than a LOS D and/or queue lengths that impair the operation of adjacent intersections. The need for improvements and the magnitude of improvements are based on thresholds set forth by WisDOT and the local governing authorities, with influence by industry standard of care and engineering judgement.

Note that improvements in the report are only recommendations. WisDOT and the local governing authorities view these as considerations and the recommendations are not legally binding. WisDOT and the local governing authorities reserve the right to determine alternative solutions.

PART A – CONCLUSIONS

A1. Background Traffic

Based on expected operations, all existing intersections will operate acceptably through the 2038 horizon scenario without any modifications needed.

A2. Build Development Traffic

Since none of the adjacent roadway improvements are necessitated by background growth-induced operational issues, all costs associated with improvement of public infrastructure will be borne by the developer. Should additional off-site development be proposed after this study is complete, a new traffic analysis will be necessary, and any required improvements as part of additional development would require a proportional cost-share agreement to be established prior to construction.

A2-1. Alternative A

STH 158 at West Frontage Road

Either a traffic signal or a multilane roundabout is required by the 2028 build horizon.

The traffic signal would require additional lanes to be constructed on the westbound and northbound approaches.

The roundabout is not expected to require modifications between the 2028 and 2038 build horizons and should be able to remain a single lane configuration through the period.

Expected operations are anticipated to be very similar between the two alternatives. Both would need to accommodate a future eastbound approach leg, based on what is shown for the expected transportation system in ***Exhibit 3-1B***. Both alternatives should accommodate the additional approach; however, the extent of modifications will not be known until further development plans are established for the parcels of land west of this intersection.

Since the existing intersection is configured for a future traffic signal and that adding an eastbound approach would require less reconstruction, installation of a traffic signal at this location is recommended.

I-41 southbound and northbound at STH 158, STH 158 at East Frontage Road

Signal timings would need to be readjusted and coordinated with the rest of the STH 158 corridor. No additional changes are expected to be necessary.

60th Street at West Frontage Road

Either a traffic signal or a multilane roundabout is required by the 2028 build horizon.

The traffic signal would require the east and westbound left turn lanes to be extended.

The roundabout is expected to reduce the number of necessary lanes on the southbound and northbound approaches. While the eastbound and westbound approaches are expected to have comparatively worse delay than the traffic signal alternative, overall, the roundabout is expected to have better operations and queuing. Both alternatives are expected to have some right-of-way impacts. Preliminary design suggests the roundabout may have greater right-of-way needs, though may be reduced as more formal designs are planned.

Similar to the STH 158 intersection, this intersection is also already configured for a future traffic signal. While less overall lanes would be required with a roundabout, conversion to a roundabout would require significant reconstruction on all intersection approaches. Installation of a traffic signal would only require modifications to the east and westbound approaches. Therefore, a traffic signal is recommended for this location, due to the lesser amount of reconstruction required.

60th Street at Access 1

An eastbound right turn lane and a westbound left turn lane could be considered, but do not meet speed/volume-based warrants and are not operationally necessary. The inclusion of these turn lanes would be for preventative safety only.

West Frontage Road at Access 2A/B

Eastbound traffic will need to be restricted to right turns only. Neither north nor southbound left turn lanes are warranted based on speeds and expected volumes, nor are they operationally necessary. A southbound right turn lane is warranted. From a proactive safety perspective, a southbound left turn lane could be considered to reduce the risk of rear end collisions caused by vehicles stopped in the through lane while waiting to complete a left turn. To a similar extent, a northbound right turn lane could be considered to remove traffic slowing to complete the turn from the path of through traffic.

West Frontage Road at Access 3A/B

Eastbound traffic will need to be restricted to right turns only. A northbound left turn lane and a southbound right turn lane are warranted based on speeds and expected volumes. Neither a southbound left turn lane nor a northbound right turn lane are warranted based on speeds and expected volumes, nor are they operationally necessary. From a proactive safety perspective, a southbound left turn lane could be considered to reduce the risk of rear end collisions caused by vehicles stopped in the through lane while waiting to complete a left turn. To a similar extent, a northbound right turn lane could be considered to remove traffic slowing to complete the turn from the path of through traffic.

West Frontage Road at Access 4A/B

A northbound left turn lane and a southbound right turn lane are warranted based on speeds and expected volumes. Neither a southbound left turn lane nor a northbound right turn lane are warranted based on speeds and expected volumes, nor are they operationally necessary. From a proactive safety perspective, a southbound left turn lane could be considered to reduce the risk of rear end collisions caused by vehicles stopped in the through lane while waiting to complete a left turn. To a similar extent, a northbound right turn lane could be considered to remove traffic slowing to complete the turn from the path of through traffic.

West Frontage Road at Access 5

A northbound left turn lane is warranted based on speeds and expected volumes. A southbound right turn lane could be considered, but it does not meet speed/volume-based warrants and is not operationally necessary. Inclusion of the right turn lane would be for preventative safety only.

Due to the number of proposed and existing access points along the West Frontage Road in front of the development, a two-way left turn lane (TWLTL) should be considered as a preventative safety measure between approximately Access 2A/2B and Access 5. Inclusion of a TWLTL would simplify geometrics while providing refuge for queued left turning vehicles instead of discrete left turn lanes at each access point. The amount of additional pavement necessary to install the TWLTL is expected to be minimal when compared to the limits of the tapers connecting the required turn lanes and the two-lane portion of the West Frontage Road.

60th Street at East Frontage Road

The existing AWSC can be maintained through the 2038 build horizon with acceptable operations expected.

West Frontage Road at 71st Street

The existing AWSC can be maintained through the 2038 build horizon with acceptable operations expected. The southbound approach will need to be converted to an exclusive left turn lane and a shared through/right turn lane by 2028. A northbound exclusive right turn lane will need to be added as well.

I-41 southbound & northbound at STH 158

No changes are expected to be necessary.

West Frontage Road at 71st Street at 125th Avenue

The existing stop control can be maintained through the 2038 build horizon with acceptable operations expected.

A2-2. Alternative B

STH 158 at West Frontage Road

Either a traffic signal or a multilane roundabout is required by the 2028 build horizon.

The traffic signal would require an exclusive right turn lane to be constructed on the northbound approach by 2038.

The roundabout is not expected to require modifications between the 2028 and 2038 build horizons and should be able to remain a single lane configuration through the period.

Expected operations are anticipated to be very similar between the two alternatives. Both would need to be able to accommodate a future eastbound approach leg, based on what is shown for the expected transportation system in ***Exhibit 3-1B***. Both alternatives should be able to accommodate the additional approach; however, the extent of modifications will not be known until further development plans are established for the parcels of land west of this intersection.

Since the existing intersection is configured for a future traffic signal and since adding an eastbound approach would require less reconstruction, installation of a traffic signal at this location is recommended.

I-41 southbound and northbound at STH 158, STH 158 at East Frontage Road

Signal timings would need to be readjusted and coordinated with the rest of the STH 158 corridor. No additional changes are expected to be necessary.

60th Street at West Frontage Road

The existing AWSC can be maintained through the 2038 build horizon with acceptable operations expected.

60th Street at Access 1

An eastbound right turn lane and a westbound left turn lane could be considered, but do not meet speed/volume-based warrants and are not operationally necessary. The inclusion of these turn lanes would be for preventative safety only.

West Frontage Road at Access 2A/B, Access 3A/B, and Access 4A/B

Left or right turn lanes along the West Frontage Road are not warranted based on speeds and expected volumes, nor are they operationally necessary. From a proactive safety perspective, a turn lane could be considered to reduce the risk of rear end collisions caused by vehicles stopped in the through lane while slowing or waiting to complete a turn.

West Frontage Road at Access 5

Left or right turn lanes along the West Frontage Road are not warranted based on speeds and expected volumes, nor are they operationally necessary. From a proactive safety perspective, a turn lane could be considered to reduce the risk of rear end collisions caused by vehicles stopped in the through lane while slowing or waiting to complete a turn.

60th Street at East Frontage Road

The existing AWSC can be maintained through the 2038 build horizon with acceptable operations expected.

West Frontage Road at 71st Street

The existing AWSC can be maintained through the 2038 build horizon with acceptable operations expected.

I-41 southbound & southbound at STH 158

No changes are expected to be necessary.

West Frontage Road at 71st Street at 125th Avenue

The existing stop control can be maintained through the 2038 build horizon with acceptable operations expected.

A2-3. Alternative C

Side street stop control is required at any new access point from the development to the West Frontage Road. None of the existing intersections within the study area require additional modifications through the 2038 build horizon. Right or left turn lanes from the West Frontage Road to the development could be considered but do not meet speed/volume-based warrants and are not operationally necessary. Inclusion of such lanes would be for preventative safety only. Retiming of existing traffic signals is recommended.

PART B – RECOMMENDATIONS

A summary of the recommended improvements by scenario is outlined below. All recommended lane length improvements are based on desirable distances as prescribed by the current *FDM* unless otherwise noted.

B1. Alternative A

2028 Base Year Build Traffic

STH 158 at West Frontage Road

Install a traffic signal and coordinate the signal with the STH 158 corridor.

- Southbound – two approach lanes
  - Maintain one exclusive left turn lane of 300-feet plus appropriate tapers
  - Maintain one through movement lane
  - Include protected/permissive phasing for left turn
- Westbound – three approach lanes
  - Expand and construct two exclusive left turn lanes from the existing left turn lane of 425-feet plus appropriate tapes
  - Maintain one exclusive right turn lane
- Northbound – two approach lanes
  - Maintain the existing through movement lane
  - Construct one exclusive right turn lane of 200-feet plus appropriate tapers
  - Include permissive with overlap phasing for right turn

I-41 southbound at STH 158

Maintain the existing traffic control and geometric configuration. Retime and coordinate the traffic signal with the STH 158 corridor.

I-41 northbound at STH 158

Maintain the existing traffic control and geometric configuration. Retime and coordinate the traffic signal with the STH 158 corridor.

STH 158 at East Frontage Road

Maintain the existing traffic control and geometric configuration. Retime and coordinate the traffic signal with the STH 158 corridor.

60th Street at West Frontage Road

Install a traffic signal.

- Southbound – four approach lanes
  - Maintain existing approach lanes and stop-controlled channelized right turn lane
- Westbound – two approach lanes
  - Extend existing exclusive left turn lane to 275-feet plus appropriate tapers
  - Maintain existing shared through/right turn lane
- Northbound – three approach lanes
  - Maintain existing approach lanes
- Eastbound – two approach lanes
  - Extend existing exclusive left turn lane to 275-feet plus appropriate tapers
  - Maintain existing shared through/right turn lane
  - Include protected/permissive phasing for left turn

60th Street at Access 1

Construct a side street stop-controlled access.

- Westbound – one approach lane
  - Maintain existing through lane but also allow left turns
- Northbound – two approach lanes
  - Construct one exclusive left turn lane of 100-feet plus appropriate tapers
  - Construct one exclusive right turn lane of 100-feet plus appropriate tapers
  - Install stop control for this approach
- Eastbound – one approach lane
  - Maintain existing through lane but also allow right turns

West Frontage Road at Access 2A/B

Construct a side street stop-controlled access.

- Southbound – two approach lanes
  - Maintain existing through lane but also allow left turns
  - Construct one exclusive right turn lane of 100-feet plus appropriate tapers
- Westbound – two approach lanes
  - Construct one exclusive left turn lane of 100-feet plus appropriate tapers
  - Construct one shared through/right turn lane
  - Install stop control for this approach
- Northbound – one approach lane
  - Maintain existing through lane but also allow for left turns
- Eastbound – one approach lane
  - Construct one exclusive right turn lane; do not allow left or through movements
  - Install stop control for this approach

West Frontage Road at Access 3A/B

Construct a side street stop-controlled access.

- Southbound – two approach lanes
  - Maintain existing through lane but also allow left turns
  - Construct one exclusive right turn lane of 100-feet plus appropriate tapers
- Westbound – two approach lanes
  - Construct one exclusive left turn lane of 100-feet plus appropriate tapers
  - Construct one shared through/right turn lane
  - Install stop control for this approach
- Northbound – two approach lanes
  - Construct one exclusive left turn lane of 200-feet plus appropriate tapers
  - Maintain existing through lane but also allow for right turns
- Eastbound – two approach lanes
  - Construct one exclusive right turn lane; do not allow left or through movements
  - Install stop control for this approach

West Frontage Road at Access 4A/B

Construct a side street stop-controlled access.

- Southbound – two approach lanes
  - Maintain existing lane but also allow left turns
  - Construct one exclusive right turn lane of 100-feet plus appropriate tapers
- Westbound – two approach lanes
  - Construct one exclusive left turn lane of 100-feet plus appropriate tapers
  - Construct one shared through/right turn lane
  - Install stop control for this approach
- Northbound – two approach lanes
  - Construct one exclusive left turn lane of 200-feet plus appropriate tapers
  - Maintain existing through lane but also allow for right turns
- Eastbound – two approach lanes
  - Construct one exclusive left turn lane of 125-feet plus appropriate tapers
  - Construct one shared through/right turn lane
  - Install stop control for this approach

West Frontage Road at Access 5

Construct a side street stop-controlled access.

- Southbound – one approach lane
  - Maintain existing lane but also allow for right turns
- Northbound – two approach lanes
  - Construct one exclusive left turn lane of 200-feet plus appropriate tapers
  - Maintain existing through lane
- Eastbound – two approach lanes
  - Construct one exclusive left turn lane of 100-feet plus appropriate tapers
  - Construct one exclusive right turn lane of 100-feet plus appropriate tapers
  - Install stop control for this approach

60th Street at East Frontage Road

Maintain the existing traffic control and geometric configuration.

West Frontage Road at 71st Street

Maintain the existing traffic control.

- Southbound – two approach lanes
  - Convert existing left lane to an exclusive left turn lane of 255-feet
  - Convert existing right lane to a shared through/right turn lane
- Westbound – two approach lanes
  - Maintain existing shared left turn/through movement lane
  - Maintain existing shared through/right turn lane
- Northbound – two approach lanes
  - Maintain existing shared through/left turn lane
  - Construct one exclusive right turn lane of 150-feet plus appropriate tapers[16]
- Eastbound – two approach lanes
  - Maintain existing shared left turn/through movement lane
  - Maintain existing shared through/right turn lane

I-41 southbound at 71st Street

Maintain the existing traffic control and geometric configuration.

I-41 northbound at 71st Street

Maintain the existing traffic control and geometric configuration.

71st Street and 125th Avenue

Maintain the existing traffic control.

- Westbound – two approach lanes
  - Maintain existing shared left turn/through movement lane
  - Maintain existing shared through movement lane
- Northbound – two approach lanes
  - Maintain existing exclusive left turn lane
  - Maintain existing exclusive right turn lane
- Eastbound – two approach lanes
  - Maintain existing through movement lane
  - Maintain existing shared through/right turn lane

The recommendations for this scenario are the basis for the conceptual improvements, shown in ***Exhibit 1-3A.***

[16] 200-feet is preferred; however, 150-feet is the likely maximum length available without having to relocate a significant power pedestal and sidewalk.

2038 Horizon Year Build Traffic

No changes are required from the 2028 build development recommendations unless otherwise noted below. Retiming of any signalized intersections should be considered due to natural traffic fluctuations and other development.

I-41 northbound at STH 158

Consider implementing westbound queue detection to mitigate queue spillback into the upstream intersection.

The recommendations for this scenario are the basis for the conceptual improvements, shown in ***Exhibit 1-9A.***

The ultimate recommendations for this development are the basis for the conceptual improvements, shown in ***Exhibit 6-1A1*** and ***Exhibit 6-1A2***. The roundabouts shown in ***Exhibit 6-1A2*** are for impact comparison purposes only.

B2. Alternative B

2028 Base Year Build Traffic

STH 158 at West Frontage Road

Install a traffic signal and coordinate the signal with the STH 158 corridor.

- Southbound – two approach lanes
  - Maintain one exclusive left turn lane of 300-feet plus appropriate tapers
  - Maintain one through movement lane
- Westbound – two approach lanes
  - Maintain one exclusive left turn lane
  - Maintain one exclusive right turn lane
- Northbound – one approach lane
  - Maintain the existing shared through/right turn lane

I-41 southbound at STH 158

Maintain the existing traffic control and geometric configuration. Retime and coordinate the traffic signal with the STH 158 corridor.

I-41 northbound at STH 158

Maintain the existing traffic control and geometric configuration. Retime and coordinate the traffic signal with the STH 158 corridor.

STH 158 at East Frontage Road

Maintain the existing traffic control and geometric configuration. Retime and coordinate the traffic signal with the STH 158 corridor.

60th Street at West Frontage Road

Maintain the existing AWSC. No geometric changes are necessary.

60th Street at Access 1

Construct a side street stop-controlled access.

- Westbound – one approach lane
  - Maintain existing through lane but also allow left turns
- Northbound – two approach lanes
  - Construct one exclusive left turn lane of 100-feet plus appropriate tapers
  - Construct one exclusive right turn lane of 100-feet plus appropriate tapers
  - Install stop control for this approach
- Eastbound – one approach lane
  - Maintain existing through lane but also allow right turns

West Frontage Road at Access 2A

Construct a side street stop-controlled access.

- Southbound – one approach lane
  - Maintain existing through lane but also allow right turns
- Northbound – one approach lane
  - Maintain existing through lane but also allow for left turns
- Eastbound – two approach lanes
  - Construct one exclusive left turn lane of 100-feet plus appropriate tapers
  - Construct one exclusive right turn lane of 100-feet plus appropriate tapers
  - Install stop control for this approach

West Frontage Road at Access 3A

Construct a side street stop-controlled access.

- Southbound – one approach lane
  - Maintain existing through lane but also allow right turns
- Northbound – one approach lane
  - Maintain existing through lane but also allow for left turns
- Eastbound – two approach lanes
  - Construct one exclusive left turn lane of 100-feet plus appropriate tapers
  - Construct one exclusive right turn lane of 100-feet plus appropriate tapers
  - Install stop control for this approach

West Frontage Road at Access 4A

Construct a side street stop-controlled access.

- Southbound – one approach lane
  - Maintain existing through lane but also allow right turns
- Northbound – one approach lane
  - Maintain existing through lane but also allow for left turns
- Eastbound – two approach lanes
  - Construct one exclusive left turn lane of 100-feet plus appropriate tapers
  - Construct one exclusive right turn lane of 100-feet plus appropriate tapers
  - Install stop control for this approach

West Frontage Road at Access 5

Construct a side street stop-controlled access.

- Southbound – one approach lane
  - Maintain existing through lane but also allow right turns
- Northbound – one approach lane
  - Maintain existing through lane but also allow for left turns
- Eastbound – two approach lanes
  - Construct one exclusive left turn lane of 100-feet plus appropriate tapers
  - Construct one exclusive right turn lane of 100-feet plus appropriate tapers
  - Install stop control for this approach

60th Street at East Frontage Road

Maintain the existing traffic control. No geometric changes are necessary.

West Frontage Road at 71st Street

Maintain the existing traffic control. No geometric changes are necessary.

I-41 southbound at 71st Street

Maintain the existing traffic signal. No geometric changes are necessary.

I-41 northbound at 71st Street

Maintain the existing traffic signal. No geometric changes are necessary.

71st Street and 125th Avenue

Maintain the existing stop control. No geometric changes are necessary.

The recommendations for this scenario are the basis for the conceptual improvements, shown in ***Exhibit 1-3B.***

2038 Horizon Year Build Traffic

No changes are required from the 2028 build development recommendations unless otherwise noted below. Retiming of any signalized intersections should be considered due to natural traffic fluctuations and other development.

STH 158 at West Frontage Road

Maintain the existing traffic control and geometric configuration. Retime and coordinate the traffic signal with the STH 158 corridor.

- Southbound – two approach lanes
  - Maintain one exclusive left turn lane of 300-feet plus appropriate tapers
  - Maintain one through movement lane
  - Add protected permissive phasing for left turn
- Westbound – two approach lanes
  - Maintain one exclusive left turn lane
  - Maintain one exclusive right turn lane
- Northbound – two approach lanes
  - Maintain the existing shared through movement lane
  - Construct an exclusive right turn lane of 200-feet plus appropriate tapers
  - Add permissive with overlap phasing for right turn

The recommendations for this scenario are the basis for the conceptual improvements, shown in ***Exhibit 1-9B.***

The ultimate recommendations for this development are the basis for the conceptual improvements, shown in ***Exhibit 6-1B1*** and ***Exhibit 6-1B2***. The roundabouts shown in ***Exhibit 6-1B2*** are for impact comparison purposes only.

B3. Alternative C

2028 Base Year Build Traffic

STH 158 at West Frontage Road

Maintain the existing AWSC. No geometric changes are necessary.

I-41 southbound at STH 158

Maintain the existing traffic control and geometric configuration. Retime and coordinate the traffic signal with the STH 158 corridor.

I-41 northbound at STH 158

Maintain the existing traffic control and geometric configuration. Retime and coordinate the traffic signal with the STH 158 corridor.

STH 158 at East Frontage Road

Maintain the existing traffic control and geometric configuration. Retime and coordinate the traffic signal with the STH 158 corridor.

60th Street at West Frontage Road

Maintain the existing AWSC. No geometric changes are necessary.

West Frontage Road at Access 2A

Construct a side street stop-controlled access.

- Southbound – one approach lane
  - Maintain existing through lane but also allow right turns
- Northbound – one approach lane
  - Maintain existing through lane but also allow for left turns
- Eastbound – two approach lanes
  - Construct one exclusive left turn lane of 100-feet plus appropriate tapers
  - Construct one exclusive right turn lane of 100-feet plus appropriate tapers
  - Install stop control for this approach

West Frontage Road at Access 3A

Construct a side street stop-controlled access.

- Southbound – one approach lane
  - Maintain existing through lane but also allow right turns
- Northbound – one approach lane
  - Maintain existing through lane but also allow for left turns
- Eastbound – two approach lanes

- Construct one exclusive left turn lane of 100-feet plus appropriate tapers
- Construct one exclusive right turn lane of 100-feet plus appropriate tapers
- Install stop control for this approach

West Frontage Road at Access 4A

Construct a side street stop-controlled access.

- Southbound – one approach lane
  - Maintain existing through lane but also allow right turns
- Northbound – one approach lane
  - Maintain existing through lane but also allow for left turns
- Eastbound – two approach lanes
  - Construct one exclusive left turn lane of 100-feet plus appropriate tapers
  - Construct one exclusive right turn lane of 100-feet plus appropriate tapers
  - Install stop control for this approach

West Frontage Road at Access 5

Construct a side street stop-controlled access.

- Southbound – one approach lane
  - Maintain existing through lane but also allow right turns
- Northbound – one approach lane
  - Maintain existing through lane but also allow for left turns
- Eastbound – two approach lanes
  - Construct one exclusive left turn lane of 100-feet plus appropriate tapers
  - Construct one exclusive right turn lane of 100-feet plus appropriate tapers
  - Install stop control for this approach

60th Street at East Frontage Road

Maintain the existing traffic control. No geometric changes are necessary.

West Frontage Road at 71st Street

Maintain the existing traffic control. No geometric changes are necessary.

I-41 southbound at 71st Street

Maintain the existing traffic signal. No geometric changes are necessary.

I-41 northbound at 71st Street

Maintain the existing traffic signal. No geometric changes are necessary.

71st Street and 125th Avenue

Maintain the existing stop control. No geometric changes are necessary.

Since all improvements are contained within the development parcel, no conceptual improvement exhibits are included for this alternative.

2038 Horizon Year Build Traffic

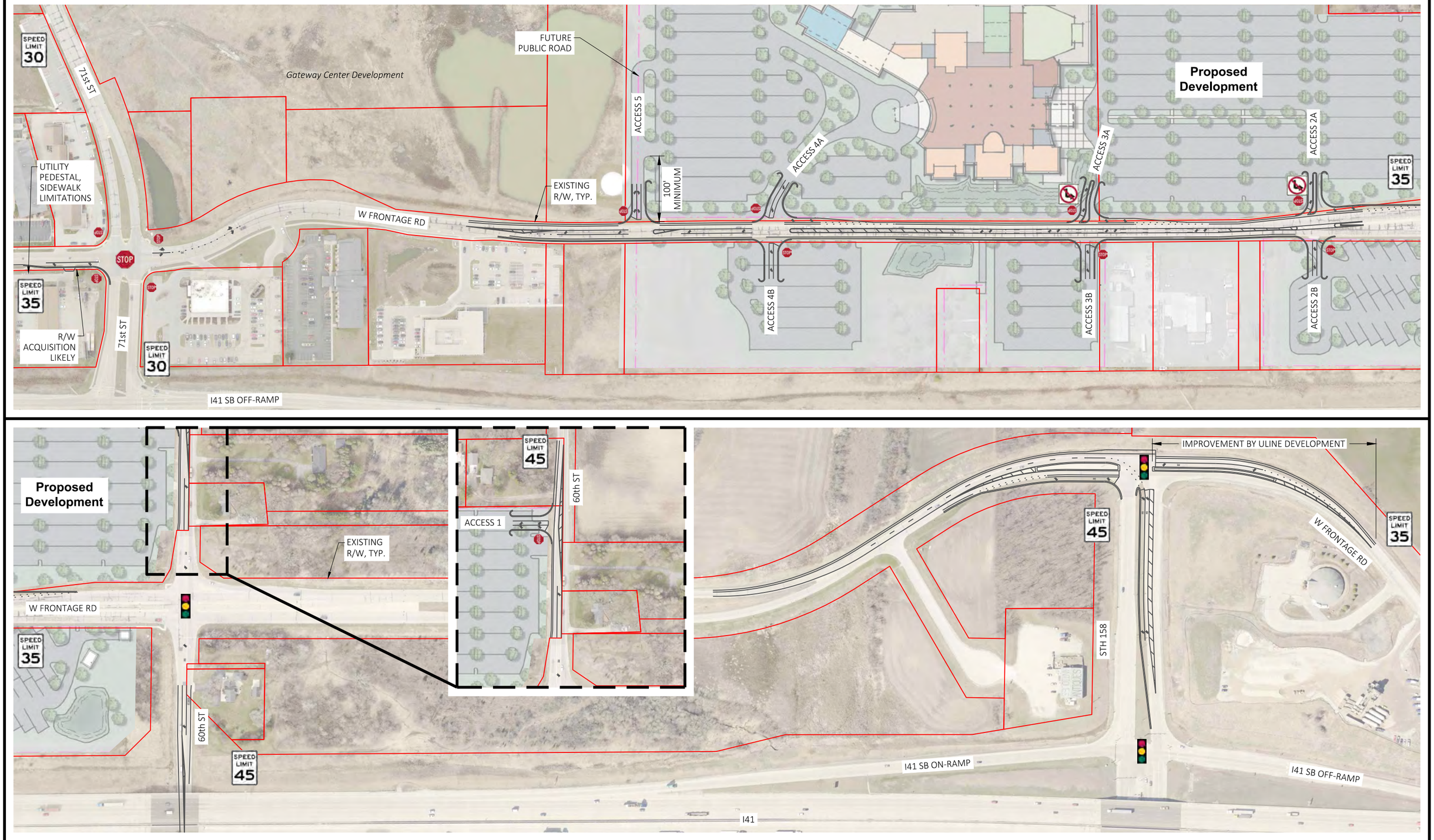
Maintain the existing traffic control and geometric configuration for all study intersections. of any signalized intersections should be considered due to natural traffic fluctuations and other development.

B4. General Notes

When a traffic signal or a roundabout are considered for possible improvement, both are shown even though only one may be recommended. Both are shown to depict the estimated impacts of the alternatives. Decision on the final intersection control will depend on the regional staff and BTO review of this report and the Phase I ICE reports.

As noted in the report, long-term plans include expansion of the West Frontage Road corridor to four lanes with a raised median. Analysis indicates this expansion is not needed at this time based on the expected development traffic. However, the development's site plan should be designed to allow for this future expansion to minimize future reconstruction costs when the expansion does occur.

All proposed improvements will need to follow *FDM* standards. Design plans should follow "desirable" lengths when possible. Access along this portion of the roadway shall be coordinated with WisDOT. The site designer is responsible for ensuring geometric design standards and proper sight distances are met.



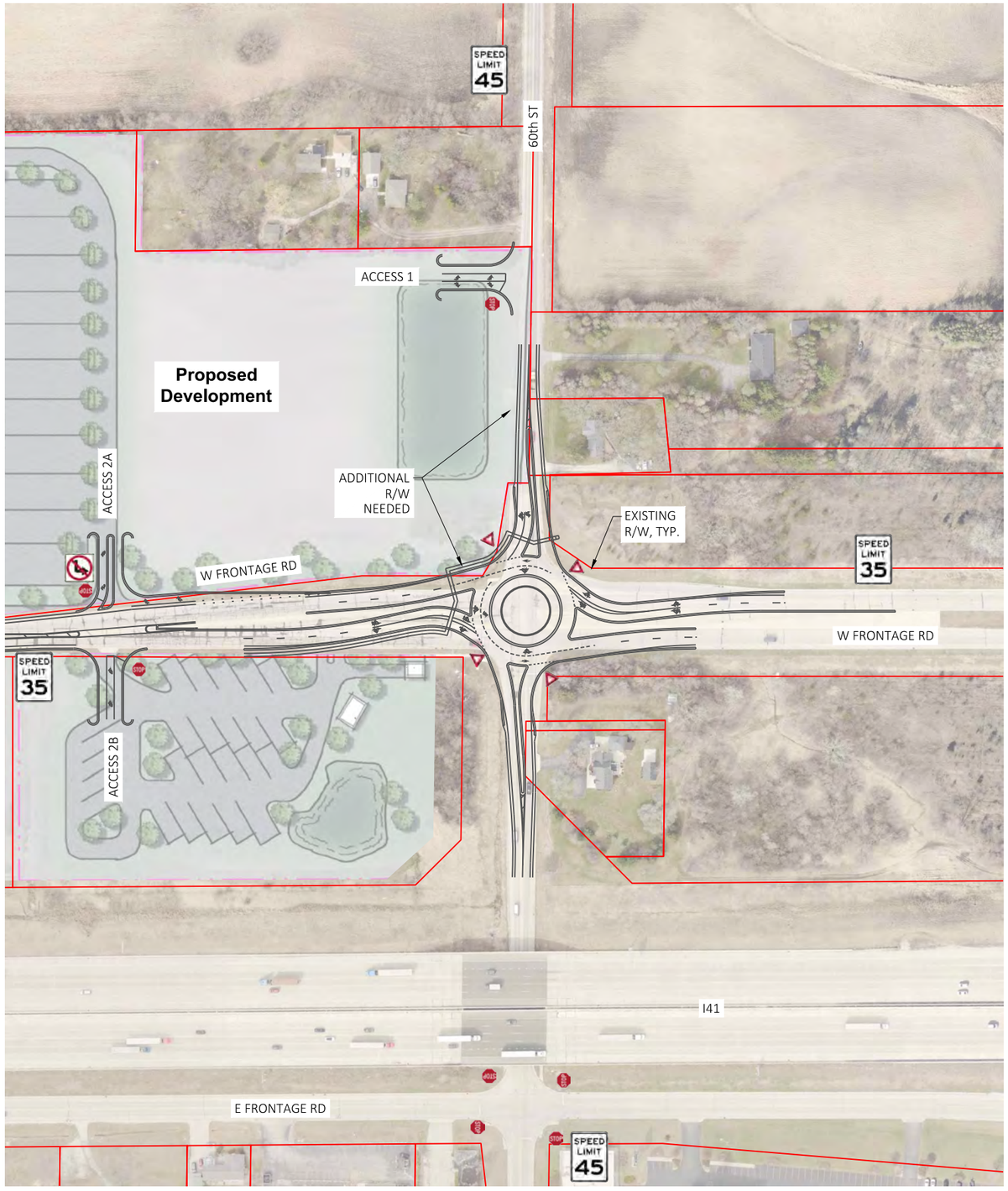
MSA

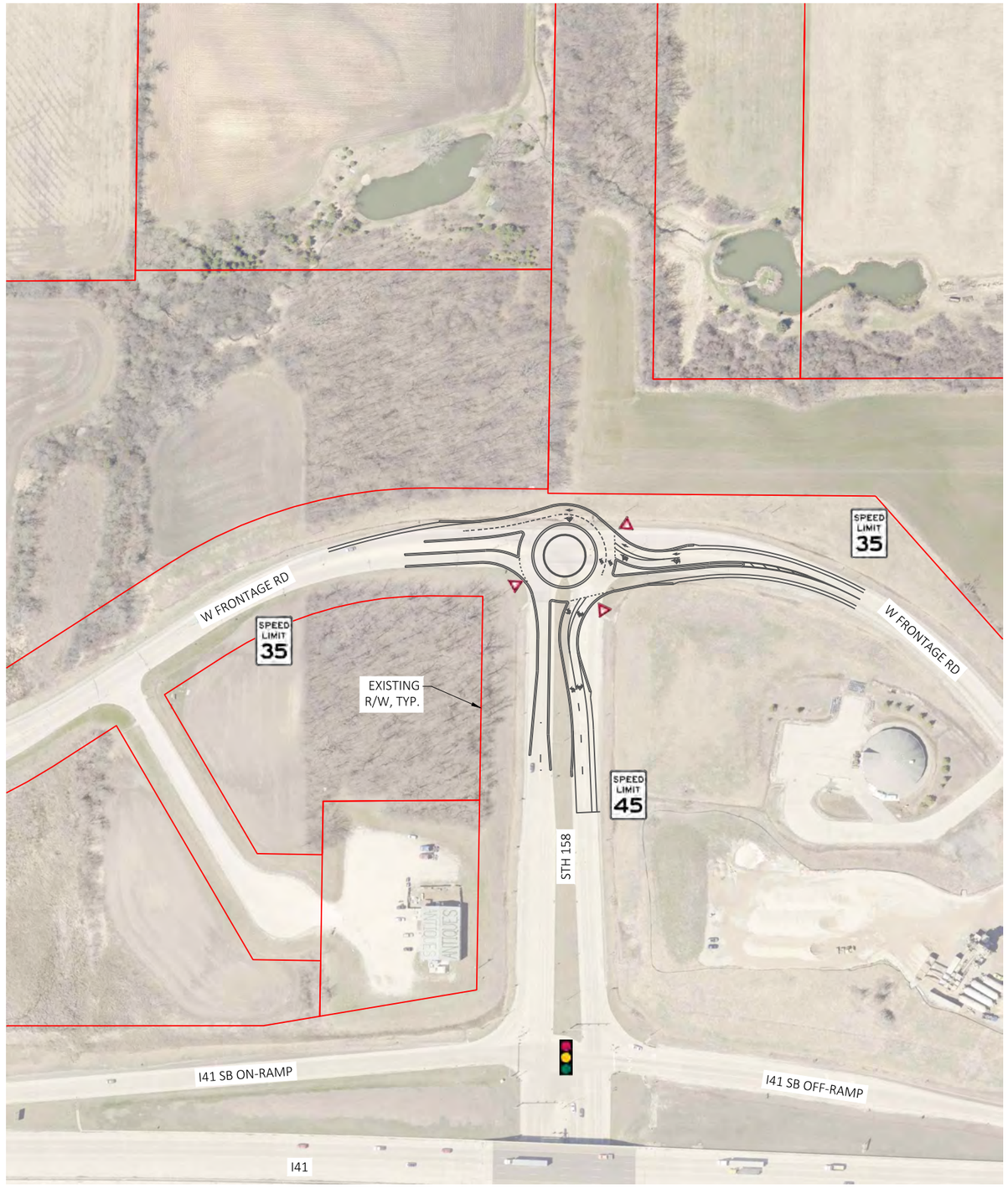
Exhibit 6-1A1, Conceptual Improvements, Alternative A, Traffic Signal Alternatives

KENOSHA CASINO PROJECT

CITY OF KENOSHA, KENOSHA COUNTY

CONCEPTUAL DRAWINGS ONLY SUBJECT TO MODIFICATION





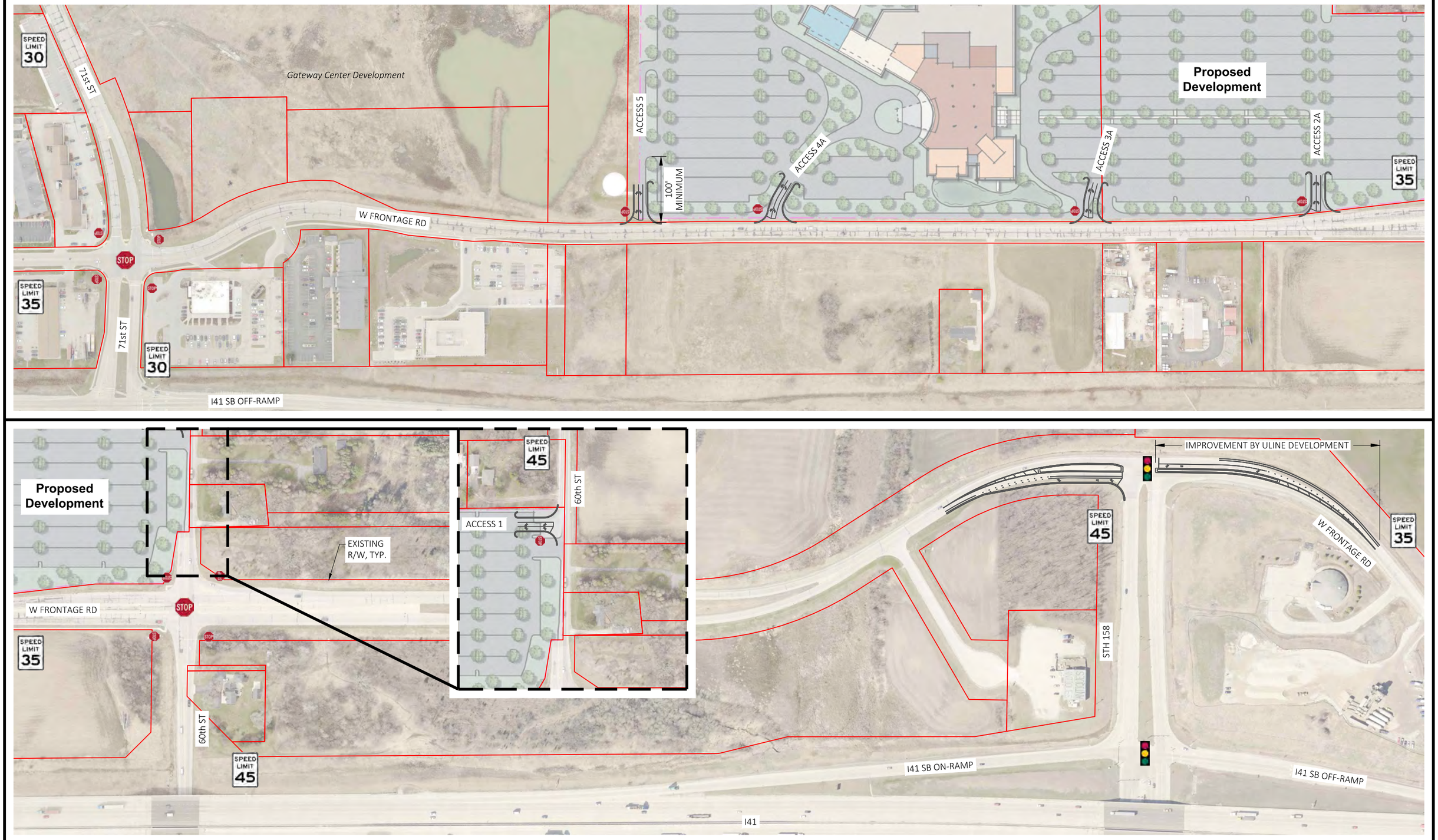
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Exhibit 6-1A2, Conceptual Improvements, Alternative A, Roundabout Alternatives

KENOSHA CASINO PROJECT

CITY OF KENOSHA, KENOSHA COUNTY

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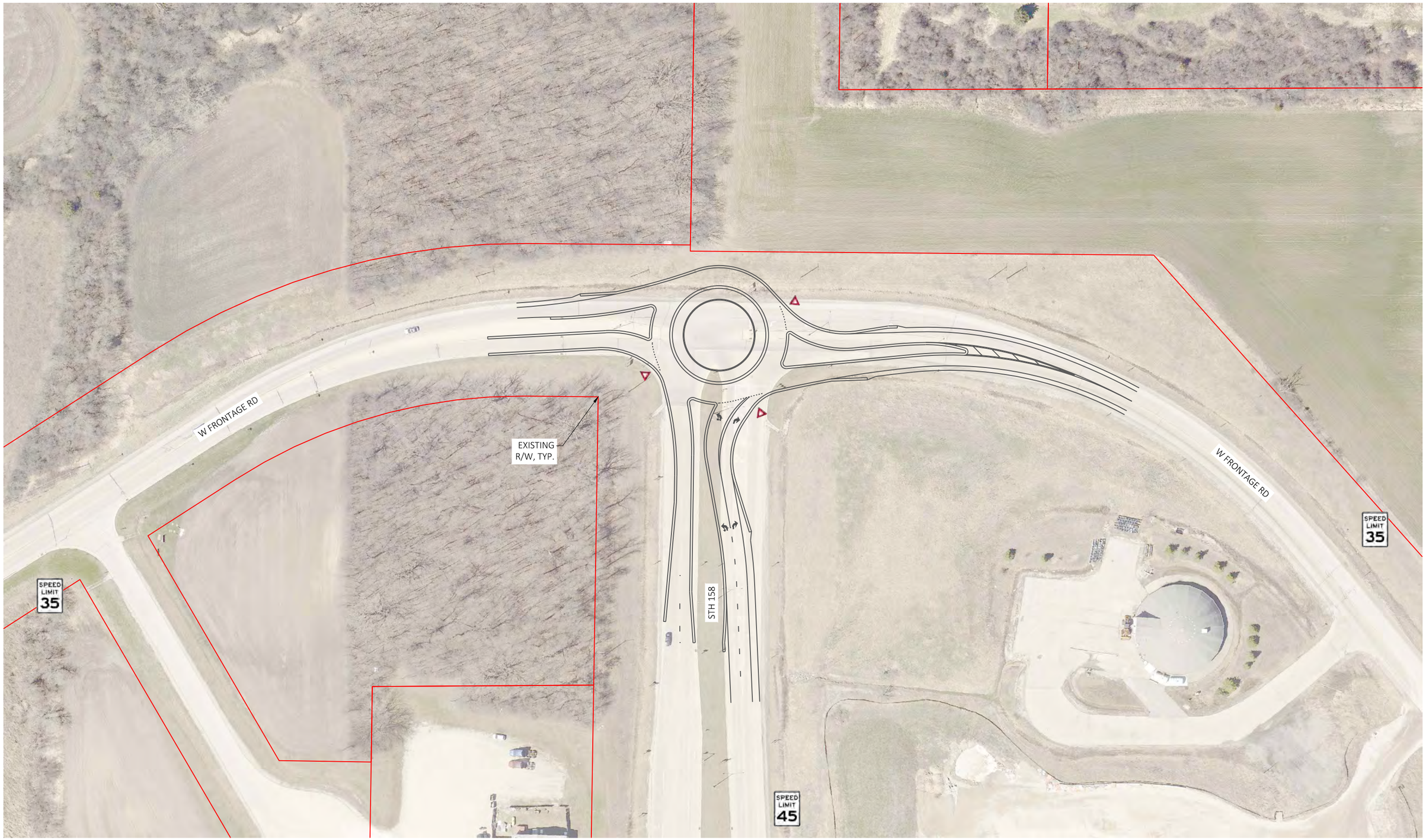
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Exhibit 6-1B1, Conceptual Improvements, Alternative B, Traffic Signal Alternatives

KENOSHA CASINO PROJECT

CITY OF KENOSHA, KENOSHA COUNTY

CONCEPTUAL DRAWINGS ONLY SUBJECT TO MODIFICATION



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Exhibit 6-1B2, Conceptual Improvements, Alternative B, Roundabout Alternatives

KENOSHA CASINO PROJECT

CITY OF KENOSHA, KENOSHA COUNTY

CONCEPTUAL DRAWINGS ONLY
SUBJECT TO MODIFICATION

Appendix A

Traffic

- Summary of PHF and Percent Heavy Vehicles
- Peak Hour Determination
- Turning Movement Count Data
- WisDOT Traffic Forecast Report
- Ramp Terminal RTOR Adjustment Calculation
- Existing Traffic Signal Timings
- Left/Right-turn Lane Warrant Calculations
- Intersection Sight Distance Calculations

Summary of PHF and Percent Heavy Vehicles

Intersection			HV%				
Node #	Name	Peak	EB	WB	NB	SB	PHF
100	STH 158 at W Frontage Rd	PM		8%	9%	9%	0.85
200	I-41 SB at STH 158	PM	7%	8%		5%	0.87
300	I-41 NB at STH 158	PM	4%	5%	14%		0.91
400	STH 158 at E Frontage Rd	PM	7%	5%	3%	6%	0.94
500	60th St at W Frontage Rd	PM	4%	3%	4%	5%	0.98
550	60th St at Access 1**	PM	4%	4%	1%		0.98
560	W Frontage Rd at Access 2**	PM	1%	1%	4%	1%	0.93
570	W Frontage Rd at Access 3**	PM	1%	1%	4%	1%	0.93
580	W Frontage Rd at Access 4**	PM	1%	1%	4%	1%	0.93
590	W Frontage Rd at Access 5**	PM	1%		4%	1%	0.93
600	60th St at E Frontage Rd	PM	1%	2%	5%	1%*	0.92
700	71st St at W Frontage Rd	PM	5%	3%	3%	1%	0.93
800	I-41 SB at 71st St	PM	2%	2%		2%	0.94
900	I-41 NB at 71st St	PM	2%	1%	4%		0.88
1000	71st St at 125th Ave	PM	1%*	1%	2%		0.83

*Using a HV floor of 1%

**Uses HV%, PHF of neighboring intersection

Network Peak Hour Calculations

Peak	Peak hours to use for analyses	
Network	AM	x:00-x:00 AM
Intersection	PM	(4:15 - 5:15 PM)
	SAT	*x:00 - x:00 PM*

		Intersection Volumes					Network Total	
		STH 158 at W Frontage Rd	I41 SB at STH 158	W Frontage Rd at 60th St	E Frontage Rd at 60th St	W Frontage Rd at 71st St	Period	Hourly
AM Peak Period	6:00 AM	0	0	0	0	0	0	0
	6:15 AM	0	0	0	0	0	0	0
	6:30 AM	0	0	0	0	0	0	0
	6:45 AM	0	0	0	0	0	0	0
	7:00 AM	0	0	0	0	0	0	0
	7:15 AM	0	0	0	0	0	0	0
	7:30 AM	0	0	0	0	0	0	0
	7:45 AM	0	0	0	0	0	0	0
	8:00 AM	0	0	0	0	0	0	0
	8:15 AM	0	0	0	0	0	0	0
	8:30 AM	0	0	0	0	0	0	0
	8:45 AM	0	0	0	0	0	0	0
	9:00 AM	0	0	0	0	0	0	0
	9:15 AM	0	0	0	0	0	0	
	9:30 AM	0	0	0	0	0	0	
	9:45 AM	0	0	0	0	0	0	
Midday Peak Period	10:00 AM	0	0	0	0	0	0	0
	10:15 AM	0	0	0	0	0	0	0
	10:30 AM	0	0	0	0	0	0	0
	10:45 AM	0	0	0	0	0	0	0
	11:00 AM	0	0	0	0	0	0	0
	11:15 AM	0	0	0	0	0	0	0
	11:30 AM	0	0	0	0	0	0	0
	11:45 AM	0	0	0	0	0	0	0
	12:00 PM	0	0	0	0	0	0	0
	12:15 PM	0	0	0	0	0	0	0
	12:30 PM	0	0	0	0	0	0	0
	12:45 PM	0	0	0	0	0	0	0
	1:00 PM	0	0	0	0	0	0	0
	1:15 PM	0	0	0	0	0	0	
	1:30 PM	0	0	0	0	0	0	
	1:45 PM	0	0	0	0	0	0	
PM Peak Period	2:00 PM	0	0	0	0	0	0	0
	2:15 PM	0	0	0	0	0	0	0
	2:30 PM	0	0	0	0	0	0	0
	2:45 PM	0	0	0	0	0	0	0
	3:00 PM	0	0	0	0	0	0	0
	3:15 PM	0	0	0	0	0	0	1078
	3:30 PM	0	0	0	0	0	0	2196
	3:45 PM	0	0	0	0	0	0	3323
	4:00 PM	157	252	253	205	211	1078	4361
	4:15 PM	173	261	244	212	228	1118	4436
	4:30 PM	168	289	243	230	197	1127	4294
	4:45 PM	157	274	225	187	195	1038	4149
	5:00 PM	179	299	240	214	221	1153	3977
	5:15 PM	154	252	218	171	181	976	3745
	5:30 PM	144	233	190	192	223	982	3609
	5:45 PM	118	193	188	182	185	866	3310
	6:00 PM	196	234	186	138	167	921	3038
	6:15 PM	160	188	169	151	172	840	2117
	6:30 PM	117	186	121	115	144	683	1277
	6:45 PM	93	150	107	101	143	594	594
	7:00 PM	0	0	0	0	0	0	0
	7:15 PM	0	0	0	0	0	0	0
	7:30 PM	0	0	0	0	0	0	0
	7:45 PM	0	0	0	0	0	0	0
	8:00 PM	0	0	0	0	0	0	0
	8:15 PM	0	0	0	0	0	0	0
	8:30 PM	0	0	0	0	0	0	0
	8:45 PM	0	0	0	0	0	0	0
	9:00 PM	0	0	0	0	0	0	0
	9:15 PM	0	0	0	0	0	0	
	9:30 PM	0	0	0	0	0	0	
	9:45 PM	0	0	0	0	0	0	
	Totals	1,816	2,811	2,384	2,098	2,267	11,376	

Intersection Traffic Volume Report

Count Basics	Version 2023.05.03		Page 1 of 13
Start Date:	Thursday, September 7, 2023	Weekday	Schools in Session
Total Number of Hours Counted: 3		Non-Holiday	No Special Events

Base Information, Observed (3) Hour and Estimated (24) Hour Volume Summaries

Major St: **STH 158 (52th St)**
Minor St: **W Frontage Rd**
Intersection of: *STH 158 (52th St) & W Frontage Rd*

IX_ID:

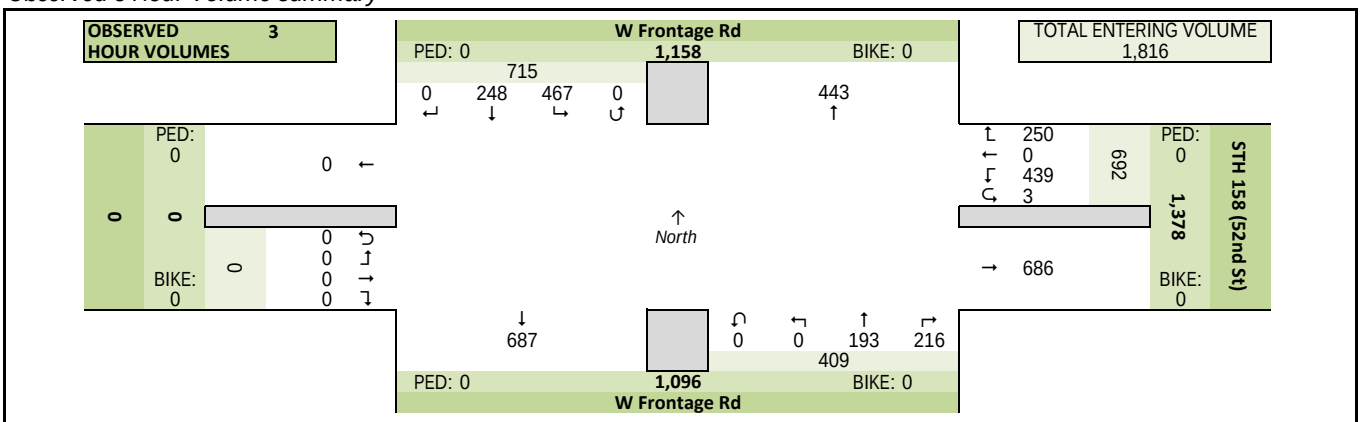
Site Information

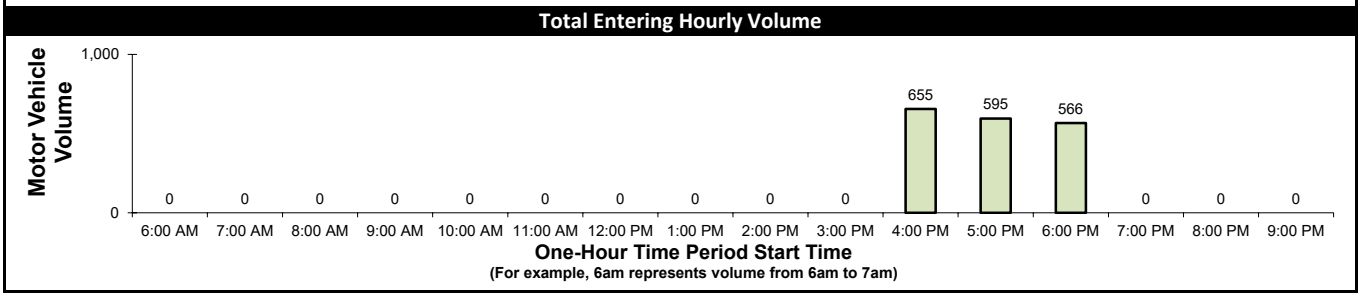
Municipality	Town of Paris		
County	30 - Kenosha	WisDOT Region	SE
Traffic Control	All-Way Stop		
Roadway Names		North Direction	↑
North Leg	W Frontage Rd		
East Leg	STH 158 (52nd St)		
South Leg	W Frontage Rd		
West Leg			
Special Considerations			
Schools	In Session		
Holidays	None		
Special Events	None		
Special Pedestrians Observed			
Pre-school children	None		
Elementry school age children	None		
Visually impaired (white cane/helper dog)	None		
Elderly/disabled (except wheelchairs)	None		
Wheelchairs/electric scooters	None		
Other (describe)	None	None	

Count Information

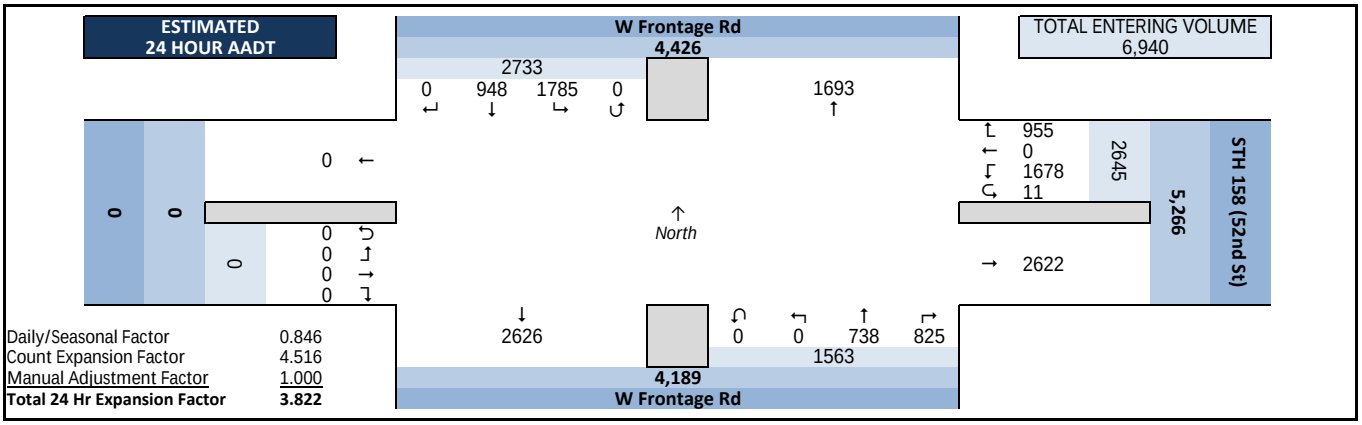
Hrs Counted:	04:00 PM-07:00 PM				
1st Day of Count	Thursday, September 7, 2023			Weather	
AM Peak Period	Thursday, September 7, 2023			Clear & Dry	
Midday Peak Period	Thursday, September 7, 2023			Clear & Dry	
PM Peak Period	Thursday, September 7, 2023			Clear & Dry	
Calculated Peak Hours					
AM		MD		PM	4:15-5:15pm
Peak Hours Selected for Analysis					
AM		MD		PM	4:15-5:15pm
Daily/Seasonal Adjustment Group	(2) Urban Arterials & Collectors				
Count Expansion Group	(2) Urban Arterials & Collectors				
Daily/Seasonal Adjustment Factor	0.846	Count Expansion Factor	4.516		
Company Name	MSA Professional Services, Inc.			Manual Adj.	1.000
Observers	AM Peak Period	Miovision			
	Midday Peak Period	Miovision			
	PM Peak Period	Miovision			
Comments	2021 DOT Daily & Seasonal Factors				

Observed 3 Hour Volume Summary





Estimated 24 Hour AADT



Intersection Traffic Volume Report

Count Basics			Page 2 of 13
Start Date:	Thursday, September 7, 2023	Weekday	Schools in Session
Total Number of Hours Counted: 3		Non-Holiday	No Special Events

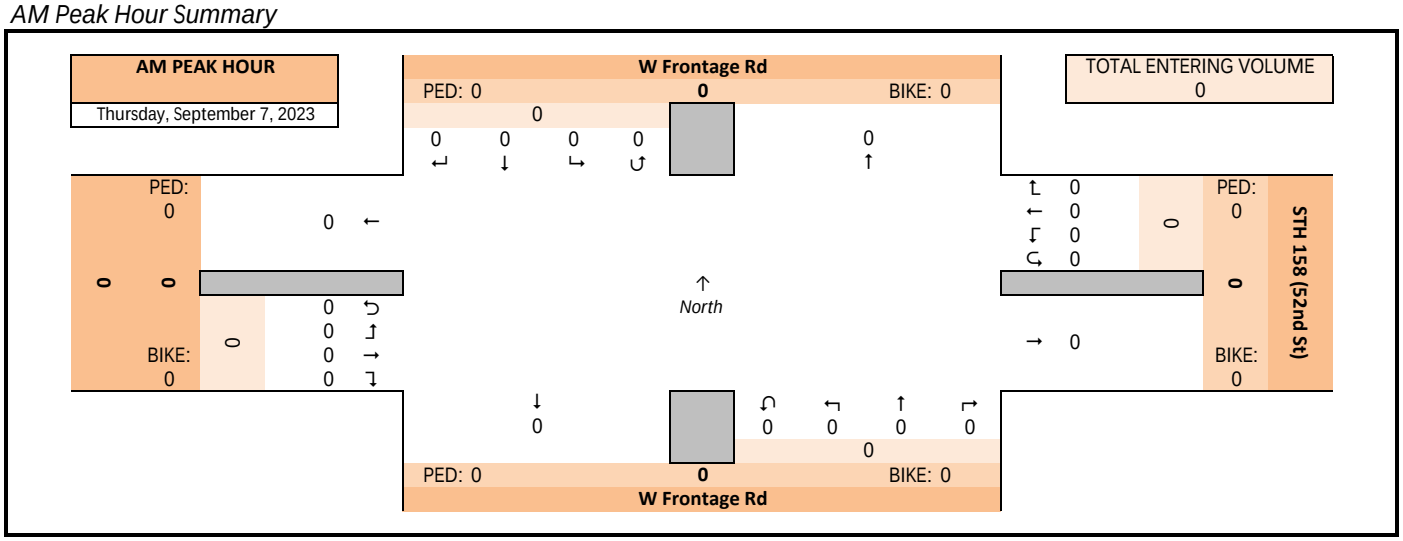
Peak Hour Volume Graphical Summary

STH 158 (52th St) & W Frontage Rd

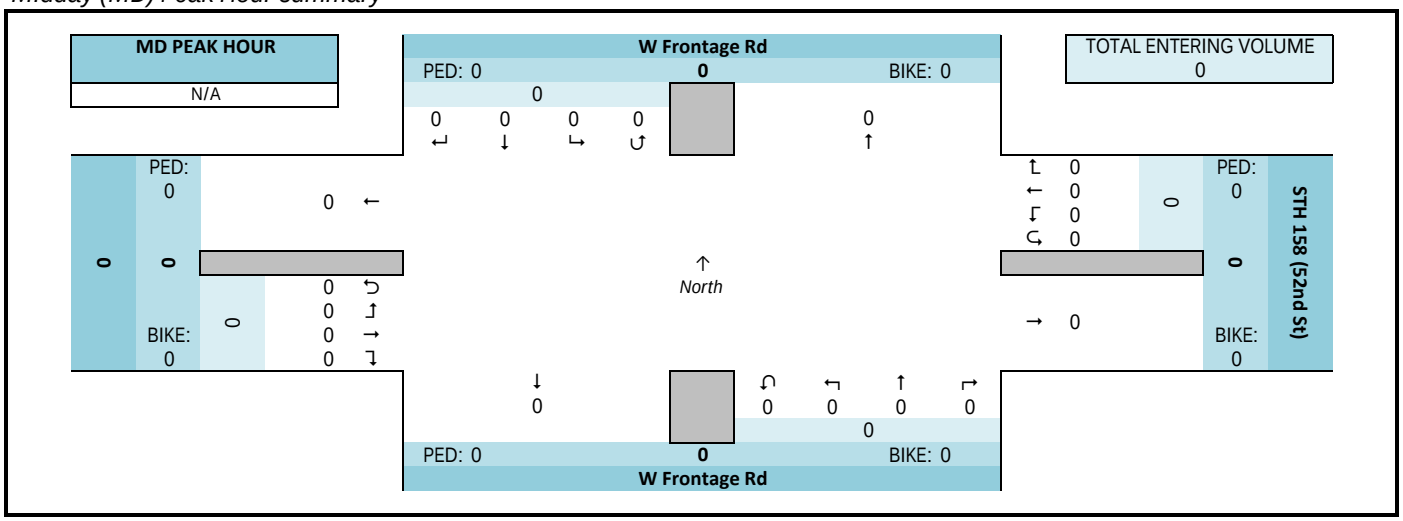
All Motor Vehicles



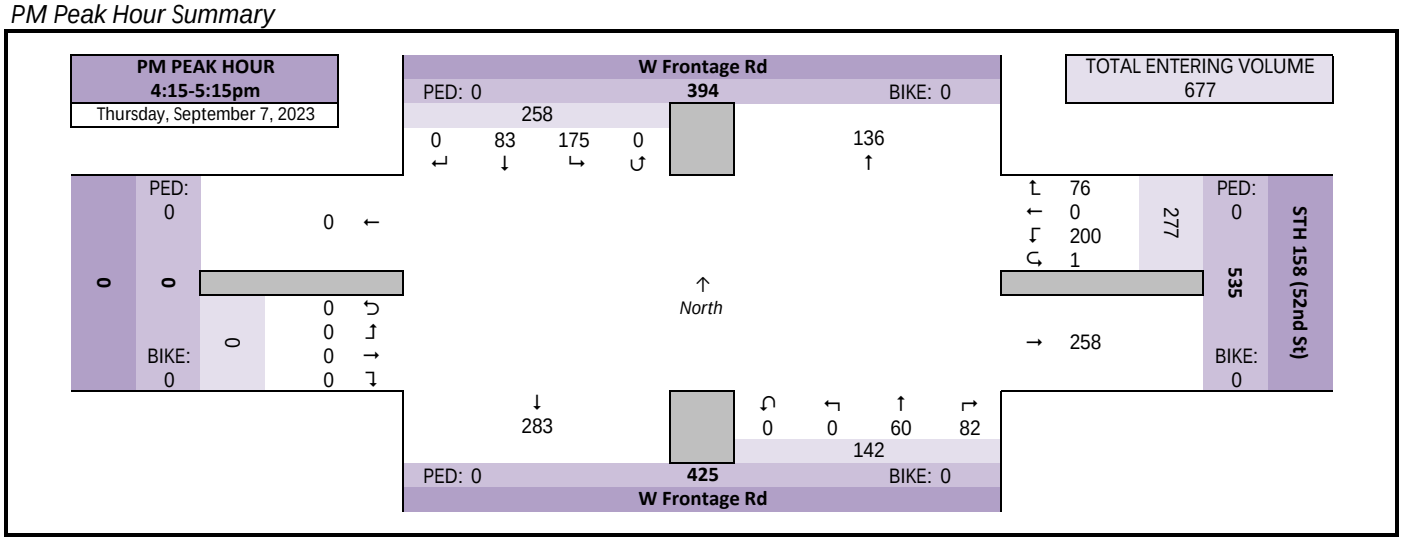
AM Peak Hour Summary



Midday (MD) Peak Hour Summary



PM Peak Hour Summary



Intersection Traffic Volume Report

Count Basics			Page 3 of 13
Start Date:	Thursday, September 7, 2023	Weekday	Schools in Session
Total Number of Hours Counted: 3		Non-Holiday	No Special Events

Peak Hour Volume Summary

STH 158 (52th St) & W Frontage Rd

All Motor Vehicles



Peak Hour Volumes, Truck Percentages, and PHFs

Thursday, September 7, 2023		From North					From East					From South					From West					
AM Peak Hour	AM Peak Hour	W Frontage Rd					STH 158 (52nd St)					W Frontage Rd					0					
	Start Time	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Totals
	8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Peak Hour Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Rounded Hourly Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	% Single Unit Trucks	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	% Heavy Trucks	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	% Trucks (Total)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	Peak Hour Factor (PHF)	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

N/A		From North					From East					From South					From West					
Midday (MD) Peak Hour	MD Peak Hour	W Frontage Rd					STH 158 (52nd St)					W Frontage Rd					0					
	Start Time	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Totals
	12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Peak Hour Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Rounded Hourly Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	% Single Unit Trucks	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	% Heavy Trucks	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	% Trucks (Total)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	Peak Hour Factor (PHF)	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

Thursday, September 7, 2023		From North					From East					From South					From West					
PM Peak Hour	PM Peak Hour	W Frontage Rd					STH 158 (52nd St)					W Frontage Rd					0					
	Start Time	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Totals
	4:15 PM	0	26	31	0	57	26	0	46	0	72	27	17	0	0	44	0	0	0	0	0	173
	4:30 PM	0	24	54	0	78	15	0	42	1	58	16	16	0	0	32	0	0	0	0	0	168
	4:45 PM	0	12	30	0	42	18	0	67	0	85	16	14	0	0	30	0	0	0	0	0	157
	5:00 PM	0	21	60	0	81	17	0	45	0	62	23	13	0	0	36	0	0	0	0	0	179
	Peak Hour Volume	0	83	175	0	258	76	0	200	1	277	82	60	0	0	142	0	0	0	0	0	677
	Rounded Hourly Volume	0	85	175	0	260	75	0	200	0	275	80	60	0	0	140	0	0	0	0	0	675
	% Single Unit Trucks	0.0	7.2	1.1	0.0	3.1	3.9	0.0	1.5	0.0	2.2	3.7	10.0	0.0	0.0	6.3	0.0	0.0	0.0	0.0	0.0	3.4
	% Heavy Trucks	0.0	1.2	7.4	0.0	5.4	13.2	0.0	3.5	0.0	6.1	7.3	1.7	0.0	0.0	4.9	0.0	0.0	0.0	0.0	0.0	5.6
	% Trucks (Total)	0.0	8.4	8.6	0.0	8.5	17.1	0.0	5.0	0.0	8.3	11.0	11.7	0.0	0.0	11.3	0.0	0.0	0.0	0.0	0.0	9.0
	Peak Hour Factor (PHF)	0.00	0.80	0.73	0.00	0.80	0.73	0.00	0.75	0.25	0.81	0.76	0.88	0.00	0.00	0.81	0.00	0.00	0.00	0.00	0.00	0.95

Peak Hour Pedestrian and Bicyclist Volumes

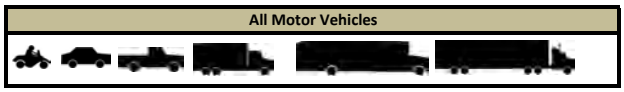
Pedestrians and Bicyclists		Crossing North Approach			Crossing East Approach			Crossing South Approach			Crossing West Approach			Total Ped & Bike Volume
		W Frontage Rd			STH 158 (52nd St)			W Frontage Rd			0			
	15-Minute Start Time	Pedestrian	Bicyclist	Total	Pedestrian	Bicyclist	Total	Pedestrian	Bicyclist	Total	Pedestrian	Bicyclist	Total	
AM	8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
	8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
	8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
	8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
	Total	0	0	0	0	0	0	0	0	0	0	0	0	0
MD	12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	Total	0	0	0	0	0	0	0	0	0	0	0	0	0
PM	4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	Total	0	0	0	0	0	0	0	0	0	0	0	0	0

Intersection Traffic Volume Report

Count Basics			Page 4 of 13
Start Date:	Thursday, September 7, 2023	Weekday	Schools in Session
Total Number of Hours Counted: 3		Non-Holiday	No Special Events

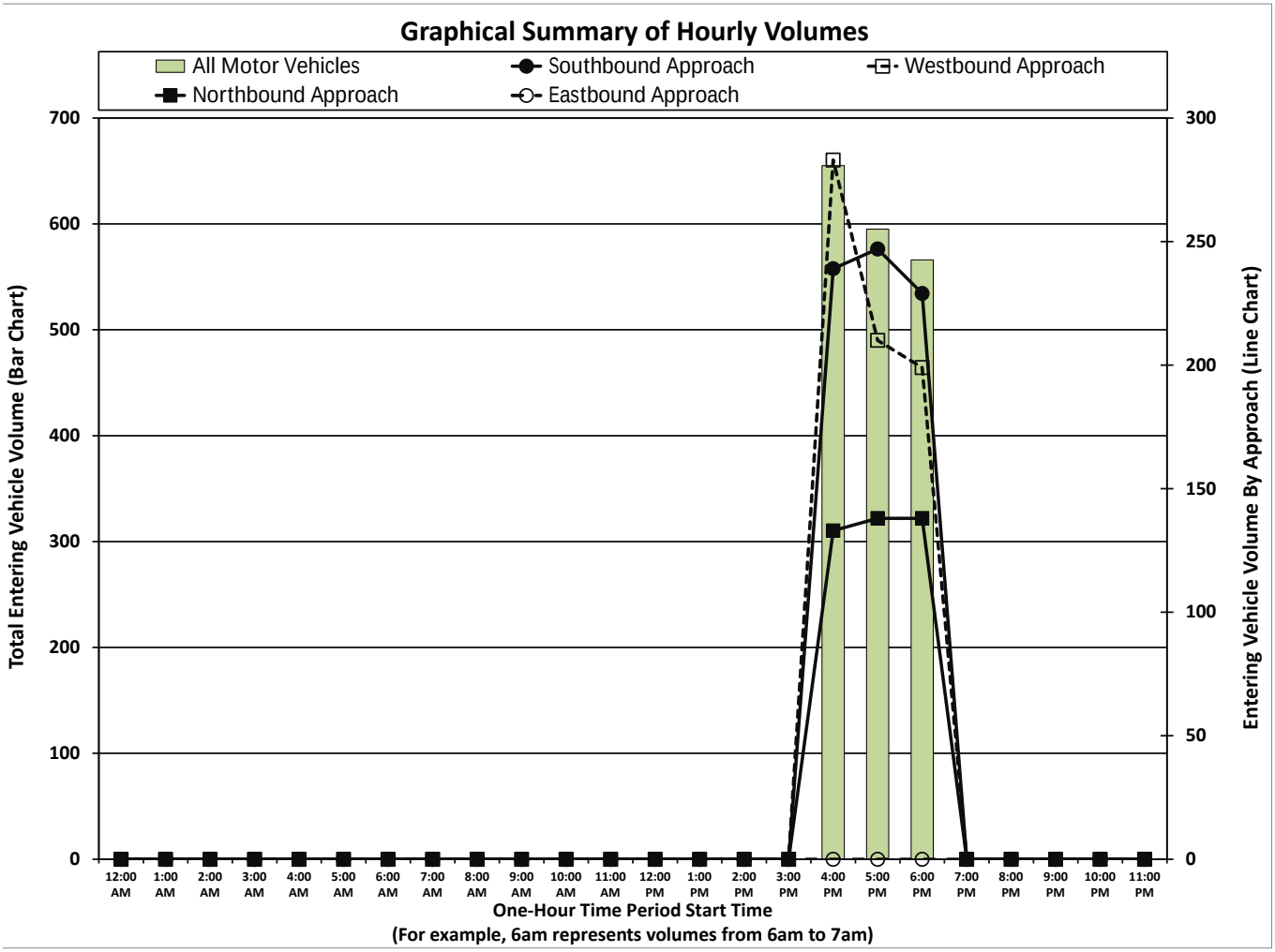
Hourly Volume Summary - Motor Vehicle Data

STH 158 (52th St) & W Frontage Rd



One-Hour Motor Vehicle Data

	One-Hour Time Period Start Time	From North (↓) W Frontage Rd					From East (←) STH 158 (52nd St)					From South (↑) W Frontage Rd					From West (→) 0					Total Vehicle Volume	Directional Volume Totals E/W	Directional Volume Totals N/S
		Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total			
Pre-AM	12:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	1:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	2:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	3:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	4:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	5:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
AM	6:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
MD	10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	1:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PM	2:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	3:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	4:00 PM	0	90	149	0	239	78	0	203	2	283	76	57	0	0	133	0	0	0	0	0	655	283	372
	5:00 PM	0	82	165	0	247	63	0	147	0	210	75	63	0	0	138	0	0	0	0	0	595	210	385
	6:00 PM	0	76	153	0	229	109	0	89	1	199	65	73	0	0	138	0	0	0	0	0	566	199	367
	7:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	8:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	9:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	10:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	11:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Totals		0	248	467	0	715	250	0	439	3	692	216	193	0	0	409	0	0	0	0	0	1816	692	1124



Intersection Traffic Volume Report

Count Basics			Page 5 of 13
Start Date:	Thursday, September 7, 2023	Weekday	Schools in Session
Total Number of Hours Counted: 3		Non-Holiday	No Special Events

15-Minute Motor Vehicle Data

STH 158 (52th St) & W Frontage Rd

All Motor Vehicles



15-Minute Motor Vehicle Data

15-Minute Time Period		From North (↓) W Frontage Rd					From East (←) STH 158 (52nd St)					From South (↑) W Frontage Rd					From West (→) 0					15-Min Totals	Hourly Sum	PHF
Start Time		Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total			
Pre-AM Peak Period	12:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	12:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	12:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	12:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	1:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	1:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	1:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	1:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	2:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	2:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	2:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	2:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	3:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	3:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	3:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	3:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	4:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	4:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	4:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	4:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	5:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	5:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	5:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	5:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
AM Peak Period	6:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	6:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	6:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	6:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	9:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	9:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	9:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
Midday Peak Period	10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	10:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	10:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	10:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	1:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	1:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	1:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	1:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
PM Peak Period	2:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	2:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	2:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	2:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	3:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	3:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	3:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	3:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	4:00 PM	0	28	34	0	62	19	0	48	1	68	17	10	0	0	27	0	0	0	0	0	157	655	0.95
	4:15 PM	0	26	31	0	57	26	0	46	0	72	27	17	0	0	44	0	0	0	0	0	173	677	0.95
	4:30 PM	0	24	54	0	78	15	0	42	1	58	16	16	0	0	32	0	0	0	0	0	168	658	0.92
	4:45 PM	0	12	30	0	42	18	0	67	0	85	16	14	0	0	30	0	0	0	0	0	157	634	0.89
	5:00 PM	0	21	60	0	81	17	0	45	0	62	23	13	0	0	36	0	0	0	0	0	179	595	0.83
	5:15 PM	0	17	42	0	59	13	0	40	0	53	22	20	0	0	42	0	0	0	0	0	154	612	0.78
	5:30 PM	0	23	45	0	68	17	0	34	0	51	10	15	0	0	25	0	0	0	0	0	144	618	0.79
	5:45 PM	0	21	18	0	39	16	0	28	0	44	20	15	0	0	35	0	0	0	0	0	118	591	0.75
	6:00 PM	0	30	62	0	92	27	0	33	0	60	26	18	0	0	44	0	0	0	0	0	196	566	0.72
	6:15 PM	0	21	42	0	63	29	0	18	0	47	22	28	0	0	50	0	0	0	0	0	160		
	6:30 PM	0	11	28	0	39	28	0	22	1	51	12	15	0	0	27	0	0	0	0	0	117		
	6:45 PM	0	14	21	0	35	25	0	16	0	41	5	12	0	0	17	0	0	0	0	0	93		
	7:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	7:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	7:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	7:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	8:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	8:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	8:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	8:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	9:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	9:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	9:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	9:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
Post PM Peak Period	10:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	10:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	10:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	10:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	11:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	11:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	11:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	11:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
Totals		0	248	467	0	715	250	0	439	3	692	216	193	0	0	409	0	0	0	0	0	1816		

Peak Hour All Vehicle Volume Summary

Hourly Time Period		From North (↓) W Frontage Rd					From East (←) STH 158 (52nd St)					From South (↑) W Frontage Rd					From West (→) 0					Total Hourly Volume	PHF
Start Time		Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total		
AM	8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
MD	12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
PM	4:15 PM	0	83	175	0	258	76	0	200	1	277	82	60	0	0	142	0	0	0	0	0	677	0.95

Intersection Traffic Volume Report

Count Basics			Page 6 of 13
Start Date:	Thursday, September 7, 2023	Weekday	Schools in Session
Total Number of Hours Counted: 3		Non-Holiday	No Special Events

15-Minute Automobile Data

STH 158 (52th St) & W Frontage Rd



15-Minute Automobile Data

15-Minute Time Period		From North (↓) W Frontage Rd					From East (←) STH 158 (52nd St)					From South (↑) W Frontage Rd					From West (→) 0					15-Min	Hourly
	Start Time	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Totals	Sum
Pre-AM Peak Period	12:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	12:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	12:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	12:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	1:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	1:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	1:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	1:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	2:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	2:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	2:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	2:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	3:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	3:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	3:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	3:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	4:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	4:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	4:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	4:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	5:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	5:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	5:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	5:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
AM Peak Period	6:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	6:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	6:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	6:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Midday Peak Period	10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	10:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	10:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	10:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	1:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	1:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	1:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	1:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
PM Peak Period	2:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	2:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	2:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	2:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	3:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	3:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	3:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	3:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	4:00 PM	0	27	31	0	58	16	0	46	1	63	16	7	0	0	23	0	0	0	0	0	144	598
	4:15 PM	0	23	30	0	53	23	0	45	0	68	25	14	0	0	39	0	0	0	0	0	160	616
	4:30 PM	0	23	50	0	73	13	0	40	1	54	14	15	0	0	29	0	0	0	0	0	156	594
	4:45 PM	0	12	25	0	37	13	0	62	0	75	15	11	0	0	26	0	0	0	0	0	138	572
	5:00 PM	0	18	55	0	73	14	0	43	0	57	19	13	0	0	32	0	0	0	0	0	162	534
	5:15 PM	0	16	40	0	56	8	0	38	0	46	22	14	0	0	36	0	0	0	0	0	138	552
	5:30 PM	0	22	42	0	64	13	0	33	0	46	9	15	0	0	24	0	0	0	0	0	134	556
	5:45 PM	0	20	13	0	33	13	0	26	0	39	19	9	0	0	28	0	0	0	0	0	100	514
	6:00 PM	0	30	58	0	88	21	0	29	0	50	26	16	0	0	42	0	0	0	0	0	180	494
	6:15 PM	0	20	35	0	55	23	0	17	0	40	22	25	0	0	47	0	0	0	0	0	142	
	6:30 PM	0	11	22	0	33	15	0	21	1	37	9	13	0	0	22	0	0	0	0	0	92	
	6:45 PM	0	13	15	0	28	21	0	15	0	36	5	11	0	0	16	0	0	0	0	0	80	
	7:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	7:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	7:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	7:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Post PM Peak Period	10:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	10:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	10:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	10:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	11:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	11:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	11:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	11:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Totals		0	235	416	0	651	193	0	415	3	611	201	163	0	0	364	0	0	0	0	0	1626	

Peak Hour Automobile Volume Summary

Hourly Time Period		From North (↓) W Frontage Rd					From East (←) STH 158 (52nd St)					From South (↑) W Frontage Rd					From West (→) 0					Total Hourly
	Start Time	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Volume
AM	8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
MD	12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PM	4:15 PM	0	76	160	0	236	63	0	190	1	254	73	53	0	0	126	0	0	0	0	0	616

Intersection Traffic Volume Report

Count Basics			Page 7 of 13
Start Date:	Thursday, September 7, 2023	Weekday	Schools in Session
Total Number of Hours Counted: 3		Non-Holiday	No Special Events

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

STH 158 (52th St) & W Frontage Rd



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

	15-Minute	From North					From East					From South					From West						
	Time Period	W Frontage Rd					STH 158 (52nd St)					W Frontage Rd					0					15-Min	Hourly
	Start Time	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Totals	Sum
Pre-AM Peak Period	12:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	12:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	12:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	12:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	1:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	1:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	1:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	1:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	2:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	2:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	2:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	2:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	3:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	3:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	3:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	3:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	4:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	4:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	4:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	4:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	5:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	5:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	5:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	5:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
AM Peak Period	6:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	6:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	6:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	6:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Midday Peak Period	10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	10:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	10:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	10:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	1:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	1:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	1:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	1:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
PM Peak Period	2:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	2:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	2:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	2:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	3:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	3:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	3:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	3:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	4:00 PM	0	1	2	0	3	1	0	2	0	3	1	2	0	0	3	0	0	0	0	0	9	25
	4:15 PM	0	3	0	0	3	1	0	0	0	1	2	2	0	0	4	0	0	0	0	0	8	23
	4:30 PM	0	0	0	0	0	0	0	1	0	1	0	1	0	0	1	0	0	0	0	0	2	26
	4:45 PM	0	0	1	0	1	1	0	1	0	2	0	3	0	0	3	0	0	0	0	0	6	28
	5:00 PM	0	3	1	0	4	1	0	1	0	2	1	0	0	0	1	0	0	0	0	0	7	32
	5:15 PM	0	1	1	0	2	2	0	1	0	3	0	6	0	0	6	0	0	0	0	0	11	30
	5:30 PM	0	1	0	0	1	2	0	0	0	2	1	0	0	0	1	0	0	0	0	0	4	23
	5:45 PM	0	1	1	0	2	1	0	0	0	1	1	6	0	0	7	0	0	0	0	0	10	29
	6:00 PM	0	0	1	0	1	1	0	1	0	2	0	2	0	0	2	0	0	0	0	0	5	21
	6:15 PM	0	0	1	0	1	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	4	
	6:30 PM	0	0	1	0	1	4	0	0	0	4	3	2	0	0	5	0	0	0	0	0	10	
	6:45 PM	0	1	0	0	1	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	2	
	7:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	7:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	7:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	7:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Post PM Peak Period	10:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	10:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	10:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	10:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	11:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	11:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	11:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	11:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Totals		0	11	9	0	20	14	0	7	0	21	9	28	0	0	37	0	0	0	0	0	78	

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

	Hourly	From North					From East					From South					From West					Total
	Time Period	W Frontage Rd					STH 158 (52nd St)					W Frontage Rd					0					Hourly
	Start Time	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Volume
AM	8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
MD	12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PM	4:15 PM	0	6	2	0	8	3	0	3	0	6	3	6	0	0	9	0	0	0	0	0	23

Intersection Traffic Volume Report

Count Basics			Page 8 of 13
Start Date:	Thursday, September 7, 2023	Weekday	Schools in Session
Total Number of Hours Counted: 3		Non-Holiday	No Special Events

15-Minute Semi-Truck Data

STH 158 (52th St) & W Frontage Rd

Semi-Trucks
[redacted]

15-Minute Semi-Truck Data

15-Minute Time Period		From North (↓) W Frontage Rd					From East (←) STH 158 (52nd St)					From South (↑) W Frontage Rd					From West (→) 0					15-Min	Hourly
	Start Time	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Totals	Sum
Pre-AM Peak Period	12:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	12:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	12:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	12:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	1:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	1:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	1:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	1:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	2:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	2:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	2:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	2:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	3:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	3:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	3:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	3:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	4:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	4:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	4:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	4:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	5:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	5:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	5:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	5:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
AM Peak Period	6:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	6:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	6:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	6:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Midday Peak Period	10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	10:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	10:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	10:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	1:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	1:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	1:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	1:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
PM Peak Period	2:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	2:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	2:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	2:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	3:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	3:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	3:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	3:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	4:00 PM	0	0	1	0	1	2	0	0	0	2	0	1	0	0	1	0	0	0	0	0	4	32
	4:15 PM	0	0	1	0	1	2	0	1	0	3	0	1	0	0	1	0	0	0	0	0	5	38
	4:30 PM	0	1	4	0	5	2	0	1	0	3	2	0	0	0	2	0	0	0	0	0	10	38
	4:45 PM	0	0	4	0	4	4	0	4	0	8	1	0	0	0	1	0	0	0	0	0	13	34
	5:00 PM	0	0	4	0	4	2	0	1	0	3	3	0	0	0	3	0	0	0	0	0	10	29
	5:15 PM	0	0	1	0	1	3	0	1	0	4	0	0	0	0	0	0	0	0	0	0	5	30
	5:30 PM	0	0	3	0	3	2	0	1	0	3	0	0	0	0	0	0	0	0	0	0	6	39
	5:45 PM	0	0	4	0	4	2	0	2	0	4	0	0	0	0	0	0	0	0	0	0	8	48
	6:00 PM	0	0	3	0	3	5	0	3	0	8	0	0	0	0	0	0	0	0	0	0	11	51
	6:15 PM	0	1	6	0	7	6	0	1	0	7	0	0	0	0	0	0	0	0	0	0	14	
	6:30 PM	0	0	5	0	5	9	0	1	0	10	0	0	0	0	0	0	0	0	0	0	15	
	6:45 PM	0	0	6	0	6	4	0	1	0	5	0	0	0	0	0	0	0	0	0	0	11	
	7:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	7:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	7:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	7:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Post PM Peak Period	10:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	10:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	10:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	10:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	11:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	11:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	11:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	11:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Totals		0	2	42	0	44	43	0	17	0	60	6	2	0	0	8	0	0	0	0	0	112	

Peak Hour Semi-Truck Volume Summary

Hourly Time Period		From North (↓) W Frontage Rd					From East (←) STH 158 (52nd St)					From South (↑) W Frontage Rd					From West (→) 0					Total Hourly
	Start Time	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Volume
AM	8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
MD	12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PM	4:15 PM	0	1	13	0	14	10	0	7	0	17	6	1	0	0	7	0	0	0	0	0	38

Intersection Traffic Volume Report

Count Basics			Page 9 of 13
Start Date:	Thursday, September 7, 2023	Weekday	Schools in Session
Total Number of Hours Counted: 3		Non-Holiday	No Special Events

15-Minute Heavy Vehicle Data

STH 158 (52th St) & W Frontage Rd



15-Minute Heavy Vehicle Data

15-Minute Time Period		From North (↓) W Frontage Rd					From East (←) STH 158 (52nd St)					From South (↑) W Frontage Rd					From West (→) 0					15-Min	Hourly
Start Time		Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Totals	Sum
Pre-AM Peak Period	12:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	12:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	12:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	12:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	1:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	1:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	1:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	1:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	2:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	2:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	2:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	2:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	3:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	3:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	3:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	3:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	4:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	4:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	4:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	4:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	5:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	5:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	5:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	5:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
AM Peak Period	6:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	6:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	6:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	6:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Midday Peak Period	10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	10:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	10:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	10:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	1:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	1:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	1:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	1:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
PM Peak Period	2:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	2:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	2:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	2:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	3:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	3:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	3:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	3:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	4:00 PM	0	1	3	0	4	3	0	2	0	5	1	3	0	0	4	0	0	0	0	0	13	57
	4:15 PM	0	3	1	0	4	3	0	1	0	4	2	3	0	0	5	0	0	0	0	0	13	61
	4:30 PM	0	1	4	0	5	2	0	2	0	4	2	1	0	0	3	0	0	0	0	0	12	64
	4:45 PM	0	0	5	0	5	5	0	5	0	10	1	3	0	0	4	0	0	0	0	0	19	62
	5:00 PM	0	3	5	0	8	3	0	2	0	5	4	0	0	0	4	0	0	0	0	0	17	61
	5:15 PM	0	1	2	0	3	5	0	2	0	7	0	6	0	0	6	0	0	0	0	0	16	60
	5:30 PM	0	1	3	0	4	4	0	1	0	5	1	0	0	0	1	0	0	0	0	0	10	62
	5:45 PM	0	1	5	0	6	3	0	2	0	5	1	6	0	0	7	0	0	0	0	0	18	77
	6:00 PM	0	0	4	0	4	6	0	4	0	10	0	2	0	0	2	0	0	0	0	0	16	72
	6:15 PM	0	1	7	0	8	6	0	1	0	7	0	3	0	0	3	0	0	0	0	0	18	
	6:30 PM	0	0	6	0	6	13	0	1	0	14	3	2	0	0	5	0	0	0	0	0	25	
	6:45 PM	0	1	6	0	7	4	0	1	0	5	0	1	0	0	1	0	0	0	0	0	13	
	7:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	7:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	7:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	7:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Post PM Peak Period	10:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	10:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	10:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	10:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	11:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	11:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	11:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	11:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Totals		0	13	51	0	64	57	0	24	0	81	15	30	0	0	45	0	0	0	0	0	190	

Peak Hour Heavy Vehicle Volume Summary

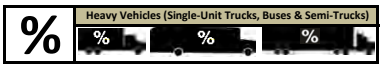
Hourly Time Period		From North (↓) W Frontage Rd					From East (←) STH 158 (52nd St)					From South (↑) W Frontage Rd					From West (→) 0					Total Hourly
Start Time		Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Volume
AM	8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
MD	12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PM	4:15 PM	0	7	15	0	22	13	0	10	0	23	9	7	0	0	16	0	0	0	0	0	61

Intersection Traffic Volume Report

Count Basics			Page 10 of 13
Start Date:	Thursday, September 7, 2023	Weekday	Schools in Session
Total Number of Hours Counted: 3		Non-Holiday	No Special Events

15-Minute Heavy Vehicle Percentages

STH 158 (52th St) & W Frontage Rd



15-Minute Heavy Vehicle Percentages

15-Minute Time Period		From North (↓) W Frontage Rd					From East (←) STH 158 (52nd St)					From South (↑) W Frontage Rd					From West (→) 0					Total Heavy Vehicle	Hourly Heavy Vehicle
	Start Time	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Percent	Percent
Pre-AM Peak Period	12:00 AM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	12:15 AM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	12:30 AM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	12:45 AM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	1:00 AM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	1:15 AM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	1:30 AM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	1:45 AM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	2:00 AM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	2:15 AM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	2:30 AM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	2:45 AM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	3:00 AM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	3:15 AM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	3:30 AM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	3:45 AM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	4:00 AM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	4:15 AM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	4:30 AM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	4:45 AM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	5:00 AM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	5:15 AM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	5:30 AM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	5:45 AM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
AM Peak Period	6:00 AM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	6:15 AM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	6:30 AM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	6:45 AM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	7:00 AM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	7:15 AM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	7:30 AM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	7:45 AM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	8:00 AM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	8:15 AM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	8:30 AM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	8:45 AM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	9:00 AM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	9:15 AM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	9:30 AM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	9:45 AM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Midday Peak Period	10:00 AM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	10:15 AM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	10:30 AM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	10:45 AM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	11:00 AM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	11:15 AM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	11:30 AM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	11:45 AM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	12:00 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	12:15 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	12:30 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	12:45 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	1:00 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	1:15 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	1:30 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	1:45 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
PM Peak Period	2:00 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	2:15 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	2:30 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	2:45 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	3:00 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	3:15 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	3:30 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	3:45 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	4:00 PM	0.0	3.6	8.8	0.0	6.5	15.8	0.0	4.2	0.0	7.4	5.9	30.0	0.0	0.0	14.8	0.0	0.0	0.0	0.0	0.0	8.3	8.7
	4:15 PM	0.0	11.5	3.2	0.0	7.0	11.5	0.0	2.2	0.0	5.6	7.4	17.6	0.0	0.0	11.4	0.0	0.0	0.0	0.0	0.0	7.5	9.0
	4:30 PM	0.0	4.2	7.4	0.0	6.4	13.3	0.0	4.8	0.0	6.9	12.5	6.3	0.0	0.0	9.4	0.0	0.0	0.0	0.0	0.0	7.1	9.7
	4:45 PM	0.0	0.0	16.7	0.0	11.9	27.8	0.0	7.5	0.0	11.8	6.3	21.4	0.0	0.0	13.3	0.0	0.0	0.0	0.0	0.0	12.1	9.8
	5:00 PM	0.0	14.3	8.3	0.0	9.9	17.6	0.0	4.4	0.0	8.1	17.4	0.0	0.0	0.0	11.1	0.0	0.0	0.0	0.0	0.0	9.5	10.3
	5:15 PM	0.0	5.9	4.8	0.0	5.1	38.5	0.0	5.0	0.0	13.2	0.0	30.0	0.0	0.0	14.3	0.0	0.0	0.0	0.0	0.0	10.4	9.8
	5:30 PM	0.0	4.3	6.7	0.0	5.9	23.5	0.0	2.9	0.0	9.8	10.0	0.0	0.0	0.0	4.0	0.0	0.0	0.0	0.0	0.0	6.9	10.0
	5:45 PM	0.0	4.8	27.8	0.0	15.4	18.8	0.0	7.1	0.0	11.4	5.0	40.0	0.0	0.0	20.0	0.0	0.0	0.0	0.0	0.0	15.3	13.0
	6:00 PM	0.0	0.0	6.5	0.0	4.3	22.2	0.0	12.1	0.0	16.7	0.0	11.1	0.0	0.0	4.5	0.0	0.0	0.0	0.0	0.0	8.2	12.7
	6:15 PM	0.0	4.8	16.7	0.0	12.7	20.7	0.0	5.6	0.0	14.9	0.0	10.7	0.0	0.0	6.0	0.0	0.0	0.0	0.0	0.0	11.3	
	6:30 PM	0.0	0.0	21.4	0.0	15.4	46.4	0.0	4.5	0.0	27.5	25.0	13.3	0.0	0.0	18.5	0.0	0.0	0.0	0.0	0.0	21.4	
	6:45 PM	0.0	7.1	28.6	0.0	20.0	16.0	0.0	6.3	0.0	12.2	0.0	8.3	0.0	0.0	5.9	0.0	0.0	0.0	0.0	0.0	14.0	
	7:00 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	7:15 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	7:30 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	7:45 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	8:00 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	8:15 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	8:30 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	8:45 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	9:00 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	9:15 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	9:30 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	9:45 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Post PM Peak Period	10:00 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	10:15 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	10:30 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	10:45 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	11:00 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	11:15 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	11:30 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	11:45 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Totals		0.0	5.2	10.9	0.0	9.0	22.8	0.0	5.5	0.0	11.7	6.9	15.5	0.0	0.0	11.0	0.0	0.0	0.0	0.0	0.0	10.5	

Peak Hour Heavy Vehicle Percentages Summary

Hourly Time Period		From North (↓) W Frontage Rd					From East (←) STH 158 (52nd St)					From South (↑) W Frontage Rd					From West (→) 0					Hourly Heavy Vehicle
	Start Time	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Percent
AM	8:00 AM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
MD	12:00 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
PM	4:15 PM	0.0	8.4	8.6	0.0	8.5	17.1	0.0	5.0	0.0	8.3	11.0	11.7	0.0	0.0	11.3	0.0	0.0	0.0	0.0	0.0	9.0

Intersection Traffic Volume Report

Count Basics			Page 11 of 13
Start Date:	Thursday, September 7, 2023	Weekday	Schools in Session
Total Number of Hours Counted: 3		Non-Holiday	No Special Events

15-Minute Pedestrian and Bicyclist Data

STH 158 (52th St) & W Frontage Rd

Pedestrians and Bicyclists

15-Minute Pedestrian and Bicyclist Data

15-Minute Time Period	Start Time	Crossing North Approach W Frontage Rd			Crossing East Approach STH 158 (52nd St)			Crossing South Approach W Frontage Rd			Crossing West Approach 0			15-Min Totals	Hourly Sum
		Pedestrian	Bicyclist	Total	Pedestrian	Bicyclist	Total	Pedestrian	Bicyclist	Total	Pedestrian	Bicyclist	Total		
Pre-AM Peak Period	12:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	12:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	12:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	12:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	1:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	1:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	1:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	1:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	2:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	2:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	2:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	2:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	3:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	3:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	3:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	3:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	4:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	4:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	4:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	4:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	5:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	5:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	5:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	5:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
AM Peak Period	6:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	6:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	6:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	6:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
Midday Peak Period	10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	10:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	10:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	10:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	1:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	1:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	1:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	1:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
PM Peak Period	2:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	2:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	2:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	2:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	3:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	3:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	3:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	3:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	6:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	6:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	6:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	6:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	7:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	7:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	7:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	7:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
Post PM Peak Period	10:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	10:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	10:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	10:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	11:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	11:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	11:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	11:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
Totals		0	0	0	0	0	0	0	0	0	0	0	0	0	

Special Pedestrians

Pedestrian Type	None	1 or 2	A Few	Several	Many	Unknown
Pre-school Children	x					
Elementry School Age Children	x					
Visually Impaired (white cane/help	x					
Elderly/Disabled (except wheelchai	x					
Wheelchairs/Electric Scooters	x					
Other (None,	x					

Intersection Traffic Volume Report

Count Basics	Version 2023.05.03		Page 1 of 13
Start Date:	Thursday, September 7, 2023	Weekday	Schools in Session
Total Number of Hours Counted: 3		Non-Holiday	No Special Events

Base Information, Observed (3) Hour and Estimated (24) Hour Volume Summaries

Major St: **STH 158 (52nd St)**
Minor St: **I41 SB OffRamp**
Intersection of: *STH 158 (52nd St) & I41 SB OffRamp* **IX_ID:**

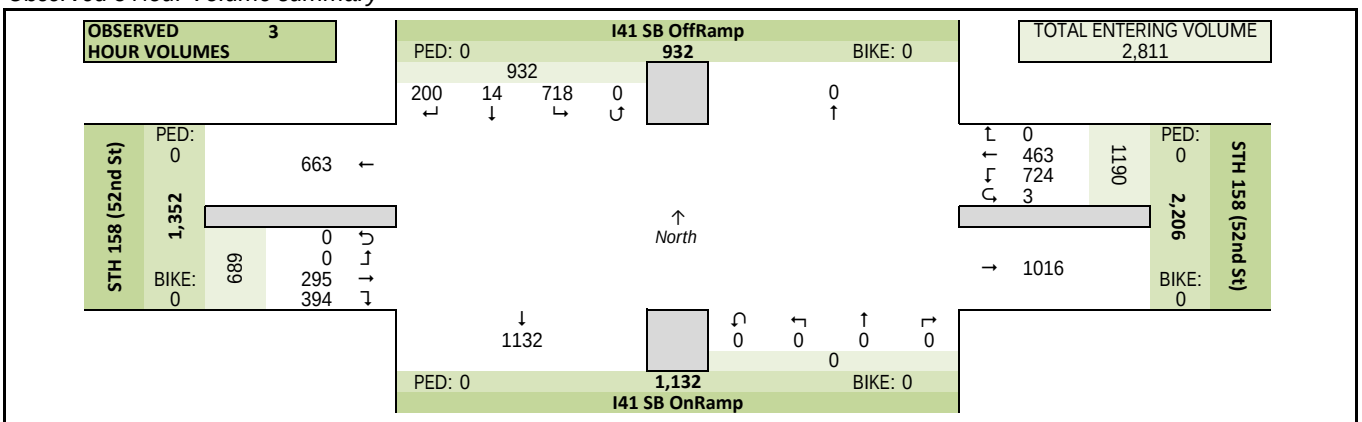
Site Information

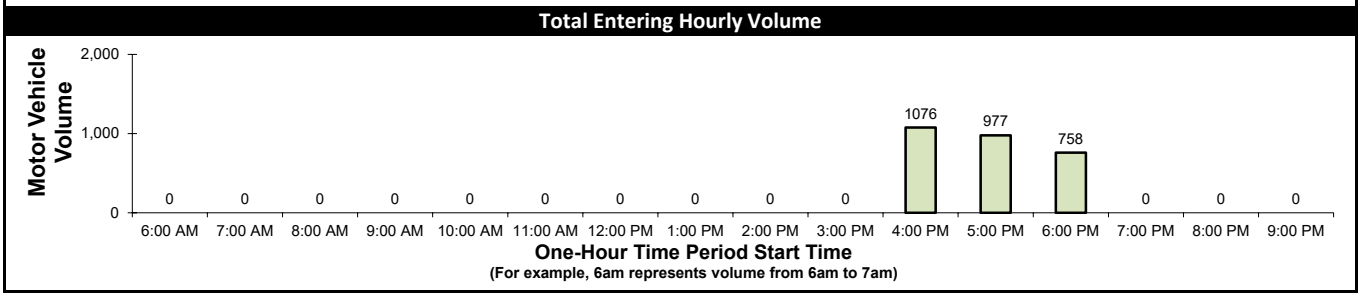
Municipality	Town of Paris		
County	30 - Kenosha	WisDOT Region	SE
Traffic Control	Traffic Signal		
Roadway Names		North Direction	↑
North Leg	I41 SB OffRamp		
East Leg	STH 158 (52nd St)		
South Leg	I41 SB OnRamp		
West Leg	STH 158 (52nd St)		
Special Considerations			
Schools	In Session		
Holidays	None		
Special Events	None		
Special Pedestrians Observed			
Pre-school children	None		
Elementry school age children	None		
Visually impaired (white cane/helper dog)	None		
Elderly/disabled (except wheelchairs)	None		
Wheelchairs/electric scooters	None		
Other (describe)	None	None	

Count Information

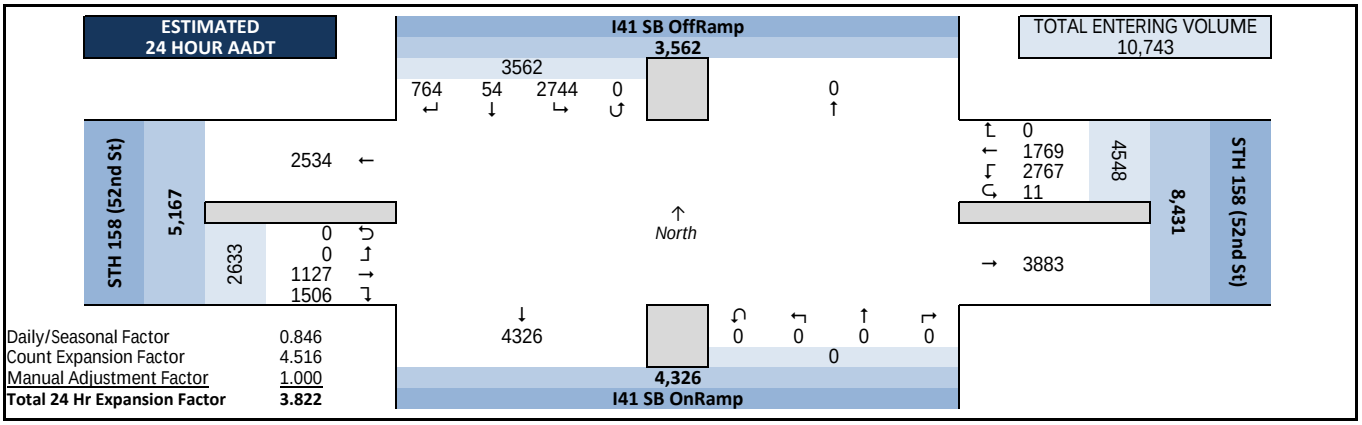
Hrs Counted:	04:00 PM-07:00 PM				
1st Day of Count	Thursday, September 7, 2023			Weather	
AM Peak Period	Thursday, September 7, 2023			Clear & Dry	
Midday Peak Period	Thursday, September 7, 2023			Clear & Dry	
PM Peak Period	Thursday, September 7, 2023			Clear & Dry	
Calculated Peak Hours					
AM		MD		PM	4:15-5:15pm
Peak Hours Selected for Analysis					
AM		MD		PM	4:15-5:15pm
Daily/Seasonal Adjustment Group	(2) Urban Arterials & Collectors				
Count Expansion Group	(2) Urban Arterials & Collectors				
Daily/Seasonal Adjustment Factor	0.846	Count Expansion Factor	4.516		
Company Name	MSA Professional Services, Inc.			Manual Adj.	1.000
Observers	AM Peak Period	Miovision			
	Midday Peak Period	Miovision			
	PM Peak Period	Miovision			
Comments	2021 DOT Daily & Seasonal Factors				

Observed 3 Hour Volume Summary





Estimated 24 Hour AADT

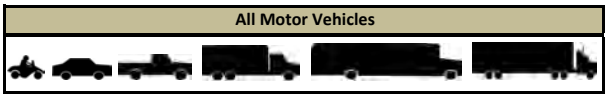


Intersection Traffic Volume Report

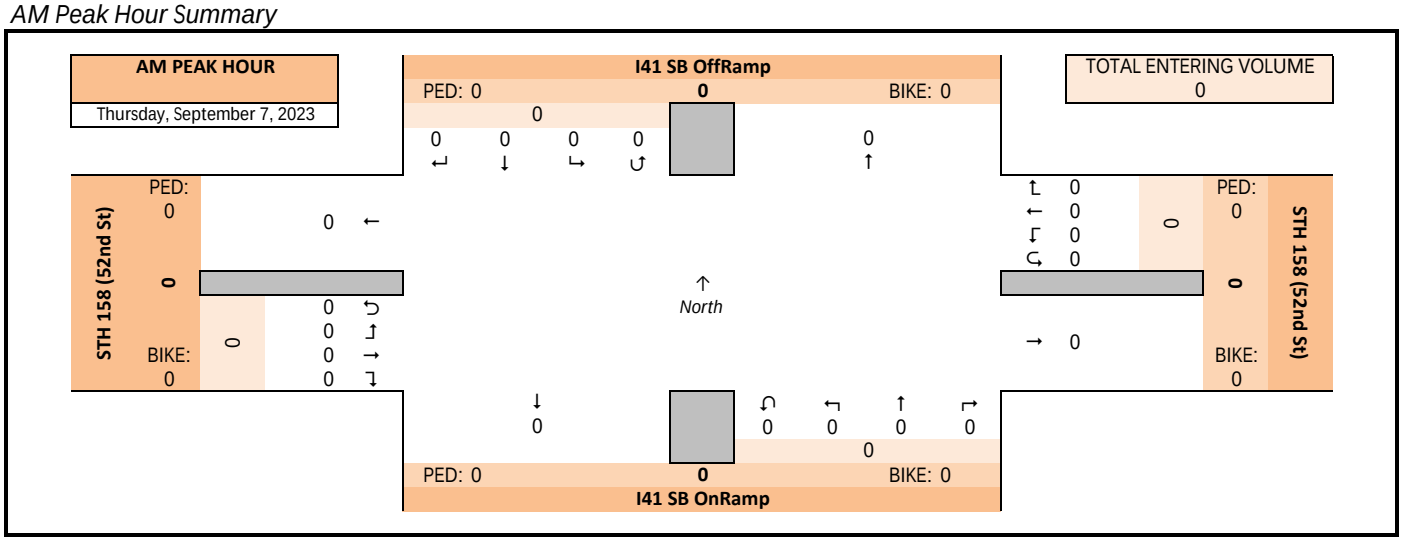
Count Basics			Page 2 of 13
Start Date:	Thursday, September 7, 2023	Weekday	Schools in Session
Total Number of Hours Counted: 3		Non-Holiday	No Special Events

Peak Hour Volume Graphical Summary

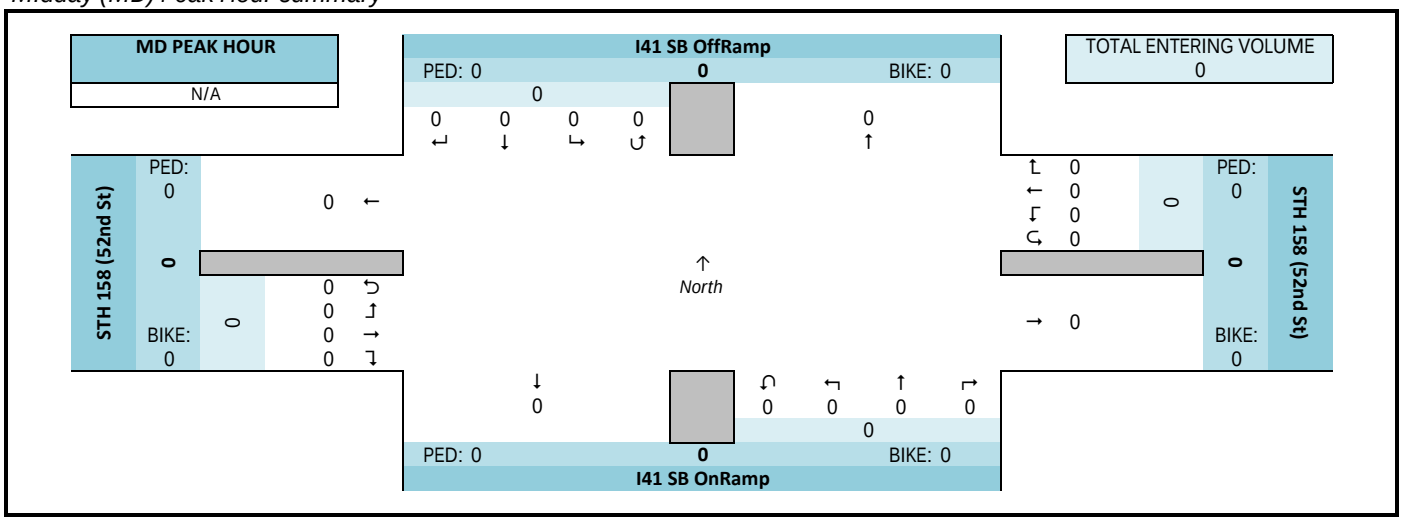
STH 158 (52nd St) & I41 SB OffRamp



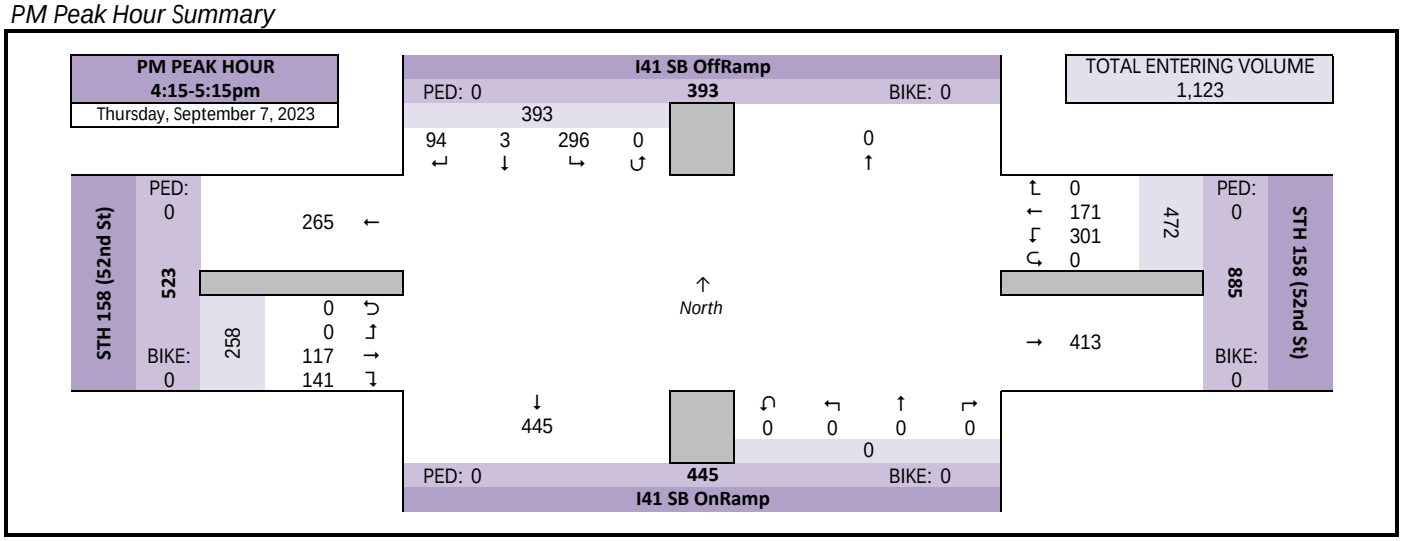
AM Peak Hour Summary



Midday (MD) Peak Hour Summary



PM Peak Hour Summary



Intersection Traffic Volume Report

Count Basics			Page 3 of 13
Start Date:	Thursday, September 7, 2023	Weekday	Schools in Session
Total Number of Hours Counted: 3		Non-Holiday	No Special Events

Peak Hour Volume Summary

STH 158 (52nd St) & I41 SB OffRamp

All Motor Vehicles



Peak Hour Volumes, Truck Percentages, and PHFs

Thursday, September 7, 2023		From North					From East					From South					From West					
	AM Peak Hour	I41 SB OffRamp					STH 158 (52nd St)					I41 SB OnRamp					STH 158 (52nd St)					
	Start Time	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Totals
AM Peak Hour	8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Peak Hour Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Rounded Hourly Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	% Single Unit Trucks	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	% Heavy Trucks	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	% Trucks (Total)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	Peak Hour Factor (PHF)	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

N/A		From North					From East					From South					From West					
	MD Peak Hour	I41 SB OffRamp					STH 158 (52nd St)					I41 SB OnRamp					STH 158 (52nd St)					
	Start Time	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Totals
Midday (MD) Peak Hour	12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Peak Hour Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Rounded Hourly Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	% Single Unit Trucks	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	% Heavy Trucks	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	% Trucks (Total)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	Peak Hour Factor (PHF)	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

Thursday, September 7, 2023		From North					From East					From South					From West					
	PM Peak Hour	I41 SB OffRamp					STH 158 (52nd St)					I41 SB OnRamp					STH 158 (52nd St)					
	Start Time	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Totals
PM Peak Hour	4:15 PM	27	2	70	0	99	0	36	68	0	104	0	0	0	0	0	26	32	0	0	58	261
	4:30 PM	22	1	76	0	99	0	33	84	0	117	0	0	0	0	0	44	29	0	0	73	289
	4:45 PM	31	0	64	0	95	0	62	71	0	133	0	0	0	0	0	26	20	0	0	46	274
	5:00 PM	14	0	86	0	100	0	40	78	0	118	0	0	0	0	0	45	36	0	0	81	299
	Peak Hour Volume	94	3	296	0	393	0	171	301	0	472	0	0	0	0	0	141	117	0	0	258	1123
	Rounded Hourly Volume	95	5	295	0	395	0	170	300	0	470	0	0	0	0	0	140	115	0	0	255	1120
	% Single Unit Trucks	2.1	0.0	1.4	0.0	1.5	0.0	4.1	1.0	0.0	2.1	0.0	0.0	0.0	0.0	0.0	0.7	5.1	0.0	0.0	2.7	2.0
	% Heavy Trucks	3.2	0.0	2.4	0.0	2.5	0.0	5.3	3.7	0.0	4.2	0.0	0.0	0.0	0.0	0.0	7.8	4.3	0.0	0.0	6.2	4.1
	% Trucks (Total)	5.3	0.0	3.7	0.0	4.1	0.0	9.4	4.7	0.0	6.4	0.0	0.0	0.0	0.0	0.0	8.5	9.4	0.0	0.0	8.9	6.1
	Peak Hour Factor (PHF)	0.76	0.37	0.86	0.00	0.98	0.00	0.69	0.90	0.00	0.89	0.00	0.00	0.00	0.00	0.00	0.78	0.81	0.00	0.00	0.80	0.94

Peak Hour Pedestrian and Bicyclist Volumes

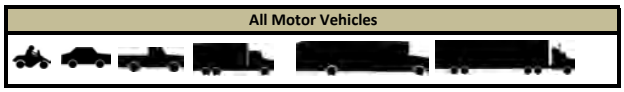
Pedestrians and Bicyclists		Crossing North Approach			Crossing East Approach			Crossing South Approach			Crossing West Approach			Total Ped & Bike Volume
		I41 SB OffRamp			STH 158 (52nd St)			I41 SB OnRamp			STH 158 (52nd St)			
	15-Minute Start Time	Pedestrian	Bicyclist	Total	Pedestrian	Bicyclist	Total	Pedestrian	Bicyclist	Total	Pedestrian	Bicyclist	Total	
AM	8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
	8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
	8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
	8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
	Total	0	0	0	0	0	0	0	0	0	0	0	0	0
MD	12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	Total	0	0	0	0	0	0	0	0	0	0	0	0	0
PM	4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	Total	0	0	0	0	0	0	0	0	0	0	0	0	0

Intersection Traffic Volume Report

Count Basics			Page 4 of 13
Start Date:	Thursday, September 7, 2023	Weekday	Schools in Session
Total Number of Hours Counted: 3		Non-Holiday	No Special Events

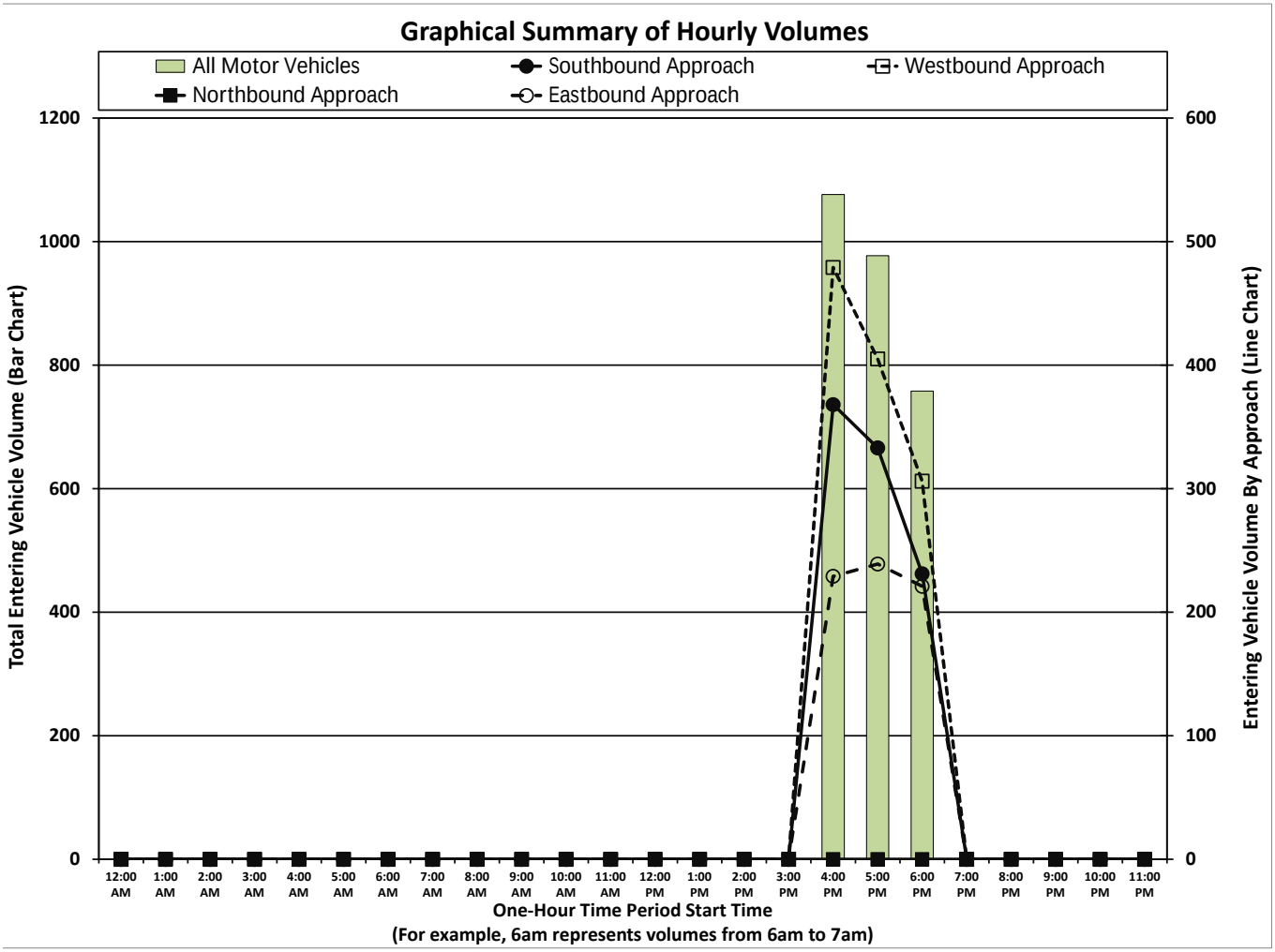
Hourly Volume Summary - Motor Vehicle Data

STH 158 (52nd St) & I41 SB OffRamp



One-Hour Motor Vehicle Data

One-Hour Time Period Start Time		From North (↓) I41 SB OffRamp					From East (←) STH 158 (52nd St)					From South (↑) I41 SB OnRamp					From West (→) STH 158 (52nd St)					Total Vehicle Volume	Directional Volume Totals	
		Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total		E/W	N/S
Pre-AM	12:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	1:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	2:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	3:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	4:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	5:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
AM	6:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
MD	10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	1:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PM	2:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	3:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	4:00 PM	95	8	265	0	368	0	176	302	1	479	0	0	0	0	0	128	101	0	0	229	1076	708	368
	5:00 PM	58	5	270	0	333	0	142	263	0	405	0	0	0	0	0	135	104	0	0	239	977	644	333
	6:00 PM	47	1	183	0	231	0	145	159	2	306	0	0	0	0	0	131	90	0	0	221	758	527	231
	7:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	8:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	9:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	10:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	11:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Totals		200	14	718	0	932	0	463	724	3	1190	0	0	0	0	0	394	295	0	0	689	2811	1879	932



Intersection Traffic Volume Report

Count Basics			Page 5 of 13
Start Date:	Thursday, September 7, 2023	Weekday	Schools in Session
Total Number of Hours Counted: 3		Non-Holiday	No Special Events

15-Minute Motor Vehicle Data

STH 158 (52nd St) & I41 SB OffRamp



15-Minute Motor Vehicle Data

15-Minute Time Period		From North (↓) I41 SB OffRamp					From East (←) STH 158 (52nd St)					From South (↑) I41 SB OnRamp					From West (→) STH 158 (52nd St)					15-Min Totals	Hourly Sum	PHF
Start Time		Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total			
Pre-AM Peak Period	12:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	12:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	12:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	12:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	1:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	1:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	1:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	1:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	2:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	2:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	2:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	2:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	3:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	3:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	3:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	3:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	4:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	4:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	4:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	4:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	5:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	5:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	5:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	5:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
AM Peak Period	6:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	6:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	6:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	6:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	9:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	9:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	9:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
Midday Peak Period	10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	10:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	10:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	10:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	1:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	1:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	1:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	1:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
PM Peak Period	2:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	2:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	2:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	2:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	3:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	3:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	3:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	3:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	4:00 PM	15	5	55	0	75	0	45	79	1	125	0	0	0	0	0	32	20	0	0	52	252	1076	0.93
	4:15 PM	27	2	70	0	99	0	36	68	0	104	0	0	0	0	0	26	32	0	0	58	261	1123	0.94
	4:30 PM	22	1	76	0	99	0	33	84	0	117	0	0	0	0	0	44	29	0	0	73	289	1114	0.93
	4:45 PM	31	0	64	0	95	0	62	71	0	133	0	0	0	0	0	26	20	0	0	46	274	1058	0.88
	5:00 PM	14	0	86	0	100	0	40	78	0	118	0	0	0	0	0	45	36	0	0	81	299	977	0.82
	5:15 PM	18	2	65	0	85	0	35	66	0	101	0	0	0	0	0	40	26	0	0	66	252	912	0.90
	5:30 PM	16	2	63	0	81	0	36	60	0	96	0	0	0	0	0	34	22	0	0	56	233	848	0.91
	5:45 PM	10	1	56	0	67	0	31	59	0	90	0	0	0	0	0	16	20	0	0	36	193	801	0.86
	6:00 PM	16	0	37	0	53	0	37	52	0	89	0	0	0	0	0	52	40	0	0	92	234	758	0.81
	6:15 PM	10	0	46	0	56	0	35	35	2	72	0	0	0	0	0	37	23	0	0	60	188		
	6:30 PM	12	0	53	0	65	0	40	40	0	80	0	0	0	0	0	26	15	0	0	41	186		
	6:45 PM	9	1	47	0	57	0	33	32	0	65	0	0	0	0	0	16	12	0	0	28	150		
	7:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	7:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	7:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	7:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	8:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	8:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	8:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	8:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	9:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	9:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	9:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	9:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
Post PM Peak Period	10:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	10:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	10:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	10:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	11:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	11:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	11:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	11:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
Totals		200	14	718	0	932	0	463	724	3	1190	0	0	0	0	0	394	295	0	0	689	2811		

Peak Hour All Vehicle Volume Summary

Hourly Time Period		From North (↓) I41 SB OffRamp					From East (←) STH 158 (52nd St)					From South (↑) I41 SB OnRamp					From West (→) STH 158 (52nd St)					Total Hourly Volume	PHF
Start Time		Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total		
AM	8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
MD	12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
PM	4:15 PM	94	3	296	0	393	0	171	301	0	472	0	0	0	0	0	141	117	0	0	258	1123	0.94

Intersection Traffic Volume Report

Count Basics			Page 6 of 13
Start Date:	Thursday, September 7, 2023	Weekday	Schools in Session
Total Number of Hours Counted: 3		Non-Holiday	No Special Events

15-Minute Automobile Data

STH 158 (52nd St) & I41 SB OffRamp



15-Minute Automobile Data

15-Minute Time Period		From North (↓) I41 SB OffRamp					From East (←) STH 158 (52nd St)					From South (↑) I41 SB OnRamp					From West (→) STH 158 (52nd St)					15-Min	Hourly
Start Time		Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Totals	Sum
Pre-AM Peak Period	12:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	12:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	12:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	12:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	1:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	1:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	1:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	1:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	2:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	2:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	2:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	2:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	3:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	3:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	3:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	3:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	4:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	4:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	4:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	4:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	5:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	5:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	5:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	5:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
AM Peak Period	6:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	6:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	6:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	6:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Midday Peak Period	10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	10:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	10:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	10:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	1:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	1:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	1:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	1:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
PM Peak Period	2:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	2:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	2:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	2:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	3:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	3:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	3:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	3:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	4:00 PM	14	4	50	0	68	0	40	72	1	113	0	0	0	0	0	31	18	0	0	49	230	1001
	4:15 PM	26	2	64	0	92	0	33	65	0	98	0	0	0	0	0	25	29	0	0	54	244	1054
	4:30 PM	21	1	75	0	97	0	30	79	0	109	0	0	0	0	0	40	27	0	0	67	273	1049
	4:45 PM	29	0	61	0	90	0	56	68	0	124	0	0	0	0	0	22	18	0	0	40	254	992
	5:00 PM	13	0	85	0	98	0	36	75	0	111	0	0	0	0	0	42	32	0	0	74	283	917
	5:15 PM	17	2	65	0	84	0	30	63	0	93	0	0	0	0	0	36	26	0	0	62	239	849
	5:30 PM	15	2	60	0	77	0	32	54	0	86	0	0	0	0	0	32	21	0	0	53	216	770
	5:45 PM	10	1	54	0	65	0	28	54	0	82	0	0	0	0	0	13	19	0	0	32	179	713
	6:00 PM	15	0	37	0	52	0	29	46	0	75	0	0	0	0	0	48	40	0	0	88	215	663
	6:15 PM	9	0	42	0	51	0	23	32	1	56	0	0	0	0	0	30	23	0	0	53	160	
	6:30 PM	12	0	50	0	62	0	27	38	0	65	0	0	0	0	0	19	13	0	0	32	159	
	6:45 PM	9	1	44	0	54	0	25	29	0	54	0	0	0	0	0	9	12	0	0	21	129	
	7:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	7:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	7:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	7:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Post PM Peak Period	10:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	10:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	10:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	10:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	11:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	11:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	11:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	11:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Totals		190	13	687	0	890	0	389	675	2	1066	0	0	0	0	0	347	278	0	0	625	2581	

Peak Hour Automobile Volume Summary

Hourly Time Period		From North (↓) I41 SB OffRamp					From East (←) STH 158 (52nd St)					From South (↑) I41 SB OnRamp					From West (→) STH 158 (52nd St)					Total Hourly
Start Time		Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Volume
AM	8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
MD	12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PM	4:15 PM	89	3	285	0	377	0	155	287	0	442	0	0	0	0	0	129	106	0	0	235	1054

Intersection Traffic Volume Report

Count Basics			Page 7 of 13
Start Date:	Thursday, September 7, 2023	Weekday	Schools in Session
Total Number of Hours Counted: 3		Non-Holiday	No Special Events

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

STH 158 (52nd St) & I41 SB OffRamp



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

15-Minute Time Period		From North (↓) I41 SB OffRamp					From East (←) STH 158 (52nd St)					From South (↑) I41 SB OnRamp					From West (→) STH 158 (52nd St)					15-Min	Hourly
Start Time		Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Totals	Sum
Pre-AM Peak Period	12:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	12:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	12:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	12:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	1:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	1:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	1:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	1:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	2:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	2:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	2:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	2:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	3:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	3:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	3:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	3:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	4:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	4:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	4:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	4:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	5:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	5:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	5:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	5:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
AM Peak Period	6:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	6:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	6:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	6:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Midday Peak Period	10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	10:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	10:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	10:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	1:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	1:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	1:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	1:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
PM Peak Period	2:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	2:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	2:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	2:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	3:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	3:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	3:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	3:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	4:00 PM	1	0	1	0	2	0	2	2	0	4	0	0	0	0	0	0	2	0	0	2	8	26
	4:15 PM	1	0	1	0	2	0	2	1	0	3	0	0	0	0	0	0	3	0	0	3	8	23
	4:30 PM	0	0	1	0	1	0	2	1	0	3	0	0	0	0	0	1	0	0	0	1	5	17
	4:45 PM	0	0	2	0	2	0	1	1	0	2	0	0	0	0	0	0	1	0	0	1	5	17
	5:00 PM	1	0	0	0	1	0	2	0	0	2	0	0	0	0	0	0	2	0	0	2	5	12
	5:15 PM	1	0	0	0	1	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	2	11
	5:30 PM	0	0	0	0	0	0	2	3	0	5	0	0	0	0	0	0	0	0	0	0	5	16
	5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	20
	6:00 PM	1	0	0	0	1	0	2	0	0	2	0	0	0	0	0	1	0	0	0	1	4	24
	6:15 PM	0	0	0	0	0	0	5	0	1	6	0	0	0	0	0	1	0	0	0	1	7	
	6:30 PM	0	0	0	0	0	0	6	0	0	6	0	0	0	0	0	2	1	0	0	3	9	
	6:45 PM	0	0	0	0	0	0	4	0	0	4	0	0	0	0	0	0	0	0	0	0	4	
	7:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	7:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	7:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	7:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Post PM Peak Period	10:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	10:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	10:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	10:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	11:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	11:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	11:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	11:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Totals		5	0	5	0	10	0	29	8	1	38	0	0	0	0	0	5	9	0	0	14	62	

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

Hourly Time Period		From North (↓) I41 SB OffRamp					From East (←) STH 158 (52nd St)					From South (↑) I41 SB OnRamp					From West (→) STH 158 (52nd St)					Total Hourly
Start Time		Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Volume
AM	8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
MD	12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PM	4:15 PM	2	0	4	0	6	0	7	3	0	10	0	0	0	0	0	1	6	0	0	7	23

Intersection Traffic Volume Report

Count Basics			Page 8 of 13
Start Date:	Thursday, September 7, 2023	Weekday	Schools in Session
Total Number of Hours Counted: 3		Non-Holiday	No Special Events

15-Minute Semi-Truck Data

STH 158 (52nd St) & I41 SB OffRamp

Semi-Trucks
[redacted]

15-Minute Semi-Truck Data

	15-Minute	From North (↓) I41 SB OffRamp					From East (←) STH 158 (52nd St)					From South (↑) I41 SB OnRamp					From West (→) STH 158 (52nd St)					15-Min	Hourly
	Time Period / Start Time	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Totals	Sum
Pre-AM Peak Period	12:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	12:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	12:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	12:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	1:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	1:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	1:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	1:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	2:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	2:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	2:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	2:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	3:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	3:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	3:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	3:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	4:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	4:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	4:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	4:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	5:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	5:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	5:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	5:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
AM Peak Period	6:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	6:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	6:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	6:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Midday Peak Period	10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	10:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	10:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	10:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	1:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	1:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	1:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	1:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
PM Peak Period	2:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	2:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	2:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	2:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	3:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	3:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	3:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	3:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	4:00 PM	0	1	4	0	5	0	3	5	0	8	0	0	0	0	0	1	0	0	0	1	14	49
	4:15 PM	0	0	5	0	5	0	1	2	0	3	0	0	0	0	0	1	0	0	0	1	9	46
	4:30 PM	1	0	0	0	1	0	1	4	0	5	0	0	0	0	0	3	2	0	0	5	11	48
	4:45 PM	2	0	1	0	3	0	5	2	0	7	0	0	0	0	0	4	1	0	0	5	15	49
	5:00 PM	0	0	1	0	1	0	2	3	0	5	0	0	0	0	0	3	2	0	0	5	11	48
	5:15 PM	0	0	0	0	0	0	4	3	0	7	0	0	0	0	0	4	0	0	0	4	11	52
	5:30 PM	1	0	3	0	4	0	2	3	0	5	0	0	0	0	0	2	1	0	0	3	12	62
	5:45 PM	0	0	2	0	2	0	3	5	0	8	0	0	0	0	0	3	1	0	0	4	14	68
	6:00 PM	0	0	0	0	0	0	6	6	0	12	0	0	0	0	0	3	0	0	0	3	15	71
	6:15 PM	1	0	4	0	5	0	7	3	0	10	0	0	0	0	0	6	0	0	0	6	21	
	6:30 PM	0	0	3	0	3	0	7	2	0	9	0	0	0	0	0	5	1	0	0	6	18	
	6:45 PM	0	0	3	0	3	0	4	3	0	7	0	0	0	0	0	7	0	0	0	7	17	
	7:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	7:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	7:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	7:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Post PM Peak Period	10:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	10:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	10:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	10:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	11:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	11:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	11:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	11:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Totals		5	1	26	0	32	0	45	41	0	86	0	0	0	0	0	42	8	0	0	50	168	

Peak Hour Semi-Truck Volume Summary

	Hourly Time Period / Start Time	From North (↓) I41 SB OffRamp					From East (←) STH 158 (52nd St)					From South (↑) I41 SB OnRamp					From West (→) STH 158 (52nd St)					Total Hourly Volume
		Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	
AM	8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
MD	12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PM	4:15 PM	3	0	7	0	10	0	9	11	0	20	0	0	0	0	0	11	5	0	0	16	46

Intersection Traffic Volume Report

Count Basics			Page 9 of 13
Start Date:	Thursday, September 7, 2023	Weekday	Schools in Session
Total Number of Hours Counted: 3		Non-Holiday	No Special Events

15-Minute Heavy Vehicle Data

STH 158 (52nd St) & I41 SB OffRamp



15-Minute Heavy Vehicle Data

	15-Minute Time Period	From North (↓) I41 SB OffRamp					From East (←) STH 158 (52nd St)					From South (↑) I41 SB OnRamp					From West (→) STH 158 (52nd St)					15-Min	Hourly
	Start Time	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Totals	Sum
Pre-AM Peak Period	12:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	12:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	12:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	12:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	1:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	1:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	1:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	1:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	2:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	2:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	2:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	2:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	3:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	3:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	3:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	3:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	4:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	4:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	4:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	4:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	5:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	5:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	5:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	5:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
AM Peak Period	6:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	6:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	6:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	6:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Midday Peak Period	10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	10:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	10:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	10:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	1:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	1:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	1:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	1:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
PM Peak Period	2:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	2:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	2:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	2:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	3:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	3:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	3:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	3:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	4:00 PM	1	1	5	0	7	0	5	7	0	12	0	0	0	0	0	1	2	0	0	3	22	75
	4:15 PM	1	0	6	0	7	0	3	3	0	6	0	0	0	0	0	1	3	0	0	4	17	69
	4:30 PM	1	0	1	0	2	0	3	5	0	8	0	0	0	0	0	4	2	0	0	6	16	65
	4:45 PM	2	0	3	0	5	0	6	3	0	9	0	0	0	0	0	4	2	0	0	6	20	66
	5:00 PM	1	0	1	0	2	0	4	3	0	7	0	0	0	0	0	3	4	0	0	7	16	60
	5:15 PM	1	0	0	0	1	0	5	3	0	8	0	0	0	0	0	4	0	0	0	4	13	63
	5:30 PM	1	0	3	0	4	0	4	6	0	10	0	0	0	0	0	2	1	0	0	3	17	78
	5:45 PM	0	0	2	0	2	0	3	5	0	8	0	0	0	0	0	3	1	0	0	4	14	88
	6:00 PM	1	0	0	0	1	0	8	6	0	14	0	0	0	0	0	4	0	0	0	4	19	95
	6:15 PM	1	0	4	0	5	0	12	3	1	16	0	0	0	0	0	7	0	0	0	7	28	
	6:30 PM	0	0	3	0	3	0	13	2	0	15	0	0	0	0	0	7	2	0	0	9	27	
	6:45 PM	0	0	3	0	3	0	8	3	0	11	0	0	0	0	0	7	0	0	0	7	21	
	7:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	7:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	7:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	7:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Post PM Peak Period	10:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	10:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	10:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	10:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	11:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	11:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	11:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	11:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Totals		10	1	31	0	42	0	74	49	1	124	0	0	0	0	0	47	17	0	0	64	230	

Peak Hour Heavy Vehicle Volume Summary

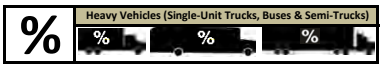
	Hourly Time Period	From North (↓) I41 SB OffRamp					From East (←) STH 158 (52nd St)					From South (↑) I41 SB OnRamp					From West (→) STH 158 (52nd St)					Total Hourly
	Start Time	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Volume
AM	8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
MD	12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PM	4:15 PM	5	0	11	0	16	0	16	14	0	30	0	0	0	0	0	12	11	0	0	23	69

Intersection Traffic Volume Report

Count Basics			Page 10 of 13
Start Date:	Thursday, September 7, 2023	Weekday	Schools in Session
Total Number of Hours Counted: 3		Non-Holiday	No Special Events

15-Minute Heavy Vehicle Percentages

STH 158 (52nd St) & I41 SB OffRamp



15-Minute Heavy Vehicle Percentages

15-Minute Time Period		From North (↓) I41 SB OffRamp					From East (←) STH 158 (52nd St)					From South (↑) I41 SB OnRamp					From West (→) STH 158 (52nd St)					Total Heavy Vehicle	Hourly Heavy Vehicle
	Start Time	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Percent	Percent
Pre-AM Peak Period	12:00 AM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	12:15 AM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	12:30 AM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	12:45 AM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	1:00 AM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	1:15 AM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	1:30 AM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	1:45 AM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	2:00 AM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	2:15 AM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	2:30 AM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	2:45 AM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	3:00 AM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	3:15 AM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	3:30 AM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	3:45 AM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	4:00 AM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	4:15 AM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	4:30 AM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	4:45 AM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	5:00 AM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	5:15 AM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	5:30 AM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	5:45 AM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
AM Peak Period	6:00 AM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	6:15 AM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	6:30 AM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	6:45 AM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	7:00 AM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	7:15 AM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	7:30 AM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	7:45 AM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	8:00 AM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	8:15 AM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	8:30 AM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	8:45 AM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	9:00 AM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	9:15 AM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	9:30 AM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	9:45 AM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Midday Peak Period	10:00 AM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	10:15 AM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	10:30 AM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	10:45 AM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	11:00 AM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	11:15 AM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	11:30 AM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	11:45 AM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	12:00 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	12:15 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	12:30 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	12:45 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	1:00 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	1:15 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	1:30 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	1:45 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
PM Peak Period	2:00 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	2:15 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	2:30 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	2:45 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	3:00 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	3:15 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	3:30 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	3:45 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	4:00 PM	6.7	20.0	9.1	0.0	9.3	0.0	11.1	8.9	0.0	9.6	0.0	0.0	0.0	0.0	0.0	3.1	10.0	0.0	0.0	5.8	8.7	7.0
	4:15 PM	3.7	0.0	8.6	0.0	7.1	0.0	8.3	4.4	0.0	5.8	0.0	0.0	0.0	0.0	0.0	3.8	9.4	0.0	0.0	6.9	6.5	6.1
	4:30 PM	4.5	0.0	1.3	0.0	2.0	0.0	9.1	6.0	0.0	6.8	0.0	0.0	0.0	0.0	0.0	9.1	6.9	0.0	0.0	8.2	5.5	5.8
	4:45 PM	6.5	0.0	4.7	0.0	5.3	0.0	9.7	4.2	0.0	6.8	0.0	0.0	0.0	0.0	0.0	15.4	10.0	0.0	0.0	13.0	7.3	6.2
	5:00 PM	7.1	0.0	1.2	0.0	2.0	0.0	10.0	3.8	0.0	5.9	0.0	0.0	0.0	0.0	0.0	6.7	11.1	0.0	0.0	8.6	5.4	6.1
	5:15 PM	5.6	0.0	0.0	0.0	1.2	0.0	14.3	4.5	0.0	7.9	0.0	0.0	0.0	0.0	0.0	10.0	0.0	0.0	0.0	6.1	5.2	6.9
	5:30 PM	6.3	0.0	4.8	0.0	4.9	0.0	11.1	10.0	0.0	10.4	0.0	0.0	0.0	0.0	0.0	5.9	4.5	0.0	0.0	5.4	7.3	9.2
	5:45 PM	0.0	0.0	3.6	0.0	3.0	0.0	9.7	8.5	0.0	8.9	0.0	0.0	0.0	0.0	0.0	18.8	5.0	0.0	0.0	11.1	7.3	11.0
	6:00 PM	6.3	0.0	0.0	0.0	1.9	0.0	21.6	11.5	0.0	15.7	0.0	0.0	0.0	0.0	0.0	7.7	0.0	0.0	0.0	4.3	8.1	12.5
	6:15 PM	10.0	0.0	8.7	0.0	8.9	0.0	34.3	8.6	50.0	22.2	0.0	0.0	0.0	0.0	0.0	18.9	0.0	0.0	0.0	11.7	14.9	
	6:30 PM	0.0	0.0	5.7	0.0	4.6	0.0	32.5	5.0	0.0	18.8	0.0	0.0	0.0	0.0	0.0	26.9	13.3	0.0	0.0	22.0	14.5	
	6:45 PM	0.0	0.0	6.4	0.0	5.3	0.0	24.2	9.4	0.0	16.9	0.0	0.0	0.0	0.0	0.0	43.8	0.0	0.0	0.0	25.0	14.0	
	7:00 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	7:15 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	7:30 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	7:45 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	8:00 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	8:15 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	8:30 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	8:45 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	9:00 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	9:15 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	9:30 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	9:45 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Post PM Peak Period	10:00 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	10:15 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	10:30 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	10:45 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	11:00 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	11:15 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	11:30 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	11:45 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Totals		5.0	7.1	4.3	0.0	4.5	0.0	16.0	6.8	33.3	10.4	0.0	0.0	0.0	0.0	0.0	11.9	5.8	0.0	0.0	9.3	8.2	

Peak Hour Heavy Vehicle Percentages Summary

Hourly Time Period		From North (↓) I41 SB OffRamp					From East (←) STH 158 (52nd St)					From South (↑) I41 SB OnRamp					From West (→) STH 158 (52nd St)					Hourly Heavy Vehicle
	Start Time	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Percent
AM	8:00 AM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
MD	12:00 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
PM	4:15 PM	5.3	0.0	3.7	0.0	4.1	0.0	9.4	4.7	0.0	6.4	0.0	0.0	0.0	0.0	0.0	8.5	9.4	0.0	0.0	8.9	6.1

Intersection Traffic Volume Report

Count Basics			Page 11 of 13
Start Date:	Thursday, September 7, 2023	Weekday	Schools in Session
Total Number of Hours Counted: 3		Non-Holiday	No Special Events

15-Minute Pedestrian and Bicyclist Data

STH 158 (52nd St) & I41 SB OffRamp



15-Minute Pedestrian and Bicyclist Data

15-Minute Time Period		Crossing North Approach I41 SB OffRamp			Crossing East Approach STH 158 (52nd St)			Crossing South Approach I41 SB OnRamp			Crossing West Approach STH 158 (52nd St)			15-Min	Hourly
	Start Time	Pedestrian	Bicyclist	Total	Pedestrian	Bicyclist	Total	Pedestrian	Bicyclist	Total	Pedestrian	Bicyclist	Total	Totals	Sum
Pre-AM Peak Period	12:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	12:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	12:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	12:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	1:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	1:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	1:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	1:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	2:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	2:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	2:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	2:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	3:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	3:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	3:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	3:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	4:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	4:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	4:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	4:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	5:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	5:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	5:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	5:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
AM Peak Period	6:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	6:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	6:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	6:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
Midday Peak Period	10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	10:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	10:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	10:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	1:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	1:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	1:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	1:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
PM Peak Period	2:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	2:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	2:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	2:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	3:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	3:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	3:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	3:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	6:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
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	6:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	6:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	7:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	7:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	7:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	7:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
Post PM Peak Period	10:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	10:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	10:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	10:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	11:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	11:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	11:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	11:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
Totals		**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	

Special Pedestrians

Pedestrian Type	None	1 or 2	A Few	Several	Many	Unknown
Pre-school Children	x					
Elementry School Age Children	x					
Visually Impaired (white cane/help	x					
Elderly/Disabled (except wheelchai	x					
Wheelchairs/Electric Scooters	x					
Other (None,	x					

Intersection Traffic Volume Report

Count Basics	Version 2023.05.03		Page 1 of 13
Start Date:	Thursday, September 7, 2023	Weekday	Schools in Session
Total Number of Hours Counted: 3		Non-Holiday	No Special Events

Base Information, Observed (3) Hour and Estimated (24) Hour Volume Summaries

Major St: **60th St (CTH K)**
Minor St: **W Frontage Rd**
Intersection of: *60th St (CTH K) & W Frontage Rd*

IX_ID:

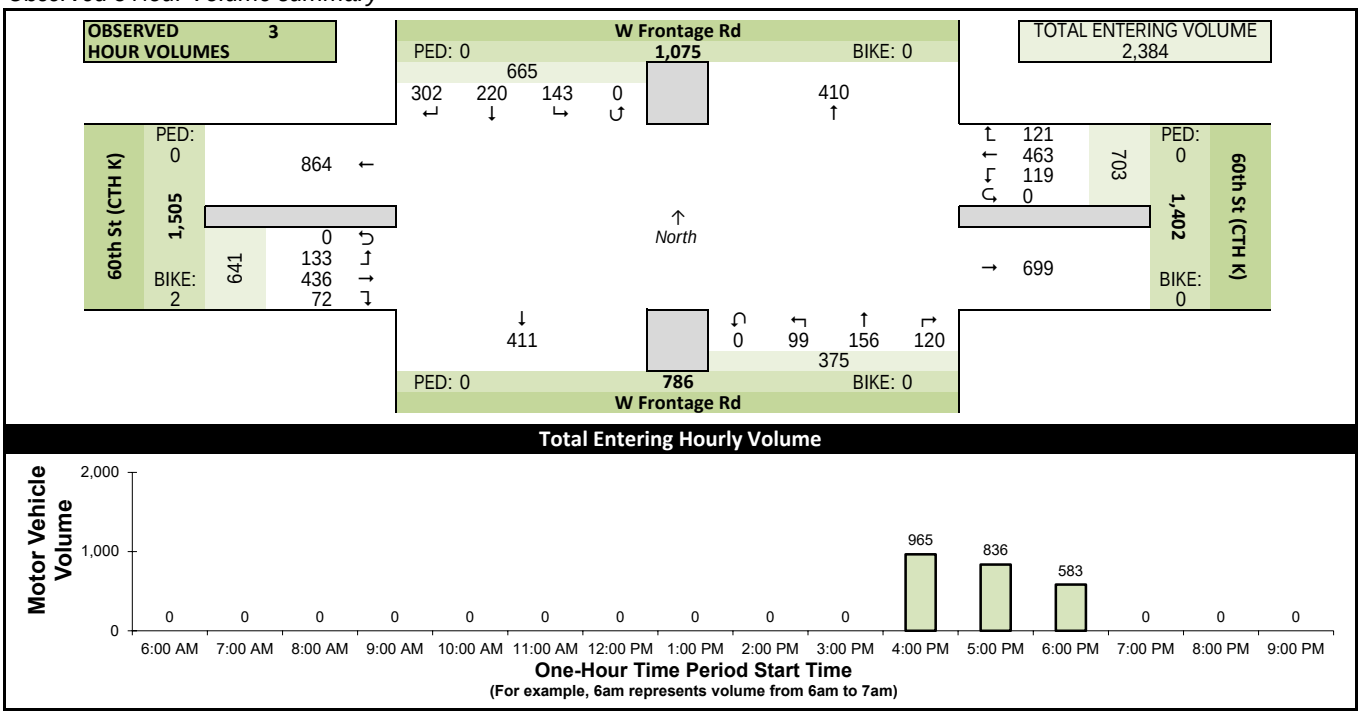
Site Information

Municipality	Town of Paris		
County	30 - Kenosha	WisDOT Region	SE
Traffic Control	All-Way Stop		
Roadway Names		North Direction	↑
North Leg	W Frontage Rd		
East Leg	60th St (CTH K)		
South Leg	W Frontage Rd		
West Leg	60th St (CTH K)		
Special Considerations			
Schools	In Session		
Holidays	None		
Special Events	None		
Special Pedestrians Observed			
Pre-school children	None		
Elementry school age children	None		
Visually impaired (white cane/helper dog)	None		
Elderly/disabled (except wheelchairs)	None		
Wheelchairs/electric scooters	None		
Other (describe)	None	None	

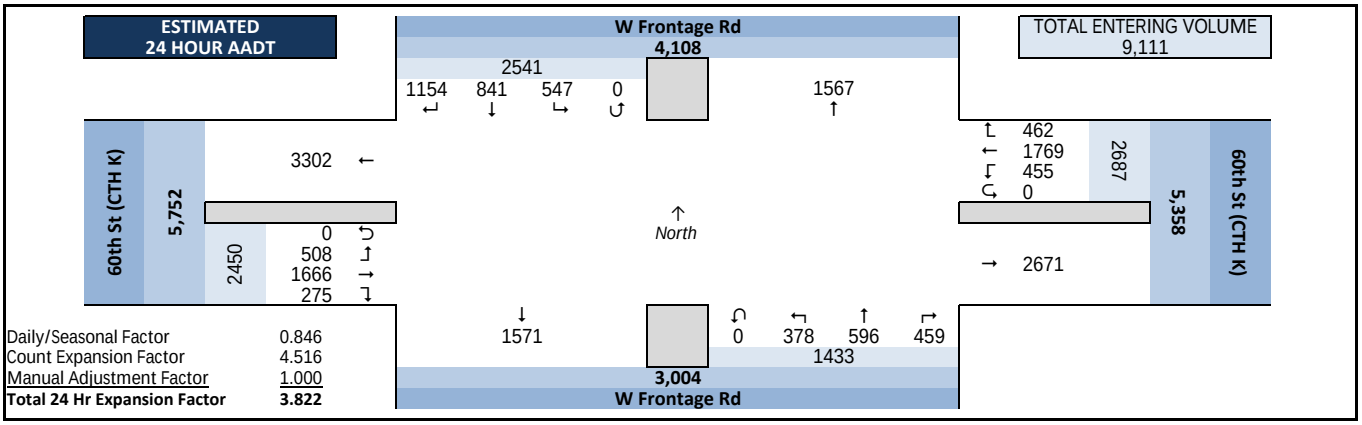
Count Information

Hrs Counted:	04:00 PM-07:00 PM				
1st Day of Count	Thursday, September 7, 2023			Weather	
AM Peak Period	Thursday, September 7, 2023			Clear & Dry	
Midday Peak Period	Thursday, September 7, 2023			Clear & Dry	
PM Peak Period	Thursday, September 7, 2023			Clear & Dry	
Calculated Peak Hours					
AM		MD		PM	4:00-5:00pm
Peak Hours Selected for Analysis					
AM		MD		PM	4:15-5:15pm
Daily/Seasonal Adjustment Group	(2) Urban Arterials & Collectors				
Count Expansion Group	(2) Urban Arterials & Collectors				
Daily/Seasonal Adjustment Factor	0.846	Count Expansion Factor	4.516		
Company Name	MSA Professional Services, Inc.			Manual Adj.	1.000
Observers	AM Peak Period	Miovision			
	Midday Peak Period	Miovision			
	PM Peak Period	Miovision			
Comments	2021 DOT Daily & Seasonal Factors				

Observed 3 Hour Volume Summary



Estimated 24 Hour AADT



Intersection Traffic Volume Report

Count Basics			Page 2 of 13
Start Date:	Thursday, September 7, 2023	Weekday	Schools in Session
Total Number of Hours Counted: 3		Non-Holiday	No Special Events

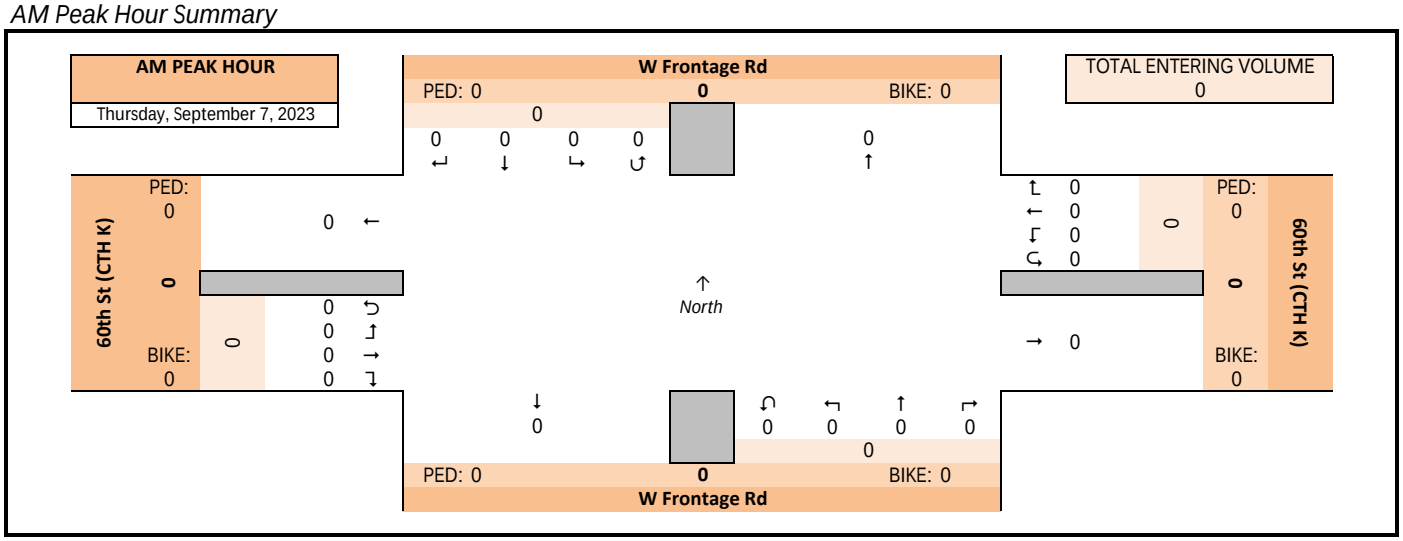
Peak Hour Volume Graphical Summary

60th St (CTH K) & W Frontage Rd

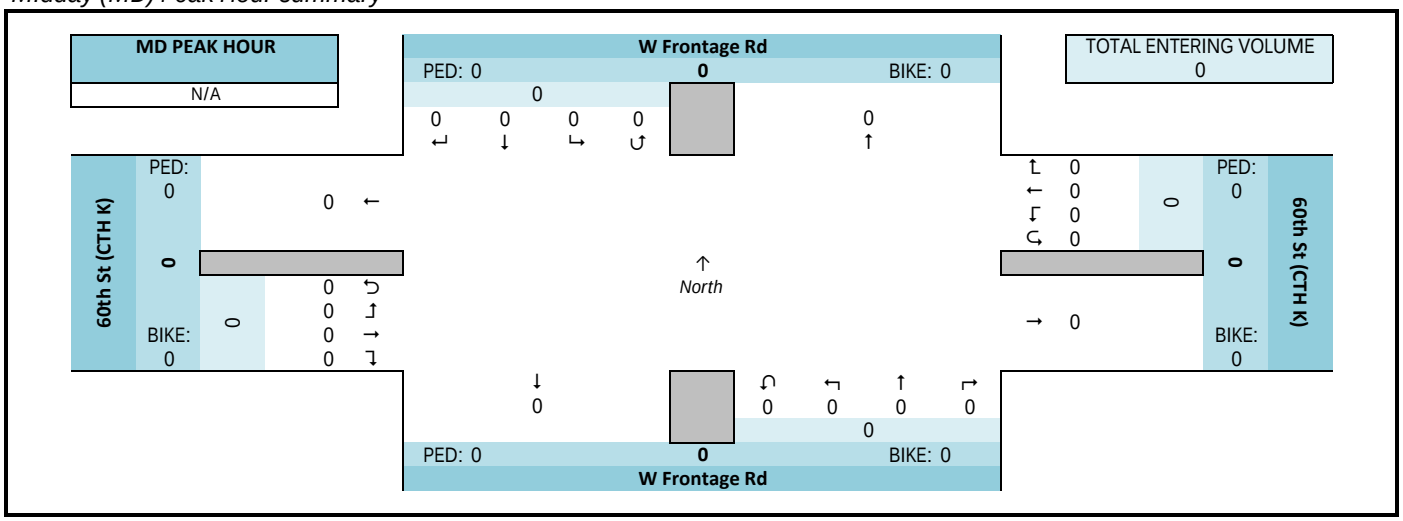
All Motor Vehicles



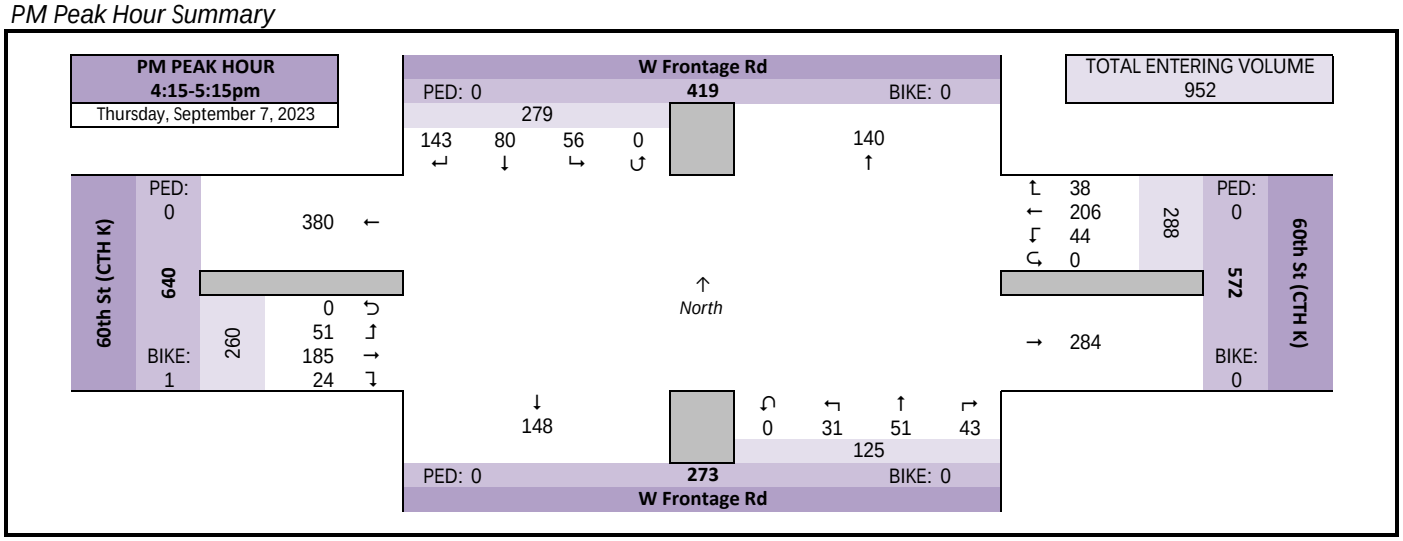
AM Peak Hour Summary



Midday (MD) Peak Hour Summary



PM Peak Hour Summary

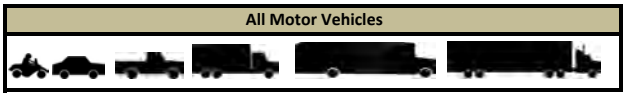


Intersection Traffic Volume Report

Count Basics			Page 3 of 13
Start Date:	Thursday, September 7, 2023	Weekday	Schools in Session
Total Number of Hours Counted: 3		Non-Holiday	No Special Events

Peak Hour Volume Summary

60th St (CTH K) & W Frontage Rd



Peak Hour Volumes, Truck Percentages, and PHFs

Thursday, September 7, 2023		From North					From East					From South					From West					
	AM Peak Hour	W Frontage Rd					60th St (CTH K)					W Frontage Rd					60th St (CTH K)					
	Start Time	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Totals
AM Peak Hour	8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Peak Hour Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Rounded Hourly Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	% Single Unit Trucks	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	% Heavy Trucks	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	% Trucks (Total)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	Peak Hour Factor (PHF)	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

N/A		From North					From East					From South					From West					
	MD Peak Hour	W Frontage Rd					60th St (CTH K)					W Frontage Rd					60th St (CTH K)					
	Start Time	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Totals
Midday (MD) Peak Hour	12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Peak Hour Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Rounded Hourly Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	% Single Unit Trucks	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	% Heavy Trucks	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	% Trucks (Total)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	Peak Hour Factor (PHF)	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

Thursday, September 7, 2023		From North					From East					From South					From West					
	PM Peak Hour	W Frontage Rd					60th St (CTH K)					W Frontage Rd					60th St (CTH K)					
	Start Time	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Totals
PM Peak Hour	4:15 PM	30	24	16	0	70	7	60	11	0	78	10	16	8	0	34	4	40	18	0	62	244
	4:30 PM	32	17	15	0	64	12	53	12	0	77	12	10	11	0	33	11	49	9	0	69	243
	4:45 PM	45	21	14	0	80	9	42	7	0	58	8	11	10	0	29	4	44	10	0	58	225
	5:00 PM	36	18	11	0	65	10	51	14	0	75	13	14	2	0	29	5	52	14	0	71	240
	Peak Hour Volume	143	80	56	0	279	38	206	44	0	288	43	51	31	0	125	24	185	51	0	260	952
	Rounded Hourly Volume	145	80	55	0	280	40	205	45	0	290	45	50	30	0	125	25	185	50	0	260	955
	% Single Unit Trucks	5.6	1.2	0.0	0.0	3.2	2.6	1.5	2.3	0.0	1.7	0.0	9.8	0.0	0.0	4.0	4.2	0.5	9.8	0.0	2.7	2.7
	% Heavy Trucks	2.8	0.0	0.0	0.0	1.4	7.9	0.0	0.0	0.0	1.0	0.0	0.0	0.0	0.0	0.0	0.0	0.5	3.9	0.0	1.2	1.1
	% Trucks (Total)	8.4	1.2	0.0	0.0	4.7	10.5	1.5	2.3	0.0	2.8	0.0	9.8	0.0	0.0	4.0	4.2	1.1	13.7	0.0	3.8	3.8
	Peak Hour Factor (PHF)	0.79	0.83	0.87	0.00	0.87	0.79	0.86	0.79	0.00	0.92	0.83	0.80	0.70	0.00	0.92	0.55	0.89	0.71	0.00	0.92	0.98

Peak Hour Pedestrian and Bicyclist Volumes

Pedestrians and Bicyclists		Crossing North Approach			Crossing East Approach			Crossing South Approach			Crossing West Approach			Total Ped & Bike Volume
		W Frontage Rd			60th St (CTH K)			W Frontage Rd			60th St (CTH K)			
	15-Minute Start Time	Pedestrian	Bicyclist	Total	Pedestrian	Bicyclist	Total	Pedestrian	Bicyclist	Total	Pedestrian	Bicyclist	Total	
AM	8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
	8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
	8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
	8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
	Total	0	0	0	0	0	0	0	0	0	0	0	0	0
MD	12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	Total	0	0	0	0	0	0	0	0	0	0	0	0	0
PM	4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	4:30 PM	0	0	0	0	0	0	0	0	0	0	1	1	1
	4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	Total	0	0	0	0	0	0	0	0	0	0	1	1	1

Intersection Traffic Volume Report

Count Basics			Page 4 of 13
Start Date:	Thursday, September 7, 2023	Weekday	Schools in Session
Total Number of Hours Counted: 3		Non-Holiday	No Special Events

Hourly Volume Summary - Motor Vehicle Data

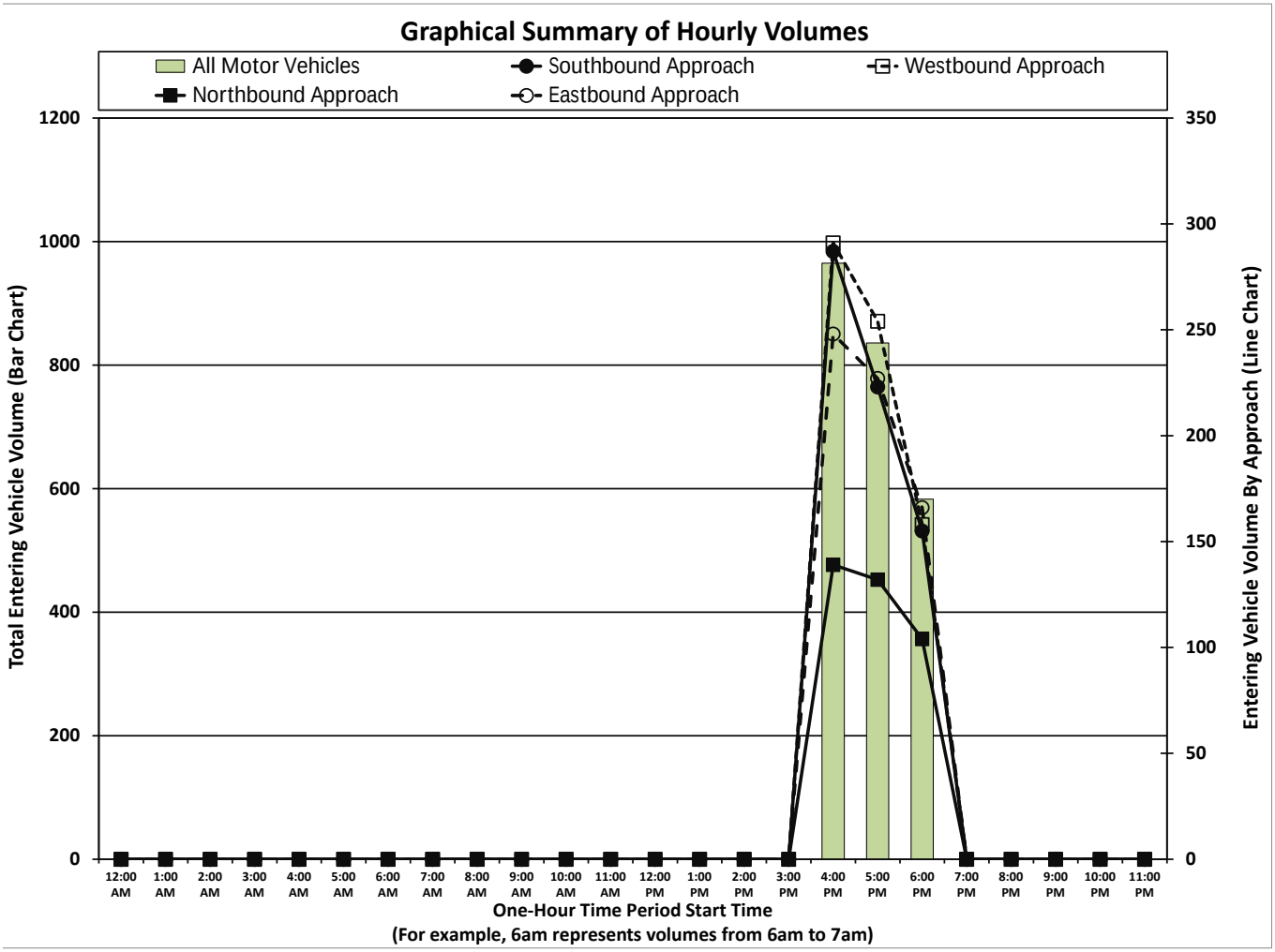
60th St (CTH K) & W Frontage Rd

All Motor Vehicles



One-Hour Motor Vehicle Data

One-Hour Time Period	Start Time	From North (↓) W Frontage Rd					From East (←) 60th St (CTH K)					From South (↑) W Frontage Rd					From West (→) 60th St (CTH K)					Total Vehicle Volume	Directional Volume Totals	
		Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total		E/W	N/S
Pre-AM	12:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	1:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	2:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	3:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	4:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	5:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
AM	6:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
MD	10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	1:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PM	2:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	3:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	4:00 PM	140	90	57	0	287	34	211	46	0	291	45	45	49	0	139	26	171	51	0	248	965	539	426
	5:00 PM	103	67	53	0	223	41	163	50	0	254	50	48	34	0	132	23	155	49	0	227	836	481	355
	6:00 PM	59	63	33	0	155	46	89	23	0	158	25	63	16	0	104	23	110	33	0	166	583	324	259
	7:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	8:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	9:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	10:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	11:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Totals		302	220	143	0	665	121	463	119	0	703	120	156	99	0	375	72	436	133	0	641	2384	1344	1040



Intersection Traffic Volume Report

Count Basics			Page 5 of 13
Start Date:	Thursday, September 7, 2023	Weekday	Schools in Session
Total Number of Hours Counted: 3		Non-Holiday	No Special Events

15-Minute Motor Vehicle Data

60th St (CTH K) & W Frontage Rd



15-Minute Motor Vehicle Data

15-Minute Time Period		From North (↓) W Frontage Rd					From East (←) 60th St (CTH K)					From South (↑) W Frontage Rd					From West (→) 60th St (CTH K)					15-Min Totals	Hourly Sum	PHF
Start Time		Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total			
Pre-AM Peak Period	12:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	12:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	12:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	12:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	1:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	1:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	1:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	1:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	2:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	2:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	2:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	2:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	3:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	3:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	3:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	3:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	4:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	4:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	4:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	4:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	5:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	5:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	5:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	5:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
AM Peak Period	6:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	6:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	6:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	6:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	9:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	9:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	9:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
Midday Peak Period	10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	10:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	10:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	10:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	1:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	1:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	1:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	1:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
PM Peak Period	2:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	2:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	2:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	2:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	3:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	3:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	3:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	3:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	4:00 PM	33	28	12	0	73	6	56	16	0	78	15	8	20	0	43	7	38	14	0	59	253	965	0.95
	4:15 PM	30	24	16	0	70	7	60	11	0	78	10	16	8	0	34	4	40	18	0	62	244	952	0.98
	4:30 PM	32	17	15	0	64	12	53	12	0	77	12	10	11	0	33	11	49	9	0	69	243	926	0.95
	4:45 PM	45	21	14	0	80	9	42	7	0	58	8	11	10	0	29	4	44	10	0	58	225	873	0.91
	5:00 PM	36	18	11	0	65	10	51	14	0	75	13	14	2	0	29	5	52	14	0	71	240	836	0.87
	5:15 PM	30	16	10	0	56	13	42	12	0	67	15	13	13	0	41	7	32	15	0	54	218	782	0.90
	5:30 PM	18	19	19	0	56	10	36	15	0	61	14	11	8	0	33	7	29	4	0	40	190	733	0.96
	5:45 PM	19	14	13	0	46	8	34	9	0	51	8	10	11	0	29	4	42	16	0	62	188	664	0.88
	6:00 PM	24	19	14	0	57	18	28	3	0	49	7	18	4	0	29	7	31	13	0	51	186	583	0.78
	6:15 PM	15	17	7	0	39	16	21	8	0	45	12	19	5	0	36	7	31	11	0	49	169		
	6:30 PM	11	12	8	0	31	7	15	10	0	32	4	13	6	0	23	2	26	7	0	35	121		
	6:45 PM	9	15	4	0	28	5	25	2	0	32	2	13	1	0	16	7	22	2	0	31	107		
	7:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	7:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	7:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	7:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	8:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	8:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	8:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	8:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	9:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	9:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	9:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	9:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
Post PM Peak Period	10:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	10:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	10:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	10:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	11:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	11:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	11:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	11:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
Totals		302	220	143	0	665	121	463	119	0	703	120	156	99	0	375	72	436	133	0	641	2384		

Peak Hour All Vehicle Volume Summary

Hourly Time Period		From North (↓) W Frontage Rd					From East (←) 60th St (CTH K)					From South (↑) W Frontage Rd					From West (→) 60th St (CTH K)					Total Hourly Volume	PHF
Start Time		Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total		
AM	8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
MD	12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
PM	4:15 PM	143	80	56	0	279	38	206	44	0	288	43	51	31	0	125	24	185	51	0	260	952	0.98

Intersection Traffic Volume Report

Count Basics			Page 6 of 13
Start Date:	Thursday, September 7, 2023	Weekday	Schools in Session
Total Number of Hours Counted: 3		Non-Holiday	No Special Events

15-Minute Automobile Data

60th St (CTH K) & W Frontage Rd



15-Minute Automobile Data

15-Minute Time Period		From North (↓) W Frontage Rd					From East (←) 60th St (CTH K)					From South (↑) W Frontage Rd					From West (→) 60th St (CTH K)					15-Min	Hourly
	Start Time	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Totals	Sum
Pre-AM Peak Period	12:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	12:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	12:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	12:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	1:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	1:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	1:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	1:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	2:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	2:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	2:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	2:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	3:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	3:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	3:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	3:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	4:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	4:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	4:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	4:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	5:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	5:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	5:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	5:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
AM Peak Period	6:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	6:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	6:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	6:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Midday Peak Period	10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	10:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	10:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	10:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	1:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	1:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	1:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	1:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
PM Peak Period	2:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	2:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	2:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	2:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	3:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	3:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	3:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	3:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	4:00 PM	30	28	12	0	70	5	56	16	0	77	15	7	16	0	38	7	38	12	0	57	242	927
	4:15 PM	27	24	16	0	67	6	59	11	0	76	10	14	8	0	32	3	40	16	0	59	234	916
	4:30 PM	30	17	15	0	62	10	52	11	0	73	12	10	11	0	33	11	47	8	0	66	234	891
	4:45 PM	42	20	14	0	76	9	42	7	0	58	8	8	10	0	26	4	44	9	0	57	217	841
	5:00 PM	32	18	11	0	61	9	50	14	0	73	13	14	2	0	29	5	52	11	0	68	231	802
	5:15 PM	28	16	10	0	54	12	42	12	0	66	15	9	12	0	36	7	32	14	0	53	209	753
	5:30 PM	17	19	18	0	54	10	35	15	0	60	13	10	8	0	31	7	29	3	0	39	184	707
	5:45 PM	18	14	13	0	45	8	32	9	0	49	8	6	10	0	24	4	42	14	0	60	178	638
	6:00 PM	23	18	14	0	55	18	28	3	0	49	7	16	4	0	27	7	31	13	0	51	182	566
	6:15 PM	15	15	7	0	37	16	21	8	0	45	12	17	5	0	34	7	29	11	0	47	163	
	6:30 PM	11	12	8	0	31	7	14	10	0	31	4	12	6	0	22	2	25	4	0	31	115	
	6:45 PM	9	15	4	0	28	5	25	2	0	32	2	13	1	0	16	6	22	2	0	30	106	
	7:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	7:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	7:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	7:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Post PM Peak Period	10:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	10:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	10:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	10:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	11:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	11:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	11:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	11:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Totals		282	216	142	0	640	115	456	118	0	689	119	136	93	0	348	70	431	117	0	618	2295	

Peak Hour Automobile Volume Summary

Hourly Time Period		From North (↓) W Frontage Rd					From East (←) 60th St (CTH K)					From South (↑) W Frontage Rd					From West (→) 60th St (CTH K)					Total Hourly
	Start Time	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Volume
AM	8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
MD	12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PM	4:15 PM	131	79	56	0	266	34	203	43	0	280	43	46	31	0	120	23	183	44	0	250	916

Intersection Traffic Volume Report

Count Basics			Page 7 of 13
Start Date:	Thursday, September 7, 2023	Weekday	Schools in Session
Total Number of Hours Counted: 3		Non-Holiday	No Special Events

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

60th St (CTH K) & W Frontage Rd



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

15-Minute Time Period		From North (↓) W Frontage Rd					From East (←) 60th St (CTH K)					From South (↑) W Frontage Rd					From West (→) 60th St (CTH K)					15-Min	Hourly
	Start Time	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Totals	Sum
Pre-AM Peak Period	12:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	12:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	12:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	12:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	1:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	1:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	1:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	1:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	2:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	2:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	2:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	2:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	3:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	3:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	3:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	3:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	4:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	4:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	4:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	4:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	5:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	5:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	5:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	5:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
AM Peak Period	6:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	6:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	6:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	6:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Midday Peak Period	10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	10:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	10:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	10:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	1:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	1:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	1:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	1:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
PM Peak Period	2:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	2:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	2:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	2:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	3:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	3:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	3:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	3:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	4:00 PM	3	0	0	0	3	1	0	0	0	1	0	1	4	0	5	0	0	1	0	1	10	29
	4:15 PM	3	0	0	0	3	0	1	0	0	1	0	2	0	0	2	1	0	2	0	3	9	26
	4:30 PM	1	0	0	0	1	1	1	1	0	3	0	0	0	0	0	0	1	1	0	2	6	25
	4:45 PM	0	1	0	0	1	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	4	23
	5:00 PM	4	0	0	0	4	0	1	0	0	1	0	0	0	0	0	0	0	2	0	2	7	29
	5:15 PM	2	0	0	0	2	1	0	0	0	1	0	4	0	0	4	0	0	1	0	1	8	25
	5:30 PM	0	0	1	0	1	0	1	0	0	1	0	1	0	0	1	0	0	1	0	1	4	21
	5:45 PM	1	0	0	0	1	0	2	0	0	2	0	4	1	0	5	0	0	2	0	2	10	21
	6:00 PM	1	0	0	0	1	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	3	12
	6:15 PM	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	0	2	0	0	2	4	
	6:30 PM	0	0	0	0	0	0	1	0	0	1	0	1	0	0	1	0	0	2	0	2	4	
	6:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	1	
	7:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	7:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	7:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	7:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Post PM Peak Period	10:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	10:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	10:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	10:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	11:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	11:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	11:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	11:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Totals		15	1	1	0	17	3	7	1	0	11	0	20	5	0	25	2	3	12	0	17	70	

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

Hourly Time Period		From North (↓) W Frontage Rd					From East (←) 60th St (CTH K)					From South (↑) W Frontage Rd					From West (→) 60th St (CTH K)					Total Hourly
	Start Time	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Volume
AM	8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
MD	12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PM	4:15 PM	8	1	0	0	9	1	3	1	0	5	0	5	0	0	5	1	1	5	0	7	26

Intersection Traffic Volume Report

Count Basics			Page 8 of 13
Start Date:	Thursday, September 7, 2023	Weekday	Schools in Session
Total Number of Hours Counted: 3		Non-Holiday	No Special Events

15-Minute Semi-Truck Data

60th St (CTH K) & W Frontage Rd



15-Minute Semi-Truck Data

	15-Minute Time Period	From North (↓) W Frontage Rd					From East (←) 60th St (CTH K)					From South (↑) W Frontage Rd					From West (→) 60th St (CTH K)					15-Min	Hourly
	Start Time	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Totals	Sum
Pre-AM Peak Period	12:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	12:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	12:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	12:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	1:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	1:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	1:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	1:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	2:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	2:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	2:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	2:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	3:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	3:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	3:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	3:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	4:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	4:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	4:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	4:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	5:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	5:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	5:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	5:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
AM Peak Period	6:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	6:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	6:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	6:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Midday Peak Period	10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	10:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	10:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	10:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	1:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	1:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	1:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	1:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
PM Peak Period	2:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	2:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	2:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	2:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	3:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	3:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	3:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	3:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1	9
	4:15 PM	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1	10
	4:30 PM	1	0	0	0	1	1	0	0	0	1	0	0	0	0	0	0	1	0	0	1	3	10
	4:45 PM	3	0	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	4	9
	5:00 PM	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	1	0	1	2	5
	5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	1	4
	5:30 PM	1	0	0	0	1	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	2	5
	5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5
	6:00 PM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	5
	6:15 PM	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	
	6:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	2	2	
	6:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	7:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	7:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	7:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	7:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Post PM Peak Period	10:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	10:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	10:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	10:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	11:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	11:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	11:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	11:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Totals		5	3	0	0	8	3	0	0	0	3	1	0	1	0	2	0	2	4	0	6	19	

Peak Hour Semi-Truck Volume Summary

	Hourly Time Period	From North (↓) W Frontage Rd					From East (←) 60th St (CTH K)					From South (↑) W Frontage Rd					From West (→) 60th St (CTH K)					Total Hourly
	Start Time	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Volume
AM	8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
MD	12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PM	4:15 PM	4	0	0	0	4	3	0	0	0	3	0	0	0	0	0	0	1	2	0	3	10

Intersection Traffic Volume Report

Count Basics			Page 9 of 13
Start Date:	Thursday, September 7, 2023	Weekday	Schools in Session
Total Number of Hours Counted: 3		Non-Holiday	No Special Events

15-Minute Heavy Vehicle Data

60th St (CTH K) & W Frontage Rd



15-Minute Heavy Vehicle Data

15-Minute Time Period		From North (↓) W Frontage Rd					From East (←) 60th St (CTH K)					From South (↑) W Frontage Rd					From West (→) 60th St (CTH K)					15-Min	Hourly
	Start Time	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Totals	Sum
Pre-AM Peak Period	12:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	12:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	12:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	12:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	1:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	1:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	1:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	1:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	2:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	2:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	2:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	2:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	3:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	3:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	3:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	3:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	4:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	4:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	4:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	4:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	5:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	5:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	5:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	5:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
AM Peak Period	6:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	6:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	6:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	6:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Midday Peak Period	10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	10:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	10:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	10:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	1:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	1:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	1:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	1:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
PM Peak Period	2:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	2:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	2:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	2:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	3:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	3:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	3:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	3:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	4:00 PM	3	0	0	0	3	1	0	0	0	1	0	1	4	0	5	0	0	2	0	2	11	38
	4:15 PM	3	0	0	0	3	1	1	0	0	2	0	2	0	0	2	1	0	2	0	3	10	36
	4:30 PM	2	0	0	0	2	2	1	1	0	4	0	0	0	0	0	0	2	1	0	3	9	35
	4:45 PM	3	1	0	0	4	0	0	0	0	0	0	3	0	0	3	0	0	1	0	1	8	32
	5:00 PM	4	0	0	0	4	1	1	0	0	2	0	0	0	0	0	0	0	3	0	3	9	34
	5:15 PM	2	0	0	0	2	1	0	0	0	1	0	4	1	0	5	0	0	1	0	1	9	29
	5:30 PM	1	0	1	0	2	0	1	0	0	1	1	1	0	0	2	0	0	1	0	1	6	26
	5:45 PM	1	0	0	0	1	0	2	0	0	2	0	4	1	0	5	0	0	2	0	2	10	26
	6:00 PM	1	1	0	0	2	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	4	17
	6:15 PM	0	2	0	0	2	0	0	0	0	0	0	2	0	0	2	0	2	0	0	2	6	
	6:30 PM	0	0	0	0	0	0	1	0	0	1	0	1	0	0	1	0	1	3	0	4	6	
	6:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	1	
	7:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	7:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	7:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	7:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Post PM Peak Period	10:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	10:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	10:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	10:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	11:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	11:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	11:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	11:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Totals		20	4	1	0	25	6	7	1	0	14	1	20	6	0	27	2	5	16	0	23	89	

Peak Hour Heavy Vehicle Volume Summary

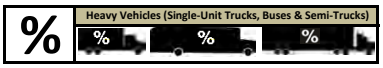
Hourly Time Period		From North (↓) W Frontage Rd					From East (←) 60th St (CTH K)					From South (↑) W Frontage Rd					From West (→) 60th St (CTH K)					Total Hourly
	Start Time	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Volume
AM	8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
MD	12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PM	4:15 PM	12	1	0	0	13	4	3	1	0	8	0	5	0	0	5	1	2	7	0	10	36

Intersection Traffic Volume Report

Count Basics			Page 10 of 13
Start Date:	Thursday, September 7, 2023	Weekday	Schools in Session
Total Number of Hours Counted: 3		Non-Holiday	No Special Events

15-Minute Heavy Vehicle Percentages

60th St (CTH K) & W Frontage Rd



15-Minute Heavy Vehicle Percentages

	15-Minute Time Period	From North (↓) W Frontage Rd					From East (←) 60th St (CTH K)					From South (↑) W Frontage Rd					From West (→) 60th St (CTH K)					Total Heavy Vehicle	Hourly Heavy Vehicle
	Start Time	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Percent	Percent
Pre-AM Peak Period	12:00 AM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	12:15 AM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	12:30 AM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	12:45 AM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	1:00 AM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	1:15 AM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	1:30 AM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	1:45 AM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	2:00 AM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	2:15 AM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	2:30 AM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	2:45 AM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	3:00 AM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	3:15 AM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	3:30 AM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	3:45 AM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	4:00 AM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	4:15 AM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	4:30 AM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	4:45 AM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	5:00 AM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	5:15 AM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	5:30 AM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	5:45 AM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
AM Peak Period	6:00 AM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	6:15 AM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	6:30 AM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	6:45 AM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	7:00 AM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	7:15 AM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	7:30 AM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	7:45 AM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	8:00 AM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	8:15 AM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	8:30 AM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	8:45 AM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	9:00 AM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	9:15 AM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	9:30 AM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	9:45 AM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Midday Peak Period	10:00 AM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	10:15 AM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	10:30 AM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	10:45 AM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	11:00 AM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	11:15 AM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	11:30 AM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	11:45 AM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	12:00 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	12:15 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	12:30 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	12:45 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	1:00 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	1:15 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	1:30 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	1:45 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
PM Peak Period	2:00 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	2:15 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	2:30 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	2:45 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	3:00 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	3:15 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	3:30 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	3:45 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	4:00 PM	9.1	0.0	0.0	0.0	4.1	16.7	0.0	0.0	0.0	1.3	0.0	12.5	20.0	0.0	11.6	0.0	0.0	14.3	0.0	3.4	4.3	3.9
	4:15 PM	10.0	0.0	0.0	0.0	4.3	14.3	1.7	0.0	0.0	2.6	0.0	12.5	0.0	0.0	5.9	25.0	0.0	11.1	0.0	4.8	4.1	3.8
	4:30 PM	6.3	0.0	0.0	0.0	3.1	16.7	1.9	8.3	0.0	5.2	0.0	0.0	0.0	0.0	0.0	0.0	4.1	11.1	0.0	4.3	3.7	3.8
	4:45 PM	6.7	4.8	0.0	0.0	5.0	0.0	0.0	0.0	0.0	0.0	0.0	27.3	0.0	0.0	10.3	0.0	0.0	10.0	0.0	1.7	3.6	3.7
	5:00 PM	11.1	0.0	0.0	0.0	6.2	10.0	2.0	0.0	0.0	2.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	21.4	0.0	4.2	3.8	4.1
	5:15 PM	6.7	0.0	0.0	0.0	3.6	7.7	0.0	0.0	0.0	1.5	0.0	30.8	7.7	0.0	12.2	0.0	0.0	6.7	0.0	1.9	4.1	3.7
	5:30 PM	5.6	0.0	5.3	0.0	3.6	0.0	2.8	0.0	0.0	1.6	7.1	9.1	0.0	0.0	6.1	0.0	0.0	25.0	0.0	2.5	3.2	3.5
	5:45 PM	5.3	0.0	0.0	0.0	2.2	0.0	5.9	0.0	0.0	3.9	0.0	40.0	9.1	0.0	17.2	0.0	0.0	12.5	0.0	3.2	5.3	3.9
	6:00 PM	4.2	5.3	0.0	0.0	3.5	0.0	0.0	0.0	0.0	0.0	0.0	11.1	0.0	0.0	6.9	0.0	0.0	0.0	0.0	0.0	2.2	2.9
	6:15 PM	0.0	11.8	0.0	0.0	5.1	0.0	0.0	0.0	0.0	0.0	0.0	10.5	0.0	0.0	5.6	0.0	6.5	0.0	0.0	4.1	3.6	
	6:30 PM	0.0	0.0	0.0	0.0	0.0	0.0	6.7	0.0	0.0	3.1	0.0	7.7	0.0	0.0	4.3	0.0	3.8	42.9	0.0	11.4	5.0	
	6:45 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	14.3	0.0	0.0	0.0	3.2	0.9	
	7:00 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	7:15 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	7:30 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	7:45 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	8:00 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	8:15 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	8:30 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	8:45 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	9:00 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	9:15 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	9:30 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	9:45 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Post PM Peak Period	10:00 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	10:15 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	10:30 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	10:45 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	11:00 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	11:15 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	11:30 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	11:45 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	Totals	6.6	1.8	0.7	0.0	3.8	5.0	1.5	0.8	0.0	2.0	0.8	12.8	6.1	0.0	7.2	2.8	1.1	12.0	0.0	3.6	3.7	

Peak Hour Heavy Vehicle Percentages Summary

	Hourly Time Period	From North (↓) W Frontage Rd					From East (←) 60th St (CTH K)					From South (↑) W Frontage Rd					From West (→) 60th St (CTH K)					Hourly Heavy Vehicle
	Start Time	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Percent
AM	8:00 AM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
MD	12:00 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
PM	4:15 PM	8.4	1.3	0.0	0.0	4.7	10.5	1.5	2.3	0.0	2.8	0.0	9.8	0.0	0.0	4.0	4.2	1.1	13.7	0.0	3.8	3.8

Intersection Traffic Volume Report

Count Basics			Page 11 of 13
Start Date:	Thursday, September 7, 2023	Weekday	Schools in Session
Total Number of Hours Counted: 3		Non-Holiday	No Special Events

15-Minute Pedestrian and Bicyclist Data

60th St (CTH K) & W Frontage Rd

Pedestrians and Bicyclists

15-Minute Pedestrian and Bicyclist Data

15-Minute Time Period	Start Time	Crossing North Approach W Frontage Rd			Crossing East Approach 60th St (CTH K)			Crossing South Approach W Frontage Rd			Crossing West Approach 60th St (CTH K)			15-Min Totals	Hourly Sum
		Pedestrian	Bicyclist	Total	Pedestrian	Bicyclist	Total	Pedestrian	Bicyclist	Total	Pedestrian	Bicyclist	Total		
Pre-AM Peak Period	12:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	12:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	12:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	12:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	1:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	1:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	1:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	1:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	2:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	2:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	2:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	2:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	3:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	3:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	3:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	3:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	4:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	4:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	4:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	4:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	5:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	5:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	5:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	5:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
AM Peak Period	6:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	6:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	6:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	6:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
Midday Peak Period	10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	10:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	10:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	10:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	1:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	1:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	1:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	1:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
PM Peak Period	2:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	2:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	2:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	2:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	3:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	3:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	3:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	3:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1
	4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1
	4:30 PM	0	0	0	0	0	0	0	0	0	0	1	1	1	1
	4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	6:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1
	6:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	6:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	6:45 PM	0	0	0	0	0	0	0	0	0	0	1	1	1	
	7:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	7:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	7:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	7:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
Post PM Peak Period	10:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	10:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	10:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	10:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	11:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	11:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	11:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	11:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
Totals		0	0	0	0	0	0	0	0	0	0	2	2	2	

Special Pedestrians

Pedestrian Type	None	1 or 2	A Few	Several	Many	Unknown
Pre-school Children	x					
Elementry School Age Children	x					
Visually Impaired (white cane/help	x					
Elderly/Disabled (except wheelchai	x					
Wheelchairs/Electric Scooters	x					
Other (None,	x					

Intersection Traffic Volume Report

Count Basics	Version 2023.05.03		Page 1 of 13
Start Date:	Thursday, September 7, 2023	Weekday	Schools in Session
Total Number of Hours Counted: 3		Non-Holiday	No Special Events

Base Information, Observed (3) Hour and Estimated (24) Hour Volume Summaries

Major St: **60th St (CTH K)**
Minor St: **E Frontage Rd**
Intersection of: *60th St (CTH K) & E Frontage Rd*

IX_ID:

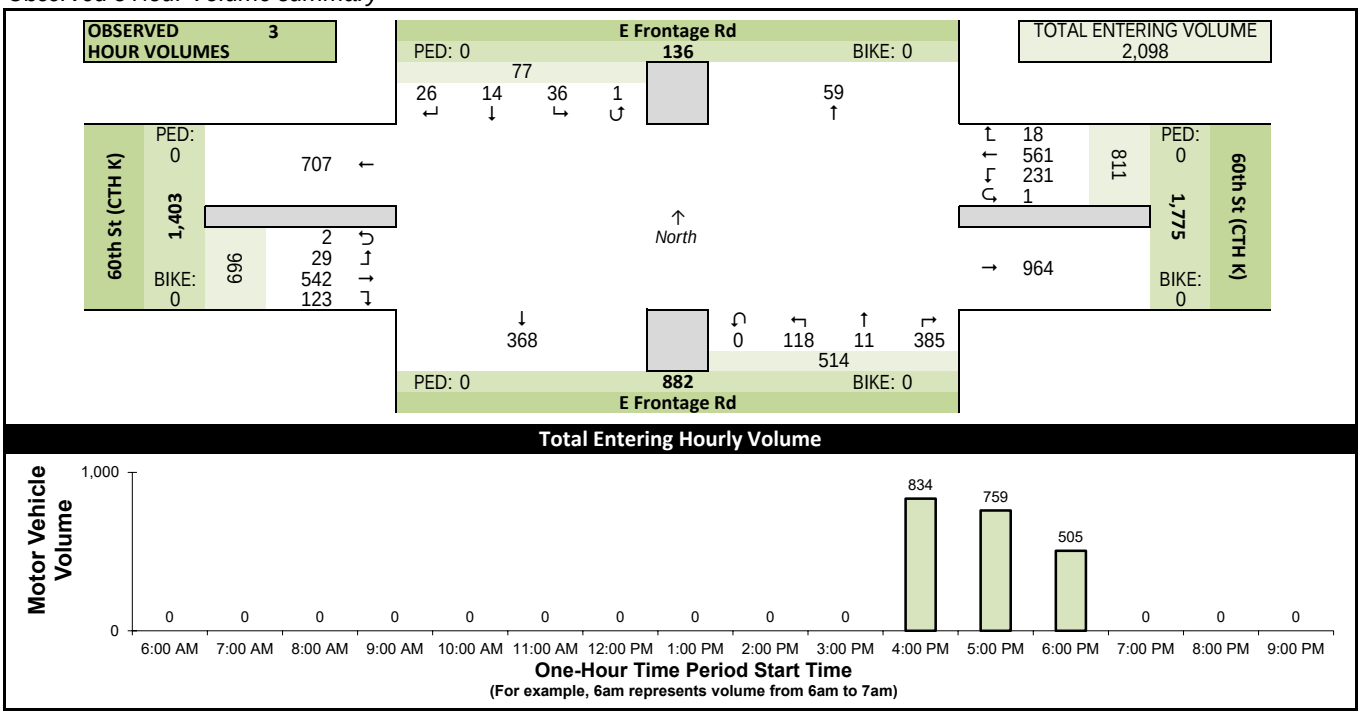
Site Information

Municipality	Town of Paris		
County	30 - Kenosha	WisDOT Region	SE
Traffic Control	All-Way Stop		
Roadway Names		North Direction	↑
North Leg	E Frontage Rd		
East Leg	60th St (CTH K)		
South Leg	E Frontage Rd		
West Leg	60th St (CTH K)		
Special Considerations			
Schools	In Session		
Holidays	None		
Special Events	None		
Special Pedestrians Observed			
Pre-school children	None		
Elementry school age children	None		
Visually impaired (white cane/helper dog)	None		
Elderly/disabled (except wheelchairs)	None		
Wheelchairs/electric scooters	None		
Other (describe)	None	None	

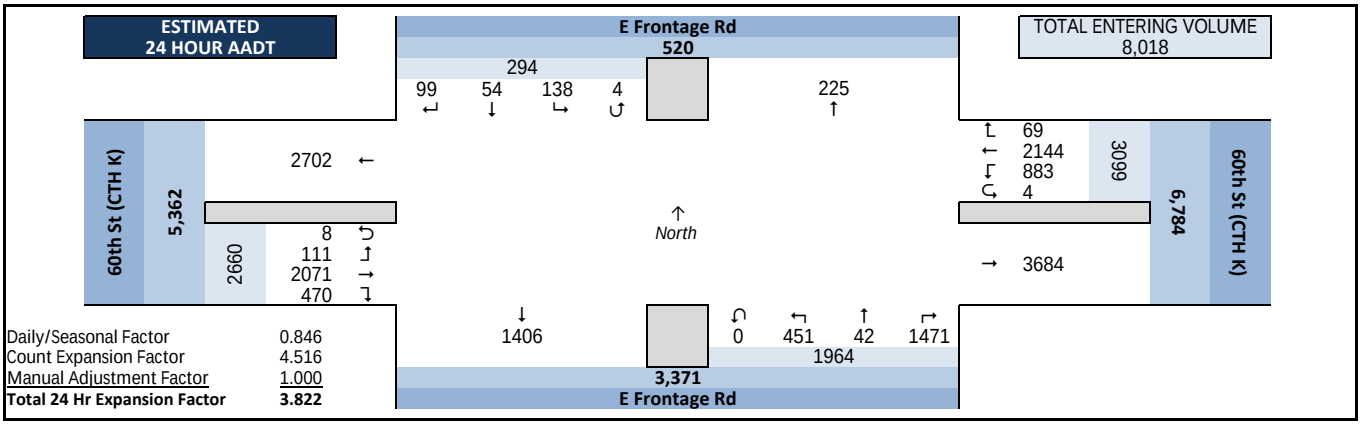
Count Information

Hrs Counted:	04:00 PM-07:00 PM				
1st Day of Count	Thursday, September 7, 2023			Weather	
AM Peak Period	Thursday, September 7, 2023			Clear & Dry	
Midday Peak Period	Thursday, September 7, 2023			Clear & Dry	
PM Peak Period	Thursday, September 7, 2023			Clear & Dry	
Calculated Peak Hours					
AM		MD		PM	4:15-5:15pm
Peak Hours Selected for Analysis					
AM		MD		PM	4:15-5:15pm
Daily/Seasonal Adjustment Group	(2) Urban Arterials & Collectors				
Count Expansion Group	(2) Urban Arterials & Collectors				
Daily/Seasonal Adjustment Factor	0.846	Count Expansion Factor	4.516		
Company Name	MSA Professional Services, Inc.			Manual Adj.	1.000
Observers	AM Peak Period	Miovision			
	Midday Peak Period	Miovision			
	PM Peak Period	Miovision			
Comments	2021 DOT Daily & Seasonal Factors				

Observed 3 Hour Volume Summary



Estimated 24 Hour AADT



Intersection Traffic Volume Report

Count Basics			Page 2 of 13
Start Date:	Thursday, September 7, 2023	Weekday	Schools in Session
Total Number of Hours Counted: 3		Non-Holiday	No Special Events

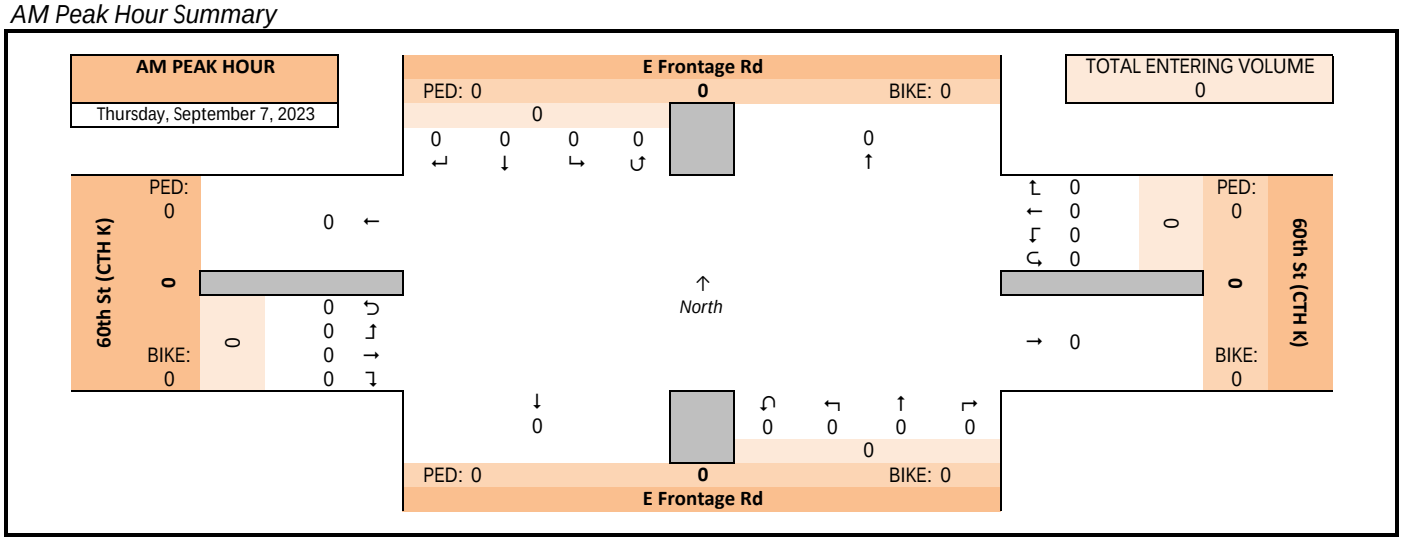
Peak Hour Volume Graphical Summary

60th St (CTH K) & E Frontage Rd

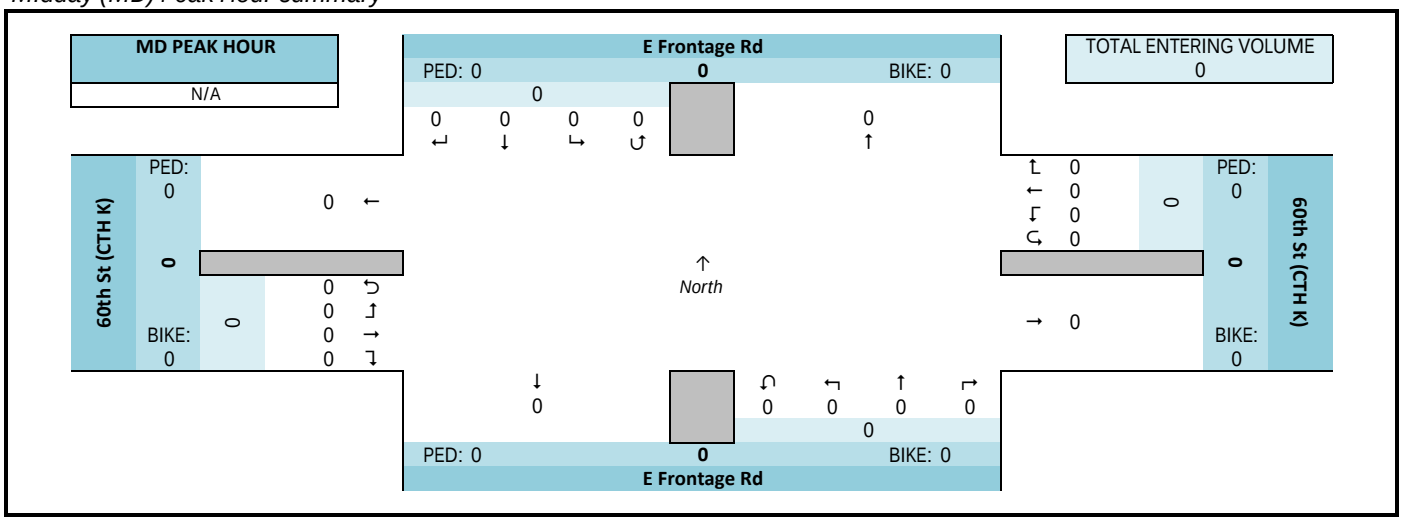
All Motor Vehicles



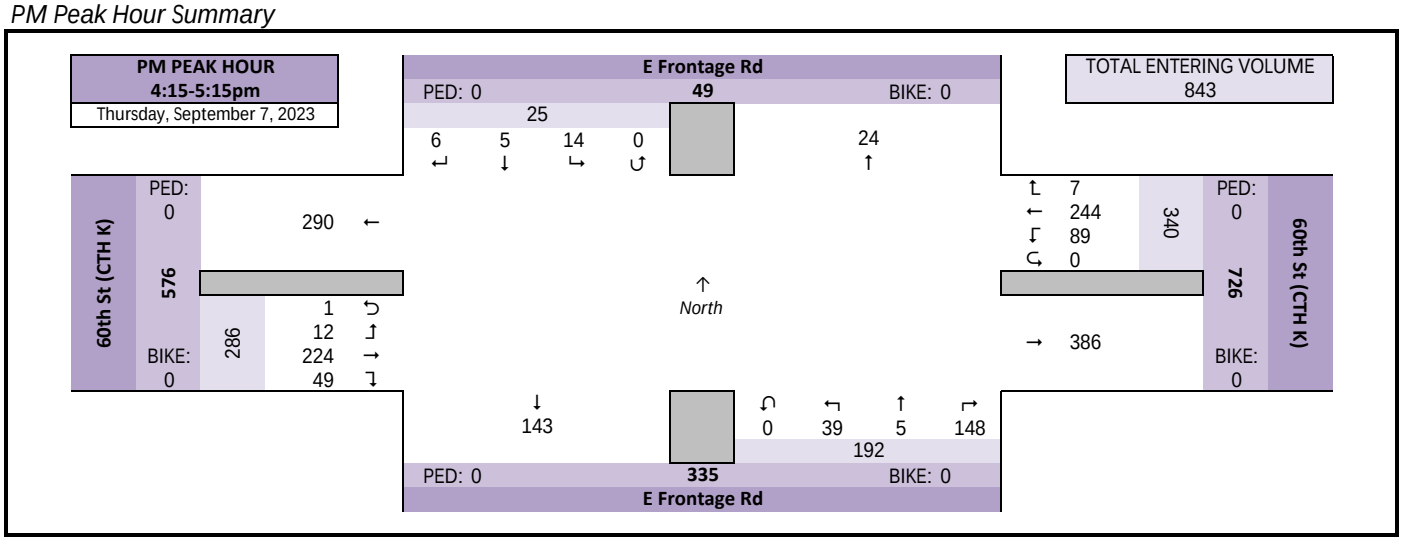
AM Peak Hour Summary



Midday (MD) Peak Hour Summary



PM Peak Hour Summary



Intersection Traffic Volume Report

Count Basics			Page 3 of 13
Start Date:	Thursday, September 7, 2023	Weekday	Schools in Session
Total Number of Hours Counted: 3		Non-Holiday	No Special Events

Peak Hour Volume Summary

60th St (CTH K) & E Frontage Rd

All Motor Vehicles



Peak Hour Volumes, Truck Percentages, and PHFs

Thursday, September 7, 2023		From North					From East					From South					From West					
AM Peak Hour	AM Peak Hour	E Frontage Rd					60th St (CTH K)					E Frontage Rd					60th St (CTH K)					
	Start Time	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Totals
	8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Peak Hour Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Rounded Hourly Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	% Single Unit Trucks	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	% Heavy Trucks	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	% Trucks (Total)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	Peak Hour Factor (PHF)	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

N/A		From North					From East					From South					From West					
Midday (MD) Peak Hour	MD Peak Hour	E Frontage Rd					60th St (CTH K)					E Frontage Rd					60th St (CTH K)					
	Start Time	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Totals
	12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Peak Hour Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Rounded Hourly Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	% Single Unit Trucks	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	% Heavy Trucks	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	% Trucks (Total)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	Peak Hour Factor (PHF)	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

Thursday, September 7, 2023		From North					From East					From South					From West					
PM Peak Hour	PM Peak Hour	E Frontage Rd					60th St (CTH K)					E Frontage Rd					60th St (CTH K)					
	Start Time	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Totals
	4:15 PM	1	1	6	0	8	0	73	17	0	90	41	3	5	0	49	14	46	5	0	65	212
	4:30 PM	1	3	4	0	8	5	60	28	0	93	37	2	13	0	52	12	60	4	1	77	230
	4:45 PM	1	1	0	0	2	0	49	21	0	70	39	0	11	0	50	11	53	1	0	65	187
	5:00 PM	3	0	4	0	7	2	62	23	0	87	31	0	10	0	41	12	65	2	0	79	214
	Peak Hour Volume	6	5	14	0	25	7	244	89	0	340	148	5	39	0	192	49	224	12	1	286	843
	Rounded Hourly Volume	5	5	15	0	25	5	245	90	0	340	150	5	40	0	195	50	225	10	0	285	845
	% Single Unit Trucks	0.0	0.0	0.0	0.0	0.0	0.0	1.2	4.5	0.0	2.1	3.4	0.0	5.1	0.0	3.6	0.0	0.4	0.0	0.0	0.3	1.8
	% Heavy Trucks	0.0	0.0	0.0	0.0	0.0	0.0	0.4	0.0	0.0	0.3	0.0	0.0	5.1	0.0	1.0	0.0	0.4	0.0	0.0	0.3	0.5
	% Trucks (Total)	0.0	0.0	0.0	0.0	0.0	0.0	1.6	4.5	0.0	2.4	3.4	0.0	10.3	0.0	4.7	0.0	0.9	0.0	0.0	0.7	2.3
	Peak Hour Factor (PHF)	0.50	0.42	0.58	0.00	0.78	0.35	0.84	0.79	0.00	0.91	0.90	0.42	0.75	0.00	0.92	0.87	0.86	0.60	0.25	0.91	0.92

Peak Hour Pedestrian and Bicyclist Volumes

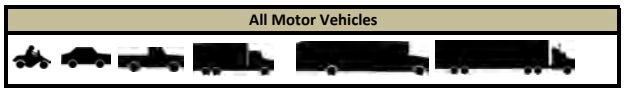
Pedestrians and Bicyclists		Crossing North Approach			Crossing East Approach			Crossing South Approach			Crossing West Approach			Total Ped & Bike Volume
		E Frontage Rd			60th St (CTH K)			E Frontage Rd			60th St (CTH K)			
	15-Minute Start Time	Pedestrian	Bicyclist	Total	Pedestrian	Bicyclist	Total	Pedestrian	Bicyclist	Total	Pedestrian	Bicyclist	Total	
AM	8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
	8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
	8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
	8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
	Total	0	0	0	0	0	0	0	0	0	0	0	0	0
MD	12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	Total	0	0	0	0	0	0	0	0	0	0	0	0	0
PM	4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	Total	0	0	0	0	0	0	0	0	0	0	0	0	0

Intersection Traffic Volume Report

Count Basics			Page 4 of 13
Start Date:	Thursday, September 7, 2023	Weekday	Schools in Session
Total Number of Hours Counted: 3		Non-Holiday	No Special Events

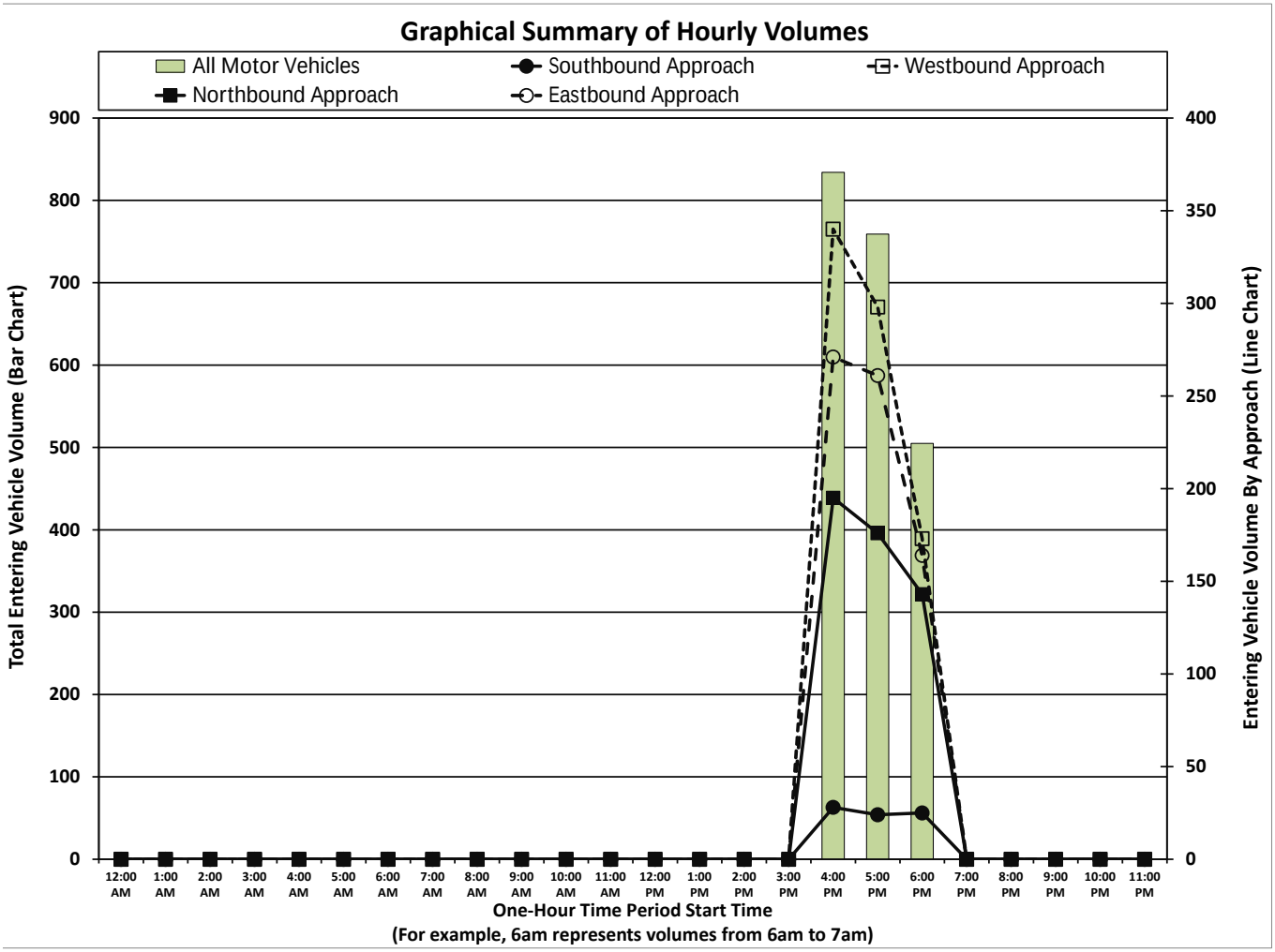
Hourly Volume Summary - Motor Vehicle Data

60th St (CTH K) & E Frontage Rd



One-Hour Motor Vehicle Data

One-Hour Time Period Start Time		From North (↓) E Frontage Rd					From East (←) 60th St (CTH K)					From South (↑) E Frontage Rd					From West (→) 60th St (CTH K)					Total Vehicle Volume	Directional Volume Totals E/W	Directional Volume Totals N/S
		Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total			
Pre-AM	12:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	1:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	2:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	3:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	4:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	5:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
AM	6:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
MD	10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	1:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PM	2:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	3:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	4:00 PM	4	7	17	0	28	8	246	86	0	340	145	8	42	0	195	45	211	14	1	271	834	611	223
	5:00 PM	11	3	10	0	24	6	201	90	1	298	131	2	43	0	176	43	207	10	1	261	759	559	200
	6:00 PM	11	4	9	1	25	4	114	55	0	173	109	1	33	0	143	35	124	5	0	164	505	337	168
	7:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	8:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	9:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	10:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	11:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Totals		26	14	36	1	77	18	561	231	1	811	385	11	118	0	514	123	542	29	2	696	2098	1507	591



Intersection Traffic Volume Report

Count Basics			Page 5 of 13
Start Date:	Thursday, September 7, 2023	Weekday	Schools in Session
Total Number of Hours Counted: 3		Non-Holiday	No Special Events

15-Minute Motor Vehicle Data

60th St (CTH K) & E Frontage Rd

All Motor Vehicles



15-Minute Motor Vehicle Data

15-Minute Time Period		From North (↓) E Frontage Rd					From East (←) 60th St (CTH K)					From South (↑) E Frontage Rd					From West (→) 60th St (CTH K)					15-Min	Hourly	
	Start Time	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Totals	Sum	PHF
Pre-AM Peak Period	12:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	12:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	12:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	12:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	1:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	1:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	1:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	1:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	2:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	2:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	2:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	2:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	3:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	3:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	3:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	3:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	4:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	4:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	4:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	4:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	5:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	5:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	5:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	5:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
AM Peak Period	6:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	6:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	6:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	6:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	9:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	9:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	9:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
Midday Peak Period	10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	10:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	10:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	10:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	1:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	1:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	1:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	1:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
PM Peak Period	2:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	2:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	2:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	2:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	3:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	3:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	3:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	3:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	4:00 PM	1	2	7	0	10	3	64	20	0	87	28	3	13	0	44	8	52	4	0	64	205	834	0.91
	4:15 PM	1	1	6	0	8	0	73	17	0	90	41	3	5	0	49	14	46	5	0	65	212	843	0.92
	4:30 PM	1	3	4	0	8	5	60	28	0	93	37	2	13	0	52	12	60	4	1	77	230	802	0.87
	4:45 PM	1	1	0	0	2	0	49	21	0	70	39	0	11	0	50	11	53	1	0	65	187	764	0.89
	5:00 PM	3	0	4	0	7	2	62	23	0	87	31	0	10	0	41	12	65	2	0	79	214	759	0.89
	5:15 PM	0	1	0	0	1	0	48	22	0	70	23	1	18	0	42	9	47	1	1	58	171	683	0.89
	5:30 PM	4	1	2	0	7	2	48	27	0	77	36	1	9	0	46	13	46	3	0	62	192	663	0.86
	5:45 PM	4	1	4	0	9	2	43	18	1	64	41	0	6	0	47	9	49	4	0	62	182	586	0.80
	6:00 PM	5	1	4	1	11	1	35	11	0	47	22	0	8	0	30	8	41	1	0	50	138	505	0.84
	6:15 PM	4	1	3	0	8	2	33	12	0	47	33	1	11	0	45	9	40	2	0	51	151		
	6:30 PM	1	2	1	0	4	0	23	17	0	40	25	0	7	0	32	9	28	2	0	39	115		
	6:45 PM	1	0	1	0	2	1	23	15	0	39	29	0	7	0	36	9	15	0	0	24	101		
	7:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	7:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	7:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	7:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	8:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	8:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	8:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	8:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	9:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	9:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	9:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	9:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
Post PM Peak Period	10:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	10:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	10:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	10:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	11:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	11:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	11:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	11:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
Totals		26	14	36	1	77	18	561	231	1	811	385	11	118	0	514	123	542	29	2	696	2098		

Peak Hour All Vehicle Volume Summary

Hourly Time Period		From North (↓) E Frontage Rd					From East (←) 60th St (CTH K)					From South (↑) E Frontage Rd					From West (→) 60th St (CTH K)					Total Hourly	
	Start Time	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Volume	PHF
AM	8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
MD	12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
PM	4:15 PM	6	5	14	0	25	7	244	89	0	340	148	5	39	0	192	49	224	12	1	286	843	0.92

Intersection Traffic Volume Report

Count Basics			Page 6 of 13
Start Date:	Thursday, September 7, 2023	Weekday	Schools in Session
Total Number of Hours Counted: 3		Non-Holiday	No Special Events

15-Minute Automobile Data

60th St (CTH K) & E Frontage Rd



15-Minute Automobile Data

	15-Minute Time Period	From North (↓) E Frontage Rd					From East (←) 60th St (CTH K)					From South (↑) E Frontage Rd					From West (→) 60th St (CTH K)					15-Min	Hourly
	Start Time	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Totals	Sum
Pre-AM Peak Period	12:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	12:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	12:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	12:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	1:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	1:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	1:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	1:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	2:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	2:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	2:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	2:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	3:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	3:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	3:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	3:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	4:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	4:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	4:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	4:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	5:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	5:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	5:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	5:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
AM Peak Period	6:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	6:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	6:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	6:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Midday Peak Period	10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	10:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	10:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	10:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	1:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	1:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	1:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	1:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
PM Peak Period	2:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	2:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	2:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	2:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	3:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	3:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	3:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	3:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	4:00 PM	1	2	7	0	10	3	64	19	0	86	27	3	12	0	42	8	52	4	0	64	202	815
	4:15 PM	1	1	6	0	8	0	72	14	0	86	39	3	4	0	46	14	46	5	0	65	205	824
	4:30 PM	1	3	4	0	8	5	59	28	0	92	35	2	10	0	47	12	58	4	1	75	222	789
	4:45 PM	1	1	0	0	2	0	48	21	0	69	39	0	11	0	50	11	53	1	0	65	186	756
	5:00 PM	3	0	4	0	7	2	61	22	0	85	30	0	10	0	40	12	65	2	0	79	211	750
	5:15 PM	0	1	0	0	1	0	47	22	0	69	23	1	18	0	42	9	47	1	1	58	170	676
	5:30 PM	4	1	2	0	7	2	47	27	0	76	36	1	9	0	46	13	44	3	0	60	189	655
	5:45 PM	4	1	4	0	9	2	41	18	1	62	41	0	6	0	47	9	49	4	0	62	180	579
	6:00 PM	5	1	4	1	11	1	35	11	0	47	21	0	8	0	29	8	41	1	0	50	137	500
	6:15 PM	4	1	3	0	8	2	33	12	0	47	33	1	11	0	45	9	38	2	0	49	149	
	6:30 PM	1	2	1	0	4	0	22	17	0	39	25	0	7	0	32	9	27	2	0	38	113	
	6:45 PM	1	0	1	0	2	1	23	15	0	39	29	0	7	0	36	9	15	0	0	24	101	
	7:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	7:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	7:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	7:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Post PM Peak Period	10:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	10:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	10:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	10:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	11:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	11:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	11:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	11:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Totals		26	14	36	1	77	18	552	226	1	797	378	11	113	0	502	123	535	29	2	689	2065	

Peak Hour Automobile Volume Summary

Hourly Time Period		From North (↓) E Frontage Rd					From East (←) 60th St (CTH K)					From South (↑) E Frontage Rd					From West (→) 60th St (CTH K)					Total Hourly
	Start Time	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Volume
AM	8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
MD	12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PM	4:15 PM	6	5	14	0	25	7	240	85	0	332	143	5	35	0	183	49	222	12	1	284	824

Intersection Traffic Volume Report

Count Basics			Page 7 of 13
Start Date:	Thursday, September 7, 2023	Weekday	Schools in Session
Total Number of Hours Counted: 3		Non-Holiday	No Special Events

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

60th St (CTH K) & E Frontage Rd



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

15-Minute Time Period		From North (↓) E Frontage Rd					From East (←) 60th St (CTH K)					From South (↑) E Frontage Rd					From West (→) 60th St (CTH K)					15-Min	Hourly
	Start Time	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Totals	Sum
Pre-AM Peak Period	12:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	12:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	12:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	12:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	1:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	1:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	1:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	1:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	2:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	2:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	2:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	2:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	3:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	3:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	3:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	3:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	4:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	4:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	4:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	4:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	5:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	5:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	5:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	5:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
AM Peak Period	6:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	6:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	6:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	6:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Midday Peak Period	10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	10:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	10:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	10:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	1:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	1:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	1:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	1:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
PM Peak Period	2:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	2:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	2:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	2:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	3:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	3:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	3:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	3:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	4:00 PM	0	0	0	0	0	0	0	1	0	1	1	0	1	0	2	0	0	0	0	0	3	16
	4:15 PM	0	0	0	0	0	0	1	3	0	4	2	0	0	0	2	0	0	0	0	0	6	15
	4:30 PM	0	0	0	0	0	0	1	0	0	1	2	0	2	0	4	0	1	0	0	1	6	10
	4:45 PM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1	6
	5:00 PM	0	0	0	0	0	0	0	1	0	1	1	0	0	0	1	0	0	0	0	0	2	7
	5:15 PM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1	6
	5:30 PM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	1	0	0	1	2	7
	5:45 PM	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	2	6
	6:00 PM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	1	4
	6:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	2	
	6:30 PM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1	
	6:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	7:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	7:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	7:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	7:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Post PM Peak Period	10:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	10:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	10:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	10:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	11:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	11:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	11:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	11:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Totals		0	0	0	0	0	0	8	5	0	13	7	0	3	0	10	0	4	0	0	4	27	

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

Hourly Time Period		From North (↓) E Frontage Rd					From East (←) 60th St (CTH K)					From South (↑) E Frontage Rd					From West (→) 60th St (CTH K)					Total Hourly
	Start Time	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Volume
AM	8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
MD	12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PM	4:15 PM	0	0	0	0	0	0	3	4	0	7	5	0	2	0	7	0	1	0	0	1	15

Intersection Traffic Volume Report

Count Basics			Page 8 of 13
Start Date:	Thursday, September 7, 2023	Weekday	Schools in Session
Total Number of Hours Counted: 3		Non-Holiday	No Special Events

15-Minute Semi-Truck Data

60th St (CTH K) & E Frontage Rd



15-Minute Semi-Truck Data

	15-Minute	From North (↓)					From East (←)					From South (↑)					From West (→)						
	Time Period	E Frontage Rd					60th St (CTH K)					E Frontage Rd					60th St (CTH K)					15-Min	Hourly
	Start Time	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Totals	Sum
Pre-AM Peak Period	12:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	12:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	12:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	12:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	1:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	1:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	1:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	1:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	2:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	2:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	2:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	2:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	3:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	3:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	3:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	3:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	4:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	4:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	4:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	4:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	5:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	5:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	5:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	5:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
AM Peak Period	6:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	6:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	6:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	6:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Midday Peak Period	10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	10:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	10:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	10:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	1:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	1:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	1:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	1:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
PM Peak Period	2:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	2:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	2:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	2:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	3:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	3:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	3:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	3:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3
	4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	1	4
	4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	1	0	0	1	2	3
	4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
	5:00 PM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1	2
	5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
	5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1	1
	5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
	6:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
	6:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	6:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1	
	6:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	7:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	7:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	7:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	7:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Post PM Peak Period	10:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	10:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	10:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	10:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	11:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	11:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	11:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	11:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Totals	0	0	0	0	0	0	1	0	0	1	0	0	2	0	2	0	3	0	0	3	6	

Peak Hour Semi-Truck Volume Summary

	Hourly	From North (↓)					From East (←)					From South (↑)					From West (→)					Total
	Time Period	E Frontage Rd					60th St (CTH K)					E Frontage Rd					60th St (CTH K)					Hourly
	Start Time	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Volume
AM	8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
MD	12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PM	4:15 PM	0	0	0	0	0	0	1	0	0	1	0	0	2	0	2	0	1	0	0	1	4

Intersection Traffic Volume Report

Count Basics			Page 9 of 13
Start Date:	Thursday, September 7, 2023	Weekday	Schools in Session
Total Number of Hours Counted: 3		Non-Holiday	No Special Events

15-Minute Heavy Vehicle Data

60th St (CTH K) & E Frontage Rd



15-Minute Heavy Vehicle Data

15-Minute Time Period		From North (↓) E Frontage Rd					From East (←) 60th St (CTH K)					From South (↑) E Frontage Rd					From West (→) 60th St (CTH K)					15-Min	Hourly
	Start Time	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Totals	Sum
Pre-AM Peak Period	12:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	12:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	12:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	12:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	1:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	1:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	1:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	1:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	2:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	2:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	2:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	2:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	3:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	3:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	3:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	3:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	4:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	4:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	4:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	4:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	5:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	5:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	5:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	5:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
AM Peak Period	6:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	6:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	6:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	6:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Midday Peak Period	10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	10:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	10:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	10:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	1:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	1:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	1:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	1:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
PM Peak Period	2:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	2:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	2:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	2:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	3:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	3:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	3:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	3:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	4:00 PM	0	0	0	0	0	0	0	1	0	1	1	0	1	0	2	0	0	0	0	0	3	19
	4:15 PM	0	0	0	0	0	0	1	3	0	4	2	0	1	0	3	0	0	0	0	0	7	19
	4:30 PM	0	0	0	0	0	0	1	0	0	1	2	0	3	0	5	0	2	0	0	2	8	13
	4:45 PM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1	8
	5:00 PM	0	0	0	0	0	0	1	1	0	2	1	0	0	0	1	0	0	0	0	0	3	9
	5:15 PM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1	7
	5:30 PM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	2	0	0	2	3	8
	5:45 PM	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	2	7
	6:00 PM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	1	5
	6:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	2	
	6:30 PM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	1	0	0	1	2	
	6:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	7:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	7:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	7:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	7:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Post PM Peak Period	10:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	10:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	10:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	10:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	11:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	11:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	11:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	11:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Totals		0	0	0	0	0	0	9	5	0	14	7	0	5	0	12	0	7	0	0	7	33	

Peak Hour Heavy Vehicle Volume Summary

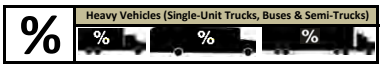
Hourly Time Period		From North (↓) E Frontage Rd					From East (←) 60th St (CTH K)					From South (↑) E Frontage Rd					From West (→) 60th St (CTH K)					Total Hourly
	Start Time	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Volume
AM	8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
MD	12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PM	4:15 PM	0	0	0	0	0	0	4	4	0	8	5	0	4	0	9	0	2	0	0	2	19

Intersection Traffic Volume Report

Count Basics			Page 10 of 13
Start Date:	Thursday, September 7, 2023	Weekday	Schools in Session
Total Number of Hours Counted: 3		Non-Holiday	No Special Events

15-Minute Heavy Vehicle Percentages

60th St (CTH K) & E Frontage Rd



15-Minute Heavy Vehicle Percentages

15-Minute Time Period		From North (↓) E Frontage Rd					From East (←) 60th St (CTH K)					From South (↑) E Frontage Rd					From West (→) 60th St (CTH K)					Total Heavy Vehicle	Hourly Heavy Vehicle
	Start Time	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Percent	Percent
Pre-AM Peak Period	12:00 AM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	12:15 AM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	12:30 AM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	12:45 AM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	1:00 AM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	1:15 AM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	1:30 AM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	1:45 AM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	2:00 AM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	2:15 AM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	2:30 AM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	2:45 AM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	3:00 AM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	3:15 AM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	3:30 AM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	3:45 AM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	4:00 AM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	4:15 AM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	4:30 AM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	4:45 AM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	5:00 AM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	5:15 AM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	5:30 AM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	5:45 AM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
AM Peak Period	6:00 AM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	6:15 AM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	6:30 AM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	6:45 AM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	7:00 AM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	7:15 AM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	7:30 AM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	7:45 AM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	8:00 AM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	8:15 AM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	8:30 AM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	8:45 AM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	9:00 AM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	9:15 AM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	9:30 AM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	9:45 AM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Midday Peak Period	10:00 AM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	10:15 AM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	10:30 AM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	10:45 AM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	11:00 AM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	11:15 AM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	11:30 AM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	11:45 AM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	12:00 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	12:15 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	12:30 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	12:45 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	1:00 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	1:15 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	1:30 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	1:45 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
PM Peak Period	2:00 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	2:15 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	2:30 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	2:45 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	3:00 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	3:15 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	3:30 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	3:45 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	4:00 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	5.0	0.0	1.1	3.6	0.0	7.7	0.0	4.5	0.0	0.0	0.0	0.0	0.0	1.5	2.3
	4:15 PM	0.0	0.0	0.0	0.0	0.0	0.0	1.4	17.6	0.0	4.4	4.9	0.0	20.0	0.0	6.1	0.0	0.0	0.0	0.0	0.0	3.3	2.3
	4:30 PM	0.0	0.0	0.0	0.0	0.0	0.0	1.7	0.0	0.0	1.1	5.4	0.0	23.1	0.0	9.6	0.0	3.3	0.0	0.0	2.6	3.5	1.6
	4:45 PM	0.0	0.0	0.0	0.0	0.0	0.0	2.0	0.0	0.0	1.4	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.5	1.0
	5:00 PM	0.0	0.0	0.0	0.0	0.0	0.0	1.6	4.3	0.0	2.3	3.2	0.0	0.0	0.0	2.4	0.0	0.0	0.0	0.0	0.0	1.4	1.2
	5:15 PM	0.0	0.0	0.0	0.0	0.0	0.0	2.1	0.0	0.0	1.4	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.6	1.0
	5:30 PM	0.0	0.0	0.0	0.0	0.0	0.0	2.1	0.0	0.0	1.3	0.0	0.0	0.0	0.0	0.0	0.0	4.3	0.0	0.0	3.2	1.6	1.2
	5:45 PM	0.0	0.0	0.0	0.0	0.0	0.0	4.7	0.0	0.0	3.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1.1	1.2
	6:00 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	4.5	0.0	0.0	0.0	3.3	0.0	0.0	0.0	0.0	0.0	0.7	1.0
	6:15 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	5.0	0.0	0.0	3.9	1.3	
	6:30 PM	0.0	0.0	0.0	0.0	0.0	0.0	4.3	0.0	0.0	2.5	0.0	0.0	0.0	0.0	0.0	0.0	3.6	0.0	0.0	2.6	1.7	
	6:45 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	7:00 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	7:15 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	7:30 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	7:45 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	8:00 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	8:15 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	8:30 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	8:45 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	9:00 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	9:15 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	9:30 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	9:45 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Post PM Peak Period	10:00 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	10:15 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	10:30 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	10:45 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	11:00 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	11:15 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	11:30 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	11:45 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Totals		0.0	0.0	0.0	0.0	0.0	0.0	1.6	2.2	0.0	1.7	1.8	0.0	4.2	0.0	2.3	0.0	1.3	0.0	0.0	1.0	1.6	

Peak Hour Heavy Vehicle Percentages Summary

Hourly Time Period		From North (↓) E Frontage Rd					From East (←) 60th St (CTH K)					From South (↑) E Frontage Rd					From West (→) 60th St (CTH K)					Hourly Heavy Vehicle
	Start Time	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Percent
AM	8:00 AM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
MD	12:00 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
PM	4:15 PM	0.0	0.0	0.0	0.0	0.0	0.0	1.6	4.5	0.0	2.4	3.4	0.0	10.3	0.0	4.7	0.0	0.9	0.0	0.0	0.7	2.3

Intersection Traffic Volume Report

Count Basics			Page 11 of 13
Start Date:	Thursday, September 7, 2023	Weekday	Schools in Session
Total Number of Hours Counted: 3		Non-Holiday	No Special Events

15-Minute Pedestrian and Bicyclist Data

60th St (CTH K) & E Frontage Rd

Pedestrians and Bicyclists

15-Minute Pedestrian and Bicyclist Data

	15-Minute Time Period	Crossing North Approach E Frontage Rd			Crossing East Approach 60th St (CTH K)			Crossing South Approach E Frontage Rd			Crossing West Approach 60th St (CTH K)			15-Min	Hourly
	Start Time	Pedestrian	Bicyclist	Total	Pedestrian	Bicyclist	Total	Pedestrian	Bicyclist	Total	Pedestrian	Bicyclist	Total	Totals	Sum
Pre-AM Peak Period	12:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	12:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	12:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	12:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	1:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	1:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	1:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	1:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	2:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	2:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	2:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	2:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	3:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	3:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	3:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	3:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	4:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	4:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	4:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	4:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	5:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	5:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	5:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	5:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
AM Peak Period	6:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	6:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	6:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	6:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
Midday Peak Period	10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	10:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	10:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	10:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	1:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	1:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	1:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	1:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
PM Peak Period	2:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	2:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	2:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	2:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	3:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	3:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	3:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	3:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	6:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	6:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	6:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	6:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	7:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	7:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	7:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	7:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
Post PM Peak Period	10:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	10:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	10:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	10:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	11:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	11:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	11:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	11:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
Totals		**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	

Special Pedestrians

Pedestrian Type	None	1 or 2	A Few	Several	Many	Unknown
Pre-school Children	x					
Elementry School Age Children	x					
Visually Impaired (white cane/help	x					
Elderly/Disabled (except wheelchai	x					
Wheelchairs/Electric Scooters	x					
Other (None,	x					

Intersection Traffic Volume Report

Count Basics	Version 2023.05.03		Page 1 of 13
Start Date:	Thursday, September 7, 2023	Weekday	Schools in Session
Total Number of Hours Counted: 3		Non-Holiday	No Special Events

Base Information, Observed (3) Hour and Estimated (24) Hour Volume Summaries

Major St: **71st St**
Minor St: **W Frontage Rd**
Intersection of: *71st St & W Frontage Rd*

IX_ID:

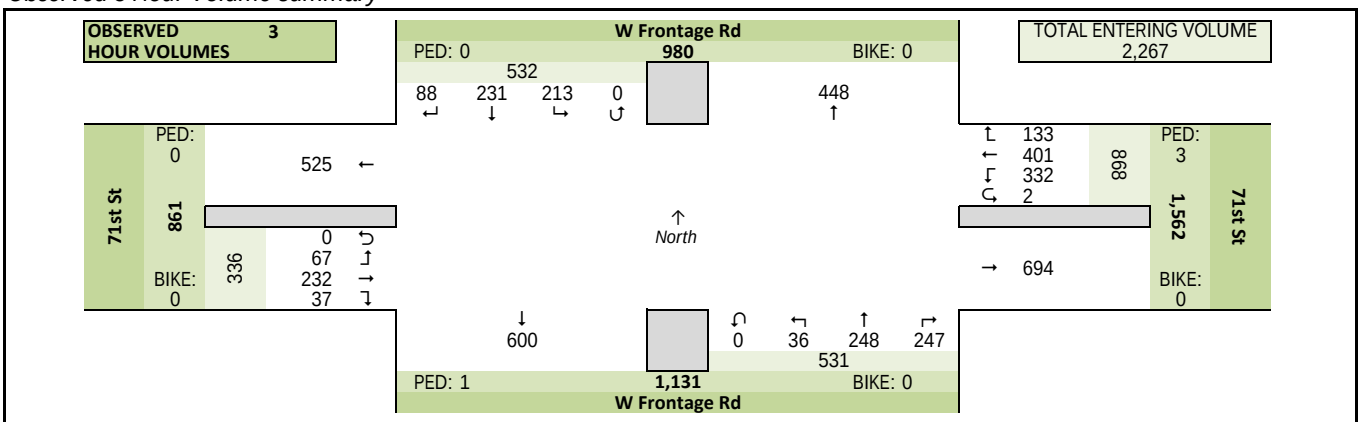
Site Information

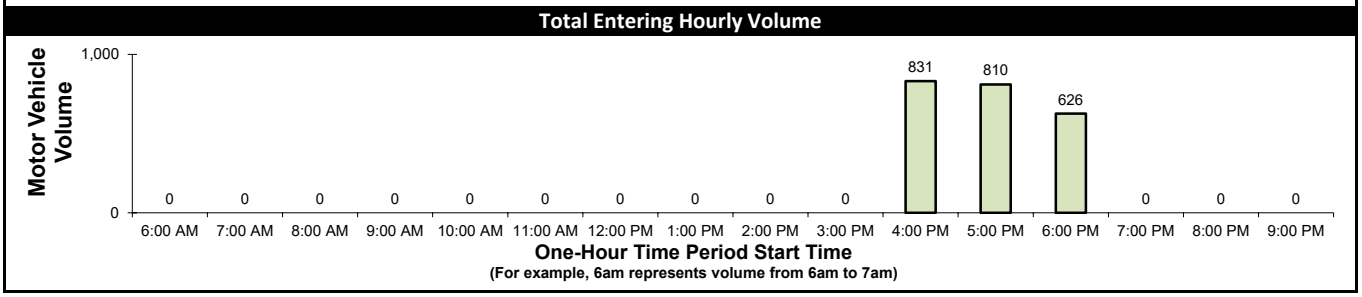
Municipality	City of Kenosha		
County	30 - Kenosha	WisDOT Region	SE
Traffic Control	All-Way Stop		
Roadway Names		North Direction	↑
North Leg	W Frontage Rd		
East Leg	71st St		
South Leg	W Frontage Rd		
West Leg	71st St		
Special Considerations			
Schools	In Session		
Holidays	None		
Special Events	None		
Special Pedestrians Observed			
Pre-school children	None		
Elementry school age children	None		
Visually impaired (white cane/helper dog)	None		
Elderly/disabled (except wheelchairs)	None		
Wheelchairs/electric scooters	None		
Other (describe)	None	None	

Count Information

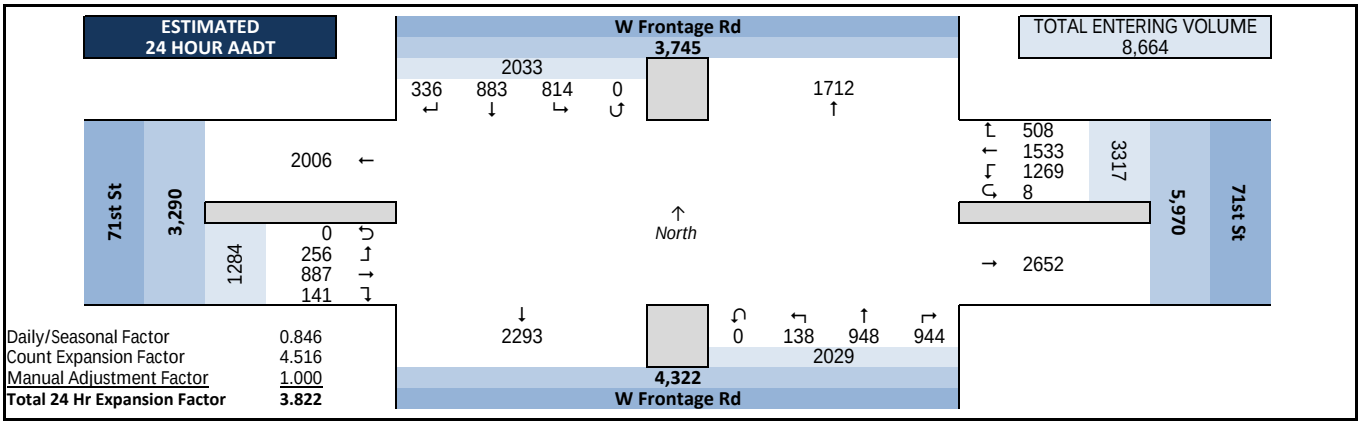
Hrs Counted:	04:00 PM-07:00 PM				
1st Day of Count	Thursday, September 7, 2023			Weather	
AM Peak Period	Thursday, September 7, 2023			Clear & Dry	
Midday Peak Period	Thursday, September 7, 2023			Clear & Dry	
PM Peak Period	Thursday, September 7, 2023			Clear & Dry	
Calculated Peak Hours					
AM		MD		PM	4:15-5:15pm
Peak Hours Selected for Analysis					
AM		MD		PM	4:15-5:15pm
Daily/Seasonal Adjustment Group	(2) Urban Arterials & Collectors				
Count Expansion Group	(2) Urban Arterials & Collectors				
Daily/Seasonal Adjustment Factor	0.846	Count Expansion Factor	4.516		
Company Name	MSA Professional Services, Inc.			Manual Adj.	1.000
Observers	AM Peak Period	Miovision			
	Midday Peak Period	Miovision			
	PM Peak Period	Miovision			
Comments	2021 DOT Daily & Seasonal Factors				

Observed 3 Hour Volume Summary





Estimated 24 Hour AADT



Intersection Traffic Volume Report

Count Basics			Page 2 of 13
Start Date:	Thursday, September 7, 2023	Weekday	Schools in Session
Total Number of Hours Counted: 3		Non-Holiday	No Special Events

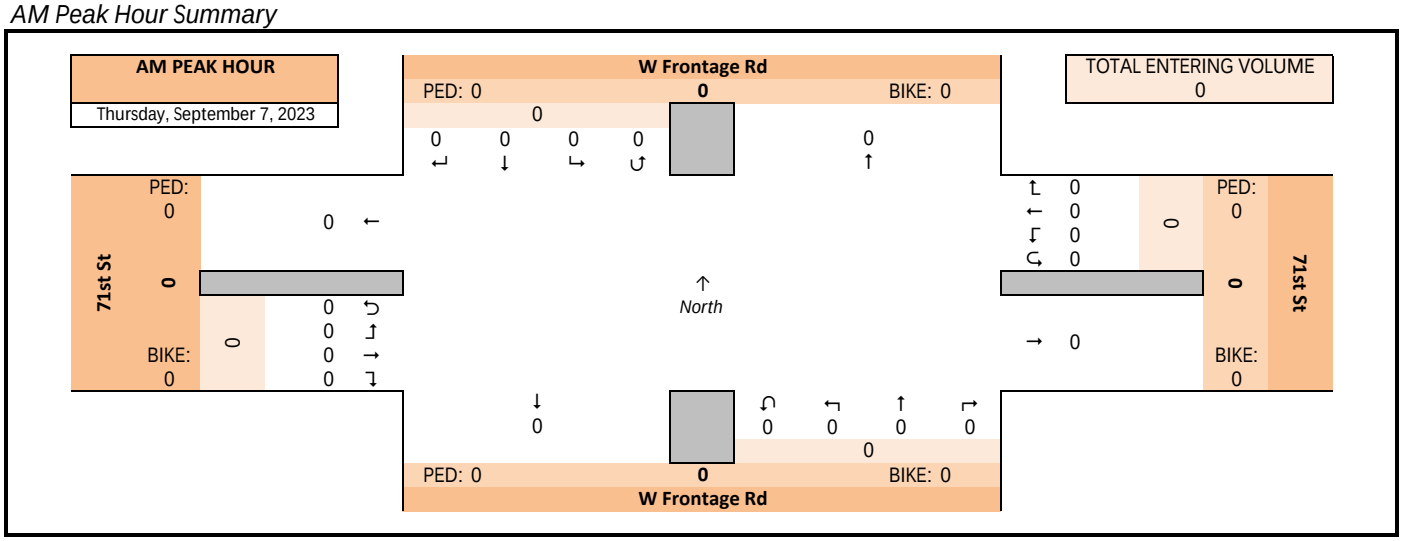
Peak Hour Volume Graphical Summary

71st St & W Frontage Rd

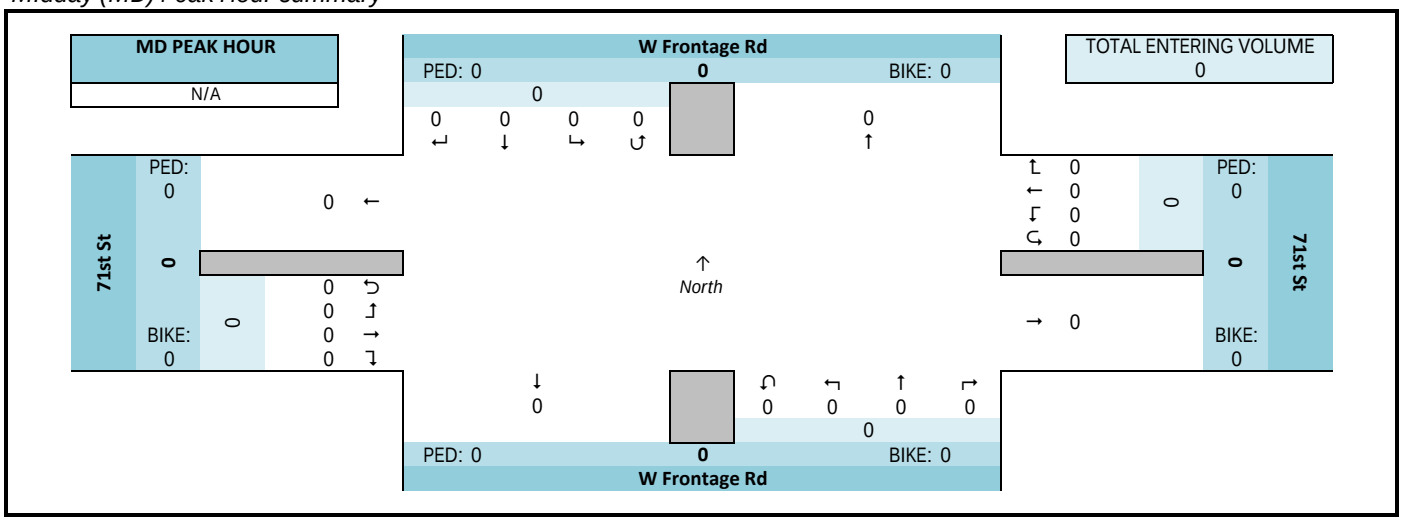
All Motor Vehicles



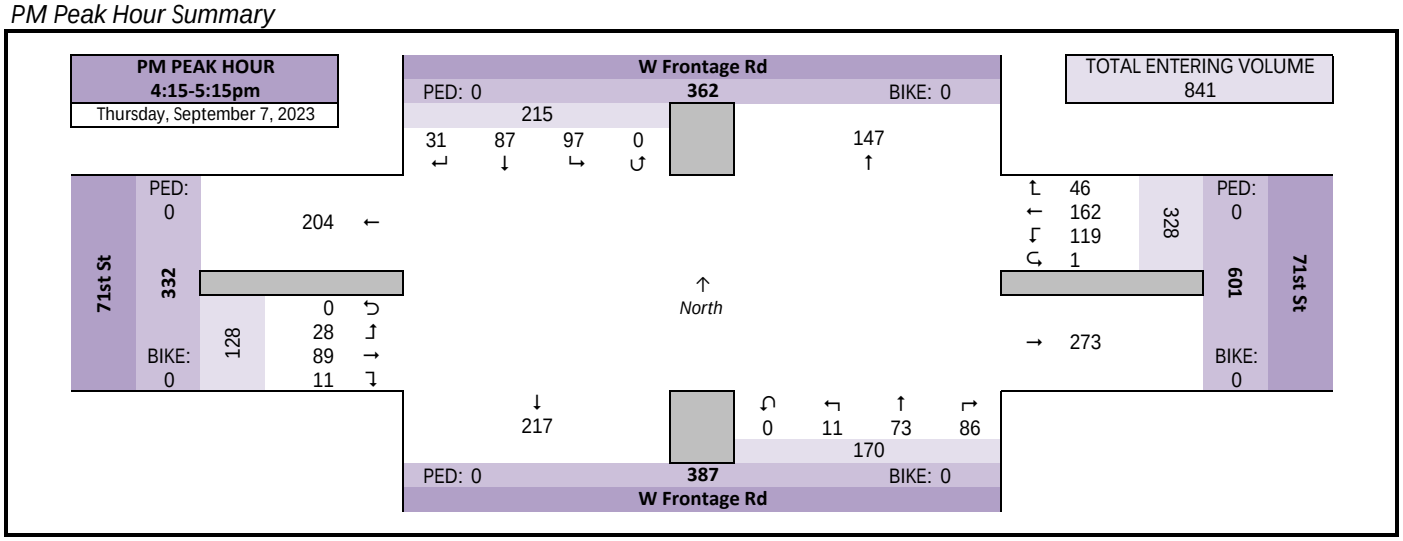
AM Peak Hour Summary



Midday (MD) Peak Hour Summary



PM Peak Hour Summary

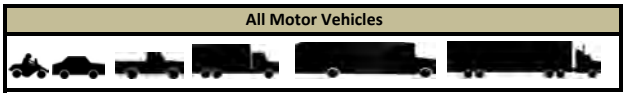


Intersection Traffic Volume Report

Count Basics			Page 3 of 13
Start Date:	Thursday, September 7, 2023	Weekday	Schools in Session
Total Number of Hours Counted: 3		Non-Holiday	No Special Events

Peak Hour Volume Summary

71st St & W Frontage Rd



Peak Hour Volumes, Truck Percentages, and PHFs

Thursday, September 7, 2023		From North					From East					From South					From West					
	AM Peak Hour	W Frontage Rd					71st St					W Frontage Rd					71st St					
	Start Time	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Totals
AM Peak Hour	8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Peak Hour Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Rounded Hourly Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	% Single Unit Trucks	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	% Heavy Trucks	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	% Trucks (Total)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	Peak Hour Factor (PHF)	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

N/A		From North					From East					From South					From West					
	MD Peak Hour	W Frontage Rd					71st St					W Frontage Rd					71st St					
	Start Time	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Totals
Midday (MD) Peak Hour	12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Peak Hour Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Rounded Hourly Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	% Single Unit Trucks	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	% Heavy Trucks	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	% Trucks (Total)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	Peak Hour Factor (PHF)	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

Thursday, September 7, 2023		From North					From East					From South					From West					
	PM Peak Hour	W Frontage Rd					71st St					W Frontage Rd					71st St					
	Start Time	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Totals
PM Peak Hour	4:15 PM	13	17	22	0	52	10	56	29	0	95	21	21	5	0	47	4	23	7	0	34	228
	4:30 PM	5	22	27	0	54	14	33	25	0	72	23	14	1	0	38	2	24	7	0	33	197
	4:45 PM	7	25	23	0	55	9	40	22	1	72	19	18	3	0	40	2	18	8	0	28	195
	5:00 PM	6	23	25	0	54	13	33	43	0	89	23	20	2	0	45	3	24	6	0	33	221
	Peak Hour Volume	31	87	97	0	215	46	162	119	1	328	86	73	11	0	170	11	89	28	0	128	841
	Rounded Hourly Volume	30	85	95	0	210	45	160	120	0	325	85	75	10	0	170	10	90	30	0	130	835
	% Single Unit Trucks	0.0	1.1	2.1	0.0	1.4	0.0	1.2	2.5	0.0	1.5	2.3	6.8	0.0	0.0	4.1	0.0	3.4	0.0	0.0	2.3	2.1
	% Heavy Trucks	0.0	0.0	0.0	0.0	0.0	0.0	1.2	0.8	0.0	0.9	0.0	0.0	0.0	0.0	0.0	0.0	1.1	0.0	0.0	0.8	0.5
	% Trucks (Total)	0.0	1.1	2.1	0.0	1.4	0.0	2.5	3.4	0.0	2.4	2.3	6.8	0.0	0.0	4.1	0.0	4.5	0.0	0.0	3.1	2.6
	Peak Hour Factor (PHF)	0.60	0.87	0.90	0.00	0.98	0.82	0.72	0.69	0.25	0.86	0.93	0.87	0.55	0.00	0.90	0.69	0.93	0.87	0.00	0.94	0.92

Peak Hour Pedestrian and Bicyclist Volumes

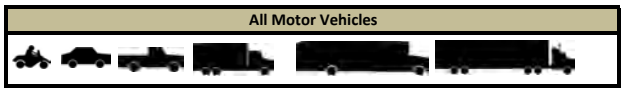
Pedestrians and Bicyclists		Crossing North Approach			Crossing East Approach			Crossing South Approach			Crossing West Approach			Total Ped & Bike Volume
		W Frontage Rd			71st St			W Frontage Rd			71st St			
	15-Minute Start Time	Pedestrian	Bicyclist	Total	Pedestrian	Bicyclist	Total	Pedestrian	Bicyclist	Total	Pedestrian	Bicyclist	Total	
AM	8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
	8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
	8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
	8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
	Total	0	0	0	0	0	0	0	0	0	0	0	0	0
MD	12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	Total	0	0	0	0	0	0	0	0	0	0	0	0	0
PM	4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	Total	0	0	0	0	0	0	0	0	0	0	0	0	0

Intersection Traffic Volume Report

Count Basics			Page 4 of 13
Start Date:	Thursday, September 7, 2023	Weekday	Schools in Session
Total Number of Hours Counted: 3		Non-Holiday	No Special Events

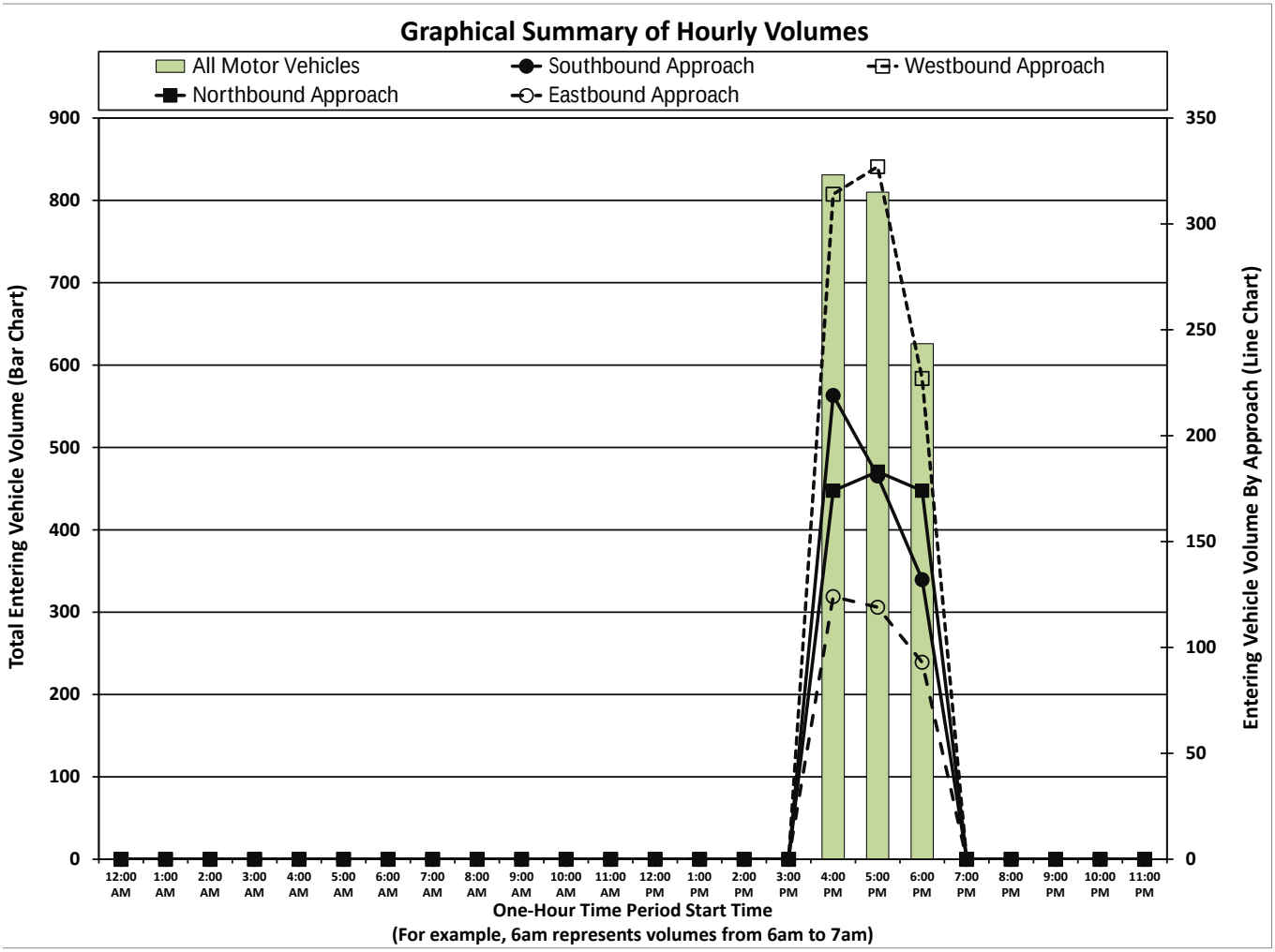
Hourly Volume Summary - Motor Vehicle Data

71st St & W Frontage Rd



One-Hour Motor Vehicle Data

One-Hour Time Period Start Time		From North (↓) W Frontage Rd					From East (←) 71st St					From South (↑) W Frontage Rd					From West (→) 71st St					Total Vehicle Volume	Directional Volume Totals E/W	Directional Volume Totals N/S
		Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total			
Pre-AM	12:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	1:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	2:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	3:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	4:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	5:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
AM	6:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
MD	10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	1:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PM	2:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	3:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	4:00 PM	41	82	96	0	219	49	164	100	1	314	84	76	14	0	174	14	80	30	0	124	831	438	393
	5:00 PM	24	89	68	0	181	48	147	132	0	327	80	96	7	0	183	14	82	23	0	119	810	446	364
	6:00 PM	23	60	49	0	132	36	90	100	1	227	83	76	15	0	174	9	70	14	0	93	626	320	306
	7:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	8:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	9:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	10:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	11:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Totals		88	231	213	0	532	133	401	332	2	868	247	248	36	0	531	37	232	67	0	336	2267	1204	1063



Intersection Traffic Volume Report

Count Basics			Page 5 of 13
Start Date:	Thursday, September 7, 2023	Weekday	Schools in Session
Total Number of Hours Counted: 3		Non-Holiday	No Special Events

15-Minute Motor Vehicle Data

71st St & W Frontage Rd



15-Minute Motor Vehicle Data

	15-Minute Time Period	From North (↓) W Frontage Rd					From East (←) 71st St					From South (↑) W Frontage Rd					From West (→) 71st St					15-Min	Hourly	
	Start Time	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Totals	Sum	PHF
Pre-AM Peak Period	12:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	12:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	12:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	12:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	1:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	1:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	1:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	1:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	2:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	2:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	2:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	2:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	3:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	3:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	3:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	3:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	4:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	4:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	4:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	4:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	5:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	5:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	5:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	5:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
AM Peak Period	6:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	6:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	6:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	6:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	9:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	9:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	9:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
Midday Peak Period	10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	10:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	10:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	10:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	1:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	1:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	1:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	1:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
PM Peak Period	2:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	2:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	2:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	2:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	3:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	3:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	3:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	3:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	4:00 PM	16	18	24	0	58	16	35	24	0	75	21	23	5	0	49	6	15	8	0	29	211	831	0.91
	4:15 PM	13	17	22	0	52	10	56	29	0	95	21	21	5	0	47	4	23	7	0	34	228	841	0.92
	4:30 PM	5	22	27	0	54	14	33	25	0	72	23	14	1	0	38	2	24	7	0	33	197	794	0.90
	4:45 PM	7	25	23	0	55	9	40	22	1	72	19	18	3	0	40	2	18	8	0	28	195	820	0.92
	5:00 PM	6	23	25	0	54	13	33	43	0	89	23	20	2	0	45	3	24	6	0	33	221	810	0.91
	5:15 PM	3	22	16	0	41	10	30	30	0	70	17	25	2	0	44	3	18	5	0	26	181	756	0.85
	5:30 PM	9	27	16	0	52	14	47	29	0	90	19	29	3	0	51	3	19	8	0	30	223	747	0.84
	5:45 PM	6	17	11	0	34	11	37	30	0	78	21	22	0	0	43	5	21	4	0	30	185	668	0.90
	6:00 PM	6	17	14	0	37	10	22	30	0	62	23	19	0	0	42	3	18	5	0	26	167	626	0.91
	6:15 PM	3	19	15	0	37	12	22	27	0	61	21	25	7	0	53	2	12	7	0	21	172		
	6:30 PM	9	8	14	0	31	2	28	16	1	47	16	19	5	0	40	0	25	1	0	26	144		
	6:45 PM	5	16	6	0	27	12	18	27	0	57	23	13	3	0	39	4	15	1	0	20	143		
	7:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	7:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	7:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	7:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	8:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	8:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	8:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	8:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	9:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	9:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	9:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	9:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
Post PM Peak Period	10:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	10:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	10:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	10:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	11:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	11:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	11:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	11:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
Totals		88	231	213	0	532	133	401	332	2	868	247	248	36	0	531	37	232	67	0	336	2267		

Peak Hour All Vehicle Volume Summary

	Hourly Time Period	From North (↓) W Frontage Rd					From East (←) 71st St					From South (↑) W Frontage Rd					From West (→) 71st St					Total Hourly	
	Start Time	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Volume	PHF
AM	8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
MD	12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
PM	4:15 PM	31	87	97	0	215	46	162	119	1	328	86	73	11	0	170	11	89	28	0	128	841	0.92

Intersection Traffic Volume Report

Count Basics			Page 6 of 13
Start Date:	Thursday, September 7, 2023	Weekday	Schools in Session
Total Number of Hours Counted: 3		Non-Holiday	No Special Events

15-Minute Automobile Data

71st St & W Frontage Rd



15-Minute Automobile Data

	15-Minute	From North					From East					From South					From West						
	Time Period	W Frontage Rd					71st St					W Frontage Rd					71st St					15-Min	Hourly
	Start Time	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Totals	Sum
Pre-AM Peak Period	12:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	12:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	12:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	12:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	1:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	1:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	1:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	1:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	2:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	2:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	2:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	2:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	3:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	3:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	3:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	3:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	4:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	4:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	4:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	4:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	5:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	5:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	5:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	5:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
AM Peak Period	6:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	6:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	6:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	6:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Midday Peak Period	10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	10:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	10:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	10:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	1:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	1:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	1:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	1:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
PM Peak Period	2:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	2:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	2:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	2:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	3:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	3:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	3:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	3:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	4:00 PM	16	18	24	0	58	13	34	24	0	71	21	22	5	0	48	6	14	8	0	28	205	810
	4:15 PM	13	17	21	0	51	10	55	29	0	94	20	19	5	0	44	4	22	7	0	33	222	819
	4:30 PM	5	22	26	0	53	14	32	25	0	71	22	13	1	0	36	2	24	7	0	33	193	770
	4:45 PM	7	24	23	0	54	9	40	20	1	70	19	16	3	0	38	2	18	8	0	28	190	796
	5:00 PM	6	23	25	0	54	13	31	41	0	85	23	20	2	0	45	3	21	6	0	30	214	787
	5:15 PM	3	22	16	0	41	8	30	28	0	66	17	21	2	0	40	3	18	5	0	26	173	731
	5:30 PM	9	27	16	0	52	14	47	29	0	90	18	27	3	0	48	3	19	7	0	29	219	728
	5:45 PM	6	17	11	0	34	11	37	29	0	77	21	19	0	0	40	5	21	4	0	30	181	648
	6:00 PM	6	17	14	0	37	10	22	29	0	61	21	16	0	0	37	3	15	5	0	23	158	603
	6:15 PM	3	18	15	0	36	12	22	27	0	61	21	24	7	0	52	2	12	7	0	21	170	
	6:30 PM	9	8	14	0	31	2	27	15	1	45	15	17	5	0	37	0	25	1	0	26	139	
	6:45 PM	5	15	6	0	26	12	18	24	0	54	23	11	3	0	37	4	14	1	0	19	136	
	7:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	7:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	7:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	7:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Post PM Peak Period	10:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	10:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	10:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	10:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	11:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	11:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	11:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	11:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Totals		88	228	211	0	527	128	395	320	2	845	241	225	36	0	502	37	223	66	0	326	2200	

Peak Hour Automobile Volume Summary

	Hourly	From North					From East					From South					From West					Total
	Time Period	W Frontage Rd					71st St					W Frontage Rd					71st St					Hourly
	Start Time	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Volume
AM	8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
MD	12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PM	4:15 PM	31	86	95	0	212	46	158	115	1	320	84	68	11	0	163	11	85	28	0	124	819

Intersection Traffic Volume Report

Count Basics			Page 7 of 13
Start Date:	Thursday, September 7, 2023	Weekday	Schools in Session
Total Number of Hours Counted: 3		Non-Holiday	No Special Events

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

71st St & W Frontage Rd



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

15-Minute Time Period		From North (↓) W Frontage Rd					From East (←) 71st St					From South (↑) W Frontage Rd					From West (→) 71st St					15-Min	Hourly
	Start Time	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Totals	Sum
Pre-AM Peak Period	12:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	12:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	12:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	12:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	1:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	1:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	1:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	1:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	2:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	2:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	2:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	2:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	3:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	3:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	3:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	3:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	4:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	4:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	4:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	4:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	5:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	5:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	5:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	5:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
AM Peak Period	6:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	6:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	6:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	6:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Midday Peak Period	10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	10:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	10:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	10:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	1:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	1:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	1:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	1:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
PM Peak Period	2:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	2:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	2:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	2:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	3:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	3:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	3:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	3:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	4:00 PM	0	0	0	0	0	3	1	0	0	4	0	1	0	0	1	0	1	0	0	1	6	20
	4:15 PM	0	0	1	0	1	0	0	0	0	0	1	2	0	0	3	0	1	0	0	1	5	18
	4:30 PM	0	0	1	0	1	0	1	0	0	1	1	1	0	0	2	0	0	0	0	0	4	20
	4:45 PM	0	1	0	0	1	0	0	2	0	2	0	2	0	0	2	0	0	0	0	0	5	19
	5:00 PM	0	0	0	0	0	0	1	1	0	2	0	0	0	0	0	0	2	0	0	2	4	18
	5:15 PM	0	0	0	0	0	1	0	2	0	3	0	4	0	0	4	0	0	0	0	0	7	22
	5:30 PM	0	0	0	0	0	0	0	0	0	0	1	2	0	0	3	0	0	0	0	0	3	16
	5:45 PM	0	0	0	0	0	0	0	1	0	1	0	3	0	0	3	0	0	0	0	0	4	18
	6:00 PM	0	0	0	0	0	0	0	1	0	1	1	3	0	0	4	0	3	0	0	3	8	21
	6:15 PM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1	
	6:30 PM	0	0	0	0	0	0	1	1	0	2	1	2	0	0	3	0	0	0	0	0	5	
	6:45 PM	0	1	0	0	1	0	0	3	0	3	0	2	0	0	2	0	1	0	0	1	7	
	7:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	7:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	7:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	7:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Post PM Peak Period	10:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	10:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	10:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	10:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	11:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	11:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	11:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	11:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Totals		0	2	2	0	4	4	4	11	0	19	5	23	0	0	28	0	8	0	0	8	59	

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

Hourly Time Period		From North (↓) W Frontage Rd					From East (←) 71st St					From South (↑) W Frontage Rd					From West (→) 71st St					Total Hourly
	Start Time	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Volume
AM	8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
MD	12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PM	4:15 PM	0	1	2	0	3	0	2	3	0	5	2	5	0	0	7	0	3	0	0	3	18

Intersection Traffic Volume Report

Count Basics			Page 8 of 13
Start Date:	Thursday, September 7, 2023	Weekday	Schools in Session
Total Number of Hours Counted: 3		Non-Holiday	No Special Events

15-Minute Semi-Truck Data

71st St & W Frontage Rd

Semi-Trucks


15-Minute Semi-Truck Data

	15-Minute Time Period	From North (↓) W Frontage Rd					From East (←) 71st St					From South (↑) W Frontage Rd					From West (→) 71st St					15-Min	Hourly
	Start Time	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Totals	Sum
Pre-AM Peak Period	12:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	12:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	12:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	12:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	1:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	1:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	1:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	1:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	2:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	2:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	2:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	2:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	3:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	3:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	3:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	3:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	4:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	4:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	4:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	4:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	5:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	5:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	5:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	5:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
AM Peak Period	6:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	6:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	6:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	6:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Midday Peak Period	10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	10:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	10:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	10:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	1:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	1:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	1:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	1:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
PM Peak Period	2:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	2:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	2:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	2:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	3:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	3:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	3:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	3:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
	4:15 PM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1	4
	4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4
	4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5
	5:00 PM	0	0	0	0	0	0	1	1	0	2	0	0	0	0	0	0	1	0	0	1	3	5
	5:15 PM	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1	3
	5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1	3
	5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
	6:00 PM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	1	2
	6:15 PM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	
	6:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	6:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	7:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	7:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	7:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	7:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Post PM Peak Period	10:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	10:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	10:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	10:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	11:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	11:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	11:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	11:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Totals		0	1	0	0	1	1	2	1	0	4	1	0	0	0	1	0	1	1	0	2	8	

Peak Hour Semi-Truck Volume Summary

	Hourly Time Period	From North (↓) W Frontage Rd					From East (←) 71st St					From South (↑) W Frontage Rd					From West (→) 71st St					Total Hourly
	Start Time	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Volume
AM	8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
MD	12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PM	4:15 PM	0	0	0	0	0	0	2	1	0	3	0	0	0	0	0	0	1	0	0	1	4

Intersection Traffic Volume Report

Count Basics			Page 9 of 13
Start Date:	Thursday, September 7, 2023	Weekday	Schools in Session
Total Number of Hours Counted: 3		Non-Holiday	No Special Events

15-Minute Heavy Vehicle Data

71st St & W Frontage Rd



15-Minute Heavy Vehicle Data

15-Minute Time Period		From North (↓) W Frontage Rd					From East (←) 71st St					From South (↑) W Frontage Rd					From West (→) 71st St					15-Min	Hourly
	Start Time	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Totals	Sum
Pre-AM Peak Period	12:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	12:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	12:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	12:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	1:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	1:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	1:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	1:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	2:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	2:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	2:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	2:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	3:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	3:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	3:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	3:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	4:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	4:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	4:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	4:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	5:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	5:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	5:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	5:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
AM Peak Period	6:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	6:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	6:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	6:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Midday Peak Period	10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	10:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	10:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	10:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	1:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	1:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	1:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	1:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
PM Peak Period	2:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	2:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	2:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	2:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	3:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	3:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	3:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	3:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	4:00 PM	0	0	0	0	0	3	1	0	0	4	0	1	0	0	1	0	1	0	0	1	6	21
	4:15 PM	0	0	1	0	1	0	1	0	0	1	1	2	0	0	3	0	1	0	0	1	6	22
	4:30 PM	0	0	1	0	1	0	1	0	0	1	1	1	0	0	2	0	0	0	0	0	4	24
	4:45 PM	0	1	0	0	1	0	0	2	0	2	0	2	0	0	2	0	0	0	0	0	5	24
	5:00 PM	0	0	0	0	0	0	2	2	0	4	0	0	0	0	0	0	3	0	0	3	7	23
	5:15 PM	0	0	0	0	0	2	0	2	0	4	0	4	0	0	4	0	0	0	0	0	8	25
	5:30 PM	0	0	0	0	0	0	0	0	0	0	1	2	0	0	3	0	0	1	0	1	4	19
	5:45 PM	0	0	0	0	0	0	0	1	0	1	0	3	0	0	3	0	0	0	0	0	4	20
	6:00 PM	0	0	0	0	0	0	0	1	0	1	2	3	0	0	5	0	3	0	0	3	9	23
	6:15 PM	0	1	0	0	1	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	2	
	6:30 PM	0	0	0	0	0	0	1	1	0	2	1	2	0	0	3	0	0	0	0	0	5	
	6:45 PM	0	1	0	0	1	0	0	3	0	3	0	2	0	0	2	0	1	0	0	1	7	
	7:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	7:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	7:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	7:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Post PM Peak Period	10:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	10:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	10:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	10:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	11:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	11:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	11:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	11:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Totals		0	3	2	0	5	5	6	12	0	23	6	23	0	0	29	0	9	1	0	10	67	

Peak Hour Heavy Vehicle Volume Summary

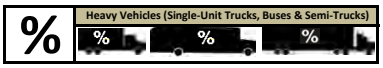
Hourly Time Period		From North (↓) W Frontage Rd					From East (←) 71st St					From South (↑) W Frontage Rd					From West (→) 71st St					Total Hourly
	Start Time	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Volume
AM	8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
MD	12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PM	4:15 PM	0	1	2	0	3	0	4	4	0	8	2	5	0	0	7	0	4	0	0	4	22

Intersection Traffic Volume Report

Count Basics			Page 10 of 13
Start Date:	Thursday, September 7, 2023	Weekday	Schools in Session
Total Number of Hours Counted: 3		Non-Holiday	No Special Events

15-Minute Heavy Vehicle Percentages

71st St & W Frontage Rd



15-Minute Heavy Vehicle Percentages

15-Minute Time Period		From North (↓) W Frontage Rd					From East (←) 71st St					From South (↑) W Frontage Rd					From West (→) 71st St					Total Heavy Vehicle	Hourly Heavy Vehicle
	Start Time	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Percent	Percent
Pre-AM Peak Period	12:00 AM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	12:15 AM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	12:30 AM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	12:45 AM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	1:00 AM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	1:15 AM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	1:30 AM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	1:45 AM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	2:00 AM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	2:15 AM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	2:30 AM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	2:45 AM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	3:00 AM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	3:15 AM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	3:30 AM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	3:45 AM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	4:00 AM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	4:15 AM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	4:30 AM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	4:45 AM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	5:00 AM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	5:15 AM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	5:30 AM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	5:45 AM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
AM Peak Period	6:00 AM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	6:15 AM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	6:30 AM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	6:45 AM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	7:00 AM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	7:15 AM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	7:30 AM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	7:45 AM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	8:00 AM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	8:15 AM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	8:30 AM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	8:45 AM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	9:00 AM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	9:15 AM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	9:30 AM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	9:45 AM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Midday Peak Period	10:00 AM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	10:15 AM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	10:30 AM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	10:45 AM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	11:00 AM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	11:15 AM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	11:30 AM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	11:45 AM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	12:00 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	12:15 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	12:30 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	12:45 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	1:00 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	1:15 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	1:30 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	1:45 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
PM Peak Period	2:00 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	2:15 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	2:30 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	2:45 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	3:00 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	3:15 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	3:30 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	3:45 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	4:00 PM	0.0	0.0	0.0	0.0	0.0	18.8	2.9	0.0	0.0	5.3	0.0	4.3	0.0	0.0	2.0	0.0	6.7	0.0	0.0	3.4	2.8	2.5
	4:15 PM	0.0	0.0	4.5	0.0	1.9	0.0	1.8	0.0	0.0	1.1	4.8	9.5	0.0	0.0	6.4	0.0	4.3	0.0	0.0	2.9	2.6	2.6
	4:30 PM	0.0	0.0	3.7	0.0	1.9	0.0	3.0	0.0	0.0	1.4	4.3	7.1	0.0	0.0	5.3	0.0	0.0	0.0	0.0	0.0	2.0	3.0
	4:45 PM	0.0	4.0	0.0	0.0	1.8	0.0	0.0	9.1	0.0	2.8	0.0	11.1	0.0	0.0	5.0	0.0	0.0	0.0	0.0	0.0	2.6	2.9
	5:00 PM	0.0	0.0	0.0	0.0	0.0	0.0	6.1	4.7	0.0	4.5	0.0	0.0	0.0	0.0	0.0	0.0	12.5	0.0	0.0	9.1	3.2	2.8
	5:15 PM	0.0	0.0	0.0	0.0	0.0	20.0	0.0	6.7	0.0	5.7	0.0	16.0	0.0	0.0	9.1	0.0	0.0	0.0	0.0	0.0	4.4	3.3
	5:30 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	5.3	6.9	0.0	0.0	5.9	0.0	0.0	12.5	0.0	3.3	1.8	2.5
	5:45 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	3.3	0.0	1.3	0.0	13.6	0.0	0.0	7.0	0.0	0.0	0.0	0.0	0.0	2.2	3.0
	6:00 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	3.3	0.0	1.6	8.7	15.8	0.0	0.0	11.9	0.0	16.7	0.0	0.0	11.5	5.4	3.7
	6:15 PM	0.0	5.3	0.0	0.0	2.7	0.0	0.0	0.0	0.0	0.0	0.0	4.0	0.0	0.0	1.9	0.0	0.0	0.0	0.0	0.0	1.2	
	6:30 PM	0.0	0.0	0.0	0.0	0.0	0.0	3.6	6.3	0.0	4.3	6.3	10.5	0.0	0.0	7.5	0.0	0.0	0.0	0.0	0.0	3.5	
	6:45 PM	0.0	6.3	0.0	0.0	3.7	0.0	0.0	11.1	0.0	5.3	0.0	15.4	0.0	0.0	5.1	0.0	6.7	0.0	0.0	5.0	4.9	
	7:00 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	7:15 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	7:30 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	7:45 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	8:00 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	8:15 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	8:30 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	8:45 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	9:00 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	9:15 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	9:30 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	9:45 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Post PM Peak Period	10:00 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	10:15 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	10:30 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	10:45 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	11:00 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	11:15 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	11:30 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	11:45 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Totals		0.0	1.3	0.9	0.0	0.9	3.8	1.5	3.6	0.0	2.6	2.4	9.3	0.0	0.0	5.5	0.0	3.9	1.5	0.0	3.0	3.0	

Peak Hour Heavy Vehicle Percentages Summary

Hourly Time Period		From North (↓) W Frontage Rd					From East (←) 71st St					From South (↑) W Frontage Rd					From West (→) 71st St					Hourly Heavy Vehicle
	Start Time	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Percent
AM	8:00 AM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
MD	12:00 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
PM	4:15 PM	0.0	1.1	2.1	0.0	1.4	0.0	2.5	3.4	0.0	2.4	2.3	6.8	0.0	0.0	4.1	0.0	4.5	0.0	0.0	3.1	2.6

Intersection Traffic Volume Report

Count Basics			Page 11 of 13
Start Date:	Thursday, September 7, 2023	Weekday	Schools in Session
Total Number of Hours Counted: 3		Non-Holiday	No Special Events

15-Minute Pedestrian and Bicyclist Data

71st St & W Frontage Rd



15-Minute Pedestrian and Bicyclist Data

15-Minute Time Period	Start Time	Crossing North Approach W Frontage Rd			Crossing East Approach 71st St			Crossing South Approach W Frontage Rd			Crossing West Approach 71st St			15-Min Totals	Hourly Sum
		Pedestrian	Bicyclist	Total	Pedestrian	Bicyclist	Total	Pedestrian	Bicyclist	Total	Pedestrian	Bicyclist	Total		
Pre-AM Peak Period	12:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	12:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	12:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	12:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	1:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	1:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	1:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	1:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	2:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	2:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	2:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	2:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	3:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	3:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	3:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	3:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	4:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	4:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	4:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	4:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	5:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	5:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	5:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	5:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
AM Peak Period	6:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	6:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	6:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	6:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
Midday Peak Period	10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	10:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	10:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	10:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	1:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	1:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	1:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	1:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
PM Peak Period	2:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	2:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	2:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	2:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	3:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	3:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	3:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	3:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1
	4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	2
	5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	2
	5:15 PM	0	0	0	1	0	1	0	0	0	0	0	0	1	3
	5:30 PM	0	0	0	1	0	1	0	0	0	0	0	0	1	3
	5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	2
	6:00 PM	0	0	0	0	0	0	1	0	1	0	0	0	1	2
	6:15 PM	0	0	0	1	0	1	0	0	0	0	0	0	1	
	6:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	6:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	7:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	7:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	7:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	7:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
Post PM Peak Period	10:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	10:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	10:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	10:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	11:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	11:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	11:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	11:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
Totals		0	0	0	3	0	3	1	0	1	0	0	0	4	

Special Pedestrians

Pedestrian Type	None	1 or 2	A Few	Several	Many	Unknown
Pre-school Children	x					
Elementry School Age Children	x					
Visually Impaired (white cane/help	x					
Elderly/Disabled (except wheelchai	x					
Wheelchairs/Electric Scooters	x					
Other (None,	x					

Intersection Traffic Volume Report

Count Basics	Version 2023.10		Page 1 of 13
Start Date:	Tuesday, August 1, 2023	Weekday	Schools in Session
Total Number of Hours Counted: 13		Non-Holiday	No Special Events

Base Information, Observed (13) Hour and Estimated (24) Hour Volume Summaries

Major St: **STH 158 - 52nd Street**
Minor St: **I94 W Front Rd-120th Ave**
Intersection of: *STH 158 - 52nd Street & I94 W Front Rd-120th Ave* **IX_ID:** **No ID**

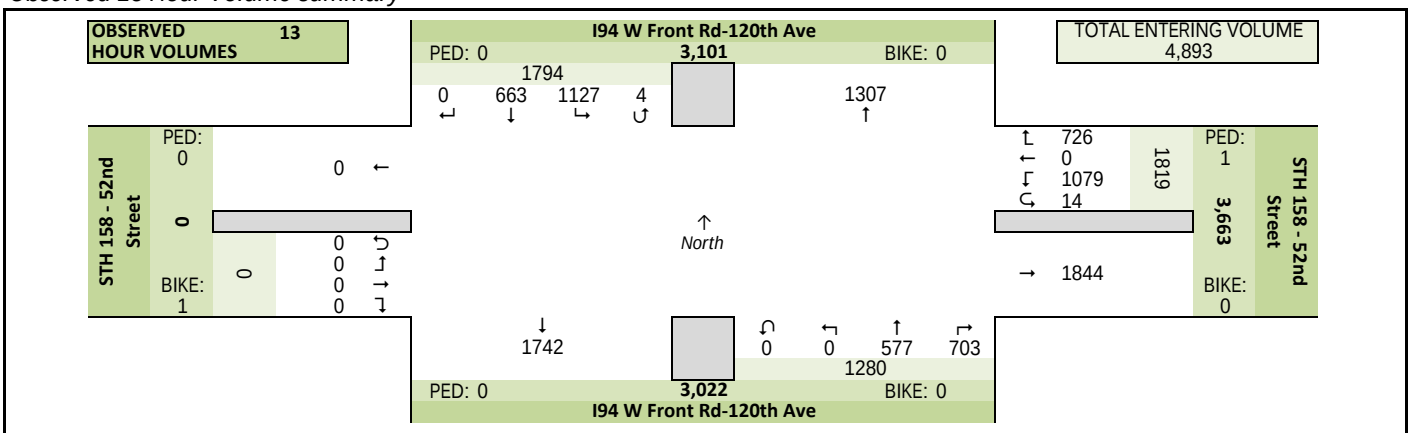
Site Information

Municipality	Town of Paris		
County	30 - Kenosha	WisDOT Region	SE
Traffic Control	All-Way Stop		
Roadway Names		North Direction	↑
North Leg	I94 W Front Rd-120th Ave		
East Leg	STH 158 - 52nd Street		
South Leg	I94 W Front Rd-120th Ave		
West Leg	STH 158 - 52nd Street		
Special Considerations			
Schools	In Session		
Holidays	None		
Special Events	None		
Special Pedestrians Observed			
Pre-school children	None		
Elementry school age children	None		
Visually impaired (white cane/helper dog)	None		
Elderly/disabled (except wheelchairs)	None		
Wheelchairs/electric scooters	None		
Other (describe)	None	None	

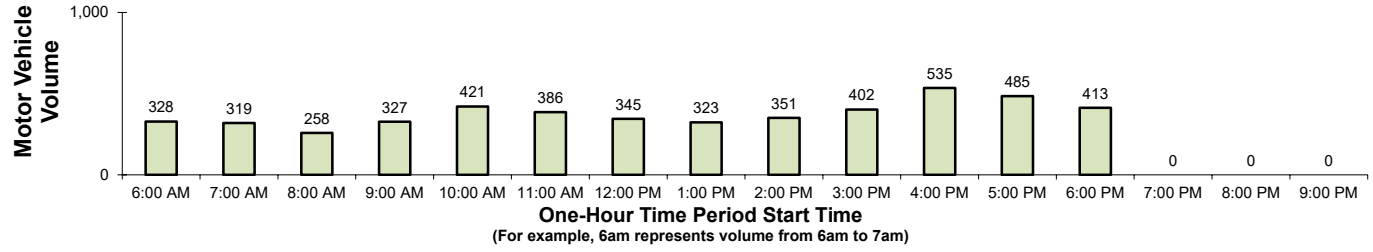
Count Information

Hrs Counted:	06:00 AM-07:00 PM				
1st Day of Count	Tuesday, August 1, 2023			Weather	
AM Peak Period	Tuesday, August 1, 2023			Clear & Dry	
Midday Peak Period	Thursday, October 19, 2023			Clear & Dry	
PM Peak Period	Thursday, October 19, 2023			Clear & Dry	
Calculated Peak Hours					
AM	6:15-7:15am	MD	10:00-11:00am	PM	4:15-5:15pm
Peak Hours Selected for Analysis					
AM	6:15-7:15am	MD	10:00-11:00am	PM	4:15-5:15pm
Daily/Seasonal Adjustment Group	(2) Urban Arterials & Collectors				
Count Expansion Group	(2) Urban Arterials & Collectors				
Daily/Seasonal Adjustment Factor	0.867	Count Expansion Factor	1.269		
Company Name	TADI, Inc			Manual Adj.	1.000
Observers: AM Peak Period	Jane Fait				
Observers: Midday Peak Period	Lori Atwell - Video				
Observers: PM Peak Period	Lori Atwell - Video				
Comments	2021 DOT Daily & Seasonal Factors				

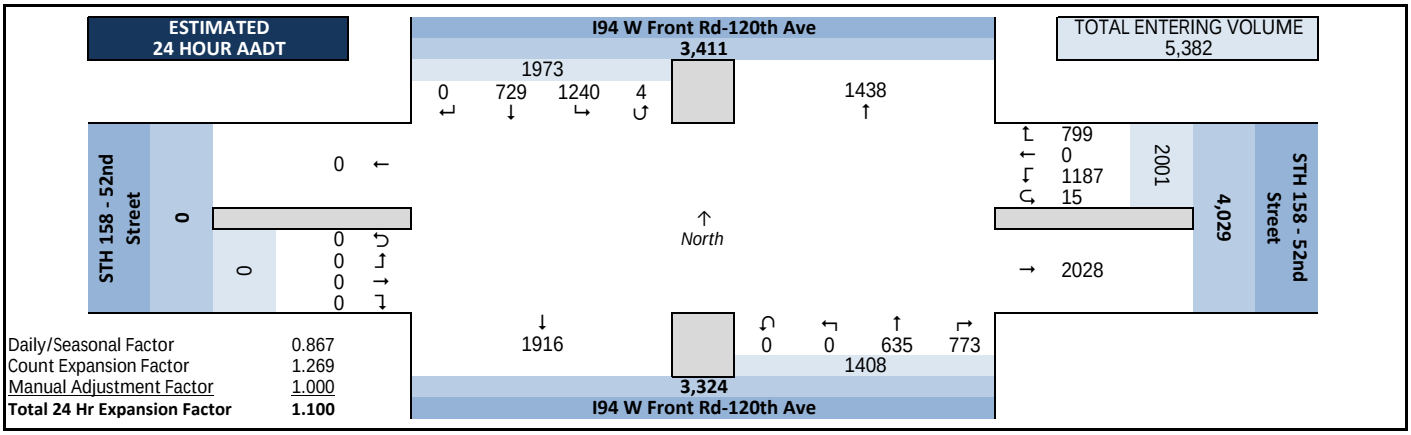
Observed 13 Hour Volume Summary



Total Entering Hourly Volume



Estimated 24 Hour AADT



Intersection Traffic Volume Report

Peak Hour Volume Graphical Summary

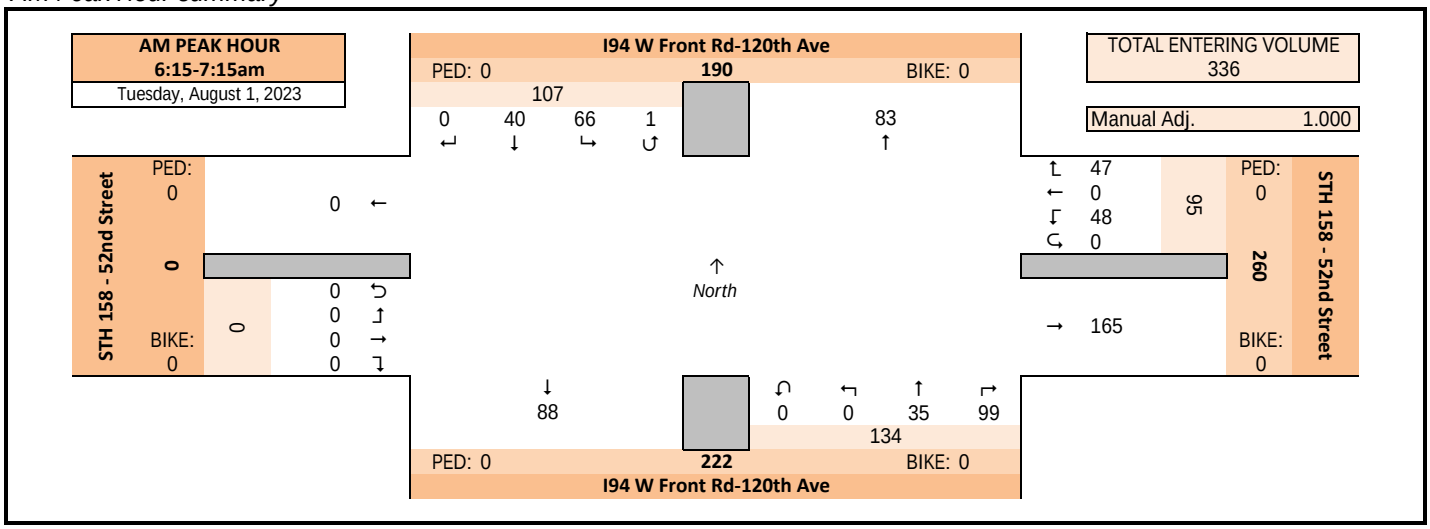
STH 158 - 52nd Street & I94 W Front Rd-120th Ave

Count Basics			Page 2 of 13
Start Date:	Tuesday, August 1, 2023	Weekday	Schools in Session
Total Number of Hours Counted: 13		Non-Holiday	No Special Events

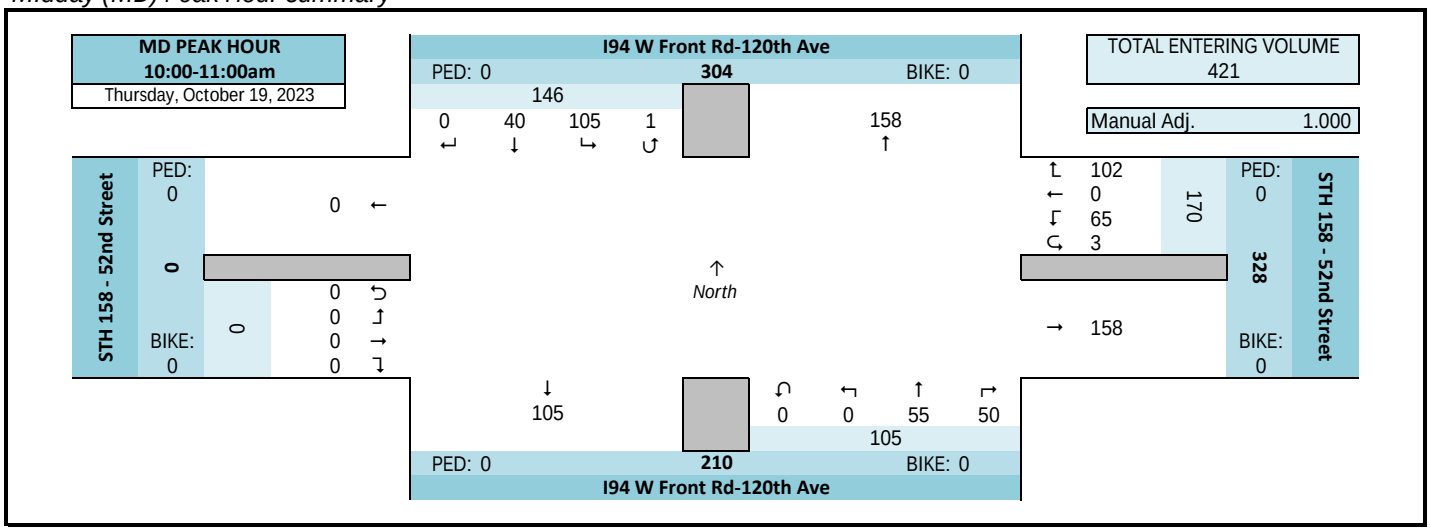
All Motor Vehicles



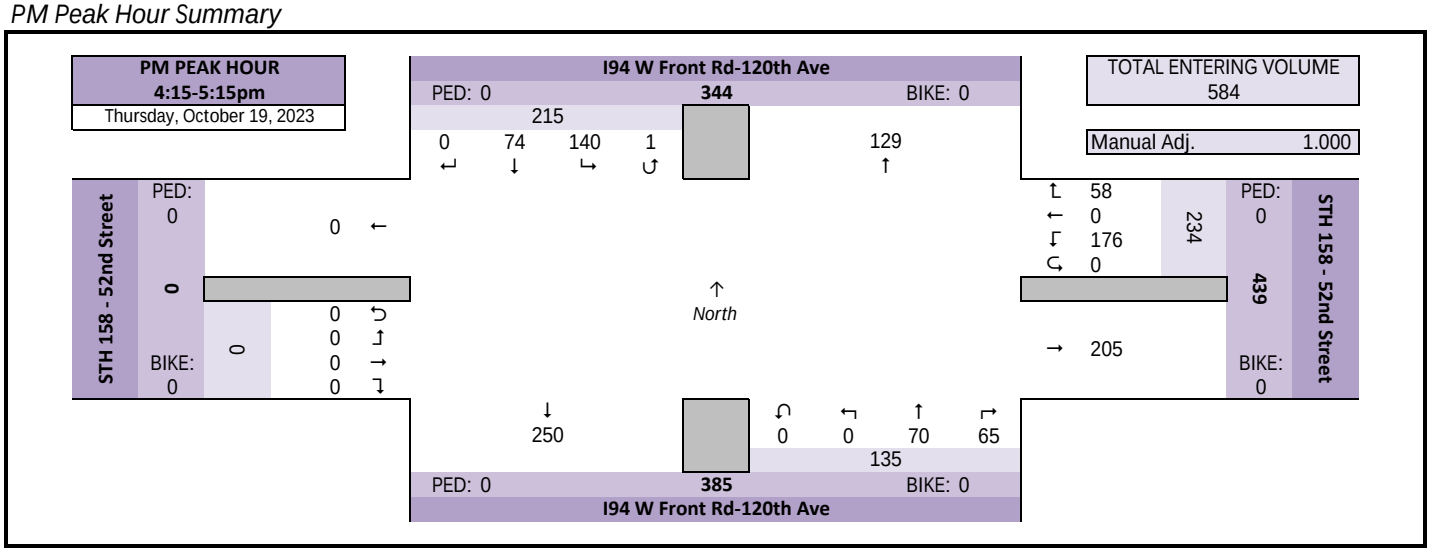
AM Peak Hour Summary



Midday (MD) Peak Hour Summary



PM Peak Hour Summary



Intersection Traffic Volume Report

Peak Hour Volume Summary

STH 158 - 52nd Street & I94 W Front Rd-120th Ave

Count Basics			*Page 3 of 13*
Start Date:	Tuesday, August 1, 2023	Weekday	Schools in Session
Total Number of Hours Counted: 13		Non-Holiday	No Special Events

All Motor Vehicles



Peak Hour Volumes, Truck Percentages, and PHFs

Tuesday, August 1, 2023		From North					From East					From South					From West					
	AM Peak Hour	I94 W Front Rd-120th Ave					STH 158 - 52nd Street					I94 W Front Rd-120th Ave					STH 158 - 52nd Street					
	Start Time	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Totals
AM Peak Hour	6:15 AM	0	8	15	0	23	14	0	11	0	25	25	8	0	0	33	0	0	0	0	0	81
	6:30 AM	0	16	25	0	41	10	0	9	0	19	27	9	0	0	36	0	0	0	0	0	96
	6:45 AM	0	8	15	0	23	17	0	12	0	29	21	10	0	0	31	0	0	0	0	0	83
	7:00 AM	0	8	11	1	20	6	0	16	0	22	26	8	0	0	34	0	0	0	0	0	76
	Peak Hour Volume	0	40	66	1	107	47	0	48	0	95	99	35	0	0	134	0	0	0	0	0	336
	Rounded Hourly Volume	0	40	65	0	105	45	0	50	0	95	100	35	0	0	135	0	0	0	0	0	335
	% Single Unit Trucks	0.0	2.5	6.1	0.0	4.7	6.4	0.0	12.5	0.0	9.5	10.1	20.0	0.0	0.0	12.7	0.0	0.0	0.0	0.0	0.0	9.2
	% Heavy Trucks	0.0	0.0	19.7	0.0	12.1	8.5	0.0	2.1	0.0	5.3	4.0	5.7	0.0	0.0	4.5	0.0	0.0	0.0	0.0	0.0	7.1
	% Trucks (Total)	0.0	2.5	25.8	0.0	16.8	14.9	0.0	14.6	0.0	14.7	14.1	25.7	0.0	0.0	17.2	0.0	0.0	0.0	0.0	0.0	16.4
	Peak Hour Factor (PHF)	0.00	0.62	0.66	0.25	0.65	0.69	0.00	0.75	0.00	0.82	0.92	0.87	0.00	0.00	0.93	0.00	0.00	0.00	0.00	0.00	0.87

Thursday, October 19, 2023		From North					From East					From South					From West					
	MD Peak Hour	I94 W Front Rd-120th Ave					STH 158 - 52nd Street					I94 W Front Rd-120th Ave					STH 158 - 52nd Street					
	Start Time	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Totals
Midday (MD) Peak Hour	10:00 AM	0	9	28	0	37	35	0	18	0	53	15	12	0	0	27	0	0	0	0	0	117
	10:15 AM	0	13	26	0	39	42	0	20	0	62	12	20	0	0	32	0	0	0	0	0	133
	10:30 AM	0	8	18	0	26	15	0	16	2	33	10	14	0	0	24	0	0	0	0	0	83
	10:45 AM	0	10	33	1	44	10	0	11	1	22	13	9	0	0	22	0	0	0	0	0	88
	Peak Hour Volume	0	40	105	1	146	102	0	65	3	170	50	55	0	0	105	0	0	0	0	0	421
	Rounded Hourly Volume	0	40	105	0	145	100	0	65	5	170	50	55	0	0	105	0	0	0	0	0	420
	% Single Unit Trucks	0.0	10.0	21.0	0.0	17.8	5.9	0.0	10.8	0.0	7.6	10.0	12.7	0.0	0.0	11.4	0.0	0.0	0.0	0.0	0.0	12.1
	% Heavy Trucks	0.0	10.0	11.4	0.0	11.0	3.9	0.0	4.6	0.0	4.1	4.0	0.0	0.0	0.0	1.9	0.0	0.0	0.0	0.0	0.0	5.9
	% Trucks (Total)	0.0	20.0	32.4	0.0	28.8	9.8	0.0	15.4	0.0	11.8	14.0	12.7	0.0	0.0	13.3	0.0	0.0	0.0	0.0	0.0	18.1
	Peak Hour Factor (PHF)	0.00	0.77	0.80	0.25	0.83	0.61	0.00	0.81	0.37	0.69	0.83	0.69	0.00	0.00	0.82	0.00	0.00	0.00	0.00	0.00	0.79

Thursday, October 19, 2023		From North					From East					From South					From West					
	PM Peak Hour	I94 W Front Rd-120th Ave					STH 158 - 52nd Street					I94 W Front Rd-120th Ave					STH 158 - 52nd Street					
	Start Time	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Totals
PM Peak Hour	4:15 PM	0	17	13	1	31	15	0	44	0	59	16	12	0	0	28	0	0	0	0	0	118
	4:30 PM	0	20	53	0	73	13	0	41	0	54	16	22	0	0	38	0	0	0	0	0	165
	4:45 PM	0	17	23	0	40	14	0	40	0	54	14	21	0	0	35	0	0	0	0	0	129
	5:00 PM	0	20	51	0	71	16	0	51	0	67	19	15	0	0	34	0	0	0	0	0	172
	Peak Hour Volume	0	74	140	1	215	58	0	176	0	234	65	70	0	0	135	0	0	0	0	0	584
	Rounded Hourly Volume	0	75	140	0	215	60	0	175	0	235	65	70	0	0	135	0	0	0	0	0	585
	% Single Unit Trucks	0.0	10.8	2.1	0.0	5.1	5.2	0.0	4.5	0.0	4.7	3.1	11.4	0.0	0.0	7.4	0.0	0.0	0.0	0.0	0.0	5.5
	% Heavy Trucks	0.0	0.0	6.4	0.0	4.2	13.8	0.0	0.0	0.0	3.4	3.1	0.0	0.0	0.0	1.5	0.0	0.0	0.0	0.0	0.0	3.3
	% Trucks (Total)	0.0	10.8	8.6	0.0	9.3	19.0	0.0	4.5	0.0	8.1	6.2	11.4	0.0	0.0	8.9	0.0	0.0	0.0	0.0	0.0	8.7
	Peak Hour Factor (PHF)	0.00	0.92	0.66	0.25	0.74	0.91	0.00	0.86	0.00	0.87	0.86	0.80	0.00	0.00	0.89	0.00	0.00	0.00	0.00	0.00	0.85

Peak Hour Pedestrian and Bicyclist Volumes

Pedestrians and Bicyclists		Crossing North Approach			Crossing East Approach			Crossing South Approach			Crossing West Approach			Total Ped & Bike Volume
		I94 W Front Rd-120th Ave			STH 158 - 52nd Street			I94 W Front Rd-120th Ave			STH 158 - 52nd Street			
	15-Minute Start Time	Pedestrian	Bicyclist	Total	Pedestrian	Bicyclist	Total	Pedestrian	Bicyclist	Total	Pedestrian	Bicyclist	Total	
AM	6:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
	6:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
	6:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
	7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
	Total	0	0	0	0	0	0	0	0	0	0	0	0	0
MD	10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
	10:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
	10:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
	10:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
	Total	0	0	0	0	0	0	0	0	0	0	0	0	0
PM	4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	Total	0	0	0	0	0	0	0	0	0	0	0	0	0

Intersection Traffic Volume Report

Hourly Volume Summary - Motor Vehicle Data

STH 158 - 52nd Street & I94 W Front Rd-120th Ave

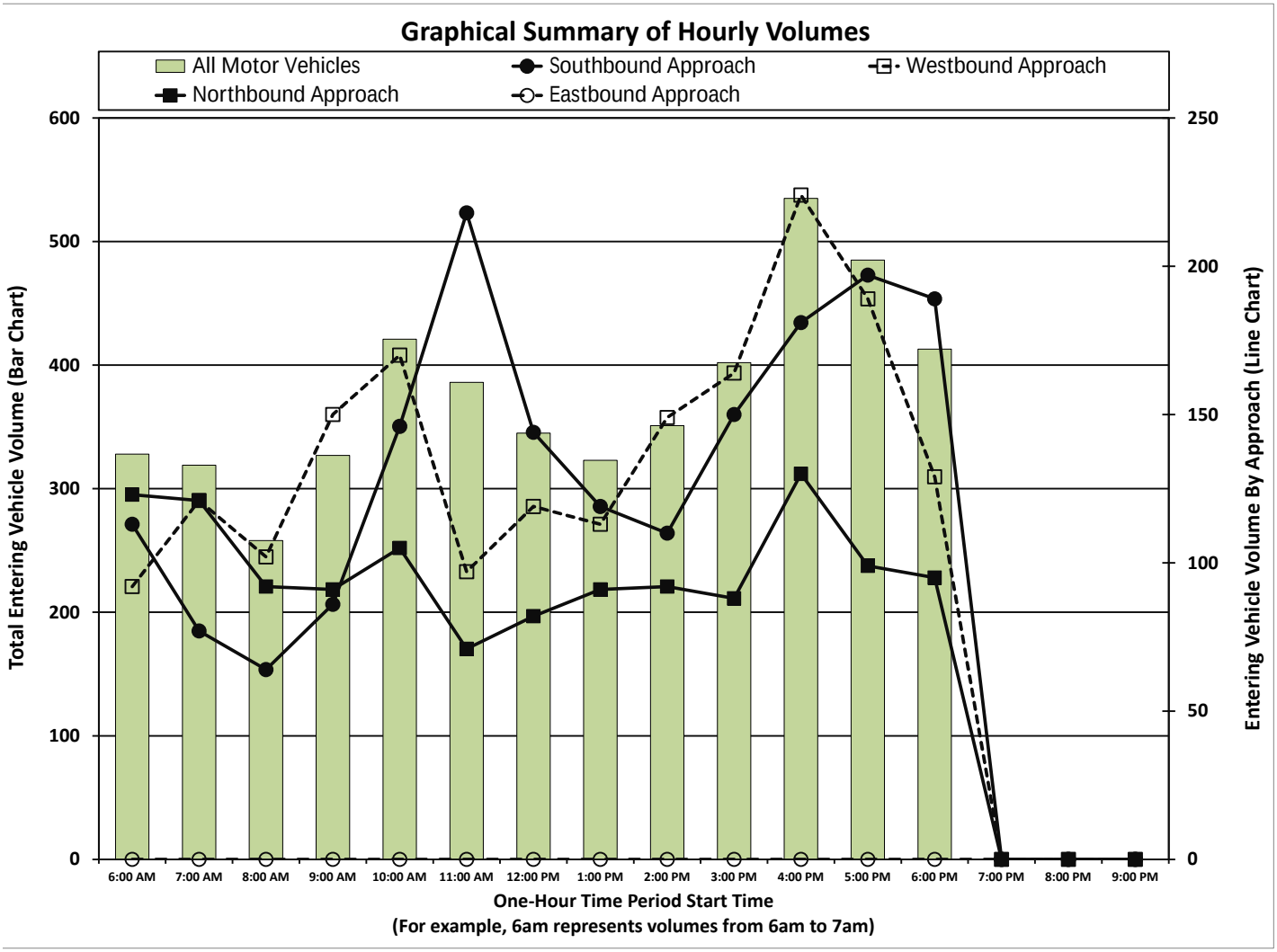
Count Basics			*Page 4 of 13*
Start Date:	Tuesday, August 1, 2023	Weekday	Schools in Session
Total Number of Hours Counted: 13		Non-Holiday	No Special Events

All Motor Vehicles



One-Hour Motor Vehicle Data

One-Hour Time Period Start Time		From North (↓) I94 W Front Rd-120th Ave					From East (←) STH 158 - 52nd Street					From South (↑) I94 W Front Rd-120th Ave					From West (→) STH 158 - 52nd Street					Total Vehicle Volume	Directional Volume Totals E/W	Directional Volume Totals N/S
		Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total			
AM	6:00 AM	0	38	75	0	113	48	0	44	0	92	94	29	0	0	123	0	0	0	0	0	328	92	236
	7:00 AM	0	32	44	1	77	50	0	71	0	121	88	33	0	0	121	0	0	0	0	0	319	121	198
	8:00 AM	0	21	43	0	64	51	0	50	1	102	54	38	0	0	92	0	0	0	0	0	258	102	156
	9:00 AM	0	41	45	0	86	89	0	58	3	150	32	59	0	0	91	0	0	0	0	0	327	150	177
MD	10:00 AM	0	40	105	1	146	102	0	65	3	170	50	55	0	0	105	0	0	0	0	0	421	170	251
	11:00 AM	0	94	124	0	218	37	0	59	1	97	36	35	0	0	71	0	0	0	0	0	386	97	289
	12:00 PM	0	50	94	0	144	48	0	70	1	119	47	35	0	0	82	0	0	0	0	0	345	119	226
	1:00 PM	0	58	61	0	119	44	0	66	3	113	48	43	0	0	91	0	0	0	0	0	323	113	210
PM	2:00 PM	0	49	61	0	110	49	0	100	0	149	52	40	0	0	92	0	0	0	0	0	351	149	202
	3:00 PM	0	53	97	0	150	35	0	127	2	164	54	34	0	0	88	0	0	0	0	0	402	164	238
	4:00 PM	0	61	119	1	181	57	0	167	0	224	63	67	0	0	130	0	0	0	0	0	535	224	311
	5:00 PM	0	65	132	0	197	58	0	131	0	189	49	50	0	0	99	0	0	0	0	0	485	189	296
	6:00 PM	0	61	127	1	189	58	0	71	0	129	36	59	0	0	95	0	0	0	0	0	413	129	284
	7:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	8:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	9:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Totals		0	663	1127	4	1794	726	0	1079	14	1819	703	577	0	0	1280	0	0	0	0	0	4893	1819	3074



Intersection Traffic Volume Report

15-Minute Motor Vehicle Data

STH 158 - 52nd Street & I94 W Front Rd-120th Ave

Count Basics		Page 5 of 13
Start Date: Tuesday, August 1, 2023	Weekday	Schools in Session
Total Number of Hours Counted: 13	Non-Holiday	No Special Events

All Motor Vehicles



15-Minute Motor Vehicle Data

	15-Minute Time Period	From North (↓) I94 W Front Rd-120th Ave					From East (←) STH 158 - 52nd Street					From South (↑) I94 W Front Rd-120th Ave					From West (→) STH 158 - 52nd Street					15-Min	Hourly	
	Start Time	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Totals	Sum	PHF
AM Peak Period	6:00 AM	0	6	20	0	26	7	0	12	0	19	21	2	0	0	23	0	0	0	0	0	68	328	0.85
	6:15 AM	0	8	15	0	23	14	0	11	0	25	25	8	0	0	33	0	0	0	0	0	81	336	0.88
	6:30 AM	0	16	25	0	41	10	0	9	0	19	27	9	0	0	36	0	0	0	0	0	96	315	0.82
	6:45 AM	0	8	15	0	23	17	0	12	0	29	21	10	0	0	31	0	0	0	0	0	83	314	0.83
	7:00 AM	0	8	11	1	20	6	0	16	0	22	26	8	0	0	34	0	0	0	0	0	76	319	0.84
	7:15 AM	0	0	4	0	4	9	0	17	0	26	24	6	0	0	30	0	0	0	0	0	60	299	0.79
	7:30 AM	0	10	18	0	28	16	0	14	0	30	24	13	0	0	37	0	0	0	0	0	95	307	0.81
	7:45 AM	0	14	11	0	25	19	0	24	0	43	14	6	0	0	20	0	0	0	0	0	88	277	0.79
	8:00 AM	0	4	8	0	12	10	0	12	0	22	16	6	0	0	22	0	0	0	0	0	56	258	0.93
	8:15 AM	0	4	9	0	13	9	0	17	0	26	14	15	0	0	29	0	0	0	0	0	68	289	0.83
	8:30 AM	0	5	13	0	18	19	0	11	1	31	12	4	0	0	16	0	0	0	0	0	65	294	0.84
	8:45 AM	0	8	13	0	21	13	0	10	0	23	12	13	0	0	25	0	0	0	0	0	69	312	0.90
	9:00 AM	0	16	14	0	30	21	0	11	2	34	6	17	0	0	23	0	0	0	0	0	87	327	0.94
	9:15 AM	0	3	9	0	12	24	0	23	0	47	6	8	0	0	14	0	0	0	0	0	73	357	0.76
	9:30 AM	0	15	13	0	28	20	0	12	1	33	8	14	0	0	22	0	0	0	0	0	83	417	0.78
	9:45 AM	0	7	9	0	16	24	0	12	0	36	12	20	0	0	32	0	0	0	0	0	84	417	0.78
Midday Peak Period	10:00 AM	0	9	28	0	37	35	0	18	0	53	15	12	0	0	27	0	0	0	0	0	117	421	0.79
	10:15 AM	0	13	26	0	39	42	0	20	0	62	12	20	0	0	32	0	0	0	0	0	133	385	0.72
	10:30 AM	0	8	18	0	26	15	0	16	2	33	10	14	0	0	24	0	0	0	0	0	83	343	0.94
	10:45 AM	0	10	33	1	44	10	0	11	1	22	13	9	0	0	22	0	0	0	0	0	88	352	0.96
	11:00 AM	0	27	23	0	50	10	0	10	1	21	6	4	0	0	10	0	0	0	0	0	81	386	0.79
	11:15 AM	0	19	35	0	54	6	0	10	0	16	11	10	0	0	21	0	0	0	0	0	91	399	0.82
	11:30 AM	0	15	33	0	48	7	0	19	0	26	11	7	0	0	18	0	0	0	0	0	92	395	0.81
	11:45 AM	0	33	33	0	66	14	0	20	0	34	8	14	0	0	22	0	0	0	0	0	122	385	0.79
	12:00 PM	0	12	34	0	46	8	0	18	0	26	14	8	0	0	22	0	0	0	0	0	94	345	0.92
	12:15 PM	0	14	22	0	36	10	0	19	0	29	15	7	0	0	22	0	0	0	0	0	87	327	0.94
	12:30 PM	0	13	18	0	31	9	0	20	0	29	10	12	0	0	22	0	0	0	0	0	82	317	0.97
	12:45 PM	0	11	20	0	31	21	0	13	1	35	8	8	0	0	16	0	0	0	0	0	82	330	0.87
	1:00 PM	0	11	20	0	31	10	0	15	0	25	9	11	0	0	20	0	0	0	0	0	76	323	0.85
	1:15 PM	0	13	13	0	26	9	0	15	1	25	15	11	0	0	26	0	0	0	0	0	77	344	0.89
	1:30 PM	0	17	16	0	33	17	0	23	1	41	9	12	0	0	21	0	0	0	0	0	95	336	0.87
	1:45 PM	0	17	12	0	29	8	0	13	1	22	15	9	0	0	24	0	0	0	0	0	75	341	0.85
PM Peak Period	2:00 PM	0	21	16	0	37	13	0	20	0	33	13	14	0	0	27	0	0	0	0	0	97	351	0.88
	2:15 PM	0	5	11	0	16	10	0	23	0	33	13	7	0	0	20	0	0	0	0	0	69	353	0.88
	2:30 PM	0	12	21	0	33	15	0	30	0	45	13	9	0	0	22	0	0	0	0	0	100	373	0.93
	2:45 PM	0	11	13	0	24	11	0	27	0	38	13	10	0	0	23	0	0	0	0	0	85	369	0.93
	3:00 PM	0	10	28	0	38	12	0	29	0	41	10	10	0	0	20	0	0	0	0	0	99	402	0.85
	3:15 PM	0	7	15	0	22	5	0	40	2	47	14	6	0	0	20	0	0	0	0	0	89	426	0.87
	3:30 PM	0	20	28	0	48	8	0	23	0	31	8	9	0	0	17	0	0	0	0	0	96	455	0.92
	3:45 PM	0	16	26	0	42	10	0	35	0	45	22	9	0	0	31	0	0	0	0	0	118	524	0.79
	4:00 PM	0	7	30	0	37	15	0	42	0	57	17	12	0	0	29	0	0	0	0	0	123	535	0.81
	4:15 PM	0	17	13	1	31	15	0	44	0	59	16	12	0	0	28	0	0	0	0	0	118	584	0.85
	4:30 PM	0	20	53	0	73	13	0	41	0	54	16	22	0	0	38	0	0	0	0	0	165	577	0.84
	4:45 PM	0	17	23	0	40	14	0	40	0	54	14	21	0	0	35	0	0	0	0	0	129	532	0.77
	5:00 PM	0	20	51	0	71	16	0	51	0	67	19	15	0	0	34	0	0	0	0	0	172	485	0.70
	5:15 PM	0	18	27	0	45	15	0	29	0	44	13	9	0	0	22	0	0	0	0	0	111	437	0.88
	5:30 PM	0	19	34	0	53	17	0	27	0	44	10	13	0	0	23	0	0	0	0	0	120	422	0.85
	5:45 PM	0	8	20	0	28	10	0	24	0	34	7	13	0	0	20	0	0	0	0	0	82	392	0.79
	6:00 PM	0	16	37	0	53	17	0	24	0	41	8	22	0	0	30	0	0	0	0	0	124	413	0.83
	6:15 PM	0	15	31	0	46	12	0	14	0	26	11	13	0	0	24	0	0	0	0	0	96		
	6:30 PM	0	10	32	0	42	15	0	12	0	27	7	14	0	0	21	0	0	0	0	0	90		
	6:45 PM	0	20	27	1	48	14	0	21	0	35	10	10	0	0	20	0	0	0	0	0	103		
	7:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	7:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	7:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	7:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	8:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	8:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	8:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	8:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	9:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	9:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	9:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	9:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
Totals		0	663	1127	4	1794	726	0	1079	14	1819	703	577	0	0	1280	0	0	0	0	0	4893		

Peak Hour All Vehicle Volume Summary

	Hourly Time Period	From North (↓) I94 W Front Rd-120th Ave					From East (←) STH 158 - 52nd Street					From South (↑) I94 W Front Rd-120th Ave					From West (→) STH 158 - 52nd Street					Total Hourly	
	Start Time	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Volume	PHF
AM	6:15 AM	0	40	66	1	107	47	0	48	0	95	99	35	0	0	134	0	0	0	0	0	336	0.88
MD	10:00 AM	0	40	105	1	146	102	0	65	3	170	50	55	0	0	105	0	0	0	0	0	421	0.79
PM	4:15 PM	0	74	140	1	215	58	0	176	0	234	65	70	0	0	135	0	0	0	0	0	584	0.85

Intersection Traffic Volume Report

15-Minute Automobile Data

Count Basics		*Page 6 of 13*
Start Date: Tuesday, August 1, 2023	Weekday	Schools in Session
Total Number of Hours Counted: 13	Non-Holiday	No Special Events

STH 158 - 52nd Street & I94 W Front Rd-120th Ave

Automobiles (Cars, Light Trucks, & Motorcycles)



15-Minute Automobile Data

15-Minute		From North (↓)					From East (←)					From South (↑)					From West (→)						
Time Period		I94 W Front Rd-120th Ave					STH 158 - 52nd Street					I94 W Front Rd-120th Ave					STH 158 - 52nd Street					15-Min	Hourly
Start Time		Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Totals	Sum
AM Peak Period	6:00 AM	0	6	18	0	24	6	0	9	0	15	16	2	0	0	18	0	0	0	0	0	57	270
	6:15 AM	0	8	12	0	20	10	0	8	0	18	19	6	0	0	25	0	0	0	0	0	63	281
	6:30 AM	0	15	19	0	34	9	0	9	0	18	22	5	0	0	27	0	0	0	0	0	79	267
	6:45 AM	0	8	10	0	18	15	0	10	0	25	19	9	0	0	28	0	0	0	0	0	71	274
	7:00 AM	0	8	8	1	17	6	0	14	0	20	25	6	0	0	31	0	0	0	0	0	68	283
	7:15 AM	0	0	2	0	2	8	0	16	0	24	19	4	0	0	23	0	0	0	0	0	49	264
	7:30 AM	0	7	16	0	23	14	0	12	0	26	24	13	0	0	37	0	0	0	0	0	86	272
	7:45 AM	0	13	8	0	21	18	0	24	0	42	12	5	0	0	17	0	0	0	0	0	80	242
	8:00 AM	0	4	7	0	11	8	0	10	0	18	15	5	0	0	20	0	0	0	0	0	49	218
	8:15 AM	0	4	5	0	9	8	0	16	0	24	13	11	0	0	24	0	0	0	0	0	57	251
	8:30 AM	0	4	9	0	13	18	0	10	1	29	11	3	0	0	14	0	0	0	0	0	56	255
	8:45 AM	0	5	9	0	14	11	0	8	0	19	12	11	0	0	23	0	0	0	0	0	56	271
	9:00 AM	0	14	14	0	28	20	0	10	2	32	5	17	0	0	22	0	0	0	0	0	82	287
	9:15 AM	0	2	6	0	8	22	0	20	0	42	4	7	0	0	11	0	0	0	0	0	61	295
	9:30 AM	0	14	9	0	23	19	0	10	1	30	7	12	0	0	19	0	0	0	0	0	72	345
	9:45 AM	0	7	4	0	11	22	0	11	0	33	10	18	0	0	28	0	0	0	0	0	72	338
Midday Peak Period	10:00 AM	0	7	9	0	16	33	0	15	0	48	14	12	0	0	26	0	0	0	0	0	90	345
	10:15 AM	0	11	18	0	29	36	0	19	0	55	11	16	0	0	27	0	0	0	0	0	111	319
	10:30 AM	0	6	13	0	19	13	0	12	2	27	7	12	0	0	19	0	0	0	0	0	65	277
	10:45 AM	0	8	31	1	40	10	0	9	1	20	11	8	0	0	19	0	0	0	0	0	79	284
	11:00 AM	0	25	16	0	41	5	0	9	1	15	4	4	0	0	8	0	0	0	0	0	64	304
	11:15 AM	0	14	25	0	39	2	0	9	0	11	10	9	0	0	19	0	0	0	0	0	69	320
	11:30 AM	0	14	26	0	40	6	0	15	0	21	7	4	0	0	11	0	0	0	0	0	72	329
	11:45 AM	0	30	23	0	53	14	0	17	0	31	4	11	0	0	15	0	0	0	0	0	99	321
	12:00 PM	0	12	26	0	38	7	0	16	0	23	13	6	0	0	19	0	0	0	0	0	80	286
	12:15 PM	0	14	19	0	33	7	0	18	0	25	14	6	0	0	20	0	0	0	0	0	78	264
	12:30 PM	0	12	13	0	25	7	0	16	0	23	8	8	0	0	16	0	0	0	0	0	64	246
	12:45 PM	0	11	10	0	21	18	0	11	1	30	6	7	0	0	13	0	0	0	0	0	64	257
	1:00 PM	0	11	12	0	23	6	0	11	0	17	7	11	0	0	18	0	0	0	0	0	58	251
	1:15 PM	0	10	9	0	19	4	0	12	1	17	13	11	0	0	24	0	0	0	0	0	60	274
	1:30 PM	0	14	12	0	26	14	0	20	1	35	5	9	0	0	14	0	0	0	0	0	75	268
	1:45 PM	0	14	8	0	22	7	0	9	1	17	11	8	0	0	19	0	0	0	0	0	58	274
PM Peak Period	2:00 PM	0	19	13	0	32	6	0	18	0	24	12	13	0	0	25	0	0	0	0	0	81	288
	2:15 PM	0	4	7	0	11	8	0	20	0	28	9	6	0	0	15	0	0	0	0	0	54	289
	2:30 PM	0	11	15	0	26	11	0	25	0	36	11	8	0	0	19	0	0	0	0	0	81	307
	2:45 PM	0	8	8	0	16	10	0	26	0	36	12	8	0	0	20	0	0	0	0	0	72	311
	3:00 PM	0	6	22	0	28	11	0	26	0	37	8	9	0	0	17	0	0	0	0	0	82	339
	3:15 PM	0	3	11	0	14	3	0	36	2	41	12	5	0	0	17	0	0	0	0	0	72	364
	3:30 PM	0	20	24	0	44	4	0	22	0	26	8	7	0	0	15	0	0	0	0	0	85	394
	3:45 PM	0	11	24	0	35	8	0	28	0	36	20	9	0	0	29	0	0	0	0	0	100	461
	4:00 PM	0	6	25	0	31	11	0	38	0	49	17	10	0	0	27	0	0	0	0	0	107	477
	4:15 PM	0	14	10	1	25	11	0	41	0	52	14	11	0	0	25	0	0	0	0	0	102	533
	4:30 PM	0	19	50	0	69	12	0	40	0	52	14	17	0	0	31	0	0	0	0	0	152	534
	4:45 PM	0	14	18	0	32	13	0	37	0	50	14	20	0	0	34	0	0	0	0	0	116	493
	5:00 PM	0	19	50	0	69	11	0	50	0	61	19	14	0	0	33	0	0	0	0	0	163	447
	5:15 PM	0	16	24	0	40	13	0	29	0	42	13	8	0	0	21	0	0	0	0	0	103	386
	5:30 PM	0	18	31	0	49	16	0	25	0	41	10	11	0	0	21	0	0	0	0	0	111	365
	5:45 PM	0	6	18	0	24	8	0	22	0	30	5	11	0	0	16	0	0	0	0	0	70	332
	6:00 PM	0	16	31	0	47	12	0	21	0	33	5	17	0	0	22	0	0	0	0	0	102	354
	6:15 PM	0	15	28	0	43	6	0	13	0	19	11	9	0	0	20	0	0	0	0	0	82	
	6:30 PM	0	10	29	0	39	9	0	12	0	21	6	12	0	0	18	0	0	0	0	0	78	
	6:45 PM	0	18	25	1	44	10	0	21	0	31	9	8	0	0	17	0	0	0	0	0	92	
	7:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	7:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	7:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	7:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Totals		0	585	889	4	1478	596	0	965	14	1575	607	489	0	0	1096	0	0	0	0	0	4149	

Peak Hour Automobile Volume Summary

Hourly		From North (↓)					From East (←)					From South (↑)					From West (→)					Total
Time Period		I94 W Front Rd-120th Ave					STH 158 - 52nd Street					I94 W Front Rd-120th Ave					STH 158 - 52nd Street					Hourly
Start Time		Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Volume
AM	6:15 AM	0	39	49	1	89	40	0	41	0	81	85	26	0	0	111	0	0	0	0	0	281
MD	10:00 AM	0	32	71	1	104	92	0	55	3	150	43	48	0	0	91	0	0	0	0	0	345
PM	4:15 PM	0	66	128	1	195	47	0	168	0	215	61	62	0	0	123	0	0	0	0	0	533

Intersection Traffic Volume Report

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

STH 158 - 52nd Street & I94 W Front Rd-120th Ave

Count Basics		*Page 7 of 13*
Start Date: Tuesday, August 1, 2023	Weekday	Schools in Session
Total Number of Hours Counted: 13	Non-Holiday	No Special Events

Single Unit (SU) Trucks & Buses



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

	15-Minute Time Period	From North (↓) I94 W Front Rd-120th Ave					From East (←) STH 158 - 52nd Street					From South (↑) I94 W Front Rd-120th Ave					From West (→) STH 158 - 52nd Street					15-Min	Hourly
	Start Time	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Totals	Sum
AM Peak Period	6:00 AM	0	0	0	0	0	0	0	3	0	3	4	0	0	0	4	0	0	0	0	0	7	33
	6:15 AM	0	0	1	0	1	1	0	2	0	3	5	2	0	0	7	0	0	0	0	0	11	31
	6:30 AM	0	1	1	0	2	0	0	0	0	0	4	3	0	0	7	0	0	0	0	0	9	26
	6:45 AM	0	0	1	0	1	2	0	2	0	4	0	1	0	0	1	0	0	0	0	0	6	22
	7:00 AM	0	0	1	0	1	0	0	2	0	2	1	1	0	0	2	0	0	0	0	0	5	20
	7:15 AM	0	0	0	0	0	0	0	0	0	0	4	2	0	0	6	0	0	0	0	0	6	16
	7:30 AM	0	2	0	0	2	1	0	2	0	3	0	0	0	0	0	0	0	0	0	0	5	18
	7:45 AM	0	0	1	0	1	0	0	0	0	0	2	1	0	0	3	0	0	0	0	0	4	19
	8:00 AM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1	25
	8:15 AM	0	0	1	0	1	1	0	1	0	2	1	4	0	0	5	0	0	0	0	0	8	26
	8:30 AM	0	1	3	0	4	1	0	0	0	1	0	1	0	0	1	0	0	0	0	0	6	25
	8:45 AM	0	3	3	0	6	2	0	0	0	2	0	2	0	0	2	0	0	0	0	0	10	27
	9:00 AM	0	1	0	0	1	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	2	22
	9:15 AM	0	1	1	0	2	0	0	3	0	3	1	1	0	0	2	0	0	0	0	0	7	41
	9:30 AM	0	1	2	0	3	0	0	2	0	2	1	2	0	0	3	0	0	0	0	0	8	48
	9:45 AM	0	0	0	0	0	0	0	1	0	1	2	2	0	0	4	0	0	0	0	0	5	50
Midday Peak Period	10:00 AM	0	1	15	0	16	1	0	3	0	4	1	0	0	0	1	0	0	0	0	0	21	51
	10:15 AM	0	2	3	0	5	5	0	0	0	5	0	4	0	0	4	0	0	0	0	0	14	37
	10:30 AM	0	1	3	0	4	0	0	2	0	2	2	2	0	0	4	0	0	0	0	0	10	40
	10:45 AM	0	0	1	0	1	0	0	2	0	2	2	1	0	0	3	0	0	0	0	0	6	39
	11:00 AM	0	2	2	0	4	1	0	1	0	2	1	0	0	0	1	0	0	0	0	0	7	49
	11:15 AM	0	5	7	0	12	2	0	1	0	3	1	1	0	0	2	0	0	0	0	0	17	48
	11:30 AM	0	0	3	0	3	0	0	4	0	4	1	1	0	0	2	0	0	0	0	0	9	37
	11:45 AM	0	3	6	0	9	0	0	2	0	2	3	2	0	0	5	0	0	0	0	0	16	38
	12:00 PM	0	0	3	0	3	0	0	2	0	2	1	0	0	0	1	0	0	0	0	0	6	32
	12:15 PM	0	0	2	0	2	2	0	0	0	2	1	1	0	0	2	0	0	0	0	0	6	32
	12:30 PM	0	1	0	0	1	0	0	3	0	3	2	4	0	0	6	0	0	0	0	0	10	36
	12:45 PM	0	0	4	0	4	1	0	2	0	3	2	1	0	0	3	0	0	0	0	0	10	38
	1:00 PM	0	0	2	0	2	2	0	1	0	3	1	0	0	0	1	0	0	0	0	0	6	39
	1:15 PM	0	2	2	0	4	3	0	1	0	4	2	0	0	0	2	0	0	0	0	0	10	40
	1:30 PM	0	3	2	0	5	1	0	3	0	4	1	2	0	0	3	0	0	0	0	0	12	38
	1:45 PM	0	2	0	0	2	1	0	4	0	5	4	0	0	0	4	0	0	0	0	0	11	38
PM Peak Period	2:00 PM	0	2	0	0	2	2	0	2	0	4	0	1	0	0	1	0	0	0	0	0	7	36
	2:15 PM	0	1	1	0	2	0	0	2	0	2	3	1	0	0	4	0	0	0	0	0	8	39
	2:30 PM	0	1	3	0	4	1	0	5	0	6	1	1	0	0	2	0	0	0	0	0	12	39
	2:45 PM	0	3	2	0	5	0	0	1	0	1	1	2	0	0	3	0	0	0	0	0	9	31
	3:00 PM	0	4	1	0	5	0	0	3	0	3	2	0	0	0	2	0	0	0	0	0	10	33
	3:15 PM	0	1	2	0	3	0	0	2	0	2	2	1	0	0	3	0	0	0	0	0	8	31
	3:30 PM	0	0	0	0	0	1	0	1	0	2	0	2	0	0	2	0	0	0	0	0	4	33
	3:45 PM	0	5	0	0	5	1	0	3	0	4	2	0	0	0	2	0	0	0	0	0	11	38
	4:00 PM	0	1	2	0	3	1	0	3	0	4	0	1	0	0	1	0	0	0	0	0	8	36
	4:15 PM	0	3	0	0	3	1	0	3	0	4	2	1	0	0	3	0	0	0	0	0	10	32
	4:30 PM	0	1	1	0	2	1	0	1	0	2	0	5	0	0	5	0	0	0	0	0	9	26
	4:45 PM	0	3	2	0	5	0	0	3	0	3	0	1	0	0	1	0	0	0	0	0	9	21
	5:00 PM	0	1	0	0	1	1	0	1	0	2	0	1	0	0	1	0	0	0	0	0	4	20
	5:15 PM	0	2	1	0	3	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	4	29
	5:30 PM	0	0	0	0	0	0	0	2	0	2	0	2	0	0	2	0	0	0	0	0	4	33
	5:45 PM	0	2	0	0	2	0	0	2	0	2	2	2	0	0	4	0	0	0	0	0	8	33
	6:00 PM	0	0	2	0	2	1	0	3	0	4	2	5	0	0	7	0	0	0	0	0	13	33
	6:15 PM	0	0	0	0	0	3	0	1	0	4	0	4	0	0	4	0	0	0	0	0	8	
	6:30 PM	0	0	0	0	0	2	0	0	0	2	1	1	0	0	2	0	0	0	0	0	4	
	6:45 PM	0	2	1	0	3	2	0	0	0	2	1	2	0	0	3	0	0	0	0	0	8	
	7:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	7:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	7:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	7:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Totals		0	64	88	0	152	44	0	88	0	132	69	76	0	0	145	0	0	0	0	0	429	

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

	Hourly Time Period	From North (↓) I94 W Front Rd-120th Ave					From East (←) STH 158 - 52nd Street					From South (↑) I94 W Front Rd-120th Ave					From West (→) STH 158 - 52nd Street					Total Hourly
	Start Time	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Volume
AM	6:15 AM	0	1	4	0	5	3	0	6	0	9	10	7	0	0	17	0	0	0	0	0	31
MD	10:00 AM	0	4	22	0	26	6	0	7	0	13	5	7	0	0	12	0	0	0	0	0	51
PM	4:15 PM	0	8	3	0	11	3	0	8	0	11	2	8	0	0	10	0	0	0	0	0	32

Intersection Traffic Volume Report

15-Minute Semi-Truck Data

STH 158 - 52nd Street & I94 W Front Rd-120th Ave

Count Basics		*Page 8 of 13*
Start Date: Tuesday, August 1, 2023	Weekday	Schools in Session
Total Number of Hours Counted: 13	Non-Holiday	No Special Events

Semi-Trucks



15-Minute Semi-Truck Data

15-Minute		From North (↓)					From East (←)					From South (↑)					From West (→)						
Time Period		I94 W Front Rd-120th Ave					STH 158 - 52nd Street					I94 W Front Rd-120th Ave					STH 158 - 52nd Street					15-Min	Hourly
Start Time		Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Totals	Sum
AM Peak Period	6:00 AM	0	0	2	0	2	1	0	0	0	1	1	0	0	0	1	0	0	0	0	0	4	25
	6:15 AM	0	0	2	0	2	3	0	1	0	4	1	0	0	0	1	0	0	0	0	0	7	24
	6:30 AM	0	0	5	0	5	1	0	0	0	1	1	1	0	0	2	0	0	0	0	0	8	22
	6:45 AM	0	0	4	0	4	0	0	0	0	0	2	0	0	0	2	0	0	0	0	0	6	18
	7:00 AM	0	0	2	0	2	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	3	16
	7:15 AM	0	0	2	0	2	1	0	1	0	2	1	0	0	0	1	0	0	0	0	0	5	19
	7:30 AM	0	1	2	0	3	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	4	17
	7:45 AM	0	1	2	0	3	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	4	16
	8:00 AM	0	0	1	0	1	2	0	2	0	4	1	0	0	0	1	0	0	0	0	0	6	15
	8:15 AM	0	0	3	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	12
	8:30 AM	0	0	1	0	1	0	0	1	0	1	1	0	0	0	1	0	0	0	0	0	3	14
	8:45 AM	0	0	1	0	1	0	0	2	0	2	0	0	0	0	0	0	0	0	0	0	3	14
	9:00 AM	0	1	0	0	1	1	0	0	0	1	1	0	0	0	1	0	0	0	0	0	3	18
	9:15 AM	0	0	2	0	2	2	0	0	0	2	1	0	0	0	1	0	0	0	0	0	5	21
	9:30 AM	0	0	2	0	2	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	3	24
	9:45 AM	0	0	5	0	5	2	0	0	0	2	0	0	0	0	0	0	0	0	0	0	7	29
Midday Peak Period	10:00 AM	0	1	4	0	5	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	6	25
	10:15 AM	0	0	5	0	5	1	0	1	0	2	1	0	0	0	1	0	0	0	0	0	8	29
	10:30 AM	0	1	2	0	3	2	0	2	0	4	1	0	0	0	1	0	0	0	0	0	8	26
	10:45 AM	0	2	1	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	29
	11:00 AM	0	0	5	0	5	4	0	0	0	4	1	0	0	0	1	0	0	0	0	0	10	33
	11:15 AM	0	0	3	0	3	2	0	0	0	2	0	0	0	0	0	0	0	0	0	0	5	31
	11:30 AM	0	1	4	0	5	1	0	0	0	1	3	2	0	0	5	0	0	0	0	0	11	29
	11:45 AM	0	0	4	0	4	0	0	1	0	1	1	1	0	0	2	0	0	0	0	0	7	26
	12:00 PM	0	0	5	0	5	1	0	0	0	1	0	2	0	0	2	0	0	0	0	0	8	27
	12:15 PM	0	0	1	0	1	1	0	1	0	2	0	0	0	0	0	0	0	0	0	0	3	31
	12:30 PM	0	0	5	0	5	2	0	1	0	3	0	0	0	0	0	0	0	0	0	0	8	35
	12:45 PM	0	0	6	0	6	2	0	0	0	2	0	0	0	0	0	0	0	0	0	0	8	35
	1:00 PM	0	0	6	0	6	2	0	3	0	5	1	0	0	0	1	0	0	0	0	0	12	33
	1:15 PM	0	1	2	0	3	2	0	2	0	4	0	0	0	0	0	0	0	0	0	0	7	30
	1:30 PM	0	0	2	0	2	2	0	0	0	2	3	1	0	0	4	0	0	0	0	0	8	30
	1:45 PM	0	1	4	0	5	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	6	29
PM Peak Period	2:00 PM	0	0	3	0	3	5	0	0	0	5	1	0	0	0	1	0	0	0	0	0	9	27
	2:15 PM	0	0	3	0	3	2	0	1	0	3	1	0	0	0	1	0	0	0	0	0	7	25
	2:30 PM	0	0	3	0	3	3	0	0	0	3	1	0	0	0	1	0	0	0	0	0	7	27
	2:45 PM	0	0	3	0	3	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	4	27
	3:00 PM	0	0	5	0	5	1	0	0	0	1	0	1	0	0	1	0	0	0	0	0	7	30
	3:15 PM	0	3	2	0	5	2	0	2	0	4	0	0	0	0	0	0	0	0	0	0	9	31
	3:30 PM	0	0	4	0	4	3	0	0	0	3	0	0	0	0	0	0	0	0	0	0	7	28
	3:45 PM	0	0	2	0	2	1	0	4	0	5	0	0	0	0	0	0	0	0	0	0	7	25
	4:00 PM	0	0	3	0	3	3	0	1	0	4	0	1	0	0	1	0	0	0	0	0	8	22
	4:15 PM	0	0	3	0	3	3	0	0	0	3	0	0	0	0	0	0	0	0	0	0	6	19
	4:30 PM	0	0	2	0	2	0	0	0	0	0	2	0	0	0	2	0	0	0	0	0	4	17
	4:45 PM	0	0	3	0	3	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	4	18
	5:00 PM	0	0	1	0	1	4	0	0	0	4	0	0	0	0	0	0	0	0	0	0	5	18
	5:15 PM	0	0	2	0	2	2	0	0	0	2	0	0	0	0	0	0	0	0	0	0	4	22
	5:30 PM	0	1	3	0	4	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	5	24
	5:45 PM	0	0	2	0	2	2	0	0	0	2	0	0	0	0	0	0	0	0	0	0	4	27
	6:00 PM	0	0	4	0	4	4	0	0	0	4	1	0	0	0	1	0	0	0	0	0	9	26
	6:15 PM	0	0	3	0	3	3	0	0	0	3	0	0	0	0	0	0	0	0	0	0	6	
	6:30 PM	0	0	3	0	3	4	0	0	0	4	0	1	0	0	1	0	0	0	0	0	8	
	6:45 PM	0	0	1	0	1	2	0	0	0	2	0	0	0	0	0	0	0	0	0	0	3	
	7:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	7:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	7:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	7:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Totals		0	14	150	0	164	86	0	26	0	112	27	12	0	0	39	0	0	0	0	0	315	

Peak Hour Semi-Truck Volume Summary

Hourly		From North (↓)					From East (←)					From South (↑)					From West (→)					Total
Time Period		I94 W Front Rd-120th Ave					STH 158 - 52nd Street					I94 W Front Rd-120th Ave					STH 158 - 52nd Street					Hourly
Start Time		Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Volume
AM	6:15 AM	0	0	13	0	13	4	0	1	0	5	4	2	0	0	6	0	0	0	0	0	24
MD	10:00 AM	0	4	12	0	16	4	0	3	0	7	2	0	0	0	2	0	0	0	0	0	25
PM	4:15 PM	0	0	9	0	9	8	0	0	0	8	2	0	0	0	2	0	0	0	0	0	19

Intersection Traffic Volume Report

15-Minute Heavy Vehicle Data

STH 158 - 52nd Street & I94 W Front Rd-120th Ave

Count Basics		*Page 9 of 13*
Start Date: Tuesday, August 1, 2023	Weekday	Schools in Session
Total Number of Hours Counted: 13	Non-Holiday	No Special Events

Heavy Vehicles (Single-Unit Trucks, Buses & Semi-Trucks)



15-Minute Heavy Vehicle Data

15-Minute Time Period		From North (↓) I94 W Front Rd-120th Ave					From East (←) STH 158 - 52nd Street					From South (↑) I94 W Front Rd-120th Ave					From West (→) STH 158 - 52nd Street					15-Min	Hourly
Start Time		Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Totals	Sum
AM Peak Period	6:00 AM	0	0	2	0	2	1	0	3	0	4	5	0	0	0	5	0	0	0	0	0	11	58
	6:15 AM	0	0	3	0	3	4	0	3	0	7	6	2	0	0	8	0	0	0	0	0	18	55
	6:30 AM	0	1	6	0	7	1	0	0	0	1	5	4	0	0	9	0	0	0	0	0	17	48
	6:45 AM	0	0	5	0	5	2	0	2	0	4	2	1	0	0	3	0	0	0	0	0	12	40
	7:00 AM	0	0	3	0	3	0	0	2	0	2	1	2	0	0	3	0	0	0	0	0	8	36
	7:15 AM	0	0	2	0	2	1	0	1	0	2	5	2	0	0	7	0	0	0	0	0	11	35
	7:30 AM	0	3	2	0	5	2	0	2	0	4	0	0	0	0	0	0	0	0	0	0	9	35
	7:45 AM	0	1	3	0	4	1	0	0	0	1	2	1	0	0	3	0	0	0	0	0	8	35
	8:00 AM	0	0	1	0	1	2	0	2	0	4	1	1	0	0	2	0	0	0	0	0	7	40
	8:15 AM	0	0	4	0	4	1	0	1	0	2	1	4	0	0	5	0	0	0	0	0	11	38
	8:30 AM	0	1	4	0	5	1	0	1	0	2	1	1	0	0	2	0	0	0	0	0	9	39
	8:45 AM	0	3	4	0	7	2	0	2	0	4	0	2	0	0	2	0	0	0	0	0	13	41
	9:00 AM	0	2	0	0	2	1	0	1	0	2	1	0	0	0	1	0	0	0	0	0	5	40
	9:15 AM	0	1	3	0	4	2	0	3	0	5	2	1	0	0	3	0	0	0	0	0	12	62
	9:30 AM	0	1	4	0	5	1	0	2	0	3	1	2	0	0	3	0	0	0	0	0	11	72
	9:45 AM	0	0	5	0	5	2	0	1	0	3	2	2	0	0	4	0	0	0	0	0	12	79
Midday Peak Period	10:00 AM	0	2	19	0	21	2	0	3	0	5	1	0	0	0	1	0	0	0	0	0	27	76
	10:15 AM	0	2	8	0	10	6	0	1	0	7	1	4	0	0	5	0	0	0	0	0	22	66
	10:30 AM	0	2	5	0	7	2	0	4	0	6	3	2	0	0	5	0	0	0	0	0	18	66
	10:45 AM	0	2	2	0	4	0	0	2	0	2	2	1	0	0	3	0	0	0	0	0	9	68
	11:00 AM	0	2	7	0	9	5	0	1	0	6	2	0	0	0	2	0	0	0	0	0	17	82
	11:15 AM	0	5	10	0	15	4	0	1	0	5	1	1	0	0	2	0	0	0	0	0	22	79
	11:30 AM	0	1	7	0	8	1	0	4	0	5	4	3	0	0	7	0	0	0	0	0	20	66
	11:45 AM	0	3	10	0	13	0	0	3	0	3	4	3	0	0	7	0	0	0	0	0	23	64
	12:00 PM	0	0	8	0	8	1	0	2	0	3	1	2	0	0	3	0	0	0	0	0	14	59
	12:15 PM	0	0	3	0	3	3	0	1	0	4	1	1	0	0	2	0	0	0	0	0	9	63
	12:30 PM	0	1	5	0	6	2	0	4	0	6	2	4	0	0	6	0	0	0	0	0	18	71
	12:45 PM	0	0	10	0	10	3	0	2	0	5	2	1	0	0	3	0	0	0	0	0	18	73
	1:00 PM	0	0	8	0	8	4	0	4	0	8	2	0	0	0	2	0	0	0	0	0	18	72
	1:15 PM	0	3	4	0	7	5	0	3	0	8	2	0	0	0	2	0	0	0	0	0	17	70
	1:30 PM	0	3	4	0	7	3	0	3	0	6	4	3	0	0	7	0	0	0	0	0	20	68
	1:45 PM	0	3	4	0	7	1	0	4	0	5	4	1	0	0	5	0	0	0	0	0	17	67
PM Peak Period	2:00 PM	0	2	3	0	5	7	0	2	0	9	1	1	0	0	2	0	0	0	0	0	16	63
	2:15 PM	0	1	4	0	5	2	0	3	0	5	4	1	0	0	5	0	0	0	0	0	15	64
	2:30 PM	0	1	6	0	7	4	0	5	0	9	2	1	0	0	3	0	0	0	0	0	19	66
	2:45 PM	0	3	5	0	8	1	0	1	0	2	1	2	0	0	3	0	0	0	0	0	13	58
	3:00 PM	0	4	6	0	10	1	0	3	0	4	2	1	0	0	3	0	0	0	0	0	17	63
	3:15 PM	0	4	4	0	8	2	0	4	0	6	2	1	0	0	3	0	0	0	0	0	17	62
	3:30 PM	0	0	4	0	4	4	0	1	0	5	0	2	0	0	2	0	0	0	0	0	11	61
	3:45 PM	0	5	2	0	7	2	0	7	0	9	2	0	0	0	2	0	0	0	0	0	18	63
	4:00 PM	0	1	5	0	6	4	0	4	0	8	0	2	0	0	2	0	0	0	0	0	16	58
	4:15 PM	0	3	3	0	6	4	0	3	0	7	2	1	0	0	3	0	0	0	0	0	16	51
	4:30 PM	0	1	3	0	4	1	0	1	0	2	2	5	0	0	7	0	0	0	0	0	13	43
	4:45 PM	0	3	5	0	8	1	0	3	0	4	0	1	0	0	1	0	0	0	0	0	13	39
	5:00 PM	0	1	1	0	2	5	0	1	0	6	0	1	0	0	1	0	0	0	0	0	9	38
	5:15 PM	0	2	3	0	5	2	0	0	0	2	0	1	0	0	1	0	0	0	0	0	8	51
	5:30 PM	0	1	3	0	4	1	0	2	0	3	0	2	0	0	2	0	0	0	0	0	9	57
	5:45 PM	0	2	2	0	4	2	0	2	0	4	2	2	0	0	4	0	0	0	0	0	12	60
	6:00 PM	0	0	6	0	6	5	0	3	0	8	3	5	0	0	8	0	0	0	0	0	22	59
	6:15 PM	0	0	3	0	3	6	0	1	0	7	0	4	0	0	4	0	0	0	0	0	14	
	6:30 PM	0	0	3	0	3	6	0	0	0	6	1	2	0	0	3	0	0	0	0	0	12	
	6:45 PM	0	2	2	0	4	4	0	0	0	4	1	2	0	0	3	0	0	0	0	0	11	
	7:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	7:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	7:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	7:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Totals		0	78	238	0	316	130	0	114	0	244	96	88	0	0	184	0	0	0	0	0	744	

Peak Hour Heavy Vehicle Volume Summary

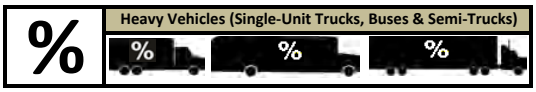
Hourly Time Period		From North (↓) I94 W Front Rd-120th Ave					From East (←) STH 158 - 52nd Street					From South (↑) I94 W Front Rd-120th Ave					From West (→) STH 158 - 52nd Street					Total Hourly
Start Time		Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Volume
AM	6:15 AM	0	1	17	0	18	7	0	7	0	14	14	9	0	0	23	0	0	0	0	0	55
MD	10:00 AM	0	8	34	0	42	10	0	10	0	20	7	7	0	0	14	0	0	0	0	0	76
PM	4:15 PM	0	8	12	0	20	11	0	8	0	19	4	8	0	0	12	0	0	0	0	0	51

Intersection Traffic Volume Report

15-Minute Heavy Vehicle Percentages

STH 158 - 52nd Street & I94 W Front Rd-120th Ave

Count Basics		*Page 10 of 13*
Start Date: Tuesday, August 1, 2023	Weekday	Schools in Session
Total Number of Hours Counted: 13	Non-Holiday	No Special Events



15-Minute Heavy Vehicle Percentages

	15-Minute Time Period	From North (↓) I94 W Front Rd-120th Ave					From East (←) STH 158 - 52nd Street					From South (↑) I94 W Front Rd-120th Ave					From West (→) STH 158 - 52nd Street					Total Heavy Vehicle	Hourly Heavy Vehicle
	Start Time	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Percent	Percent
AM Peak Period	6:00 AM	0.0	0.0	10.0	0.0	7.7	14.3	0.0	25.0	0.0	21.1	23.8	0.0	0.0	0.0	21.7	0.0	0.0	0.0	0.0	0.0	16.2	17.7
	6:15 AM	0.0	0.0	20.0	0.0	13.0	28.6	0.0	27.3	0.0	28.0	24.0	25.0	0.0	0.0	24.2	0.0	0.0	0.0	0.0	0.0	22.2	16.4
	6:30 AM	0.0	6.3	24.0	0.0	17.1	10.0	0.0	0.0	0.0	5.3	18.5	44.4	0.0	0.0	25.0	0.0	0.0	0.0	0.0	0.0	17.7	15.2
	6:45 AM	0.0	0.0	33.3	0.0	21.7	11.8	0.0	16.7	0.0	13.8	9.5	10.0	0.0	0.0	9.7	0.0	0.0	0.0	0.0	0.0	14.5	12.7
	7:00 AM	0.0	0.0	27.3	0.0	15.0	0.0	0.0	12.5	0.0	9.1	3.8	25.0	0.0	0.0	8.8	0.0	0.0	0.0	0.0	0.0	10.5	11.3
	7:15 AM	0.0	0.0	50.0	0.0	50.0	11.1	0.0	5.9	0.0	7.7	20.8	33.3	0.0	0.0	23.3	0.0	0.0	0.0	0.0	0.0	18.3	11.7
	7:30 AM	0.0	30.0	11.1	0.0	17.9	12.5	0.0	14.3	0.0	13.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	9.5	11.4
	7:45 AM	0.0	7.1	27.3	0.0	16.0	5.3	0.0	0.0	0.0	2.3	14.3	16.7	0.0	0.0	15.0	0.0	0.0	0.0	0.0	0.0	9.1	12.6
	8:00 AM	0.0	0.0	12.5	0.0	8.3	20.0	0.0	16.7	0.0	18.2	6.3	16.7	0.0	0.0	9.1	0.0	0.0	0.0	0.0	0.0	12.5	15.5
	8:15 AM	0.0	0.0	44.4	0.0	30.8	11.1	0.0	5.9	0.0	7.7	7.1	26.7	0.0	0.0	17.2	0.0	0.0	0.0	0.0	0.0	16.2	13.1
	8:30 AM	0.0	20.0	30.8	0.0	27.8	5.3	0.0	9.1	0.0	6.5	8.3	25.0	0.0	0.0	12.5	0.0	0.0	0.0	0.0	0.0	13.8	13.3
	8:45 AM	0.0	37.5	30.8	0.0	33.3	15.4	0.0	20.0	0.0	17.4	0.0	15.4	0.0	0.0	8.0	0.0	0.0	0.0	0.0	0.0	18.8	13.1
	9:00 AM	0.0	12.5	0.0	0.0	6.7	4.8	0.0	9.1	0.0	5.9	16.7	0.0	0.0	0.0	4.3	0.0	0.0	0.0	0.0	0.0	5.7	12.2
	9:15 AM	0.0	33.3	33.3	0.0	33.3	8.3	0.0	13.0	0.0	10.6	33.3	12.5	0.0	0.0	21.4	0.0	0.0	0.0	0.0	0.0	16.4	17.4
	9:30 AM	0.0	6.7	30.8	0.0	17.9	5.0	0.0	16.7	0.0	9.1	12.5	14.3	0.0	0.0	13.6	0.0	0.0	0.0	0.0	0.0	13.3	17.3
	9:45 AM	0.0	0.0	55.6	0.0	31.3	8.3	0.0	8.3	0.0	8.3	16.7	10.0	0.0	0.0	12.5	0.0	0.0	0.0	0.0	0.0	14.3	18.9
Midday Peak Period	10:00 AM	0.0	22.2	67.9	0.0	56.8	5.7	0.0	16.7	0.0	9.4	6.7	0.0	0.0	0.0	3.7	0.0	0.0	0.0	0.0	0.0	23.1	18.1
	10:15 AM	0.0	15.4	30.8	0.0	25.6	14.3	0.0	5.0	0.0	11.3	8.3	20.0	0.0	0.0	15.6	0.0	0.0	0.0	0.0	0.0	16.5	17.1
	10:30 AM	0.0	25.0	27.8	0.0	26.9	13.3	0.0	25.0	0.0	18.2	30.0	14.3	0.0	0.0	20.8	0.0	0.0	0.0	0.0	0.0	21.7	19.2
	10:45 AM	0.0	20.0	6.1	0.0	9.1	0.0	0.0	18.2	0.0	9.1	15.4	11.1	0.0	0.0	13.6	0.0	0.0	0.0	0.0	0.0	10.2	19.3
	11:00 AM	0.0	7.4	30.4	0.0	18.0	50.0	0.0	10.0	0.0	28.6	33.3	0.0	0.0	0.0	20.0	0.0	0.0	0.0	0.0	0.0	21.0	21.2
	11:15 AM	0.0	26.3	28.6	0.0	27.8	66.7	0.0	10.0	0.0	31.3	9.1	10.0	0.0	0.0	9.5	0.0	0.0	0.0	0.0	0.0	24.2	19.8
	11:30 AM	0.0	6.7	21.2	0.0	16.7	14.3	0.0	21.1	0.0	19.2	36.4	42.9	0.0	0.0	38.9	0.0	0.0	0.0	0.0	0.0	21.7	16.7
	11:45 AM	0.0	9.1	30.3	0.0	19.7	0.0	0.0	15.0	0.0	8.8	50.0	21.4	0.0	0.0	31.8	0.0	0.0	0.0	0.0	0.0	18.9	16.6
	12:00 PM	0.0	0.0	23.5	0.0	17.4	12.5	0.0	11.1	0.0	11.5	7.1	25.0	0.0	0.0	13.6	0.0	0.0	0.0	0.0	0.0	14.9	17.1
	12:15 PM	0.0	0.0	13.6	0.0	8.3	30.0	0.0	5.3	0.0	13.8	6.7	14.3	0.0	0.0	9.1	0.0	0.0	0.0	0.0	0.0	10.3	19.3
	12:30 PM	0.0	7.7	27.8	0.0	19.4	22.2	0.0	20.0	0.0	20.7	20.0	33.3	0.0	0.0	27.3	0.0	0.0	0.0	0.0	0.0	22.0	22.4
	12:45 PM	0.0	0.0	50.0	0.0	32.3	14.3	0.0	15.4	0.0	14.3	25.0	12.5	0.0	0.0	18.8	0.0	0.0	0.0	0.0	0.0	22.0	22.1
	1:00 PM	0.0	0.0	40.0	0.0	25.8	40.0	0.0	26.7	0.0	32.0	22.2	0.0	0.0	0.0	10.0	0.0	0.0	0.0	0.0	0.0	23.7	22.3
	1:15 PM	0.0	23.1	30.8	0.0	26.9	55.6	0.0	20.0	0.0	32.0	13.3	0.0	0.0	0.0	7.7	0.0	0.0	0.0	0.0	0.0	22.1	20.3
	1:30 PM	0.0	17.6	25.0	0.0	21.2	17.6	0.0	13.0	0.0	14.6	44.4	25.0	0.0	0.0	33.3	0.0	0.0	0.0	0.0	0.0	21.1	20.2
	1:45 PM	0.0	17.6	33.3	0.0	24.1	12.5	0.0	30.8	0.0	22.7	26.7	11.1	0.0	0.0	20.8	0.0	0.0	0.0	0.0	0.0	22.7	19.6
PM Peak Period	2:00 PM	0.0	9.5	18.8	0.0	13.5	53.8	0.0	10.0	0.0	27.3	7.7	7.1	0.0	0.0	7.4	0.0	0.0	0.0	0.0	0.0	16.5	17.9
	2:15 PM	0.0	20.0	36.4	0.0	31.3	20.0	0.0	13.0	0.0	15.2	30.8	14.3	0.0	0.0	25.0	0.0	0.0	0.0	0.0	0.0	21.7	18.1
	2:30 PM	0.0	8.3	28.6	0.0	21.2	26.7	0.0	16.7	0.0	20.0	15.4	11.1	0.0	0.0	13.6	0.0	0.0	0.0	0.0	0.0	19.0	17.7
	2:45 PM	0.0	27.3	38.5	0.0	33.3	9.1	0.0	3.7	0.0	5.3	7.7	20.0	0.0	0.0	13.0	0.0	0.0	0.0	0.0	0.0	15.3	15.7
	3:00 PM	0.0	40.0	21.4	0.0	26.3	8.3	0.0	10.3	0.0	9.8	20.0	10.0	0.0	0.0	15.0	0.0	0.0	0.0	0.0	0.0	17.2	15.7
	3:15 PM	0.0	57.1	26.7	0.0	36.4	40.0	0.0	10.0	0.0	12.8	14.3	16.7	0.0	0.0	15.0	0.0	0.0	0.0	0.0	0.0	19.1	14.6
	3:30 PM	0.0	0.0	14.3	0.0	8.3	50.0	0.0	4.3	0.0	16.1	0.0	22.2	0.0	0.0	11.8	0.0	0.0	0.0	0.0	0.0	11.5	13.4
	3:45 PM	0.0	31.3	7.7	0.0	16.7	20.0	0.0	20.0	0.0	20.0	9.1	0.0	0.0	0.0	6.5	0.0	0.0	0.0	0.0	0.0	15.3	12.0
	4:00 PM	0.0	14.3	16.7	0.0	16.2	26.7	0.0	9.5	0.0	14.0	0.0	16.7	0.0	0.0	6.9	0.0	0.0	0.0	0.0	0.0	13.0	10.8
	4:15 PM	0.0	17.6	23.1	0.0	19.4	26.7	0.0	6.8	0.0	11.9	12.5	8.3	0.0	0.0	10.7	0.0	0.0	0.0	0.0	0.0	13.6	8.7
	4:30 PM	0.0	5.0	5.7	0.0	5.5	7.7	0.0	2.4	0.0	3.7	12.5	22.7	0.0	0.0	18.4	0.0	0.0	0.0	0.0	0.0	7.9	7.5
	4:45 PM	0.0	17.6	21.7	0.0	20.0	7.1	0.0	7.5	0.0	7.4	0.0	4.8	0.0	0.0	2.9	0.0	0.0	0.0	0.0	0.0	10.1	7.3
	5:00 PM	0.0	5.0	2.0	0.0	2.8	31.3	0.0	2.0	0.0	9.0	0.0	6.7	0.0	0.0	2.9	0.0	0.0	0.0	0.0	0.0	5.2	7.8
	5:15 PM	0.0	11.1	11.1	0.0	11.1	13.3	0.0	0.0	0.0	4.5	0.0	11.1	0.0	0.0	4.5	0.0	0.0	0.0	0.0	0.0	7.2	11.7
	5:30 PM	0.0	5.3	8.8	0.0	7.5	5.9	0.0	7.4	0.0	6.8	0.0	15.4	0.0	0.0	8.7	0.0	0.0	0.0	0.0	0.0	7.5	13.5
	5:45 PM	0.0	25.0	10.0	0.0	14.3	20.0	0.0	8.3	0.0	11.8	28.6	15.4	0.0	0.0	20.0	0.0	0.0	0.0	0.0	0.0	14.6	15.3
	6:00 PM	0.0	0.0	16.2	0.0	11.3	29.4	0.0	12.5	0.0	19.5	37.5	22.7	0.0	0.0	26.7	0.0	0.0	0.0	0.0	0.0	17.7	14.3
	6:15 PM	0.0	0.0	9.7	0.0	6.5	50.0	0.0	7.1	0.0	26.9	0.0	30.8	0.0	0.0	16.7	0.0	0.0	0.0	0.0	0.0	14.6	
	6:30 PM	0.0	0.0	9.4	0.0	7.1	40.0	0.0	0.0	0.0	22.2	14.3	14.3	0.0	0.0	14.3	0.0	0.0	0.0	0.0	0.0	13.3	
	6:45 PM	0.0	10.0	7.4	0.0	8.3	28.6	0.0	0.0	0.0	11.4	10.0	20.0	0.0	0.0	15.0	0.0	0.0	0.0	0.0	0.0	10.7	
	7:00 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	7:15 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	7:30 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	7:45 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	8:00 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	8:15 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	8:30 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	8:45 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	9:00 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	9:15 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	9:30 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	9:45 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Totals		0.0	11.8	21.1	0.0	17.6	17.9	0.0	10.6	0.0	13.4	13.7	15.3	0.0	0.0	14.4	0.0	0.0	0.0	0.0	0.0	15.2	

Peak Hour Heavy Vehicle Percentages Summary

	Hourly Time Period	From North (↓) I94 W Front Rd-120th Ave					From East (←) STH 158 - 52nd Street					From South (↑) I94 W Front Rd-120th Ave					From West (→) STH 158 - 52nd Street					Hourly Heavy Vehicle
	Start Time	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Percent
AM	6:15 AM	0.0	2.5	25.8	0.0	16.8	14.9	0.0	14.6	0.0	14.7	14.1	25.7	0.0	0.0	17.2	0.0	0.0	0.0	0.0	0.0	16.4
MD	10:00 AM	0.0	20.0	32.4	0.0	28.8	9.8	0.0	15.4	0.0	11.8	14.0	12.7	0.0	0.0	13.3	0.0	0.0	0.0	0.0	0.0	18.1
PM	4:15 PM	0.0	10.8	8.6	0.0	9.3	19.0	0.0	4.5	0.0	8.1	6.2	11.4	0.0	0.0	8.9	0.0	0.0	0.0	0.0	0.0	8.7

Intersection Traffic Volume Report

15-Minute Pedestrian and Bicyclist Data

STH 158 - 52nd Street & I94 W Front Rd-120th Ave

Count Basics			*Page 11 of 13*
Start Date:	Tuesday, August 1, 2023	Weekday	Schools in Session
Total Number of Hours Counted: 13		Non-Holiday	No Special Events

Pedestrians and Bicyclists

15-Minute Pedestrian and Bicyclist Data

	15-Minute Time Period	Crossing North Approach			Crossing East Approach			Crossing South Approach			Crossing West Approach				
		I94 W Front Rd-120th Ave			STH 158 - 52nd Street			I94 W Front Rd-120th Ave			STH 158 - 52nd Street			15-Min	Hourly
	Start Time	Pedestrian	Bicyclist	Total	Pedestrian	Bicyclist	Total	Pedestrian	Bicyclist	Total	Pedestrian	Bicyclist	Total	Totals	Sum
AM Peak Period	6:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	6:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	6:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	1
	6:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	1
	7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	1
	7:15 AM	0	0	0	0	0	0	0	0	0	0	1	1	1	2
	7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	1
	7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	1
	8:00 AM	0	0	0	1	0	1	0	0	0	0	0	0	1	1
	8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	9:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	9:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	9:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Midday Peak Period	10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	10:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	10:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	10:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	1:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	1:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	1:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	1:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PM Peak Period	2:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	2:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	2:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	2:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	3:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	3:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	3:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	3:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	6:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	6:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	6:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	6:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	7:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	7:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	7:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	7:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
Totals		0	0	0	1	0	1	0	0	0	0	1	1	2	

Special Pedestrians

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

Intersection Traffic Volume Report

Count Basics	Version 2023.10		Page 1 of 13
Start Date:	Tuesday, August 1, 2023	Weekday	Schools in Session
Total Number of Hours Counted: 13		Non-Holiday	No Special Events

Base Information, Observed (13) Hour and Estimated (24) Hour Volume Summaries

Major St: **STH 158 - 52nd Street**
Minor St: **I41-94 SB Ramps**
Intersection of: *STH 158 - 52nd Street & I41-94 SB Ramps*

IX_ID: **IX_30_04874**

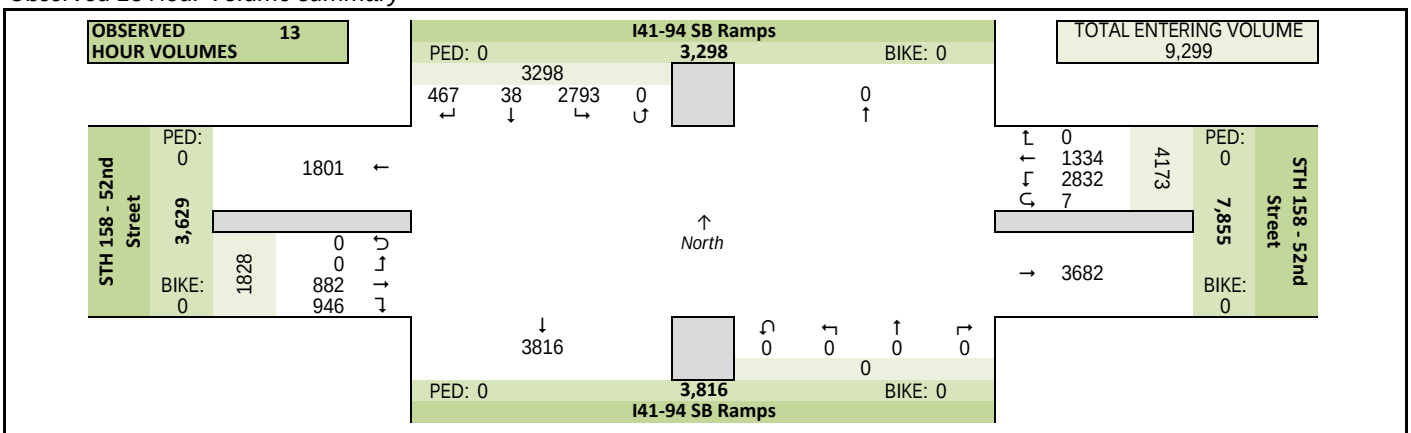
Site Information

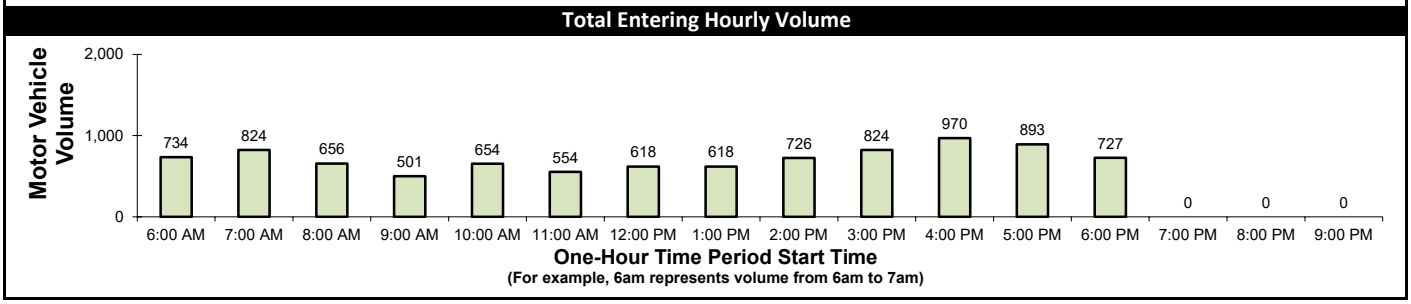
Municipality	Town of Paris		
County	30 - Kenosha	WisDOT Region	SE
Traffic Control	Traffic Signal		
Roadway Names		North Direction	↑
North Leg	I41-94 SB Ramps		
East Leg	STH 158 - 52nd Street		
South Leg	I41-94 SB Ramps		
West Leg	STH 158 - 52nd Street		
Special Considerations			
Schools	In Session		
Holidays	None		
Special Events	None		
Special Pedestrians Observed			
Pre-school children	None		
Elementry school age children	None		
Visually impaired (white cane/helper dog)	None		
Elderly/disabled (except wheelchairs)	None		
Wheelchairs/electric scooters	None		
Other (describe)	None	None	

Count Information

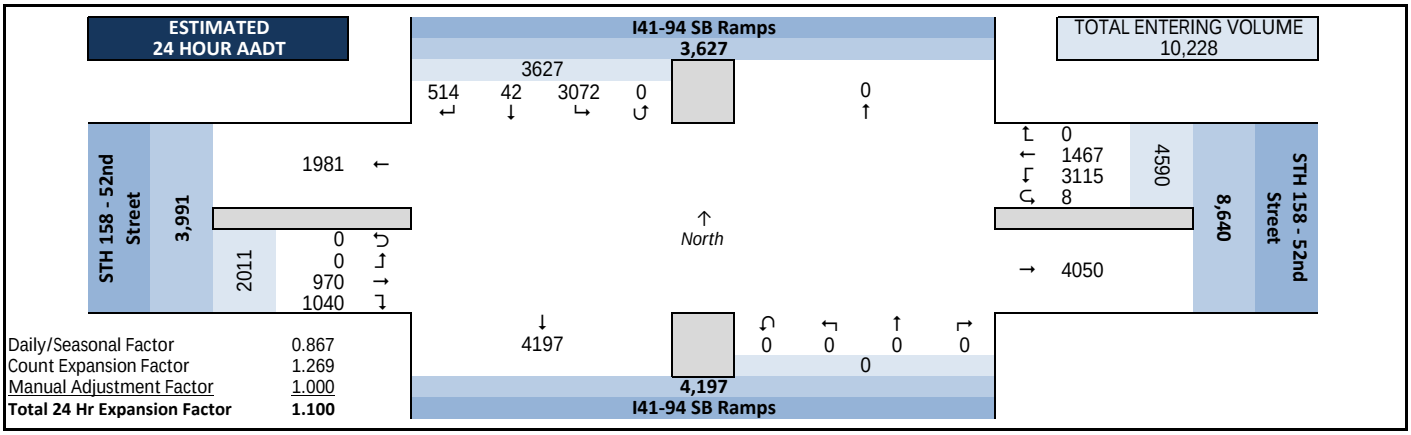
Hrs Counted:	06:00 AM-07:00 PM				
1st Day of Count	Tuesday, August 1, 2023			Weather	
AM Peak Period	Tuesday, August 1, 2023			Clear & Dry	
Midday Peak Period	Thursday, October 19, 2023			Clear & Dry	
PM Peak Period	Thursday, October 19, 2023			Clear & Dry	
Calculated Peak Hours					
AM	7:00-8:00am	MD	10:00-11:00am	PM	4:15-5:15pm
Peak Hours Selected for Analysis					
AM	7:00-8:00am	MD	10:00-11:00am	PM	4:15-5:15pm
Daily/Seasonal Adjustment Group	(2) Urban Arterials & Collectors				
Count Expansion Group	(2) Urban Arterials & Collectors				
Daily/Seasonal Adjustment Factor	0.867	Count Expansion Factor	1.269		
Company Name	TADI, Inc			Manual Adj.	1.000
Observers: AM Peak Period	Wendy Picard				
Observers: Midday Peak Period	Lori Atwell - Video				
Observers: PM Peak Period	Lori Atwell - Video				
Comments	2021 DOT Daily & Seasonal Factors				

Observed 13 Hour Volume Summary





Estimated 24 Hour AADT



Intersection Traffic Volume Report

Peak Hour Volume Graphical Summary

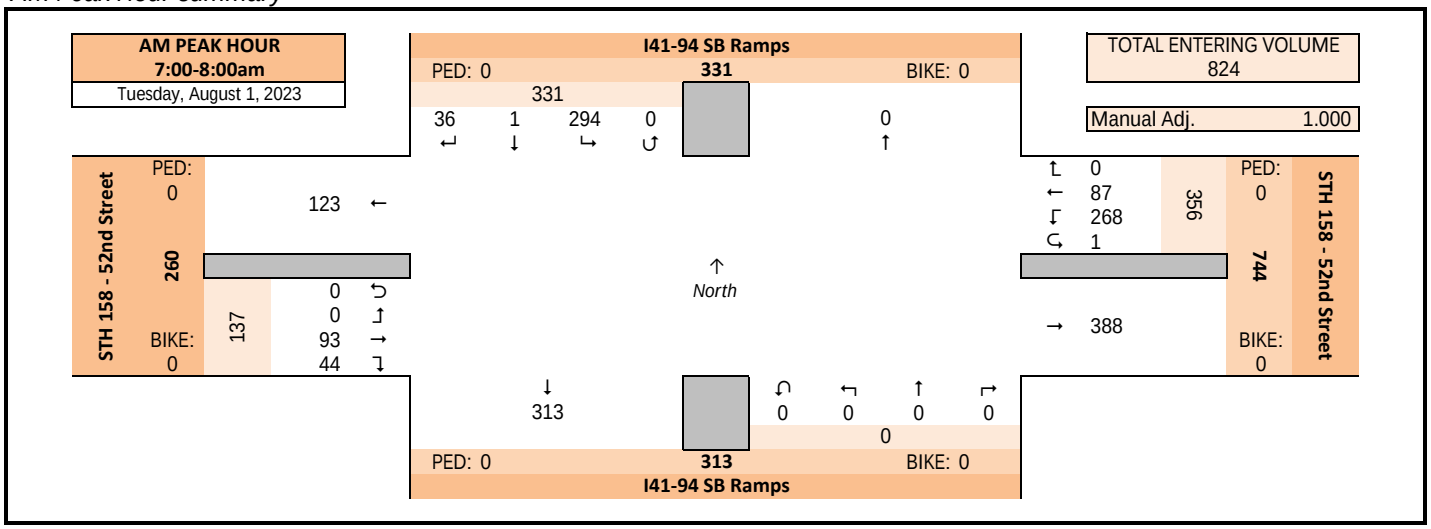
STH 158 - 52nd Street & I41-94 SB Ramps

Count Basics			Page 2 of 13
Start Date:	Tuesday, August 1, 2023	Weekday	Schools in Session
Total Number of Hours Counted: 13		Non-Holiday	No Special Events

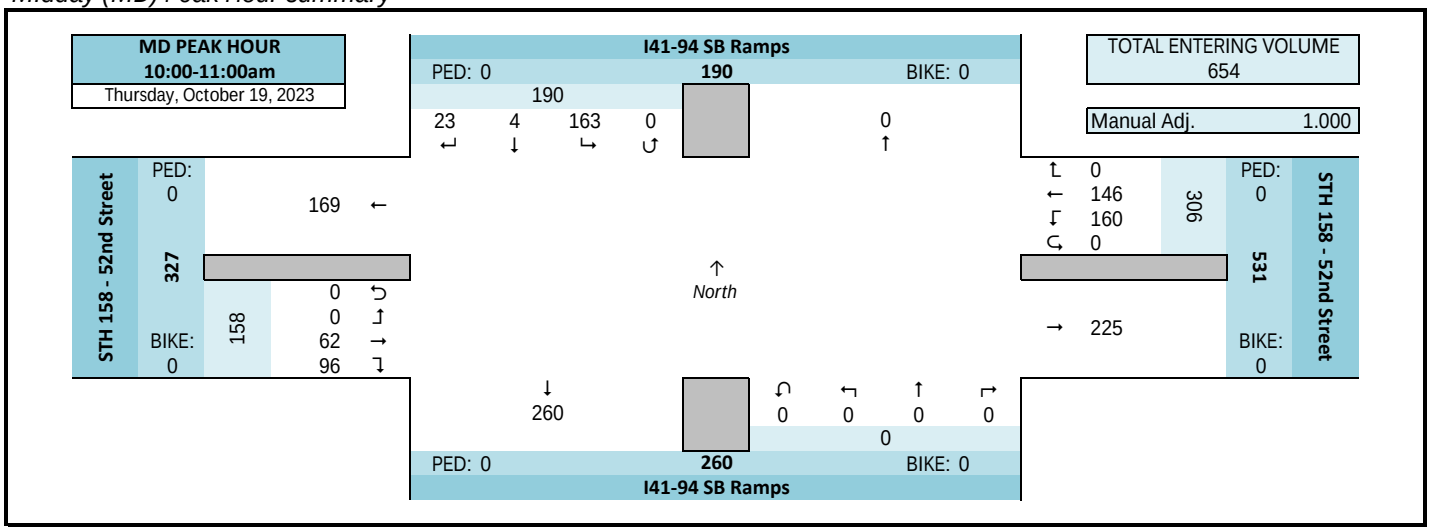
All Motor Vehicles



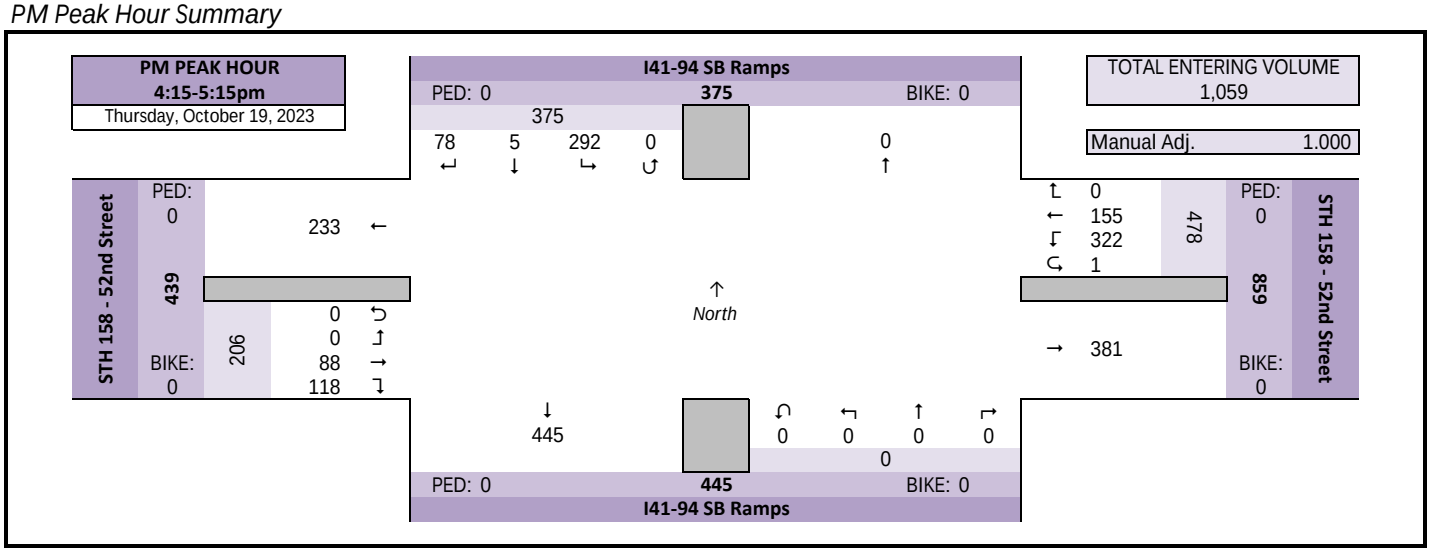
AM Peak Hour Summary



Midday (MD) Peak Hour Summary



PM Peak Hour Summary



Intersection Traffic Volume Report

Peak Hour Volume Summary

STH 158 - 52nd Street & I41-94 SB Ramps

Count Basics			*Page 3 of 13*
Start Date:	Tuesday, August 1, 2023	Weekday	Schools in Session
Total Number of Hours Counted: 13		Non-Holiday	No Special Events

All Motor Vehicles



Peak Hour Volumes, Truck Percentages, and PHFs

Tuesday, August 1, 2023		From North					From East					From South					From West					
	AM Peak Hour	I41-94 SB Ramps					STH 158 - 52nd Street					I41-94 SB Ramps					STH 158 - 52nd Street					
	Start Time	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Totals
AM Peak Hour	7:00 AM	7	0	59	0	66	0	15	56	0	71	0	0	0	0	0	8	29	0	0	37	174
	7:15 AM	9	0	74	0	83	0	19	72	0	91	0	0	0	0	0	7	22	0	0	29	203
	7:30 AM	11	0	72	0	83	0	19	64	0	83	0	0	0	0	0	14	27	0	0	41	207
	7:45 AM	9	1	89	0	99	0	34	76	1	111	0	0	0	0	0	15	15	0	0	30	240
	Peak Hour Volume	36	1	294	0	331	0	87	268	1	356	0	0	0	0	0	44	93	0	0	137	824
	Rounded Hourly Volume	35	0	295	0	330	0	85	270	0	355	0	0	0	0	0	45	95	0	0	140	825
	% Single Unit Trucks	5.6	0.0	5.4	0.0	5.4	0.0	3.4	4.1	0.0	3.9	0.0	0.0	0.0	0.0	0.0	9.1	5.4	0.0	0.0	6.6	5.0
	% Heavy Trucks	5.6	0.0	2.4	0.0	2.7	0.0	2.3	7.8	0.0	6.5	0.0	0.0	0.0	0.0	0.0	11.4	4.3	0.0	0.0	6.6	5.0
	% Trucks (Total)	11.1	0.0	7.8	0.0	8.2	0.0	5.7	11.9	0.0	10.4	0.0	0.0	0.0	0.0	0.0	20.5	9.7	0.0	0.0	13.1	10.0
	Peak Hour Factor (PHF)	0.82	0.25	0.83	0.00	0.84	0.00	0.64	0.88	0.25	0.80	0.00	0.00	0.00	0.00	0.00	0.73	0.80	0.00	0.00	0.84	0.86

Thursday, October 19, 2023		From North					From East					From South					From West					
	MD Peak Hour	I41-94 SB Ramps					STH 158 - 52nd Street					I41-94 SB Ramps					STH 158 - 52nd Street					
	Start Time	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Totals
Midday (MD) Peak Hour	10:00 AM	7	0	31	0	38	0	45	53	0	98	0	0	0	0	0	23	18	0	0	41	177
	10:15 AM	8	3	37	0	48	0	54	32	0	86	0	0	0	0	0	27	12	0	0	39	173
	10:30 AM	2	1	51	0	54	0	31	33	0	64	0	0	0	0	0	14	16	0	0	30	148
	10:45 AM	6	0	44	0	50	0	16	42	0	58	0	0	0	0	0	32	16	0	0	48	156
	Peak Hour Volume	23	4	163	0	190	0	146	160	0	306	0	0	0	0	0	96	62	0	0	158	654
	Rounded Hourly Volume	25	5	165	0	195	0	145	160	0	305	0	0	0	0	0	95	60	0	0	155	655
	% Single Unit Trucks	13.0	25.0	12.9	0.0	13.2	0.0	6.8	7.5	0.0	7.2	0.0	0.0	0.0	0.0	0.0	25.0	9.7	0.0	0.0	19.0	11.8
	% Heavy Trucks	4.3	25.0	3.7	0.0	4.2	0.0	4.8	20.6	0.0	13.1	0.0	0.0	0.0	0.0	0.0	10.4	3.2	0.0	0.0	7.6	9.2
	% Trucks (Total)	17.4	50.0	16.6	0.0	17.4	0.0	11.6	28.1	0.0	20.3	0.0	0.0	0.0	0.0	0.0	35.4	12.9	0.0	0.0	26.6	20.9
	Peak Hour Factor (PHF)	0.72	0.33	0.80	0.00	0.88	0.00	0.68	0.75	0.00	0.78	0.00	0.00	0.00	0.00	0.00	0.75	0.86	0.00	0.00	0.82	0.92

Thursday, October 19, 2023		From North					From East					From South					From West					
	PM Peak Hour	I41-94 SB Ramps					STH 158 - 52nd Street					I41-94 SB Ramps					STH 158 - 52nd Street					
	Start Time	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Totals
PM Peak Hour	4:15 PM	23	1	75	0	99	0	35	65	0	100	0	0	0	0	0	14	17	0	0	31	230
	4:30 PM	13	1	77	0	91	0	39	83	0	122	0	0	0	0	0	40	28	0	0	68	281
	4:45 PM	18	1	72	0	91	0	37	78	1	116	0	0	0	0	0	18	19	0	0	37	244
	5:00 PM	24	2	68	0	94	0	44	96	0	140	0	0	0	0	0	46	24	0	0	70	304
	Peak Hour Volume	78	5	292	0	375	0	155	322	1	478	0	0	0	0	0	118	88	0	0	206	1059
	Rounded Hourly Volume	80	5	290	0	375	0	155	320	0	475	0	0	0	0	0	120	90	0	0	210	1060
	% Single Unit Trucks	7.7	0.0	1.4	0.0	2.7	0.0	1.9	1.6	0.0	1.7	0.0	0.0	0.0	0.0	0.0	0.8	3.4	0.0	0.0	1.9	2.1
	% Heavy Trucks	0.0	0.0	2.4	0.0	1.9	0.0	5.8	5.9	0.0	5.9	0.0	0.0	0.0	0.0	0.0	6.8	3.4	0.0	0.0	5.3	4.3
	% Trucks (Total)	7.7	0.0	3.8	0.0	4.5	0.0	7.7	7.5	0.0	7.5	0.0	0.0	0.0	0.0	0.0	7.6	6.8	0.0	0.0	7.3	6.4
	Peak Hour Factor (PHF)	0.81	0.62	0.95	0.00	0.95	0.00	0.88	0.84	0.25	0.85	0.00	0.00	0.00	0.00	0.00	0.64	0.79	0.00	0.00	0.74	0.87

Peak Hour Pedestrian and Bicyclist Volumes

Pedestrians and Bicyclists		Crossing North Approach			Crossing East Approach			Crossing South Approach			Crossing West Approach			Total Ped & Bike Volume
		I41-94 SB Ramps			STH 158 - 52nd Street			I41-94 SB Ramps			STH 158 - 52nd Street			
	15-Minute Start Time	Pedestrian	Bicyclist	Total	Pedestrian	Bicyclist	Total	Pedestrian	Bicyclist	Total	Pedestrian	Bicyclist	Total	
AM	7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
	7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
	7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
	7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
	Total	0	0	0	0	0	0	0	0	0	0	0	0	0
MD	10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
	10:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
	10:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
	10:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
	Total	0	0	0	0	0	0	0	0	0	0	0	0	0
PM	4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	Total	0	0	0	0	0	0	0	0	0	0	0	0	0

Intersection Traffic Volume Report

Hourly Volume Summary - Motor Vehicle Data

STH 158 - 52nd Street & I41-94 SB Ramps

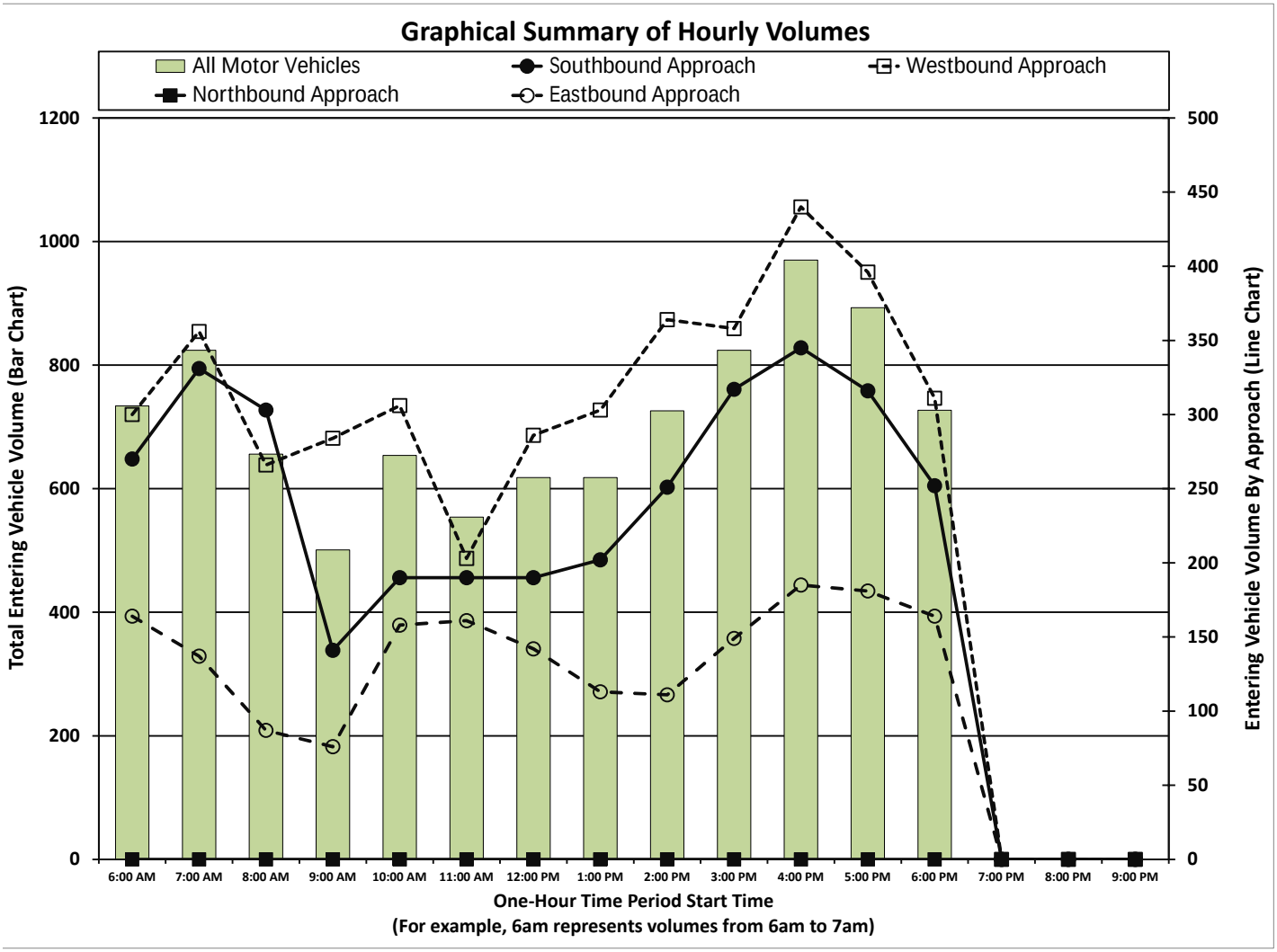
Count Basics			Page 4 of 13
Start Date:	Tuesday, August 1, 2023	Weekday	Schools in Session
Total Number of Hours Counted: 13		Non-Holiday	No Special Events

All Motor Vehicles



One-Hour Motor Vehicle Data

	One-Hour Time Period Start Time	From North (↓) I41-94 SB Ramps					From East (←) STH 158 - 52nd Street					From South (↑) I41-94 SB Ramps					From West (→) STH 158 - 52nd Street					Total Vehicle Volume	Directional Volume Totals	
		Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total		E/W	N/S
AM	6:00 AM	25	1	244	0	270	0	67	233	0	300	0	0	0	0	0	77	87	0	0	164	734	464	270
AM	7:00 AM	36	1	294	0	331	0	87	268	1	356	0	0	0	0	0	44	93	0	0	137	824	493	331
AM	8:00 AM	24	0	279	0	303	0	77	187	2	266	0	0	0	0	0	38	49	0	0	87	656	353	303
AM	9:00 AM	19	3	119	0	141	0	132	152	0	284	0	0	0	0	0	36	40	0	0	76	501	360	141
MD	10:00 AM	23	4	163	0	190	0	146	160	0	306	0	0	0	0	0	96	62	0	0	158	654	464	190
MD	11:00 AM	20	4	166	0	190	0	72	131	0	203	0	0	0	0	0	101	60	0	0	161	554	364	190
MD	12:00 PM	26	2	162	0	190	0	90	196	0	286	0	0	0	0	0	67	75	0	0	142	618	428	190
MD	1:00 PM	31	2	169	0	202	0	75	228	0	303	0	0	0	0	0	51	62	0	0	113	618	416	202
PM	2:00 PM	38	4	209	0	251	0	112	252	0	364	0	0	0	0	0	47	64	0	0	111	726	475	251
PM	3:00 PM	64	4	249	0	317	0	101	256	1	358	0	0	0	0	0	79	70	0	0	149	824	507	317
PM	4:00 PM	69	5	271	0	345	0	153	286	1	440	0	0	0	0	0	94	91	0	0	185	970	625	345
PM	5:00 PM	62	4	250	0	316	0	128	268	0	396	0	0	0	0	0	110	71	0	0	181	893	577	316
PM	6:00 PM	30	4	218	0	252	0	94	215	2	311	0	0	0	0	0	106	58	0	0	164	727	475	252
PM	7:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PM	8:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PM	9:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Totals		467	38	2793	0	3298	0	1334	2832	7	4173	0	0	0	0	0	946	882	0	0	1828	9299	6001	3298



Intersection Traffic Volume Report

15-Minute Motor Vehicle Data

STH 158 - 52nd Street & I41-94 SB Ramps

Count Basics		*Page 5 of 13*
Start Date: Tuesday, August 1, 2023	Weekday	Schools in Session
Total Number of Hours Counted: 13	Non-Holiday	No Special Events

All Motor Vehicles



15-Minute Motor Vehicle Data

	15-Minute Time Period	From North (↓) I41-94 SB Ramps					From East (←) STH 158 - 52nd Street					From South (↑) I41-94 SB Ramps					From West (→) STH 158 - 52nd Street					15-Min	Hourly	
	Start Time	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Totals	Sum	PHF
AM Peak Period	6:00 AM	8	0	44	0	52	0	12	57	0	69	0	0	0	0	0	21	21	0	0	42	163	734	0.83
	6:15 AM	5	0	52	0	57	0	19	49	0	68	0	0	0	0	0	15	22	0	0	37	162	745	0.85
	6:30 AM	3	1	58	0	62	0	16	59	0	75	0	0	0	0	0	22	30	0	0	52	189	786	0.89
	6:45 AM	9	0	90	0	99	0	20	68	0	88	0	0	0	0	0	19	14	0	0	33	220	804	0.91
	7:00 AM	7	0	59	0	66	0	15	56	0	71	0	0	0	0	0	8	29	0	0	37	174	824	0.86
	7:15 AM	9	0	74	0	83	0	19	72	0	91	0	0	0	0	0	7	22	0	0	29	203	818	0.85
	7:30 AM	11	0	72	0	83	0	19	64	0	83	0	0	0	0	0	14	27	0	0	41	207	792	0.83
	7:45 AM	9	1	89	0	99	0	34	76	1	111	0	0	0	0	0	15	15	0	0	30	240	752	0.78
	8:00 AM	6	0	78	0	84	0	15	48	1	64	0	0	0	0	0	11	9	0	0	20	168	656	0.93
	8:15 AM	7	0	68	0	75	0	19	61	0	80	0	0	0	0	0	9	13	0	0	22	177	624	0.88
	8:30 AM	6	0	73	0	79	0	25	38	1	64	0	0	0	0	0	13	11	0	0	24	167	575	0.86
	8:45 AM	5	0	60	0	65	0	18	40	0	58	0	0	0	0	0	5	16	0	0	21	144	519	0.90
	9:00 AM	5	1	36	0	42	0	32	39	0	71	0	0	0	0	0	10	13	0	0	23	136	501	0.92
	9:15 AM	9	1	34	0	44	0	36	33	0	69	0	0	0	0	0	8	7	0	0	15	128	542	0.77
	9:30 AM	3	1	20	0	24	0	29	38	0	67	0	0	0	0	0	11	9	0	0	20	111	587	0.83
	9:45 AM	2	0	29	0	31	0	35	42	0	77	0	0	0	0	0	7	11	0	0	18	126	624	0.88
Midday Peak Period	10:00 AM	7	0	31	0	38	0	45	53	0	98	0	0	0	0	0	23	18	0	0	41	177	654	0.92
	10:15 AM	8	3	37	0	48	0	54	32	0	86	0	0	0	0	0	27	12	0	0	39	173	592	0.86
	10:30 AM	2	1	51	0	54	0	31	33	0	64	0	0	0	0	0	14	16	0	0	30	148	559	0.90
	10:45 AM	6	0	44	0	50	0	16	42	0	58	0	0	0	0	0	32	16	0	0	48	156	555	0.89
	11:00 AM	3	1	35	0	39	0	14	33	0	47	0	0	0	0	0	15	14	0	0	29	115	554	0.89
	11:15 AM	5	1	50	0	56	0	13	24	0	37	0	0	0	0	0	30	17	0	0	47	140	605	0.91
	11:30 AM	7	1	37	0	45	0	18	36	0	54	0	0	0	0	0	31	14	0	0	45	144	610	0.92
	11:45 AM	5	1	44	0	50	0	27	38	0	65	0	0	0	0	0	25	15	0	0	40	155	609	0.92
	12:00 PM	9	0	48	0	57	0	19	41	0	60	0	0	0	0	0	21	28	0	0	49	166	618	0.93
	12:15 PM	7	0	33	0	40	0	19	49	0	68	0	0	0	0	0	18	19	0	0	37	145	632	0.88
	12:30 PM	7	0	40	0	47	0	21	47	0	68	0	0	0	0	0	13	15	0	0	28	143	617	0.86
	12:45 PM	3	2	41	0	46	0	31	59	0	90	0	0	0	0	0	15	13	0	0	28	164	636	0.88
	1:00 PM	9	0	36	0	45	0	15	94	0	109	0	0	0	0	0	13	13	0	0	26	180	618	0.86
	1:15 PM	9	0	29	0	38	0	16	43	0	59	0	0	0	0	0	11	22	0	0	33	130	610	0.89
	1:30 PM	8	1	48	0	57	0	28	51	0	79	0	0	0	0	0	14	12	0	0	26	162	640	0.93
	1:45 PM	5	1	56	0	62	0	16	40	0	56	0	0	0	0	0	13	15	0	0	28	146	689	0.82
PM Peak Period	2:00 PM	7	2	41	0	50	0	27	68	0	95	0	0	0	0	0	12	15	0	0	27	172	726	0.86
	2:15 PM	10	0	52	0	62	0	22	51	0	73	0	0	0	0	0	10	15	0	0	25	160	761	0.90
	2:30 PM	12	2	59	0	73	0	35	70	0	105	0	0	0	0	0	16	17	0	0	33	211	809	0.96
	2:45 PM	9	0	57	0	66	0	28	63	0	91	0	0	0	0	0	9	17	0	0	26	183	799	0.96
	3:00 PM	14	1	62	0	77	0	27	65	0	92	0	0	0	0	0	23	15	0	0	38	207	824	0.99
	3:15 PM	21	1	64	0	86	0	26	67	0	93	0	0	0	0	0	11	18	0	0	29	208	832	0.97
	3:30 PM	11	0	63	0	74	0	19	73	0	92	0	0	0	0	0	23	12	0	0	35	201	854	0.93
	3:45 PM	18	2	60	0	80	0	29	51	1	81	0	0	0	0	0	22	25	0	0	47	208	934	0.83
	4:00 PM	15	2	47	0	64	0	42	60	0	102	0	0	0	0	0	22	27	0	0	49	215	970	0.86
	4:15 PM	23	1	75	0	99	0	35	65	0	100	0	0	0	0	0	14	17	0	0	31	230	1059	0.87
	4:30 PM	13	1	77	0	91	0	39	83	0	122	0	0	0	0	0	40	28	0	0	68	281	1031	0.85
	4:45 PM	18	1	72	0	91	0	37	78	1	116	0	0	0	0	0	18	19	0	0	37	244	969	0.80
	5:00 PM	24	2	68	0	94	0	44	96	0	140	0	0	0	0	0	46	24	0	0	70	304	893	0.73
	5:15 PM	14	0	55	0	69	0	30	65	0	95	0	0	0	0	0	22	16	0	0	38	202	812	0.91
	5:30 PM	16	2	62	0	80	0	30	62	0	92	0	0	0	0	0	26	21	0	0	47	219	789	0.88
	5:45 PM	8	0	65	0	73	0	24	45	0	69	0	0	0	0	0	16	10	0	0	26	168	738	0.83
	6:00 PM	11	0	49	0	60	0	27	90	0	117	0	0	0	0	0	29	17	0	0	46	223	727	0.82
	6:15 PM	3	0	62	0	65	0	23	48	2	73	0	0	0	0	0	32	9	0	0	41	179		
	6:30 PM	4	3	59	0	66	0	22	40	0	62	0	0	0	0	0	27	13	0	0	40	168		
	6:45 PM	12	1	48	0	61	0	22	37	0	59	0	0	0	0	0	18	19	0	0	37	157		
	7:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	7:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	7:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	7:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	8:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	8:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	8:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	8:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	9:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	9:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	9:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	9:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
Totals		467	38	2793	0	3298	0	1334	2832	7	4173	0	0	0	0	0	946	882	0	0	1828	9299		

Peak Hour All Vehicle Volume Summary

	Hourly Time Period	From North (↓) I41-94 SB Ramps					From East (←) STH 158 - 52nd Street					From South (↑) I41-94 SB Ramps					From West (→) STH 158 - 52nd Street					Total Hourly	
	Start Time	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Volume	PHF
AM	7:00 AM	36	1	294	0	331	0	87	268	1	356	0	0	0	0	0	44	93	0	0	137	824	0.86
MD	10:00 AM	23	4	163	0	190	0	146	160	0	306	0	0	0	0	0	96	62	0	0	158	654	0.92
PM	4:15 PM	78	5	292	0	375	0	155	322	1	478	0	0	0	0	0	118	88	0	0	206	1059	0.87

Intersection Traffic Volume Report

15-Minute Automobile Data

Count Basics		*Page 6 of 13*
Start Date: Tuesday, August 1, 2023	Weekday	Schools in Session
Total Number of Hours Counted: 13	Non-Holiday	No Special Events

STH 158 - 52nd Street & I41-94 SB Ramps

Automobiles (Cars, Light Trucks, & Motorcycles)



15-Minute Automobile Data

	15-Minute Time Period	From North (↓) I41-94 SB Ramps					From East (←) STH 158 - 52nd Street					From South (↑) I41-94 SB Ramps					From West (→) STH 158 - 52nd Street					15-Min	Hourly
	Start Time	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Totals	Sum
AM Peak Period	6:00 AM	6	0	38	0	44	0	10	49	0	59	0	0	0	0	0	17	18	0	0	35	138	634
	6:15 AM	3	0	47	0	50	0	14	43	0	57	0	0	0	0	0	13	16	0	0	29	136	649
	6:30 AM	3	1	52	0	56	0	15	53	0	68	0	0	0	0	0	16	23	0	0	39	163	691
	6:45 AM	7	0	80	0	87	0	18	65	0	83	0	0	0	0	0	15	12	0	0	27	197	715
	7:00 AM	6	0	54	0	60	0	14	47	0	61	0	0	0	0	0	6	26	0	0	32	153	742
	7:15 AM	7	0	68	0	75	0	18	63	0	81	0	0	0	0	0	5	17	0	0	22	178	737
	7:30 AM	10	0	64	0	74	0	17	57	0	74	0	0	0	0	0	12	27	0	0	39	187	708
	7:45 AM	9	1	85	0	95	0	33	69	1	103	0	0	0	0	0	12	14	0	0	26	224	669
	8:00 AM	5	0	73	0	78	0	12	39	1	52	0	0	0	0	0	10	8	0	0	18	148	556
	8:15 AM	7	0	60	0	67	0	17	48	0	65	0	0	0	0	0	5	12	0	0	17	149	521
	8:30 AM	6	0	68	0	74	0	23	31	1	55	0	0	0	0	0	8	11	0	0	19	148	484
	8:45 AM	4	0	46	0	50	0	15	29	0	44	0	0	0	0	0	3	14	0	0	17	111	427
	9:00 AM	4	1	27	0	32	0	28	32	0	60	0	0	0	0	0	10	11	0	0	21	113	417
	9:15 AM	7	1	29	0	37	0	35	29	0	64	0	0	0	0	0	6	5	0	0	11	112	441
	9:30 AM	3	1	14	0	18	0	26	31	0	57	0	0	0	0	0	8	8	0	0	16	91	467
	9:45 AM	2	0	23	0	25	0	33	30	0	63	0	0	0	0	0	3	10	0	0	13	101	493
Midday Peak Period	10:00 AM	6	0	27	0	33	0	41	41	0	82	0	0	0	0	0	6	16	0	0	22	137	517
	10:15 AM	7	2	31	0	40	0	49	20	0	69	0	0	0	0	0	18	11	0	0	29	138	471
	10:30 AM	1	0	43	0	44	0	25	25	0	50	0	0	0	0	0	10	13	0	0	23	117	444
	10:45 AM	5	0	35	0	40	0	14	29	0	43	0	0	0	0	0	28	14	0	0	42	125	445
	11:00 AM	3	1	31	0	35	0	9	27	0	36	0	0	0	0	0	9	11	0	0	20	91	449
	11:15 AM	5	1	41	0	47	0	8	20	0	28	0	0	0	0	0	21	15	0	0	36	111	494
	11:30 AM	6	1	33	0	40	0	15	29	0	44	0	0	0	0	0	24	10	0	0	34	118	498
	11:45 AM	4	1	39	0	44	0	27	31	0	58	0	0	0	0	0	16	11	0	0	27	129	493
	12:00 PM	9	0	41	0	50	0	15	33	0	48	0	0	0	0	0	15	23	0	0	38	136	493
	12:15 PM	6	0	26	0	32	0	17	33	0	50	0	0	0	0	0	15	18	0	0	33	115	510
	12:30 PM	5	0	34	0	39	0	17	36	0	53	0	0	0	0	0	8	13	0	0	21	113	493
	12:45 PM	2	2	37	0	41	0	27	44	0	71	0	0	0	0	0	8	9	0	0	17	129	502
	1:00 PM	4	0	32	0	36	0	12	87	0	99	0	0	0	0	0	8	10	0	0	18	153	490
	1:15 PM	7	0	22	0	29	0	10	35	0	45	0	0	0	0	0	7	17	0	0	24	98	481
	1:30 PM	6	1	38	0	45	0	24	35	0	59	0	0	0	0	0	10	8	0	0	18	122	516
	1:45 PM	4	1	47	0	52	0	12	33	0	45	0	0	0	0	0	8	12	0	0	20	117	573
PM Peak Period	2:00 PM	6	2	39	0	47	0	19	55	0	74	0	0	0	0	0	10	13	0	0	23	144	617
	2:15 PM	8	0	47	0	55	0	18	43	0	61	0	0	0	0	0	7	10	0	0	17	133	659
	2:30 PM	12	2	49	0	63	0	30	59	0	89	0	0	0	0	0	12	15	0	0	27	179	700
	2:45 PM	8	0	50	0	58	0	28	55	0	83	0	0	0	0	0	5	15	0	0	20	161	699
	3:00 PM	12	1	59	0	72	0	25	59	0	84	0	0	0	0	0	17	13	0	0	30	186	727
	3:15 PM	19	1	56	0	76	0	23	52	0	75	0	0	0	0	0	9	14	0	0	23	174	733
	3:30 PM	11	0	54	0	65	0	15	68	0	83	0	0	0	0	0	19	11	0	0	30	178	767
	3:45 PM	13	2	59	0	74	0	25	46	1	72	0	0	0	0	0	19	24	0	0	43	189	855
	4:00 PM	14	0	43	0	57	0	35	56	0	91	0	0	0	0	0	18	26	0	0	44	192	890
	4:15 PM	21	1	69	0	91	0	31	60	0	91	0	0	0	0	0	12	14	0	0	26	208	991
	4:30 PM	12	1	75	0	88	0	38	77	0	115	0	0	0	0	0	38	25	0	0	63	266	971
	4:45 PM	15	1	70	0	86	0	35	69	1	105	0	0	0	0	0	14	19	0	0	33	224	911
	5:00 PM	24	2	67	0	93	0	39	92	0	131	0	0	0	0	0	45	24	0	0	69	293	839
	5:15 PM	14	0	53	0	67	0	28	58	0	86	0	0	0	0	0	19	16	0	0	35	188	744
	5:30 PM	15	2	61	0	78	0	27	57	0	84	0	0	0	0	0	23	21	0	0	44	206	720
	5:45 PM	7	0	63	0	70	0	21	39	0	60	0	0	0	0	0	14	8	0	0	22	152	666
	6:00 PM	10	0	49	0	59	0	20	81	0	101	0	0	0	0	0	22	16	0	0	38	198	661
	6:15 PM	2	0	60	0	62	0	17	45	2	64	0	0	0	0	0	29	9	0	0	38	164	
	6:30 PM	4	3	57	0	64	0	16	36	0	52	0	0	0	0	0	23	13	0	0	36	152	
	6:45 PM	12	1	48	0	61	0	17	35	0	52	0	0	0	0	0	15	19	0	0	34	147	
	7:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	7:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	7:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	7:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Totals		408	34	2513	0	2955	0	1157	2415	7	3579	0	0	0	0	0	730	768	0	0	1498	8032	

Peak Hour Automobile Volume Summary

	Hourly Time Period	From North (↓) I41-94 SB Ramps					From East (←) STH 158 - 52nd Street					From South (↑) I41-94 SB Ramps					From West (→) STH 158 - 52nd Street					Total Hourly
	Start Time	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Volume
AM	7:00 AM	32	1	271	0	304	0	82	236	1	319	0	0	0	0	0	35	84	0	0	119	742
MD	10:00 AM	19	2	136	0	157	0	129	115	0	244	0	0	0	0	0	62	54	0	0	116	517
PM	4:15 PM	72	5	281	0	358	0	143	298	1	442	0	0	0	0	0	109	82	0	0	191	991

Intersection Traffic Volume Report

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

STH 158 - 52nd Street & I41-94 SB Ramps

Count Basics		*Page 7 of 13*
Start Date: Tuesday, August 1, 2023	Weekday	Schools in Session
Total Number of Hours Counted: 13	Non-Holiday	No Special Events

Single Unit (SU) Trucks & Buses



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

	15-Minute Time Period	From North (↓) I41-94 SB Ramps					From East (←) STH 158 - 52nd Street					From South (↑) I41-94 SB Ramps					From West (→) STH 158 - 52nd Street					15-Min	Hourly
	Start Time	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Totals	Sum
AM Peak Period	6:00 AM	2	0	1	0	3	0	1	4	0	5	0	0	0	0	0	0	3	0	0	3	11	52
	6:15 AM	1	0	3	0	4	0	2	1	0	3	0	0	0	0	0	0	6	0	0	6	13	51
	6:30 AM	0	0	5	0	5	0	0	4	0	4	0	0	0	0	0	1	4	0	0	5	14	52
	6:45 AM	2	0	8	0	10	0	2	1	0	3	0	0	0	0	0	0	1	0	0	1	14	49
	7:00 AM	1	0	3	0	4	0	1	3	0	4	0	0	0	0	0	0	2	0	0	2	10	41
	7:15 AM	0	0	5	0	5	0	1	4	0	5	0	0	0	0	0	2	2	0	0	4	14	38
	7:30 AM	1	0	5	0	6	0	1	3	0	4	0	0	0	0	0	1	0	0	0	1	11	37
	7:45 AM	0	0	3	0	3	0	0	1	0	1	0	0	0	0	0	1	1	0	0	2	6	35
	8:00 AM	0	0	4	0	4	0	0	3	0	3	0	0	0	0	0	0	0	0	0	0	7	48
	8:15 AM	0	0	6	0	6	0	1	4	0	5	0	0	0	0	0	1	1	0	0	2	13	54
	8:30 AM	0	0	4	0	4	0	1	1	0	2	0	0	0	0	0	3	0	0	0	3	9	46
	8:45 AM	0	0	12	0	12	0	2	3	0	5	0	0	0	0	0	1	1	0	0	2	19	46
	9:00 AM	1	0	8	0	9	0	2	1	0	3	0	0	0	0	0	0	1	0	0	1	13	36
	9:15 AM	2	0	1	0	3	0	0	0	0	0	0	0	0	0	0	1	1	0	0	2	5	52
	9:30 AM	0	0	4	0	4	0	1	2	0	3	0	0	0	0	0	1	1	0	0	2	9	66
	9:45 AM	0	0	4	0	4	0	2	2	0	4	0	0	0	0	0	0	1	0	0	1	9	70
Midday Peak Period	10:00 AM	1	0	3	0	4	0	3	6	0	9	0	0	0	0	0	15	1	0	0	16	29	77
	10:15 AM	1	1	5	0	7	0	4	3	0	7	0	0	0	0	0	4	1	0	0	5	19	60
	10:30 AM	0	0	6	0	6	0	2	0	0	2	0	0	0	0	0	3	2	0	0	5	13	61
	10:45 AM	1	0	7	0	8	0	1	3	0	4	0	0	0	0	0	2	2	0	0	4	16	61
	11:00 AM	0	0	4	0	4	0	2	3	0	5	0	0	0	0	0	2	1	0	0	3	12	59
	11:15 AM	0	0	7	0	7	0	3	2	0	5	0	0	0	0	0	6	2	0	0	8	20	59
	11:30 AM	1	0	2	0	3	0	2	4	0	6	0	0	0	0	0	2	2	0	0	4	13	54
	11:45 AM	1	0	4	0	5	0	0	1	0	1	0	0	0	0	0	5	3	0	0	8	14	51
	12:00 PM	0	0	3	0	3	0	2	2	0	4	0	0	0	0	0	2	3	0	0	5	12	57
	12:15 PM	0	0	4	0	4	0	1	6	0	7	0	0	0	0	0	3	1	0	0	4	15	53
	12:30 PM	1	0	4	0	5	0	1	2	0	3	0	0	0	0	0	0	2	0	0	2	10	57
	12:45 PM	1	0	4	0	5	0	2	7	0	9	0	0	0	0	0	3	3	0	0	6	20	64
	1:00 PM	2	0	0	0	2	0	1	2	0	3	0	0	0	0	0	2	1	0	0	3	8	65
	1:15 PM	1	0	6	0	7	0	2	5	0	7	0	0	0	0	0	1	4	0	0	5	19	68
	1:30 PM	2	0	6	0	8	0	2	4	0	6	0	0	0	0	0	1	2	0	0	3	17	62
	1:45 PM	1	0	8	0	9	0	3	5	0	8	0	0	0	0	0	1	3	0	0	4	21	61
PM Peak Period	2:00 PM	1	0	1	0	2	0	3	5	0	8	0	0	0	0	0	0	1	0	0	1	11	47
	2:15 PM	2	0	3	0	5	0	2	2	0	4	0	0	0	0	0	0	4	0	0	4	13	44
	2:30 PM	0	0	7	0	7	0	1	5	0	6	0	0	0	0	0	2	1	0	0	3	16	42
	2:45 PM	1	0	2	0	3	0	0	1	0	1	0	0	0	0	0	1	2	0	0	3	7	33
	3:00 PM	2	0	1	0	3	0	1	1	0	2	0	0	0	0	0	1	2	0	0	3	8	35
	3:15 PM	0	0	2	0	2	0	1	4	0	5	0	0	0	0	0	1	3	0	0	4	11	42
	3:30 PM	0	0	5	0	5	0	0	1	0	1	0	0	0	0	0	0	1	0	0	1	7	39
	3:45 PM	2	0	1	0	3	0	1	3	0	4	0	0	0	0	0	1	1	0	0	2	9	36
	4:00 PM	1	2	3	0	6	0	4	3	0	7	0	0	0	0	0	1	1	0	0	2	15	35
	4:15 PM	2	0	3	0	5	0	1	0	0	1	0	0	0	0	0	0	2	0	0	2	8	22
	4:30 PM	1	0	1	0	2	0	0	1	0	1	0	0	0	0	0	0	1	0	0	1	4	18
	4:45 PM	3	0	0	0	3	0	1	3	0	4	0	0	0	0	0	1	0	0	0	1	8	18
	5:00 PM	0	0	0	0	0	0	1	1	0	2	0	0	0	0	0	0	0	0	0	0	2	16
	5:15 PM	0	0	0	0	0	0	0	3	0	3	0	0	0	0	0	1	0	0	0	1	4	23
	5:30 PM	1	0	0	0	1	0	2	1	0	3	0	0	0	0	0	0	0	0	0	0	4	26
	5:45 PM	1	0	0	0	1	0	1	2	0	3	0	0	0	0	0	0	2	0	0	2	6	26
	6:00 PM	1	0	0	0	1	0	3	2	0	5	0	0	0	0	0	2	1	0	0	3	9	26
	6:15 PM	1	0	1	0	2	0	3	2	0	5	0	0	0	0	0	0	0	0	0	0	7	
	6:30 PM	0	0	1	0	1	0	2	0	0	2	0	0	0	0	0	1	0	0	0	1	4	
	6:45 PM	0	0	0	0	0	0	3	1	0	4	0	0	0	0	0	2	0	0	0	2	6	
	7:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	7:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	7:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	7:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Totals		42	3	180	0	225	0	78	133	0	211	0	0	0	0	0	78	80	0	0	158	594	

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

	Hourly Time Period	From North (↓) I41-94 SB Ramps					From East (←) STH 158 - 52nd Street					From South (↑) I41-94 SB Ramps					From West (→) STH 158 - 52nd Street					Total Hourly
	Start Time	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Volume
AM	7:00 AM	2	0	16	0	18	0	3	11	0	14	0	0	0	0	0	4	5	0	0	9	41
MD	10:00 AM	3	1	21	0	25	0	10	12	0	22	0	0	0	0	0	24	6	0	0	30	77
PM	4:15 PM	6	0	4	0	10	0	3	5	0	8	0	0	0	0	0	1	3	0	0	4	22

Intersection Traffic Volume Report

15-Minute Semi-Truck Data

STH 158 - 52nd Street & I41-94 SB Ramps

Count Basics		*Page 8 of 13*
Start Date: Tuesday, August 1, 2023	Weekday	Schools in Session
Total Number of Hours Counted: 13	Non-Holiday	No Special Events

Semi-Trucks



15-Minute Semi-Truck Data

	15-Minute	From North (↓)					From East (←)					From South (↑)					From West (→)						
	Time Period	I41-94 SB Ramps					STH 158 - 52nd Street					I41-94 SB Ramps					STH 158 - 52nd Street					15-Min	Hourly
	Start Time	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Totals	Sum
AM Peak Period	6:00 AM	0	0	5	0	5	0	1	4	0	5	0	0	0	0	0	4	0	0	0	4	14	48
	6:15 AM	1	0	2	0	3	0	3	5	0	8	0	0	0	0	0	2	0	0	0	2	13	45
	6:30 AM	0	0	1	0	1	0	1	2	0	3	0	0	0	0	0	5	3	0	0	8	12	43
	6:45 AM	0	0	2	0	2	0	0	2	0	2	0	0	0	0	0	4	1	0	0	5	9	40
	7:00 AM	0	0	2	0	2	0	0	6	0	6	0	0	0	0	0	2	1	0	0	3	11	41
	7:15 AM	2	0	1	0	3	0	0	5	0	5	0	0	0	0	0	0	3	0	0	3	11	43
	7:30 AM	0	0	3	0	3	0	1	4	0	5	0	0	0	0	0	1	0	0	0	1	9	47
	7:45 AM	0	0	1	0	1	0	1	6	0	7	0	0	0	0	0	2	0	0	0	2	10	48
	8:00 AM	1	0	1	0	2	0	3	6	0	9	0	0	0	0	0	1	1	0	0	2	13	52
	8:15 AM	0	0	2	0	2	0	1	9	0	10	0	0	0	0	0	3	0	0	0	3	15	49
	8:30 AM	0	0	1	0	1	0	1	6	0	7	0	0	0	0	0	2	0	0	0	2	10	45
	8:45 AM	1	0	2	0	3	0	1	8	0	9	0	0	0	0	0	1	1	0	0	2	14	46
	9:00 AM	0	0	1	0	1	0	2	6	0	8	0	0	0	0	0	0	1	0	0	1	10	48
	9:15 AM	0	0	4	0	4	0	1	4	0	5	0	0	0	0	0	1	1	0	0	2	11	49
	9:30 AM	0	0	2	0	2	0	2	5	0	7	0	0	0	0	0	2	0	0	0	2	11	54
	9:45 AM	0	0	2	0	2	0	0	10	0	10	0	0	0	0	0	4	0	0	0	4	16	61
Midday Peak Period	10:00 AM	0	0	1	0	1	0	1	6	0	7	0	0	0	0	0	2	1	0	0	3	11	60
	10:15 AM	0	0	1	0	1	0	1	9	0	10	0	0	0	0	0	5	0	0	0	5	16	61
	10:30 AM	1	1	2	0	4	0	4	8	0	12	0	0	0	0	0	1	1	0	0	2	18	54
	10:45 AM	0	0	2	0	2	0	1	10	0	11	0	0	0	0	0	2	0	0	0	2	15	49
	11:00 AM	0	0	0	0	0	0	3	3	0	6	0	0	0	0	0	4	2	0	0	6	12	46
	11:15 AM	0	0	2	0	2	0	2	2	0	4	0	0	0	0	0	3	0	0	0	3	9	52
	11:30 AM	0	0	2	0	2	0	1	3	0	4	0	0	0	0	0	5	2	0	0	7	13	58
	11:45 AM	0	0	1	0	1	0	0	6	0	6	0	0	0	0	0	4	1	0	0	5	12	65
	12:00 PM	0	0	4	0	4	0	2	6	0	8	0	0	0	0	0	4	2	0	0	6	18	68
	12:15 PM	1	0	3	0	4	0	1	10	0	11	0	0	0	0	0	0	0	0	0	0	15	69
	12:30 PM	1	0	2	0	3	0	3	9	0	12	0	0	0	0	0	5	0	0	0	5	20	67
	12:45 PM	0	0	0	0	0	0	2	8	0	10	0	0	0	0	0	4	1	0	0	5	15	70
	1:00 PM	3	0	4	0	7	0	2	5	0	7	0	0	0	0	0	3	2	0	0	5	19	63
	1:15 PM	1	0	1	0	2	0	4	3	0	7	0	0	0	0	0	3	1	0	0	4	13	61
	1:30 PM	0	0	4	0	4	0	2	12	0	14	0	0	0	0	0	3	2	0	0	5	23	62
	1:45 PM	0	0	1	0	1	0	1	2	0	3	0	0	0	0	0	4	0	0	0	4	8	55
PM Peak Period	2:00 PM	0	0	1	0	1	0	5	8	0	13	0	0	0	0	0	2	1	0	0	3	17	62
	2:15 PM	0	0	2	0	2	0	2	6	0	8	0	0	0	0	0	3	1	0	0	4	14	58
	2:30 PM	0	0	3	0	3	0	4	6	0	10	0	0	0	0	0	2	1	0	0	3	16	67
	2:45 PM	0	0	5	0	5	0	0	7	0	7	0	0	0	0	0	3	0	0	0	3	15	67
	3:00 PM	0	0	2	0	2	0	1	5	0	6	0	0	0	0	0	5	0	0	0	5	13	62
	3:15 PM	2	0	6	0	8	0	2	11	0	13	0	0	0	0	0	1	1	0	0	2	23	57
	3:30 PM	0	0	4	0	4	0	4	4	0	8	0	0	0	0	0	4	0	0	0	4	16	48
	3:45 PM	3	0	0	0	3	0	3	2	0	5	0	0	0	0	0	2	0	0	0	2	10	43
	4:00 PM	0	0	1	0	1	0	3	1	0	4	0	0	0	0	0	3	0	0	0	3	8	45
	4:15 PM	0	0	3	0	3	0	3	5	0	8	0	0	0	0	0	2	1	0	0	3	14	46
	4:30 PM	0	0	1	0	1	0	1	5	0	6	0	0	0	0	0	2	2	0	0	4	11	42
	4:45 PM	0	0	2	0	2	0	1	6	0	7	0	0	0	0	0	3	0	0	0	3	12	40
	5:00 PM	0	0	1	0	1	0	4	3	0	7	0	0	0	0	0	1	0	0	0	1	9	38
	5:15 PM	0	0	2	0	2	0	2	4	0	6	0	0	0	0	0	2	0	0	0	2	10	45
	5:30 PM	0	0	1	0	1	0	1	4	0	5	0	0	0	0	0	3	0	0	0	3	9	43
	5:45 PM	0	0	2	0	2	0	2	4	0	6	0	0	0	0	0	2	0	0	0	2	10	46
	6:00 PM	0	0	0	0	0	0	4	7	0	11	0	0	0	0	0	5	0	0	0	5	16	40
	6:15 PM	0	0	1	0	1	0	3	1	0	4	0	0	0	0	0	3	0	0	0	3	8	
	6:30 PM	0	0	1	0	1	0	4	4	0	8	0	0	0	0	0	3	0	0	0	3	12	
	6:45 PM	0	0	0	0	0	0	2	1	0	3	0	0	0	0	0	1	0	0	0	1	4	
	7:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	7:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	7:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	7:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Totals		17	1	100	0	118	0	99	284	0	383	0	0	0	0	0	138	34	0	0	172	673	

Peak Hour Semi-Truck Volume Summary

	Hourly	From North (↓)					From East (←)					From South (↑)					From West (→)					Total
	Time Period	I41-94 SB Ramps					STH 158 - 52nd Street					I41-94 SB Ramps					STH 158 - 52nd Street					Hourly
	Start Time	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Volume
AM	7:00 AM	2	0	7	0	9	0	2	21	0	23	0	0	0	0	0	5	4	0	0	9	41
MD	10:00 AM	1	1	6	0	8	0	7	33	0	40	0	0	0	0	0	10	2	0	0	12	60
PM	4:15 PM	0	0	7	0	7	0	9	19	0	28	0	0	0	0	0	8	3	0	0	11	46

Intersection Traffic Volume Report

15-Minute Heavy Vehicle Data

STH 158 - 52nd Street & I41-94 SB Ramps

Count Basics		*Page 9 of 13*
Start Date: Tuesday, August 1, 2023	Weekday	Schools in Session
Total Number of Hours Counted: 13	Non-Holiday	No Special Events

Heavy Vehicles (Single-Unit Trucks, Buses & Semi-Trucks)



15-Minute Heavy Vehicle Data

	15-Minute Time Period	From North (↓) I41-94 SB Ramps					From East (←) STH 158 - 52nd Street					From South (↑) I41-94 SB Ramps					From West (→) STH 158 - 52nd Street					15-Min	Hourly
	Start Time	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Totals	Sum
AM Peak Period	6:00 AM	2	0	6	0	8	0	2	8	0	10	0	0	0	0	0	4	3	0	0	7	25	100
	6:15 AM	2	0	5	0	7	0	5	6	0	11	0	0	0	0	0	2	6	0	0	8	26	96
	6:30 AM	0	0	6	0	6	0	1	6	0	7	0	0	0	0	0	6	7	0	0	13	26	95
	6:45 AM	2	0	10	0	12	0	2	3	0	5	0	0	0	0	0	4	2	0	0	6	23	89
	7:00 AM	1	0	5	0	6	0	1	9	0	10	0	0	0	0	0	2	3	0	0	5	21	82
	7:15 AM	2	0	6	0	8	0	1	9	0	10	0	0	0	0	0	2	5	0	0	7	25	81
	7:30 AM	1	0	8	0	9	0	2	7	0	9	0	0	0	0	0	2	0	0	0	2	20	84
	7:45 AM	0	0	4	0	4	0	1	7	0	8	0	0	0	0	0	3	1	0	0	4	16	83
	8:00 AM	1	0	5	0	6	0	3	9	0	12	0	0	0	0	0	1	1	0	0	2	20	100
	8:15 AM	0	0	8	0	8	0	2	13	0	15	0	0	0	0	0	4	1	0	0	5	28	103
	8:30 AM	0	0	5	0	5	0	2	7	0	9	0	0	0	0	0	5	0	0	0	5	19	91
	8:45 AM	1	0	14	0	15	0	3	11	0	14	0	0	0	0	0	2	2	0	0	4	33	92
	9:00 AM	1	0	9	0	10	0	4	7	0	11	0	0	0	0	0	0	2	0	0	2	23	84
	9:15 AM	2	0	5	0	7	0	1	4	0	5	0	0	0	0	0	2	2	0	0	4	16	101
	9:30 AM	0	0	6	0	6	0	3	7	0	10	0	0	0	0	0	3	1	0	0	4	20	120
	9:45 AM	0	0	6	0	6	0	2	12	0	14	0	0	0	0	0	4	1	0	0	5	25	131
Midday Peak Period	10:00 AM	1	0	4	0	5	0	4	12	0	16	0	0	0	0	0	17	2	0	0	19	40	137
	10:15 AM	1	1	6	0	8	0	5	12	0	17	0	0	0	0	0	9	1	0	0	10	35	121
	10:30 AM	1	1	8	0	10	0	6	8	0	14	0	0	0	0	0	4	3	0	0	7	31	115
	10:45 AM	1	0	9	0	10	0	2	13	0	15	0	0	0	0	0	4	2	0	0	6	31	110
	11:00 AM	0	0	4	0	4	0	5	6	0	11	0	0	0	0	0	6	3	0	0	9	24	105
	11:15 AM	0	0	9	0	9	0	5	4	0	9	0	0	0	0	0	9	2	0	0	11	29	111
	11:30 AM	1	0	4	0	5	0	3	7	0	10	0	0	0	0	0	7	4	0	0	11	26	112
	11:45 AM	1	0	5	0	6	0	0	7	0	7	0	0	0	0	0	9	4	0	0	13	26	116
	12:00 PM	0	0	7	0	7	0	4	8	0	12	0	0	0	0	0	6	5	0	0	11	30	125
	12:15 PM	1	0	7	0	8	0	2	16	0	18	0	0	0	0	0	3	1	0	0	4	30	122
	12:30 PM	2	0	6	0	8	0	4	11	0	15	0	0	0	0	0	5	2	0	0	7	30	124
	12:45 PM	1	0	4	0	5	0	4	15	0	19	0	0	0	0	0	7	4	0	0	11	35	134
	1:00 PM	5	0	4	0	9	0	3	7	0	10	0	0	0	0	0	5	3	0	0	8	27	128
	1:15 PM	2	0	7	0	9	0	6	8	0	14	0	0	0	0	0	4	5	0	0	9	32	129
	1:30 PM	2	0	10	0	12	0	4	16	0	20	0	0	0	0	0	4	4	0	0	8	40	124
	1:45 PM	1	0	9	0	10	0	4	7	0	11	0	0	0	0	0	5	3	0	0	8	29	116
PM Peak Period	2:00 PM	1	0	2	0	3	0	8	13	0	21	0	0	0	0	0	2	2	0	0	4	28	109
	2:15 PM	2	0	5	0	7	0	4	8	0	12	0	0	0	0	0	3	5	0	0	8	27	102
	2:30 PM	0	0	10	0	10	0	5	11	0	16	0	0	0	0	0	4	2	0	0	6	32	109
	2:45 PM	1	0	7	0	8	0	0	8	0	8	0	0	0	0	0	4	2	0	0	6	22	100
	3:00 PM	2	0	3	0	5	0	2	6	0	8	0	0	0	0	0	6	2	0	0	8	21	97
	3:15 PM	2	0	8	0	10	0	3	15	0	18	0	0	0	0	0	2	4	0	0	6	34	99
	3:30 PM	0	0	9	0	9	0	4	5	0	9	0	0	0	0	0	4	1	0	0	5	23	87
	3:45 PM	5	0	1	0	6	0	4	5	0	9	0	0	0	0	0	3	1	0	0	4	19	79
	4:00 PM	1	2	4	0	7	0	7	4	0	11	0	0	0	0	0	4	1	0	0	5	23	80
	4:15 PM	2	0	6	0	8	0	4	5	0	9	0	0	0	0	0	2	3	0	0	5	22	68
	4:30 PM	1	0	2	0	3	0	1	6	0	7	0	0	0	0	0	2	3	0	0	5	15	60
	4:45 PM	3	0	2	0	5	0	2	9	0	11	0	0	0	0	0	4	0	0	0	4	20	58
	5:00 PM	0	0	1	0	1	0	5	4	0	9	0	0	0	0	0	1	0	0	0	1	11	54
	5:15 PM	0	0	2	0	2	0	2	7	0	9	0	0	0	0	0	3	0	0	0	3	14	68
	5:30 PM	1	0	1	0	2	0	3	5	0	8	0	0	0	0	0	3	0	0	0	3	13	69
	5:45 PM	1	0	2	0	3	0	3	6	0	9	0	0	0	0	0	2	2	0	0	4	16	72
	6:00 PM	1	0	0	0	1	0	7	9	0	16	0	0	0	0	0	7	1	0	0	8	25	66
	6:15 PM	1	0	2	0	3	0	6	3	0	9	0	0	0	0	0	3	0	0	0	3	15	
	6:30 PM	0	0	2	0	2	0	6	4	0	10	0	0	0	0	0	4	0	0	0	4	16	
	6:45 PM	0	0	0	0	0	0	5	2	0	7	0	0	0	0	0	3	0	0	0	3	10	
	7:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	7:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	7:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	7:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Totals		59	4	280	0	343	0	177	417	0	594	0	0	0	0	0	216	114	0	0	330	1267	

Peak Hour Heavy Vehicle Volume Summary

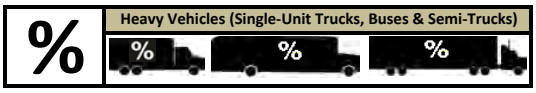
	Hourly Time Period	From North (↓) I41-94 SB Ramps					From East (←) STH 158 - 52nd Street					From South (↑) I41-94 SB Ramps					From West (→) STH 158 - 52nd Street					Total Hourly
	Start Time	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Volume
AM	7:00 AM	4	0	23	0	27	0	5	32	0	37	0	0	0	0	0	9	9	0	0	18	82
MD	10:00 AM	4	2	27	0	33	0	17	45	0	62	0	0	0	0	0	34	8	0	0	42	137
PM	4:15 PM	6	0	11	0	17	0	12	24	0	36	0	0	0	0	0	9	6	0	0	15	68

Intersection Traffic Volume Report

15-Minute Heavy Vehicle Percentages

STH 158 - 52nd Street & I41-94 SB Ramps

Count Basics		*Page 10 of 13*
Start Date: Tuesday, August 1, 2023	Weekday	Schools in Session
Total Number of Hours Counted: 13	Non-Holiday	No Special Events



15-Minute Heavy Vehicle Percentages

	15-Minute Time Period Start Time	From North (↓) I41-94 SB Ramps					From East (←) STH 158 - 52nd Street					From South (↑) I41-94 SB Ramps					From West (→) STH 158 - 52nd Street					Total Heavy Vehicle Percent	Hourly Heavy Vehicle Percent
		Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total		
AM Peak Period	6:00 AM	25.0	0.0	13.6	0.0	15.4	0.0	16.7	14.0	0.0	14.5	0.0	0.0	0.0	0.0	0.0	19.0	14.3	0.0	0.0	16.7	15.3	13.6
	6:15 AM	40.0	0.0	9.6	0.0	12.3	0.0	26.3	12.2	0.0	16.2	0.0	0.0	0.0	0.0	0.0	13.3	27.3	0.0	0.0	21.6	16.0	12.9
	6:30 AM	0.0	0.0	10.3	0.0	9.7	0.0	6.3	10.2	0.0	9.3	0.0	0.0	0.0	0.0	0.0	27.3	23.3	0.0	0.0	25.0	13.8	12.1
	6:45 AM	22.2	0.0	11.1	0.0	12.1	0.0	10.0	4.4	0.0	5.7	0.0	0.0	0.0	0.0	0.0	21.1	14.3	0.0	0.0	18.2	10.5	11.1
	7:00 AM	14.3	0.0	8.5	0.0	9.1	0.0	6.7	16.1	0.0	14.1	0.0	0.0	0.0	0.0	0.0	25.0	10.3	0.0	0.0	13.5	12.1	10.0
	7:15 AM	22.2	0.0	8.1	0.0	9.6	0.0	5.3	12.5	0.0	11.0	0.0	0.0	0.0	0.0	0.0	28.6	22.7	0.0	0.0	24.1	12.3	9.9
	7:30 AM	9.1	0.0	11.1	0.0	10.8	0.0	10.5	10.9	0.0	10.8	0.0	0.0	0.0	0.0	0.0	14.3	0.0	0.0	0.0	4.9	9.7	10.6
	7:45 AM	0.0	0.0	4.5	0.0	4.0	0.0	2.9	9.2	0.0	7.2	0.0	0.0	0.0	0.0	0.0	20.0	6.7	0.0	0.0	13.3	6.7	11.0
	8:00 AM	16.7	0.0	6.4	0.0	7.1	0.0	20.0	18.8	0.0	18.8	0.0	0.0	0.0	0.0	0.0	9.1	11.1	0.0	0.0	10.0	11.9	15.2
	8:15 AM	0.0	0.0	11.8	0.0	10.7	0.0	10.5	21.3	0.0	18.8	0.0	0.0	0.0	0.0	0.0	44.4	7.7	0.0	0.0	22.7	15.8	16.5
	8:30 AM	0.0	0.0	6.8	0.0	6.3	0.0	8.0	18.4	0.0	14.1	0.0	0.0	0.0	0.0	0.0	38.5	0.0	0.0	0.0	20.8	11.4	15.8
	8:45 AM	20.0	0.0	23.3	0.0	23.1	0.0	16.7	27.5	0.0	24.1	0.0	0.0	0.0	0.0	0.0	40.0	12.5	0.0	0.0	19.0	22.9	17.7
	9:00 AM	20.0	0.0	25.0	0.0	23.8	0.0	12.5	17.9	0.0	15.5	0.0	0.0	0.0	0.0	0.0	0.0	15.4	0.0	0.0	8.7	16.9	16.8
	9:15 AM	22.2	0.0	14.7	0.0	15.9	0.0	2.8	12.1	0.0	7.2	0.0	0.0	0.0	0.0	0.0	25.0	28.6	0.0	0.0	26.7	12.5	18.6
	9:30 AM	0.0	0.0	30.0	0.0	25.0	0.0	10.3	18.4	0.0	14.9	0.0	0.0	0.0	0.0	0.0	27.3	11.1	0.0	0.0	20.0	18.0	20.4
	9:45 AM	0.0	0.0	20.7	0.0	19.4	0.0	5.7	28.6	0.0	18.2	0.0	0.0	0.0	0.0	0.0	57.1	9.1	0.0	0.0	27.8	19.8	21.0
Midday Peak Period	10:00 AM	14.3	0.0	12.9	0.0	13.2	0.0	8.9	22.6	0.0	16.3	0.0	0.0	0.0	0.0	0.0	73.9	11.1	0.0	0.0	46.3	22.6	20.9
	10:15 AM	12.5	33.3	16.2	0.0	16.7	0.0	9.3	37.5	0.0	19.8	0.0	0.0	0.0	0.0	0.0	33.3	8.3	0.0	0.0	25.6	20.2	20.4
	10:30 AM	50.0	100.0	15.7	0.0	18.5	0.0	19.4	24.2	0.0	21.9	0.0	0.0	0.0	0.0	0.0	28.6	18.8	0.0	0.0	23.3	20.9	20.6
	10:45 AM	16.7	0.0	20.5	0.0	20.0	0.0	12.5	31.0	0.0	25.9	0.0	0.0	0.0	0.0	0.0	12.5	12.5	0.0	0.0	12.5	19.9	19.8
	11:00 AM	0.0	0.0	11.4	0.0	10.3	0.0	35.7	18.2	0.0	23.4	0.0	0.0	0.0	0.0	0.0	40.0	21.4	0.0	0.0	31.0	20.9	19.0
	11:15 AM	0.0	0.0	18.0	0.0	16.1	0.0	38.5	16.7	0.0	24.3	0.0	0.0	0.0	0.0	0.0	30.0	11.8	0.0	0.0	23.4	20.7	18.3
	11:30 AM	14.3	0.0	10.8	0.0	11.1	0.0	16.7	19.4	0.0	18.5	0.0	0.0	0.0	0.0	0.0	22.6	28.6	0.0	0.0	24.4	18.1	18.4
	11:45 AM	20.0	0.0	11.4	0.0	12.0	0.0	0.0	18.4	0.0	10.8	0.0	0.0	0.0	0.0	0.0	36.0	26.7	0.0	0.0	32.5	16.8	19.0
	12:00 PM	0.0	0.0	14.6	0.0	12.3	0.0	21.1	19.5	0.0	20.0	0.0	0.0	0.0	0.0	0.0	28.6	17.9	0.0	0.0	22.4	18.1	20.2
	12:15 PM	14.3	0.0	21.2	0.0	20.0	0.0	10.5	32.7	0.0	26.5	0.0	0.0	0.0	0.0	0.0	16.7	5.3	0.0	0.0	10.8	20.7	19.3
	12:30 PM	28.6	0.0	15.0	0.0	17.0	0.0	19.0	23.4	0.0	22.1	0.0	0.0	0.0	0.0	0.0	38.5	13.3	0.0	0.0	25.0	21.0	20.1
	12:45 PM	33.3	0.0	9.8	0.0	10.9	0.0	12.9	25.4	0.0	21.1	0.0	0.0	0.0	0.0	0.0	46.7	30.8	0.0	0.0	39.3	21.3	21.1
	1:00 PM	55.6	0.0	11.1	0.0	20.0	0.0	20.0	7.4	0.0	9.2	0.0	0.0	0.0	0.0	0.0	38.5	23.1	0.0	0.0	30.8	15.0	20.7
	1:15 PM	22.2	0.0	24.1	0.0	23.7	0.0	37.5	18.6	0.0	23.7	0.0	0.0	0.0	0.0	0.0	36.4	22.7	0.0	0.0	27.3	24.6	21.1
	1:30 PM	25.0	0.0	20.8	0.0	21.1	0.0	14.3	31.4	0.0	25.3	0.0	0.0	0.0	0.0	0.0	28.6	33.3	0.0	0.0	30.8	24.7	19.4
	1:45 PM	20.0	0.0	16.1	0.0	16.1	0.0	25.0	17.5	0.0	19.6	0.0	0.0	0.0	0.0	0.0	38.5	20.0	0.0	0.0	28.6	19.9	16.8
PM Peak Period	2:00 PM	14.3	0.0	4.9	0.0	6.0	0.0	29.6	19.1	0.0	22.1	0.0	0.0	0.0	0.0	0.0	16.7	13.3	0.0	0.0	14.8	16.3	15.0
	2:15 PM	20.0	0.0	9.6	0.0	11.3	0.0	18.2	15.7	0.0	16.4	0.0	0.0	0.0	0.0	0.0	30.0	33.3	0.0	0.0	32.0	16.9	13.4
	2:30 PM	0.0	0.0	16.9	0.0	13.7	0.0	14.3	15.7	0.0	15.2	0.0	0.0	0.0	0.0	0.0	25.0	11.8	0.0	0.0	18.2	15.2	13.5
	2:45 PM	11.1	0.0	12.3	0.0	12.1	0.0	0.0	12.7	0.0	8.8	0.0	0.0	0.0	0.0	0.0	44.4	11.8	0.0	0.0	23.1	12.0	12.5
	3:00 PM	14.3	0.0	4.8	0.0	6.5	0.0	7.4	9.2	0.0	8.7	0.0	0.0	0.0	0.0	0.0	26.1	13.3	0.0	0.0	21.1	10.1	11.8
	3:15 PM	9.5	0.0	12.5	0.0	11.6	0.0	11.5	22.4	0.0	19.4	0.0	0.0	0.0	0.0	0.0	18.2	22.2	0.0	0.0	20.7	16.3	11.9
	3:30 PM	0.0	0.0	14.3	0.0	12.2	0.0	21.1	6.8	0.0	9.8	0.0	0.0	0.0	0.0	0.0	17.4	8.3	0.0	0.0	14.3	11.4	10.2
	3:45 PM	27.8	0.0	1.7	0.0	7.5	0.0	13.8	9.8	0.0	11.1	0.0	0.0	0.0	0.0	0.0	13.6	4.0	0.0	0.0	8.5	9.1	8.5
	4:00 PM	6.7	100.0	8.5	0.0	10.9	0.0	16.7	6.7	0.0	10.8	0.0	0.0	0.0	0.0	0.0	18.2	3.7	0.0	0.0	10.2	10.7	8.2
	4:15 PM	8.7	0.0	8.0	0.0	8.1	0.0	11.4	7.7	0.0	9.0	0.0	0.0	0.0	0.0	0.0	14.3	17.6	0.0	0.0	16.1	9.6	6.4
	4:30 PM	7.7	0.0	2.6	0.0	3.3	0.0	2.6	7.2	0.0	5.7	0.0	0.0	0.0	0.0	0.0	5.0	10.7	0.0	0.0	7.4	5.3	5.8
	4:45 PM	16.7	0.0	2.8	0.0	5.5	0.0	5.4	11.5	0.0	9.5	0.0	0.0	0.0	0.0	0.0	22.2	0.0	0.0	0.0	10.8	8.2	6.0
	5:00 PM	0.0	0.0	1.5	0.0	1.1	0.0	11.4	4.2	0.0	6.4	0.0	0.0	0.0	0.0	0.0	2.2	0.0	0.0	0.0	1.4	3.6	6.0
	5:15 PM	0.0	0.0	3.6	0.0	2.9	0.0	6.7	10.8	0.0	9.5	0.0	0.0	0.0	0.0	0.0	13.6	0.0	0.0	0.0	7.9	6.9	8.4
	5:30 PM	6.3	0.0	1.6	0.0	2.5	0.0	10.0	8.1	0.0	8.7	0.0	0.0	0.0	0.0	0.0	11.5	0.0	0.0	0.0	6.4	5.9	8.7
	5:45 PM	12.5	0.0	3.1	0.0	4.1	0.0	12.5	13.3	0.0	13.0	0.0	0.0	0.0	0.0	0.0	12.5	20.0	0.0	0.0	15.4	9.5	9.8
	6:00 PM	9.1	0.0	0.0	0.0	1.7	0.0	25.9	10.0	0.0	13.7	0.0	0.0	0.0	0.0	0.0	24.1	5.9	0.0	0.0	17.4	11.2	9.1
	6:15 PM	33.3	0.0	3.2	0.0	4.6	0.0	26.1	6.3	0.0	12.3	0.0	0.0	0.0	0.0	0.0	9.4	0.0	0.0	0.0	7.3	8.4	
	6:30 PM	0.0	0.0	3.4	0.0	3.0	0.0	27.3	10.0	0.0	16.1	0.0	0.0	0.0	0.0	0.0	14.8	0.0	0.0	0.0	10.0	9.5	
	6:45 PM	0.0	0.0	0.0	0.0	0.0	0.0	22.7	5.4	0.0	11.9	0.0	0.0	0.0	0.0	0.0	16.7	0.0	0.0	0.0	8.1	6.4	
	7:00 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	7:15 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	7:30 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	7:45 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	8:00 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	8:15 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	8:30 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	8:45 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	9:00 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	9:15 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	9:30 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	9:45 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Totals		12.6	10.5	10.0	0.0	10.4	0.0	13.3	14.7	0.0	14.2	0.0	0.0	0.0	0.0	0.0	22.8	12.9	0.0	0.0	18.1	13.6	

Peak Hour Heavy Vehicle Percentages Summary

	Hourly Time Period Start Time	From North (↓) I41-94 SB Ramps					From East (←) STH 158 - 52nd Street					From South (↑) I41-94 SB Ramps					From West (→) STH 158 - 52nd Street					Hourly Heavy Vehicle Percent
		Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	
AM	7:00 AM	11.1	0.0	7.8	0.0	8.2	0.0	5.7	11.9	0.0	10.4	0.0	0.0	0.0	0.0	0.0	20.5	9.7	0.0	0.0	13.1	10.0
MD	10:00 AM	17.4	50.0	16.6	0.0	17.4	0.0	11.6	28.1	0.0	20.3	0.0	0.0	0.0	0.0	0.0	35.4	12.9	0.0	0.0	26.6	20.9
PM	4:15 PM	7.7	0.0	3.8	0.0	4.5	0.0	7.7	7.5	0.0	7.5	0.0	0.0	0.0	0.0	0.0	7.6	6.8	0.0	0.0	7.3	6.4

Intersection Traffic Volume Report

15-Minute Pedestrian and Bicyclist Data

STH 158 - 52nd Street & I41-94 SB Ramps

Count Basics			*Page 11 of 13*
Start Date:	Tuesday, August 1, 2023	Weekday	Schools in Session
Total Number of Hours Counted: 13		Non-Holiday	No Special Events

Pedestrians and Bicyclists



15-Minute Pedestrian and Bicyclist Data

	15-Minute Time Period	Crossing North Approach			Crossing East Approach			Crossing South Approach			Crossing West Approach				
		I41-94 SB Ramps			STH 158 - 52nd Street			I41-94 SB Ramps			STH 158 - 52nd Street			15-Min	Hourly
	Start Time	Pedestrian	Bicyclist	Total	Pedestrian	Bicyclist	Total	Pedestrian	Bicyclist	Total	Pedestrian	Bicyclist	Total	Totals	Sum
AM Peak Period	6:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	6:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	6:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	6:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	9:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	9:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	9:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Midday Peak Period	10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	10:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	10:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	10:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	1:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	1:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	1:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	1:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PM Peak Period	2:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	2:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	2:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	2:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	3:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	3:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	3:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	3:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	6:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	6:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	6:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	6:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	7:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	7:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	7:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	7:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
Totals		0	0	0	0	0	0	0	0	0	0	0	0	0	

Special Pedestrians

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

Intersection Traffic Volume Report

Count Basics	Version 2023.10		Page 1 of 13
Start Date:	Tuesday, August 1, 2023	Weekday	Schools in Session
Total Number of Hours Counted: 13		Non-Holiday	No Special Events

Base Information, Observed (13) Hour and Estimated (24) Hour Volume Summaries

Major St: **STH 158 - 52nd Street**
Minor St: **I41-94 NB Ramps**
Intersection of: *STH 158 - 52nd Street & I41-94 NB Ramps* **IX_ID:** **IX_30_04879**

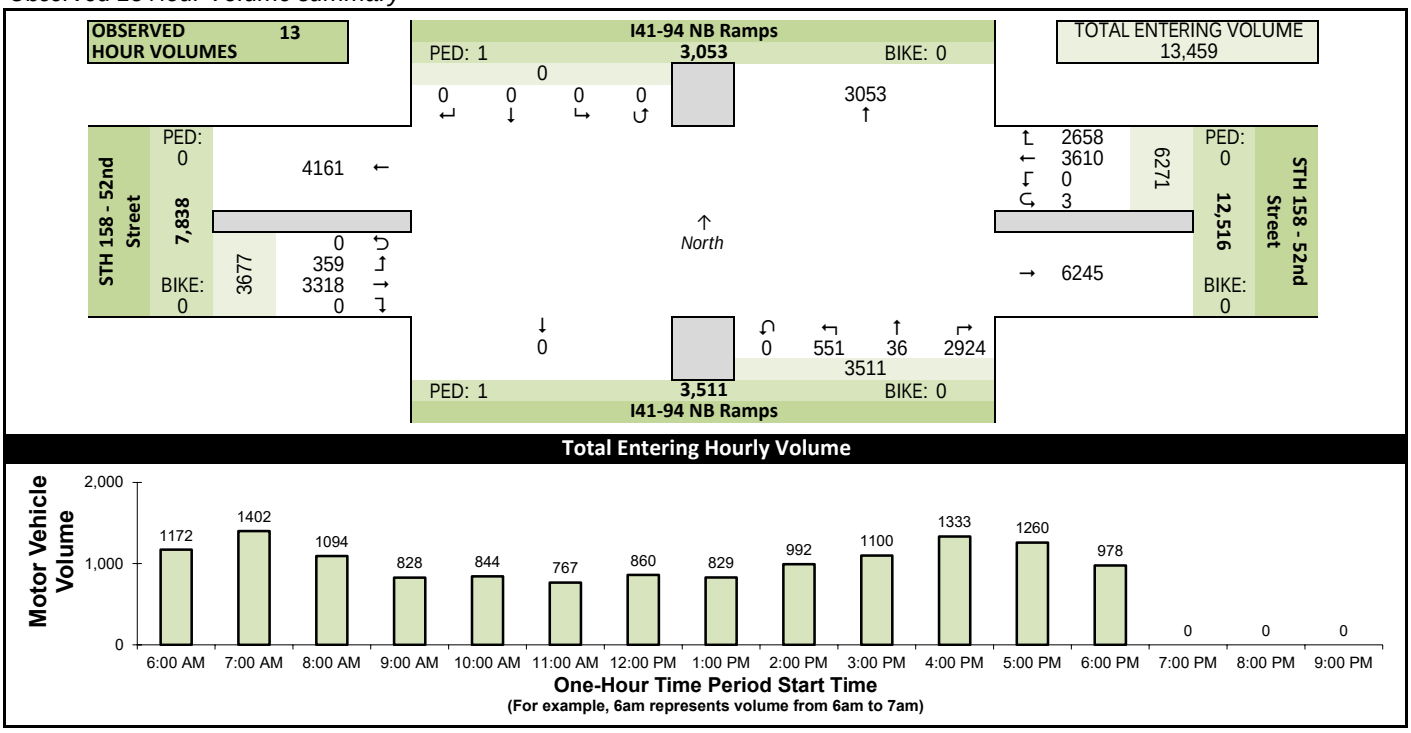
Site Information

Municipality	Town of Paris		
County	30 - Kenosha	WisDOT Region	SE
Traffic Control	Traffic Signal		
Roadway Names			↑
North Leg	I41-94 NB Ramps		
East Leg	STH 158 - 52nd Street		
South Leg	I41-94 NB Ramps		
West Leg	STH 158 - 52nd Street		
Special Considerations			
Schools	In Session		
Holidays	None		
Special Events	None		
Special Pedestrians Observed			
Pre-school children	None		
Elementry school age children	None		
Visually impaired (white cane/helper dog)	None		
Elderly/disabled (except wheelchairs)	None		
Wheelchairs/electric scooters	None		
Other (describe)	None	None	

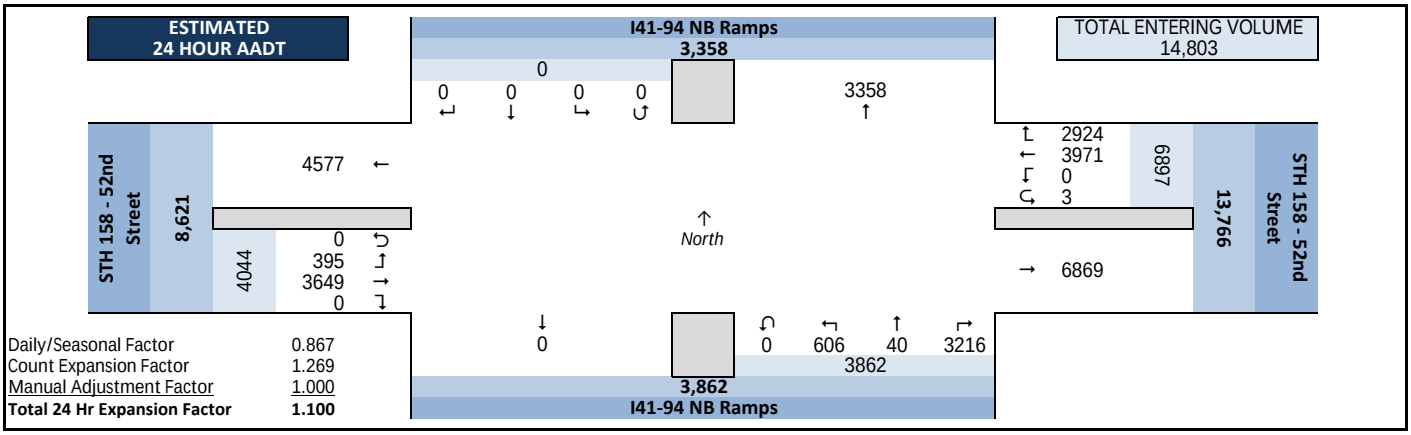
Count Information

Hrs Counted:	06:00 AM-07:00 PM				
1st Day of Count	Tuesday, August 1, 2023			Weather	
AM Peak Period	Tuesday, August 1, 2023			Clear & Dry	
Midday Peak Period	Thursday, October 19, 2023			Clear & Dry	
PM Peak Period	Thursday, October 19, 2023			Clear & Dry	
Calculated Peak Hours					
AM	7:00-8:00am	MD	12:00-1:00pm	PM	4:30-5:30pm
Peak Hours Selected for Analysis					
AM	7:00-8:00am	MD	12:00-1:00pm	PM	4:15-5:15pm
Daily/Seasonal Adjustment Group	(2) Urban Arterials & Collectors				
Count Expansion Group	(2) Urban Arterials & Collectors				
Daily/Seasonal Adjustment Factor	0.867	Count Expansion Factor	1.269		
Company Name	TADI, Inc			Manual Adj.	1.000
Observers	AM Peak Period	Amy Scheuerlein			
	Midday Peak Period	Liz Bieberitz - Video			
	PM Peak Period	Liz Bieberitz - Video			
Comments	2021 DOT Daily & Seasonal Factors				

Observed 13 Hour Volume Summary



Estimated 24 Hour AADT



Intersection Traffic Volume Report

Peak Hour Volume Graphical Summary

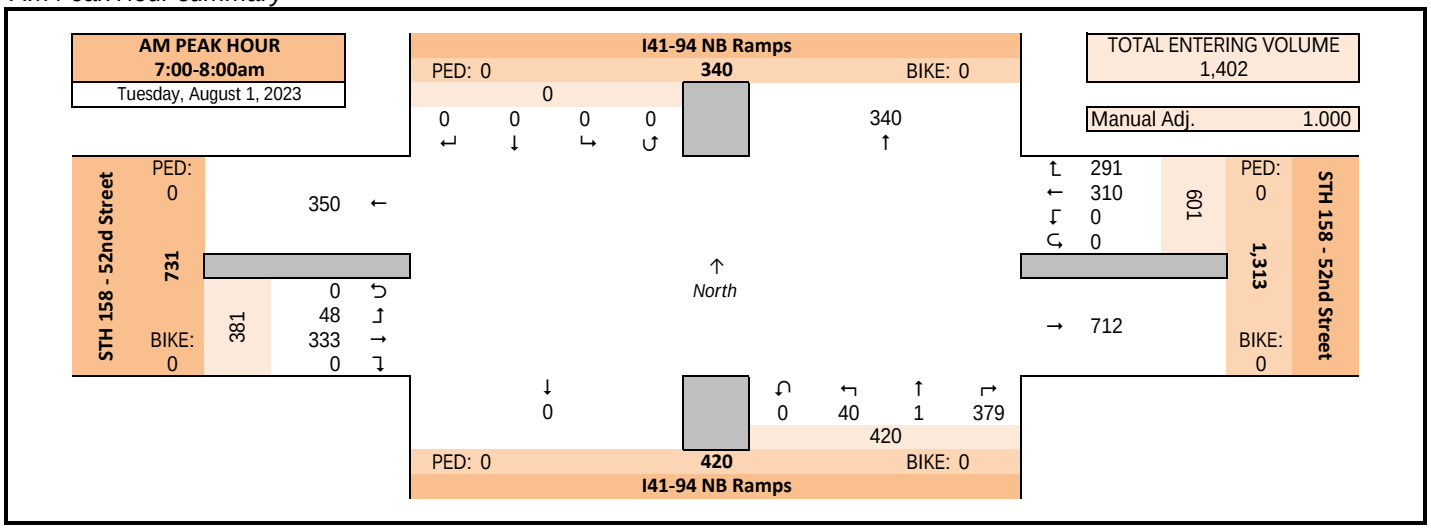
STH 158 - 52nd Street & I41-94 NB Ramps

Count Basics			*Page 2 of 13*
Start Date:	Tuesday, August 1, 2023	Weekday	Schools in Session
Total Number of Hours Counted: 13		Non-Holiday	No Special Events

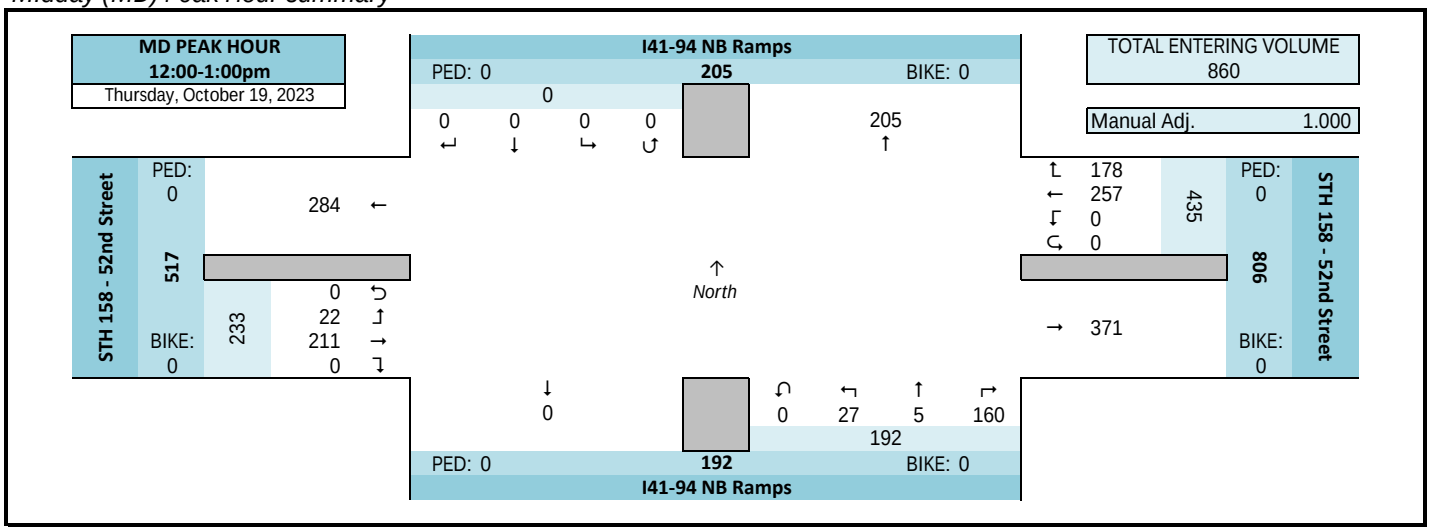
All Motor Vehicles



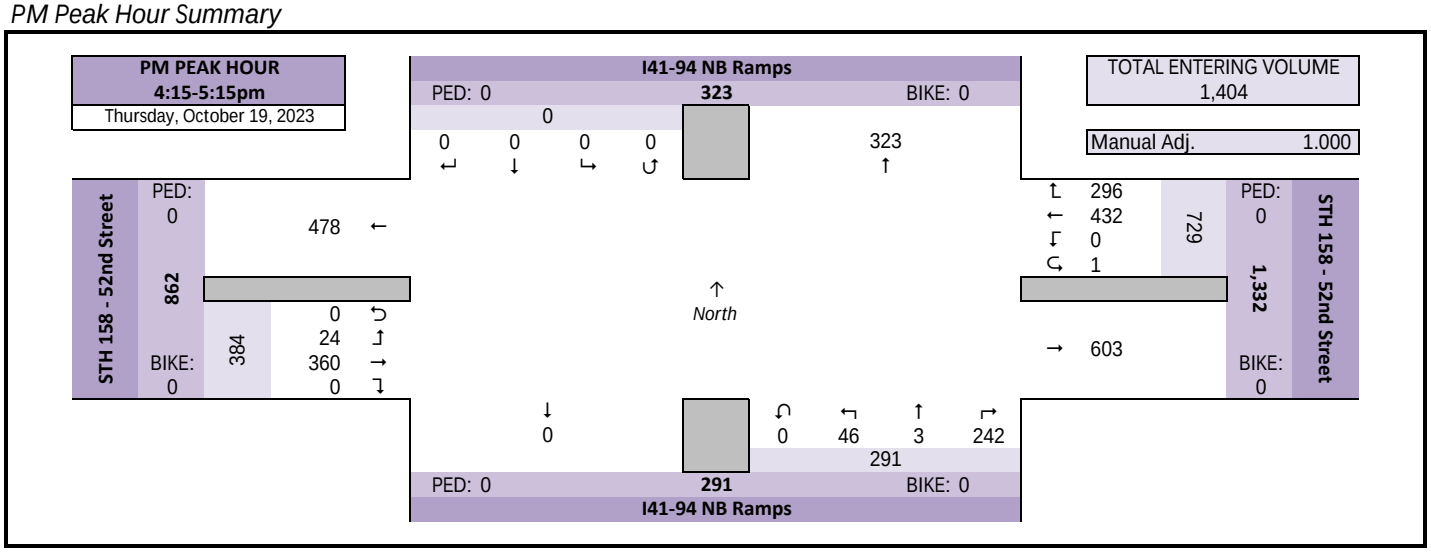
AM Peak Hour Summary



Midday (MD) Peak Hour Summary



PM Peak Hour Summary



Intersection Traffic Volume Report

Peak Hour Volume Summary

STH 158 - 52nd Street & I41-94 NB Ramps

Count Basics			*Page 3 of 13*
Start Date:	Tuesday, August 1, 2023	Weekday	Schools in Session
Total Number of Hours Counted: 13		Non-Holiday	No Special Events

All Motor Vehicles



Peak Hour Volumes, Truck Percentages, and PHFs

Tuesday, August 1, 2023		From North					From East					From South					From West					
	AM Peak Hour	I41-94 NB Ramps					STH 158 - 52nd Street					I41-94 NB Ramps					STH 158 - 52nd Street					
	Start Time	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Totals
AM Peak Hour	7:00 AM	0	0	0	0	0	68	66	0	0	134	86	0	4	0	90	0	75	16	0	91	315
	7:15 AM	0	0	0	0	0	81	81	0	0	162	108	1	7	0	116	0	83	10	0	93	371
	7:30 AM	0	0	0	0	0	74	68	0	0	142	90	0	14	0	104	0	84	12	0	96	342
	7:45 AM	0	0	0	0	0	68	95	0	0	163	95	0	15	0	110	0	91	10	0	101	374
	Peak Hour Volume	0	0	0	0	0	291	310	0	0	601	379	1	40	0	420	0	333	48	0	381	1402
	Rounded Hourly Volume	0	0	0	0	0	290	310	0	0	600	380	0	40	0	420	0	335	50	0	385	1405
	% Single Unit Trucks	0.0	0.0	0.0	0.0	0.0	4.1	3.9	0.0	0.0	4.0	3.4	0.0	2.5	0.0	3.3	0.0	5.1	4.2	0.0	5.0	4.1
	% Heavy Trucks	0.0	0.0	0.0	0.0	0.0	4.1	6.8	0.0	0.0	5.5	7.4	0.0	5.0	0.0	7.1	0.0	3.0	2.1	0.0	2.9	5.3
	% Trucks (Total)	0.0	0.0	0.0	0.0	0.0	8.2	10.6	0.0	0.0	9.5	10.8	0.0	7.5	0.0	10.5	0.0	8.1	6.2	0.0	7.9	9.3
	Peak Hour Factor (PHF)	0.00	0.00	0.00	0.00	0.00	0.90	0.82	0.00	0.00	0.92	0.88	0.25	0.67	0.00	0.91	0.00	0.91	0.75	0.00	0.94	0.94

Thursday, October 19, 2023		From North					From East					From South					From West					
	MD Peak Hour	I41-94 NB Ramps					STH 158 - 52nd Street					I41-94 NB Ramps					STH 158 - 52nd Street					
	Start Time	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Totals
Midday (MD) Peak Hour	12:00 PM	0	0	0	0	0	75	53	0	0	128	47	1	5	0	53	0	70	5	0	75	256
	12:15 PM	0	0	0	0	0	29	59	0	0	88	41	0	7	0	48	0	43	7	0	50	186
	12:30 PM	0	0	0	0	0	38	66	0	0	104	35	1	5	0	41	0	49	5	0	54	199
	12:45 PM	0	0	0	0	0	36	79	0	0	115	37	3	10	0	50	0	49	5	0	54	219
	Peak Hour Volume	0	0	0	0	0	178	257	0	0	435	160	5	27	0	192	0	211	22	0	233	860
	Rounded Hourly Volume	0	0	0	0	0	180	255	0	0	435	160	5	25	0	190	0	210	20	0	230	855
	% Single Unit Trucks	0.0	0.0	0.0	0.0	0.0	3.4	8.9	0.0	0.0	6.7	5.6	0.0	0.0	0.0	4.7	0.0	8.5	9.1	0.0	8.6	6.7
	% Heavy Trucks	0.0	0.0	0.0	0.0	0.0	4.5	13.2	0.0	0.0	9.7	27.5	0.0	22.2	0.0	26.0	0.0	6.6	0.0	0.0	6.0	12.3
	% Trucks (Total)	0.0	0.0	0.0	0.0	0.0	7.9	22.2	0.0	0.0	16.3	33.1	0.0	22.2	0.0	30.7	0.0	15.2	9.1	0.0	14.6	19.1
	Peak Hour Factor (PHF)	0.00	0.00	0.00	0.00	0.00	0.59	0.81	0.00	0.00	0.85	0.85	0.42	0.67	0.00	0.91	0.00	0.75	0.79	0.00	0.78	0.84

Thursday, October 19, 2023		From North					From East					From South					From West					
	PM Peak Hour	I41-94 NB Ramps					STH 158 - 52nd Street					I41-94 NB Ramps					STH 158 - 52nd Street					
	Start Time	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Totals
PM Peak Hour	4:15 PM	0	0	0	0	0	76	95	0	0	171	39	2	9	0	50	0	84	6	0	90	311
	4:30 PM	0	0	0	0	0	75	113	0	1	189	80	0	11	0	91	0	98	8	0	106	386
	4:45 PM	0	0	0	0	0	66	99	0	0	165	57	1	13	0	71	0	93	2	0	95	331
	5:00 PM	0	0	0	0	0	79	125	0	0	204	66	0	13	0	79	0	85	8	0	93	376
	Peak Hour Volume	0	0	0	0	0	296	432	0	1	729	242	3	46	0	291	0	360	24	0	384	1404
	Rounded Hourly Volume	0	0	0	0	0	295	430	0	0	725	240	5	45	0	290	0	360	25	0	385	1400
	% Single Unit Trucks	0.0	0.0	0.0	0.0	0.0	1.0	1.2	0.0	0.0	1.1	2.1	0.0	2.2	0.0	2.1	0.0	1.4	0.0	0.0	1.3	1.4
	% Heavy Trucks	0.0	0.0	0.0	0.0	0.0	3.4	4.6	0.0	0.0	4.1	10.3	66.7	17.4	0.0	12.0	0.0	1.9	12.5	0.0	2.6	5.3
	% Trucks (Total)	0.0	0.0	0.0	0.0	0.0	4.4	5.8	0.0	0.0	5.2	12.4	66.7	19.6	0.0	14.1	0.0	3.3	12.5	0.0	3.9	6.7
	Peak Hour Factor (PHF)	0.00	0.00	0.00	0.00	0.00	0.94	0.86	0.00	0.25	0.89	0.76	0.37	0.88	0.00	0.80	0.00	0.92	0.75	0.00	0.91	0.91

Peak Hour Pedestrian and Bicyclist Volumes

Pedestrians and Bicyclists		Crossing North Approach			Crossing East Approach			Crossing South Approach			Crossing West Approach			Total Ped & Bike Volume
		I41-94 NB Ramps			STH 158 - 52nd Street			I41-94 NB Ramps			STH 158 - 52nd Street			
	15-Minute Start Time	Pedestrian	Bicyclist	Total	Pedestrian	Bicyclist	Total	Pedestrian	Bicyclist	Total	Pedestrian	Bicyclist	Total	
AM	7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
	7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
	7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
	7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
	Total	0	0	0	0	0	0	0	0	0	0	0	0	0
MD	12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	Total	0	0	0	0	0	0	0	0	0	0	0	0	0
PM	4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	Total	0	0	0	0	0	0	0	0	0	0	0	0	0

Intersection Traffic Volume Report

Hourly Volume Summary - Motor Vehicle Data

STH 158 - 52nd Street & I41-94 NB Ramps

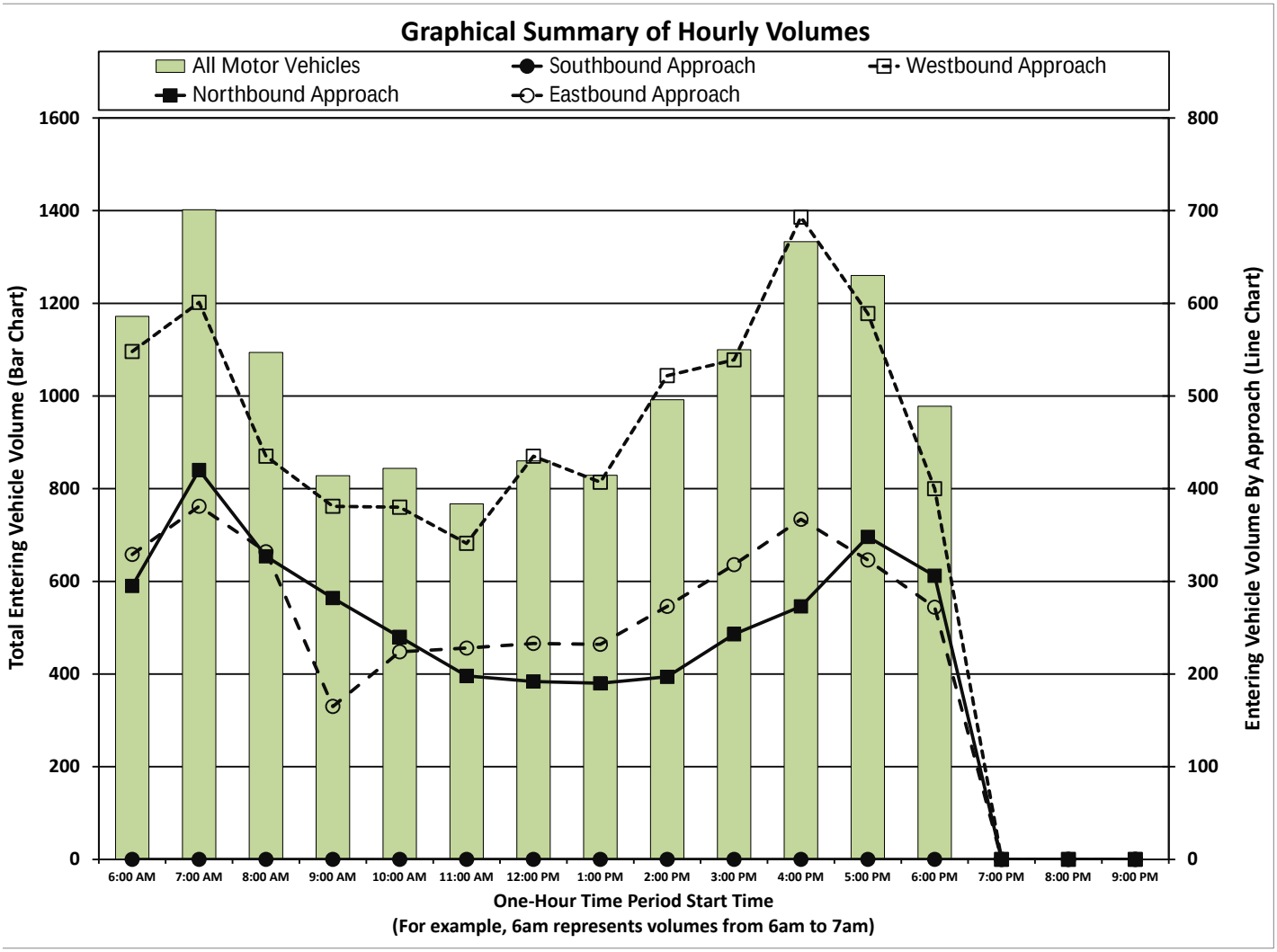
Count Basics			*Page 4 of 13*
Start Date:	Tuesday, August 1, 2023	Weekday	Schools in Session
Total Number of Hours Counted: 13		Non-Holiday	No Special Events

All Motor Vehicles



One-Hour Motor Vehicle Data

One-Hour Time Period Start Time		From North (↓) I41-94 NB Ramps					From East (←) STH 158 - 52nd Street					From South (↑) I41-94 NB Ramps					From West (→) STH 158 - 52nd Street					Total Vehicle Volume	Directional Volume Totals	
		Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total		E/W	N/S
AM	6:00 AM	0	0	0	0	0	274	274	0	0	548	265	3	27	0	295	0	270	59	0	329	1172	877	295
AM	7:00 AM	0	0	0	0	0	291	310	0	0	601	379	1	40	0	420	0	333	48	0	381	1402	982	420
AM	8:00 AM	0	0	0	0	0	199	236	0	0	435	293	1	33	0	327	0	309	23	0	332	1094	767	327
AM	9:00 AM	0	0	0	0	0	164	217	0	0	381	213	1	68	0	282	0	145	20	0	165	828	546	282
MD	10:00 AM	0	0	0	0	0	148	231	0	1	380	157	3	80	0	240	0	201	23	0	224	844	604	240
MD	11:00 AM	0	0	0	0	0	169	171	0	1	341	164	2	32	0	198	0	211	17	0	228	767	569	198
MD	12:00 PM	0	0	0	0	0	178	257	0	0	435	160	5	27	0	192	0	211	22	0	233	860	668	192
MD	1:00 PM	0	0	0	0	0	139	268	0	0	407	149	6	35	0	190	0	211	21	0	232	829	639	190
PM	2:00 PM	0	0	0	0	0	196	326	0	0	522	157	4	36	0	197	0	240	33	0	273	992	795	197
PM	3:00 PM	0	0	0	0	0	215	324	0	0	539	211	2	30	0	243	0	288	30	0	318	1100	857	243
PM	4:00 PM	0	0	0	0	0	299	393	0	1	693	220	5	48	0	273	0	341	26	0	367	1333	1060	273
PM	5:00 PM	0	0	0	0	0	244	345	0	0	589	296	2	50	0	348	0	302	21	0	323	1260	912	348
PM	6:00 PM	0	0	0	0	0	142	258	0	0	400	260	1	45	0	306	0	256	16	0	272	978	672	306
PM	7:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PM	8:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PM	9:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Totals		0	0	0	0	0	2658	3610	0	3	6271	2924	36	551	0	3511	0	3318	359	0	3677	13459	9948	3511



Intersection Traffic Volume Report

15-Minute Motor Vehicle Data

STH 158 - 52nd Street & I41-94 NB Ramps

Count Basics		Page 5 of 13
Start Date: Tuesday, August 1, 2023	Weekday	Schools in Session
Total Number of Hours Counted: 13	Non-Holiday	No Special Events

All Motor Vehicles



15-Minute Motor Vehicle Data

	15-Minute Time Period	From North (I41-94 NB Ramps)					From East (STH 158 - 52nd Street)					From South (I41-94 NB Ramps)					From West (STH 158 - 52nd Street)					15-Min	Hourly	
	Start Time	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Totals	Sum	PHF
AM Peak Period	6:00 AM	0	0	0	0	0	59	66	0	0	125	41	1	3	0	45	0	52	12	0	64	234	1172	0.86
	6:15 AM	0	0	0	0	0	74	61	0	0	135	63	0	7	0	70	0	58	19	0	77	282	1253	0.92
	6:30 AM	0	0	0	0	0	80	74	0	0	154	72	2	3	0	77	0	69	17	0	86	317	1342	0.90
	6:45 AM	0	0	0	0	0	61	73	0	0	134	89	0	14	0	103	0	91	11	0	102	339	1367	0.92
	7:00 AM	0	0	0	0	0	68	66	0	0	134	86	0	4	0	90	0	75	16	0	91	315	1402	0.94
	7:15 AM	0	0	0	0	0	81	81	0	0	162	108	1	7	0	116	0	83	10	0	93	371	1379	0.92
	7:30 AM	0	0	0	0	0	74	68	0	0	142	90	0	14	0	104	0	84	12	0	96	342	1300	0.87
	7:45 AM	0	0	0	0	0	68	95	0	0	163	95	0	15	0	110	0	91	10	0	101	374	1229	0.82
	8:00 AM	0	0	0	0	0	50	56	0	0	106	86	1	9	0	96	0	85	5	0	90	292	1094	0.94
	8:15 AM	0	0	0	0	0	56	72	0	0	128	77	0	8	0	85	0	72	7	0	79	292	1004	0.86
	8:30 AM	0	0	0	0	0	54	54	0	0	108	65	0	12	0	77	0	82	4	0	86	271	921	0.85
	8:45 AM	0	0	0	0	0	39	54	0	0	93	65	0	4	0	69	0	70	7	0	77	239	848	0.89
	9:00 AM	0	0	0	0	0	32	56	0	0	88	46	0	16	0	62	0	47	5	0	52	202	828	0.95
	9:15 AM	0	0	0	0	0	54	53	0	0	107	45	0	18	0	63	0	36	3	0	39	209	847	0.96
	9:30 AM	0	0	0	0	0	40	52	0	0	92	64	0	11	0	75	0	24	7	0	31	198	860	0.97
	9:45 AM	0	0	0	0	0	38	56	0	0	94	58	1	23	0	82	0	38	5	0	43	219	868	0.98
Midday Peak Period	10:00 AM	0	0	0	0	0	42	64	0	0	106	35	0	34	0	69	0	40	6	0	46	221	844	0.95
	10:15 AM	0	0	0	0	0	32	61	0	0	93	52	2	26	0	80	0	47	2	0	49	222	803	0.90
	10:30 AM	0	0	0	0	0	37	56	0	0	93	35	0	11	0	46	0	60	7	0	67	206	766	0.93
	10:45 AM	0	0	0	0	0	37	50	0	1	88	35	1	9	0	45	0	54	8	0	62	195	749	0.96
	11:00 AM	0	0	0	0	0	54	38	0	0	92	31	0	9	0	40	0	42	6	0	48	180	767	0.90
	11:15 AM	0	0	0	0	0	46	31	0	0	77	38	1	3	0	42	0	64	2	0	66	185	843	0.82
	11:30 AM	0	0	0	0	0	28	51	0	1	80	49	0	7	0	56	0	49	4	0	53	189	844	0.82
	11:45 AM	0	0	0	0	0	41	51	0	0	92	46	1	13	0	60	0	56	5	0	61	213	854	0.83
	12:00 PM	0	0	0	0	0	75	53	0	0	128	47	1	5	0	53	0	70	5	0	75	256	860	0.84
	12:15 PM	0	0	0	0	0	29	59	0	0	88	41	0	7	0	48	0	43	7	0	50	186	818	0.93
	12:30 PM	0	0	0	0	0	38	66	0	0	104	35	1	5	0	41	0	49	5	0	54	199	828	0.95
	12:45 PM	0	0	0	0	0	36	79	0	0	115	37	3	10	0	50	0	49	5	0	54	219	851	0.96
	1:00 PM	0	0	0	0	0	27	97	0	0	124	35	1	9	0	45	0	45	0	0	45	214	829	0.93
	1:15 PM	0	0	0	0	0	38	51	0	0	89	45	1	7	0	53	0	47	7	0	54	196	839	0.94
	1:30 PM	0	0	0	0	0	47	70	0	0	117	28	3	12	0	43	0	57	5	0	62	222	866	0.97
	1:45 PM	0	0	0	0	0	27	50	0	0	77	41	1	7	0	49	0	62	9	0	71	197	911	0.85
PM Peak Period	2:00 PM	0	0	0	0	0	44	83	0	0	127	30	1	9	0	40	0	50	7	0	57	224	992	0.89
	2:15 PM	0	0	0	0	0	45	70	0	0	115	33	2	5	0	40	0	60	8	0	68	223	1034	0.93
	2:30 PM	0	0	0	0	0	53	92	0	0	145	36	1	11	0	48	0	66	8	0	74	267	1076	0.97
	2:45 PM	0	0	0	0	0	54	81	0	0	135	58	0	11	0	69	0	64	10	0	74	278	1101	0.94
	3:00 PM	0	0	0	0	0	45	84	0	0	129	50	2	7	0	59	0	69	9	0	78	266	1100	0.94
	3:15 PM	0	0	0	0	0	56	80	0	0	136	45	0	6	0	51	0	70	8	0	78	265	1139	0.93
	3:30 PM	0	0	0	0	0	63	86	0	0	149	61	0	9	0	70	0	68	5	0	73	292	1185	0.95
	3:45 PM	0	0	0	0	0	51	74	0	0	125	55	0	8	0	63	0	81	8	0	89	277	1279	0.83
	4:00 PM	0	0	0	0	0	82	86	0	0	168	44	2	15	0	61	0	66	10	0	76	305	1333	0.86
	4:15 PM	0	0	0	0	0	76	95	0	0	171	39	2	9	0	50	0	84	6	0	90	311	1404	0.91
	4:30 PM	0	0	0	0	0	75	113	0	1	189	80	0	11	0	91	0	98	8	0	106	386	1410	0.91
	4:45 PM	0	0	0	0	0	66	99	0	0	165	57	1	13	0	71	0	93	2	0	95	331	1345	0.89
	5:00 PM	0	0	0	0	0	79	125	0	0	204	66	0	13	0	79	0	85	8	0	93	376	1260	0.84
	5:15 PM	0	0	0	0	0	70	83	0	0	153	78	1	13	0	92	0	68	4	0	72	317	1176	0.92
	5:30 PM	0	0	0	0	0	56	74	0	0	130	88	1	15	0	104	0	81	6	0	87	321	1122	0.87
	5:45 PM	0	0	0	0	0	39	63	0	0	102	64	0	9	0	73	0	68	3	0	71	246	1026	0.88
	6:00 PM	0	0	0	0	0	38	104	0	0	142	71	1	14	0	86	0	60	4	0	64	292	978	0.84
	6:15 PM	0	0	0	0	0	40	64	0	0	104	78	0	7	0	85	0	71	3	0	74	263		
	6:30 PM	0	0	0	0	0	32	48	0	0	80	65	0	11	0	76	0	65	4	0	69	225		
	6:45 PM	0	0	0	0	0	32	42	0	0	74	46	0	13	0	59	0	60	5	0	65	198		
	7:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	7:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	7:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	7:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	8:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	8:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	8:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	8:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	9:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	9:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	9:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	9:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
Totals		0	0	0	0	0	2658	3610	0	3	6271	2924	36	551	0	3511	0	3318	359	0	3677	13459		

Peak Hour All Vehicle Volume Summary

	Hourly Time Period	From North (I41-94 NB Ramps)					From East (STH 158 - 52nd Street)					From South (I41-94 NB Ramps)					From West (STH 158 - 52nd Street)					Total Hourly	
	Start Time	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Volume	PHF
AM	7:00 AM	0	0	0	0	0	291	310	0	0	601	379	1	40	0	420	0	333	48	0	381	1402	0.94
MD	12:00 PM	0	0	0	0	0	178	257	0	0	435	160	5	27	0	192	0	211	22	0	233	860	0.84
PM	4:15 PM	0	0	0	0	0	296	432	0	1	729	242	3	46	0	291	0	360	24	0	384	1404	0.91

Intersection Traffic Volume Report

15-Minute Automobile Data

STH 158 - 52nd Street & I41-94 NB Ramps

Count Basics		*Page 6 of 13*
Start Date: Tuesday, August 1, 2023	Weekday	Schools in Session
Total Number of Hours Counted: 13	Non-Holiday	No Special Events

Automobiles (Cars, Light Trucks, & Motorcycles)



15-Minute Automobile Data

	15-Minute	From North (↓) I41-94 NB Ramps					From East (←) STH 158 - 52nd Street					From South (↑) I41-94 NB Ramps					From West (→) STH 158 - 52nd Street					15-Min	Hourly
	Time Period Start Time	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Totals	Sum
AM Peak Period	6:00 AM	0	0	0	0	0	55	57	0	0	112	31	1	2	0	34	0	46	9	0	55	201	1039
	6:15 AM	0	0	0	0	0	68	54	0	0	122	50	0	4	0	54	0	53	13	0	66	242	1121
	6:30 AM	0	0	0	0	0	74	68	0	0	142	63	0	2	0	65	0	62	12	0	74	281	1209
	6:45 AM	0	0	0	0	0	57	69	0	0	126	85	0	13	0	98	0	81	10	0	91	315	1237
	7:00 AM	0	0	0	0	0	62	57	0	0	119	78	0	3	0	81	0	67	16	0	83	283	1271
	7:15 AM	0	0	0	0	0	74	72	0	0	146	93	1	7	0	101	0	74	9	0	83	330	1244
	7:30 AM	0	0	0	0	0	68	60	0	0	128	79	0	13	0	92	0	77	12	0	89	309	1161
	7:45 AM	0	0	0	0	0	63	88	0	0	151	88	0	14	0	102	0	88	8	0	96	349	1088
	8:00 AM	0	0	0	0	0	41	45	0	0	86	78	1	8	0	87	0	79	4	0	83	256	937
	8:15 AM	0	0	0	0	0	48	57	0	0	105	64	0	7	0	71	0	65	6	0	71	247	835
	8:30 AM	0	0	0	0	0	45	46	0	0	91	54	0	10	0	64	0	77	4	0	81	236	767
	8:45 AM	0	0	0	0	0	34	43	0	0	77	57	0	3	0	60	0	54	7	0	61	198	693
	9:00 AM	0	0	0	0	0	21	45	0	0	66	34	0	14	0	48	0	36	4	0	40	154	675
	9:15 AM	0	0	0	0	0	44	49	0	0	93	36	0	17	0	53	0	31	2	0	33	179	694
	9:30 AM	0	0	0	0	0	34	43	0	0	77	51	0	10	0	61	0	18	6	0	24	162	695
	9:45 AM	0	0	0	0	0	32	43	0	0	75	47	1	22	0	70	0	32	3	0	35	180	685
Midday Peak Period	10:00 AM	0	0	0	0	0	34	48	0	0	82	18	0	33	0	51	0	35	5	0	40	173	659
	10:15 AM	0	0	0	0	0	26	47	0	0	73	40	1	23	0	64	0	41	2	0	43	180	620
	10:30 AM	0	0	0	0	0	24	42	0	0	66	21	0	10	0	31	0	50	5	0	55	152	583
	10:45 AM	0	0	0	0	0	29	38	0	1	68	26	1	8	0	35	0	45	6	0	51	154	579
	11:00 AM	0	0	0	0	0	41	32	0	0	73	16	0	3	0	19	0	38	4	0	42	134	598
	11:15 AM	0	0	0	0	0	38	25	0	0	63	25	0	0	0	25	0	53	2	0	55	143	674
	11:30 AM	0	0	0	0	0	24	41	0	1	66	32	0	6	0	38	0	42	2	0	44	148	678
	11:45 AM	0	0	0	0	0	30	45	0	0	75	32	1	13	0	46	0	51	1	0	52	173	694
	12:00 PM	0	0	0	0	0	67	44	0	0	111	32	1	4	0	37	0	57	5	0	62	210	696
	12:15 PM	0	0	0	0	0	27	43	0	0	70	28	0	5	0	33	0	37	7	0	44	147	667
	12:30 PM	0	0	0	0	0	38	51	0	0	89	24	1	4	0	29	0	41	5	0	46	164	674
	12:45 PM	0	0	0	0	0	32	62	0	0	94	23	3	8	0	34	0	44	3	0	47	175	686
	1:00 PM	0	0	0	0	0	23	91	0	0	114	21	1	6	0	28	0	39	0	0	39	181	667
	1:15 PM	0	0	0	0	0	35	42	0	0	77	30	1	3	0	34	0	38	5	0	43	154	673
	1:30 PM	0	0	0	0	0	42	53	0	0	95	20	3	9	0	32	0	47	2	0	49	176	706
	1:45 PM	0	0	0	0	0	21	42	0	0	63	29	1	5	0	35	0	52	6	0	58	156	757
PM Peak Period	2:00 PM	0	0	0	0	0	38	66	0	0	104	23	1	5	0	29	0	48	6	0	54	187	843
	2:15 PM	0	0	0	0	0	42	59	0	0	101	23	2	3	0	28	0	53	5	0	58	187	892
	2:30 PM	0	0	0	0	0	49	81	0	0	130	27	1	7	0	35	0	55	7	0	62	227	933
	2:45 PM	0	0	0	0	0	47	75	0	0	122	45	0	10	0	55	0	57	8	0	65	242	971
	3:00 PM	0	0	0	0	0	42	75	0	0	117	36	2	7	0	45	0	67	7	0	74	236	985
	3:15 PM	0	0	0	0	0	51	71	0	0	122	35	0	4	0	39	0	62	5	0	67	228	1026
	3:30 PM	0	0	0	0	0	62	79	0	0	141	55	0	5	0	60	0	60	4	0	64	265	1085
	3:45 PM	0	0	0	0	0	47	68	0	0	115	49	0	5	0	54	0	79	8	0	87	256	1178
	4:00 PM	0	0	0	0	0	78	77	0	0	155	37	2	12	0	51	0	62	9	0	71	277	1231
	4:15 PM	0	0	0	0	0	72	88	0	0	160	37	1	7	0	45	0	78	4	0	82	287	1310
	4:30 PM	0	0	0	0	0	70	107	0	1	178	68	0	10	0	78	0	95	7	0	102	358	1316
	4:45 PM	0	0	0	0	0	64	92	0	0	156	49	0	11	0	60	0	91	2	0	93	309	1268
	5:00 PM	0	0	0	0	0	77	120	0	0	197	58	0	9	0	67	0	84	8	0	92	356	1186
	5:15 PM	0	0	0	0	0	64	76	0	0	140	72	0	11	0	83	0	66	4	0	70	293	1097
	5:30 PM	0	0	0	0	0	55	70	0	0	125	84	1	14	0	99	0	80	6	0	86	310	1045
	5:45 PM	0	0	0	0	0	37	55	0	0	92	61	0	7	0	68	0	64	3	0	67	227	940
	6:00 PM	0	0	0	0	0	36	94	0	0	130	66	1	7	0	74	0	60	3	0	63	267	901
	6:15 PM	0	0	0	0	0	39	57	0	0	96	69	0	4	0	73	0	69	3	0	72	241	
	6:30 PM	0	0	0	0	0	31	44	0	0	75	56	0	6	0	62	0	64	4	0	68	205	
	6:45 PM	0	0	0	0	0	31	41	0	0	72	41	0	10	0	51	0	60	5	0	65	188	
	7:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	7:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	7:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	7:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Totals		0	0	0	0	0	2383	3137	0	3	5523	2396	29	443	0	2868	0	3004	293	0	3297	11688	

Peak Hour Automobile Volume Summary

	Hourly	From North (↓) I41-94 NB Ramps					From East (←) STH 158 - 52nd Street					From South (↑) I41-94 NB Ramps					From West (→) STH 158 - 52nd Street					Total
	Time Period Start Time	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Hourly Volume
AM	7:00 AM	0	0	0	0	0	267	277	0	0	544	338	1	37	0	376	0	306	45	0	351	1271
MD	12:00 PM	0	0	0	0	0	164	200	0	0	364	107	5	21	0	133	0	179	20	0	199	696
PM	4:15 PM	0	0	0	0	0	283	407	0	1	691	212	1	37	0	250	0	348	21	0	369	1310

Intersection Traffic Volume Report

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

STH 158 - 52nd Street & I41-94 NB Ramps

Count Basics		*Page 7 of 13*
Start Date: Tuesday, August 1, 2023	Weekday	Schools in Session
Total Number of Hours Counted: 13	Non-Holiday	No Special Events

Single Unit (SU) Trucks & Buses



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

	15-Minute Time Period	From North (↓) I41-94 NB Ramps					From East (←) STH 158 - 52nd Street					From South (↑) I41-94 NB Ramps					From West (→) STH 158 - 52nd Street					15-Min	Hourly
	Start Time	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Totals	Sum
AM Peak Period	6:00 AM	0	0	0	0	0	0	5	0	0	5	1	0	0	0	1	0	1	3	0	4	10	56
	6:15 AM	0	0	0	0	0	2	2	0	0	4	3	0	0	0	3	0	3	5	0	8	15	63
	6:30 AM	0	0	0	0	0	3	4	0	0	7	1	0	0	0	1	0	6	3	0	9	17	66
	6:45 AM	0	0	0	0	0	2	1	0	0	3	2	0	1	0	3	0	8	0	0	8	14	61
	7:00 AM	0	0	0	0	0	4	3	0	0	7	4	0	1	0	5	0	5	0	0	5	17	57
	7:15 AM	0	0	0	0	0	4	4	0	0	8	4	0	0	0	4	0	6	0	0	6	18	55
	7:30 AM	0	0	0	0	0	2	4	0	0	6	2	0	0	0	2	0	4	0	0	4	12	58
	7:45 AM	0	0	0	0	0	2	1	0	0	3	3	0	0	0	3	0	2	2	0	4	10	58
	8:00 AM	0	0	0	0	0	4	4	0	0	8	2	0	0	0	2	0	5	0	0	5	15	69
	8:15 AM	0	0	0	0	0	5	4	0	0	9	5	0	1	0	6	0	5	1	0	6	21	80
	8:30 AM	0	0	0	0	0	3	1	0	0	4	2	0	2	0	4	0	4	0	0	4	12	72
	8:45 AM	0	0	0	0	0	3	3	0	0	6	1	0	1	0	2	0	13	0	0	13	21	76
	9:00 AM	0	0	0	0	0	9	3	0	0	12	3	0	1	0	4	0	10	0	0	10	26	72
	9:15 AM	0	0	0	0	0	6	0	0	0	6	6	0	0	0	6	0	1	0	0	1	13	64
	9:30 AM	0	0	0	0	0	2	3	0	0	5	6	0	0	0	6	0	4	1	0	5	16	63
	9:45 AM	0	0	0	0	0	3	4	0	0	7	4	0	0	0	4	0	4	2	0	6	17	63
Midday Peak Period	10:00 AM	0	0	0	0	0	4	9	0	0	13	2	0	0	0	2	0	3	0	0	3	18	60
	10:15 AM	0	0	0	0	0	1	6	0	0	7	0	0	0	0	0	0	5	0	0	5	12	61
	10:30 AM	0	0	0	0	0	3	3	0	0	6	1	0	0	0	1	0	9	0	0	9	16	67
	10:45 AM	0	0	0	0	0	1	2	0	0	3	2	0	0	0	2	0	8	1	0	9	14	66
	11:00 AM	0	0	0	0	0	5	4	0	0	9	4	0	2	0	6	0	3	1	0	4	19	72
	11:15 AM	0	0	0	0	0	4	3	0	0	7	1	0	1	0	2	0	9	0	0	9	18	67
	11:30 AM	0	0	0	0	0	1	6	0	0	7	3	0	0	0	3	0	5	0	0	5	15	64
	11:45 AM	0	0	0	0	0	8	0	0	0	8	5	0	0	0	5	0	4	3	0	7	20	59
	12:00 PM	0	0	0	0	0	2	2	0	0	4	4	0	0	0	4	0	6	0	0	6	14	58
	12:15 PM	0	0	0	0	0	1	8	0	0	9	3	0	0	0	3	0	3	0	0	3	15	51
	12:30 PM	0	0	0	0	0	0	3	0	0	3	2	0	0	0	2	0	5	0	0	5	10	55
	12:45 PM	0	0	0	0	0	3	10	0	0	13	0	0	0	0	0	0	4	2	0	6	19	61
	1:00 PM	0	0	0	0	0	2	1	0	0	3	3	0	0	0	3	0	1	0	0	1	7	65
	1:15 PM	0	0	0	0	0	1	5	0	0	6	3	0	1	0	4	0	7	2	0	9	19	74
	1:30 PM	0	0	0	0	0	1	5	0	0	6	2	0	1	0	3	0	6	1	0	7	16	67
	1:45 PM	0	0	0	0	0	3	7	0	0	10	1	0	0	0	1	0	9	3	0	12	23	70
PM Peak Period	2:00 PM	0	0	0	0	0	5	8	0	0	13	2	0	0	0	2	0	1	0	0	1	16	56
	2:15 PM	0	0	0	0	0	0	4	0	0	4	1	0	0	0	1	0	6	1	0	7	12	45
	2:30 PM	0	0	0	0	0	2	5	0	0	7	4	0	0	0	4	0	8	0	0	8	19	40
	2:45 PM	0	0	0	0	0	3	0	0	0	3	2	0	0	0	2	0	3	1	0	4	9	29
	3:00 PM	0	0	0	0	0	1	1	0	0	2	1	0	0	0	1	0	0	2	0	2	5	28
	3:15 PM	0	0	0	0	0	2	0	0	0	2	1	0	0	0	1	0	3	1	0	4	7	38
	3:30 PM	0	0	0	0	0	1	2	0	0	3	0	0	0	0	0	0	4	1	0	5	8	38
	3:45 PM	0	0	0	0	0	2	4	0	0	6	1	0	0	0	1	0	1	0	0	1	8	34
	4:00 PM	0	0	0	0	0	2	8	0	0	10	1	0	0	0	1	0	3	1	0	4	15	31
	4:15 PM	0	0	0	0	0	1	1	0	0	2	1	0	0	0	1	0	4	0	0	4	7	19
	4:30 PM	0	0	0	0	0	1	0	0	0	1	2	0	0	0	2	0	1	0	0	1	4	17
	4:45 PM	0	0	0	0	0	1	2	0	0	3	1	0	1	0	2	0	0	0	0	0	5	13
	5:00 PM	0	0	0	0	0	0	2	0	0	2	1	0	0	0	1	0	0	0	0	0	3	13
	5:15 PM	0	0	0	0	0	1	2	0	0	3	1	1	0	0	2	0	0	0	0	0	5	17
	5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	19
	5:45 PM	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	0	2	0	0	2	5	20
	6:00 PM	0	0	0	0	0	0	5	0	0	5	1	0	1	0	2	0	0	0	0	0	7	16
	6:15 PM	0	0	0	0	0	1	5	0	0	6	0	0	0	0	0	0	1	0	0	1	7	
	6:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	1	
	6:45 PM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1	
	7:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	7:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	7:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	7:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Totals		0	0	0	0	0	117	173	0	0	290	105	1	15	0	121	0	205	37	0	242	653	

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

	Hourly Time Period	From North (↓) I41-94 NB Ramps					From East (←) STH 158 - 52nd Street					From South (↑) I41-94 NB Ramps					From West (→) STH 158 - 52nd Street					Total Hourly
	Start Time	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Volume
AM	7:00 AM	0	0	0	0	0	12	12	0	0	24	13	0	1	0	14	0	17	2	0	19	57
MD	12:00 PM	0	0	0	0	0	6	23	0	0	29	9	0	0	0	9	0	18	2	0	20	58
PM	4:15 PM	0	0	0	0	0	3	5	0	0	8	5	0	1	0	6	0	5	0	0	5	19

Intersection Traffic Volume Report

15-Minute Semi-Truck Data

STH 158 - 52nd Street & I41-94 NB Ramps

Count Basics		*Page 8 of 13*
Start Date: Tuesday, August 1, 2023	Weekday	Schools in Session
Total Number of Hours Counted: 13	Non-Holiday	No Special Events

Semi-Trucks



15-Minute Semi-Truck Data

	15-Minute	From North (↓)					From East (←)					From South (↑)					From West (→)						
	Time Period	I41-94 NB Ramps					STH 158 - 52nd Street					I41-94 NB Ramps					STH 158 - 52nd Street					15-Min	Hourly
	Start Time	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Totals	Sum
AM Peak Period	6:00 AM	0	0	0	0	0	4	4	0	0	8	9	0	1	0	10	0	5	0	0	5	23	77
	6:15 AM	0	0	0	0	0	4	5	0	0	9	10	0	3	0	13	0	2	1	0	3	25	69
	6:30 AM	0	0	0	0	0	3	2	0	0	5	8	2	1	0	11	0	1	2	0	3	19	67
	6:45 AM	0	0	0	0	0	2	3	0	0	5	2	0	0	0	2	0	2	1	0	3	10	69
	7:00 AM	0	0	0	0	0	2	6	0	0	8	4	0	0	0	4	0	3	0	0	3	15	74
	7:15 AM	0	0	0	0	0	3	5	0	0	8	11	0	0	0	11	0	3	1	0	4	23	80
	7:30 AM	0	0	0	0	0	4	4	0	0	8	9	0	1	0	10	0	3	0	0	3	21	81
	7:45 AM	0	0	0	0	0	3	6	0	0	9	4	0	1	0	5	0	1	0	0	1	15	83
	8:00 AM	0	0	0	0	0	5	7	0	0	12	6	0	1	0	7	0	1	1	0	2	21	88
	8:15 AM	0	0	0	0	0	3	11	0	0	14	8	0	0	0	8	0	2	0	0	2	24	89
	8:30 AM	0	0	0	0	0	6	7	0	0	13	9	0	0	0	9	0	1	0	0	1	23	82
	8:45 AM	0	0	0	0	0	2	8	0	0	10	7	0	0	0	7	0	3	0	0	3	20	79
	9:00 AM	0	0	0	0	0	2	8	0	0	10	9	0	1	0	10	0	1	1	0	2	22	81
	9:15 AM	0	0	0	0	0	4	4	0	0	8	3	0	1	0	4	0	4	1	0	5	17	89
	9:30 AM	0	0	0	0	0	4	6	0	0	10	7	0	1	0	8	0	2	0	0	2	20	102
	9:45 AM	0	0	0	0	0	3	9	0	0	12	7	0	1	0	8	0	2	0	0	2	22	120
Midday Peak Period	10:00 AM	0	0	0	0	0	4	7	0	0	11	15	0	1	0	16	0	2	1	0	3	30	125
	10:15 AM	0	0	0	0	0	5	8	0	0	13	12	1	3	0	16	0	1	0	0	1	30	122
	10:30 AM	0	0	0	0	0	10	11	0	0	21	13	0	1	0	14	0	1	2	0	3	38	116
	10:45 AM	0	0	0	0	0	7	10	0	0	17	7	0	1	0	8	0	1	1	0	2	27	104
	11:00 AM	0	0	0	0	0	8	2	0	0	10	11	0	4	0	15	0	1	1	0	2	27	97
	11:15 AM	0	0	0	0	0	4	3	0	0	7	12	1	2	0	15	0	2	0	0	2	24	102
	11:30 AM	0	0	0	0	0	3	4	0	0	7	14	0	1	0	15	0	2	2	0	4	26	102
	11:45 AM	0	0	0	0	0	3	6	0	0	9	9	0	0	0	9	0	1	1	0	2	20	101
	12:00 PM	0	0	0	0	0	6	7	0	0	13	11	0	1	0	12	0	7	0	0	7	32	106
	12:15 PM	0	0	0	0	0	1	8	0	0	9	10	0	2	0	12	0	3	0	0	3	24	100
	12:30 PM	0	0	0	0	0	0	12	0	0	12	9	0	1	0	10	0	3	0	0	3	25	99
	12:45 PM	0	0	0	0	0	1	7	0	0	8	14	0	2	0	16	0	1	0	0	1	25	104
	1:00 PM	0	0	0	0	0	2	5	0	0	7	11	0	3	0	14	0	5	0	0	5	26	97
	1:15 PM	0	0	0	0	0	2	4	0	0	6	12	0	3	0	15	0	2	0	0	2	23	92
	1:30 PM	0	0	0	0	0	4	12	0	0	16	6	0	2	0	8	0	4	2	0	6	30	93
	1:45 PM	0	0	0	0	0	3	1	0	0	4	11	0	2	0	13	0	1	0	0	1	18	84
PM Peak Period	2:00 PM	0	0	0	0	0	1	9	0	0	10	5	0	4	0	9	0	1	1	0	2	21	93
	2:15 PM	0	0	0	0	0	3	7	0	0	10	9	0	2	0	11	0	1	2	0	3	24	97
	2:30 PM	0	0	0	0	0	2	6	0	0	8	5	0	4	0	9	0	3	1	0	4	21	103
	2:45 PM	0	0	0	0	0	4	6	0	0	10	11	0	1	0	12	0	4	1	0	5	27	101
	3:00 PM	0	0	0	0	0	2	8	0	0	10	13	0	0	0	13	0	2	0	0	2	25	87
	3:15 PM	0	0	0	0	0	3	9	0	0	12	9	0	2	0	11	0	5	2	0	7	30	75
	3:30 PM	0	0	0	0	0	0	5	0	0	5	6	0	4	0	10	0	4	0	0	4	19	62
	3:45 PM	0	0	0	0	0	2	2	0	0	4	5	0	3	0	8	0	1	0	0	1	13	67
	4:00 PM	0	0	0	0	0	2	1	0	0	3	6	0	3	0	9	0	1	0	0	1	13	71
	4:15 PM	0	0	0	0	0	3	6	0	0	9	1	1	2	0	4	0	2	2	0	4	17	75
	4:30 PM	0	0	0	0	0	4	6	0	0	10	10	0	1	0	11	0	2	1	0	3	24	77
	4:45 PM	0	0	0	0	0	1	5	0	0	6	7	1	1	0	9	0	2	0	0	2	17	64
	5:00 PM	0	0	0	0	0	2	3	0	0	5	7	0	4	0	11	0	1	0	0	1	17	61
	5:15 PM	0	0	0	0	0	5	5	0	0	10	5	0	2	0	7	0	2	0	0	2	19	62
	5:30 PM	0	0	0	0	0	1	4	0	0	5	4	0	1	0	5	0	1	0	0	1	11	58
	5:45 PM	0	0	0	0	0	2	5	0	0	7	3	0	2	0	5	0	2	0	0	2	14	66
	6:00 PM	0	0	0	0	0	2	5	0	0	7	4	0	6	0	10	0	0	1	0	1	18	61
	6:15 PM	0	0	0	0	0	0	2	0	0	2	9	0	3	0	12	0	1	0	0	1	15	
	6:30 PM	0	0	0	0	0	1	4	0	0	5	9	0	4	0	13	0	1	0	0	1	19	
	6:45 PM	0	0	0	0	0	1	0	0	0	1	5	0	3	0	8	0	0	0	0	0	9	
	7:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	7:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	7:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	7:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Totals		0	0	0	0	0	158	300	0	0	458	423	6	93	0	522	0	109	29	0	138	1118	

Peak Hour Semi-Truck Volume Summary

	Hourly	From North (↓)					From East (←)					From South (↑)					From West (→)					Total
	Time Period	I41-94 NB Ramps					STH 158 - 52nd Street					I41-94 NB Ramps					STH 158 - 52nd Street					Hourly
	Start Time	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Volume
AM	7:00 AM	0	0	0	0	0	12	21	0	0	33	28	0	2	0	30	0	10	1	0	11	74
MD	12:00 PM	0	0	0	0	0	8	34	0	0	42	44	0	6	0	50	0	14	0	0	14	106
PM	4:15 PM	0	0	0	0	0	10	20	0	0	30	25	2	8	0	35	0	7	3	0	10	75

Intersection Traffic Volume Report

15-Minute Heavy Vehicle Data

STH 158 - 52nd Street & I41-94 NB Ramps

Count Basics		*Page 9 of 13*
Start Date: Tuesday, August 1, 2023	Weekday	Schools in Session
Total Number of Hours Counted: 13	Non-Holiday	No Special Events

Heavy Vehicles (Single-Unit Trucks, Buses & Semi-Trucks)



15-Minute Heavy Vehicle Data

15-Minute Time Period		From North (↓) I41-94 NB Ramps					From East (←) STH 158 - 52nd Street					From South (↑) I41-94 NB Ramps					From West (→) STH 158 - 52nd Street					15-Min	Hourly
	Start Time	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Totals	Sum
AM Peak Period	6:00 AM	0	0	0	0	0	4	9	0	0	13	10	0	1	0	11	0	6	3	0	9	33	133
	6:15 AM	0	0	0	0	0	6	7	0	0	13	13	0	3	0	16	0	5	6	0	11	40	132
	6:30 AM	0	0	0	0	0	6	6	0	0	12	9	2	1	0	12	0	7	5	0	12	36	133
	6:45 AM	0	0	0	0	0	4	4	0	0	8	4	0	1	0	5	0	10	1	0	11	24	130
	7:00 AM	0	0	0	0	0	6	9	0	0	15	8	0	1	0	9	0	8	0	0	8	32	131
	7:15 AM	0	0	0	0	0	7	9	0	0	16	15	0	0	0	15	0	9	1	0	10	41	135
	7:30 AM	0	0	0	0	0	6	8	0	0	14	11	0	1	0	12	0	7	0	0	7	33	139
	7:45 AM	0	0	0	0	0	5	7	0	0	12	7	0	1	0	8	0	3	2	0	5	25	141
	8:00 AM	0	0	0	0	0	9	11	0	0	20	8	0	1	0	9	0	6	1	0	7	36	157
	8:15 AM	0	0	0	0	0	8	15	0	0	23	13	0	1	0	14	0	7	1	0	8	45	169
	8:30 AM	0	0	0	0	0	9	8	0	0	17	11	0	2	0	13	0	5	0	0	5	35	154
	8:45 AM	0	0	0	0	0	5	11	0	0	16	8	0	1	0	9	0	16	0	0	16	41	155
	9:00 AM	0	0	0	0	0	11	11	0	0	22	12	0	2	0	14	0	11	1	0	12	48	153
	9:15 AM	0	0	0	0	0	10	4	0	0	14	9	0	1	0	10	0	5	1	0	6	30	153
	9:30 AM	0	0	0	0	0	6	9	0	0	15	13	0	1	0	14	0	6	1	0	7	36	165
	9:45 AM	0	0	0	0	0	6	13	0	0	19	11	0	1	0	12	0	6	2	0	8	39	183
Midday Peak Period	10:00 AM	0	0	0	0	0	8	16	0	0	24	17	0	1	0	18	0	5	1	0	6	48	185
	10:15 AM	0	0	0	0	0	6	14	0	0	20	12	1	3	0	16	0	6	0	0	6	42	183
	10:30 AM	0	0	0	0	0	13	14	0	0	27	14	0	1	0	15	0	10	2	0	12	54	183
	10:45 AM	0	0	0	0	0	8	12	0	0	20	9	0	1	0	10	0	9	2	0	11	41	170
	11:00 AM	0	0	0	0	0	13	6	0	0	19	15	0	6	0	21	0	4	2	0	6	46	169
	11:15 AM	0	0	0	0	0	8	6	0	0	14	13	1	3	0	17	0	11	0	0	11	42	169
	11:30 AM	0	0	0	0	0	4	10	0	0	14	17	0	1	0	18	0	7	2	0	9	41	166
	11:45 AM	0	0	0	0	0	11	6	0	0	17	14	0	0	0	14	0	5	4	0	9	40	160
	12:00 PM	0	0	0	0	0	8	9	0	0	17	15	0	1	0	16	0	13	0	0	13	46	164
	12:15 PM	0	0	0	0	0	2	16	0	0	18	13	0	2	0	15	0	6	0	0	6	39	151
	12:30 PM	0	0	0	0	0	0	15	0	0	15	11	0	1	0	12	0	8	0	0	8	35	154
	12:45 PM	0	0	0	0	0	4	17	0	0	21	14	0	2	0	16	0	5	2	0	7	44	165
	1:00 PM	0	0	0	0	0	4	6	0	0	10	14	0	3	0	17	0	6	0	0	6	33	162
	1:15 PM	0	0	0	0	0	3	9	0	0	12	15	0	4	0	19	0	9	2	0	11	42	166
	1:30 PM	0	0	0	0	0	5	17	0	0	22	8	0	3	0	11	0	10	3	0	13	46	160
	1:45 PM	0	0	0	0	0	6	8	0	0	14	12	0	2	0	14	0	10	3	0	13	41	154
PM Peak Period	2:00 PM	0	0	0	0	0	6	17	0	0	23	7	0	4	0	11	0	2	1	0	3	37	149
	2:15 PM	0	0	0	0	0	3	11	0	0	14	10	0	2	0	12	0	7	3	0	10	36	142
	2:30 PM	0	0	0	0	0	4	11	0	0	15	9	0	4	0	13	0	11	1	0	12	40	143
	2:45 PM	0	0	0	0	0	7	6	0	0	13	13	0	1	0	14	0	7	2	0	9	36	130
	3:00 PM	0	0	0	0	0	3	9	0	0	12	14	0	0	0	14	0	2	2	0	4	30	115
	3:15 PM	0	0	0	0	0	5	9	0	0	14	10	0	2	0	12	0	8	3	0	11	37	113
	3:30 PM	0	0	0	0	0	1	7	0	0	8	6	0	4	0	10	0	8	1	0	9	27	100
	3:45 PM	0	0	0	0	0	4	6	0	0	10	6	0	3	0	9	0	2	0	0	2	21	101
	4:00 PM	0	0	0	0	0	4	9	0	0	13	7	0	3	0	10	0	4	1	0	5	28	102
	4:15 PM	0	0	0	0	0	4	7	0	0	11	2	1	2	0	5	0	6	2	0	8	24	94
	4:30 PM	0	0	0	0	0	5	6	0	0	11	12	0	1	0	13	0	3	1	0	4	28	94
	4:45 PM	0	0	0	0	0	2	7	0	0	9	8	1	2	0	11	0	2	0	0	2	22	77
	5:00 PM	0	0	0	0	0	2	5	0	0	7	8	0	4	0	12	0	1	0	0	1	20	74
	5:15 PM	0	0	0	0	0	6	7	0	0	13	6	1	2	0	9	0	2	0	0	2	24	79
	5:30 PM	0	0	0	0	0	1	4	0	0	5	4	0	1	0	5	0	1	0	0	1	11	77
	5:45 PM	0	0	0	0	0	2	8	0	0	10	3	0	2	0	5	0	4	0	0	4	19	86
	6:00 PM	0	0	0	0	0	2	10	0	0	12	5	0	7	0	12	0	0	1	0	1	25	77
	6:15 PM	0	0	0	0	0	1	7	0	0	8	9	0	3	0	12	0	2	0	0	2	22	
	6:30 PM	0	0	0	0	0	1	4	0	0	5	9	0	5	0	14	0	1	0	0	1	20	
	6:45 PM	0	0	0	0	0	1	1	0	0	2	5	0	3	0	8	0	0	0	0	0	10	
	7:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	7:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	7:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	7:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Totals		0	0	0	0	0	275	473	0	0	748	528	7	108	0	643	0	314	66	0	380	1771	

Peak Hour Heavy Vehicle Volume Summary

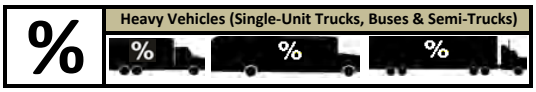
Hourly Time Period		From North (↓) I41-94 NB Ramps					From East (←) STH 158 - 52nd Street					From South (↑) I41-94 NB Ramps					From West (→) STH 158 - 52nd Street					Total Hourly
	Start Time	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Volume
AM	7:00 AM	0	0	0	0	0	24	33	0	0	57	41	0	3	0	44	0	27	3	0	30	131
MD	12:00 PM	0	0	0	0	0	14	57	0	0	71	53	0	6	0	59	0	32	2	0	34	164
PM	4:15 PM	0	0	0	0	0	13	25	0	0	38	30	2	9	0	41	0	12	3	0	15	94

Intersection Traffic Volume Report

15-Minute Heavy Vehicle Percentages

STH 158 - 52nd Street & I41-94 NB Ramps

Count Basics		*Page 10 of 13*
Start Date: Tuesday, August 1, 2023	Weekday	Schools in Session
Total Number of Hours Counted: 13	Non-Holiday	No Special Events



15-Minute Heavy Vehicle Percentages

	15-Minute Time Period	From North (↓) I41-94 NB Ramps					From East (←) STH 158 - 52nd Street					From South (↑) I41-94 NB Ramps					From West (→) STH 158 - 52nd Street					Total Heavy Vehicle	Hourly Heavy Vehicle
	Start Time	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Percent	Percent
AM Peak Period	6:00 AM	0.0	0.0	0.0	0.0	0.0	6.8	13.6	0.0	0.0	10.4	24.4	0.0	33.3	0.0	24.4	0.0	11.5	25.0	0.0	14.1	14.1	11.3
	6:15 AM	0.0	0.0	0.0	0.0	0.0	8.1	11.5	0.0	0.0	9.6	20.6	0.0	42.9	0.0	22.9	0.0	8.6	31.6	0.0	14.3	14.2	10.5
	6:30 AM	0.0	0.0	0.0	0.0	0.0	7.5	8.1	0.0	0.0	7.8	12.5	100.0	33.3	0.0	15.6	0.0	10.1	29.4	0.0	14.0	11.4	9.9
	6:45 AM	0.0	0.0	0.0	0.0	0.0	6.6	5.5	0.0	0.0	6.0	4.5	0.0	7.1	0.0	4.9	0.0	11.0	9.1	0.0	10.8	7.1	9.5
	7:00 AM	0.0	0.0	0.0	0.0	0.0	8.8	13.6	0.0	0.0	11.2	9.3	0.0	25.0	0.0	10.0	0.0	10.7	0.0	0.0	8.8	10.2	9.3
	7:15 AM	0.0	0.0	0.0	0.0	0.0	8.6	11.1	0.0	0.0	9.9	13.9	0.0	0.0	0.0	12.9	0.0	10.8	10.0	0.0	10.8	11.1	9.8
	7:30 AM	0.0	0.0	0.0	0.0	0.0	8.1	11.8	0.0	0.0	9.9	12.2	0.0	7.1	0.0	11.5	0.0	8.3	0.0	0.0	7.3	9.6	10.7
	7:45 AM	0.0	0.0	0.0	0.0	0.0	7.4	7.4	0.0	0.0	7.4	7.4	0.0	6.7	0.0	7.3	0.0	3.3	20.0	0.0	5.0	6.7	11.5
	8:00 AM	0.0	0.0	0.0	0.0	0.0	18.0	19.6	0.0	0.0	18.9	9.3	0.0	11.1	0.0	9.4	0.0	7.1	20.0	0.0	7.8	12.3	14.4
	8:15 AM	0.0	0.0	0.0	0.0	0.0	14.3	20.8	0.0	0.0	18.0	16.9	0.0	12.5	0.0	16.5	0.0	9.7	14.3	0.0	10.1	15.4	16.8
	8:30 AM	0.0	0.0	0.0	0.0	0.0	16.7	14.8	0.0	0.0	15.7	16.9	0.0	16.7	0.0	16.9	0.0	6.1	0.0	0.0	5.8	12.9	16.7
	8:45 AM	0.0	0.0	0.0	0.0	0.0	12.8	20.4	0.0	0.0	17.2	12.3	0.0	25.0	0.0	13.0	0.0	22.9	0.0	0.0	20.8	17.2	18.3
	9:00 AM	0.0	0.0	0.0	0.0	0.0	34.4	19.6	0.0	0.0	25.0	26.1	0.0	12.5	0.0	22.6	0.0	23.4	20.0	0.0	23.1	23.8	18.5
	9:15 AM	0.0	0.0	0.0	0.0	0.0	18.5	7.5	0.0	0.0	13.1	20.0	0.0	5.6	0.0	15.9	0.0	13.9	33.3	0.0	15.4	14.4	18.1
	9:30 AM	0.0	0.0	0.0	0.0	0.0	15.0	17.3	0.0	0.0	16.3	20.3	0.0	9.1	0.0	18.7	0.0	25.0	14.3	0.0	22.6	18.2	19.2
	9:45 AM	0.0	0.0	0.0	0.0	0.0	15.8	23.2	0.0	0.0	20.2	19.0	0.0	4.3	0.0	14.6	0.0	15.8	40.0	0.0	18.6	17.8	21.1
Midday Peak Period	10:00 AM	0.0	0.0	0.0	0.0	0.0	19.0	25.0	0.0	0.0	22.6	48.6	0.0	2.9	0.0	26.1	0.0	12.5	16.7	0.0	13.0	21.7	21.9
	10:15 AM	0.0	0.0	0.0	0.0	0.0	18.8	23.0	0.0	0.0	21.5	23.1	50.0	11.5	0.0	20.0	0.0	12.8	0.0	0.0	12.2	18.9	22.8
	10:30 AM	0.0	0.0	0.0	0.0	0.0	35.1	25.0	0.0	0.0	29.0	40.0	0.0	9.1	0.0	32.6	0.0	16.7	28.6	0.0	17.9	26.2	23.9
	10:45 AM	0.0	0.0	0.0	0.0	0.0	21.6	24.0	0.0	0.0	22.7	25.7	0.0	11.1	0.0	22.2	0.0	16.7	25.0	0.0	17.7	21.0	22.7
	11:00 AM	0.0	0.0	0.0	0.0	0.0	24.1	15.8	0.0	0.0	20.7	48.4	0.0	66.7	0.0	52.5	0.0	9.5	33.3	0.0	12.5	25.6	22.0
	11:15 AM	0.0	0.0	0.0	0.0	0.0	17.4	19.4	0.0	0.0	18.2	34.2	100.0	100.0	0.0	40.5	0.0	17.2	0.0	0.0	16.7	22.7	20.0
	11:30 AM	0.0	0.0	0.0	0.0	0.0	14.3	19.6	0.0	0.0	17.5	34.7	0.0	14.3	0.0	32.1	0.0	14.3	50.0	0.0	17.0	21.7	19.7
	11:45 AM	0.0	0.0	0.0	0.0	0.0	26.8	11.8	0.0	0.0	18.5	30.4	0.0	0.0	0.0	23.3	0.0	8.9	80.0	0.0	14.8	18.8	18.7
	12:00 PM	0.0	0.0	0.0	0.0	0.0	10.7	17.0	0.0	0.0	13.3	31.9	0.0	20.0	0.0	30.2	0.0	18.6	0.0	0.0	17.3	18.0	19.1
	12:15 PM	0.0	0.0	0.0	0.0	0.0	6.9	27.1	0.0	0.0	20.5	31.7	0.0	28.6	0.0	31.3	0.0	14.0	0.0	0.0	12.0	21.0	18.5
	12:30 PM	0.0	0.0	0.0	0.0	0.0	0.0	22.7	0.0	0.0	14.4	31.4	0.0	20.0	0.0	29.3	0.0	16.3	0.0	0.0	14.8	17.6	18.6
	12:45 PM	0.0	0.0	0.0	0.0	0.0	11.1	21.5	0.0	0.0	18.3	37.8	0.0	20.0	0.0	32.0	0.0	10.2	40.0	0.0	13.0	20.1	19.4
	1:00 PM	0.0	0.0	0.0	0.0	0.0	14.8	6.2	0.0	0.0	8.1	40.0	0.0	33.3	0.0	37.8	0.0	13.3	0.0	0.0	13.3	15.4	19.5
	1:15 PM	0.0	0.0	0.0	0.0	0.0	7.9	17.6	0.0	0.0	13.5	33.3	0.0	57.1	0.0	35.8	0.0	19.1	28.6	0.0	20.4	21.4	19.8
	1:30 PM	0.0	0.0	0.0	0.0	0.0	10.6	24.3	0.0	0.0	18.8	28.6	0.0	25.0	0.0	25.6	0.0	17.5	60.0	0.0	21.0	20.7	18.5
	1:45 PM	0.0	0.0	0.0	0.0	0.0	22.2	16.0	0.0	0.0	18.2	29.3	0.0	28.6	0.0	28.6	0.0	16.1	33.3	0.0	18.3	20.8	16.9
PM Peak Period	2:00 PM	0.0	0.0	0.0	0.0	0.0	13.6	20.5	0.0	0.0	18.1	23.3	0.0	44.4	0.0	27.5	0.0	4.0	14.3	0.0	5.3	16.5	15.0
	2:15 PM	0.0	0.0	0.0	0.0	0.0	6.7	15.7	0.0	0.0	12.2	30.3	0.0	40.0	0.0	30.0	0.0	11.7	37.5	0.0	14.7	16.1	13.7
	2:30 PM	0.0	0.0	0.0	0.0	0.0	7.5	12.0	0.0	0.0	10.3	25.0	0.0	36.4	0.0	27.1	0.0	16.7	12.5	0.0	16.2	15.0	13.3
	2:45 PM	0.0	0.0	0.0	0.0	0.0	13.0	7.4	0.0	0.0	9.6	22.4	0.0	9.1	0.0	20.3	0.0	10.9	20.0	0.0	12.2	12.9	11.8
	3:00 PM	0.0	0.0	0.0	0.0	0.0	6.7	10.7	0.0	0.0	9.3	28.0	0.0	0.0	0.0	23.7	0.0	2.9	22.2	0.0	5.1	11.3	10.5
	3:15 PM	0.0	0.0	0.0	0.0	0.0	8.9	11.3	0.0	0.0	10.3	22.2	0.0	33.3	0.0	23.5	0.0	11.4	37.5	0.0	14.1	14.0	9.9
	3:30 PM	0.0	0.0	0.0	0.0	0.0	1.6	8.1	0.0	0.0	5.4	9.8	0.0	44.4	0.0	14.3	0.0	11.8	20.0	0.0	12.3	9.2	8.4
	3:45 PM	0.0	0.0	0.0	0.0	0.0	7.8	8.1	0.0	0.0	8.0	10.9	0.0	37.5	0.0	14.3	0.0	2.5	0.0	0.0	2.2	7.6	7.9
	4:00 PM	0.0	0.0	0.0	0.0	0.0	4.9	10.5	0.0	0.0	7.7	15.9	0.0	20.0	0.0	16.4	0.0	6.1	10.0	0.0	6.6	9.2	7.7
	4:15 PM	0.0	0.0	0.0	0.0	0.0	5.3	7.4	0.0	0.0	6.4	5.1	50.0	22.2	0.0	10.0	0.0	7.1	33.3	0.0	8.9	7.7	6.7
	4:30 PM	0.0	0.0	0.0	0.0	0.0	6.7	5.3	0.0	0.0	5.8	15.0	0.0	9.1	0.0	14.3	0.0	3.1	12.5	0.0	3.8	7.3	6.7
	4:45 PM	0.0	0.0	0.0	0.0	0.0	3.0	7.1	0.0	0.0	5.5	14.0	100.0	15.4	0.0	15.5	0.0	2.2	0.0	0.0	2.1	6.6	5.7
	5:00 PM	0.0	0.0	0.0	0.0	0.0	2.5	4.0	0.0	0.0	3.4	12.1	0.0	30.8	0.0	15.2	0.0	1.2	0.0	0.0	1.1	5.3	5.9
	5:15 PM	0.0	0.0	0.0	0.0	0.0	8.6	8.4	0.0	0.0	8.5	7.7	100.0	15.4	0.0	9.8	0.0	2.9	0.0	0.0	2.8	7.6	6.7
	5:30 PM	0.0	0.0	0.0	0.0	0.0	1.8	5.4	0.0	0.0	3.8	4.5	0.0	6.7	0.0	4.8	0.0	1.2	0.0	0.0	1.1	3.4	6.9
	5:45 PM	0.0	0.0	0.0	0.0	0.0	5.1	12.7	0.0	0.0	9.8	4.7	0.0	22.2	0.0	6.8	0.0	5.9	0.0	0.0	5.6	7.7	8.4
	6:00 PM	0.0	0.0	0.0	0.0	0.0	5.3	9.6	0.0	0.0	8.5	7.0	0.0	50.0	0.0	14.0	0.0	0.0	25.0	0.0	1.6	8.6	7.9
	6:15 PM	0.0	0.0	0.0	0.0	0.0	2.5	10.9	0.0	0.0	7.7	11.5	0.0	42.9	0.0	14.1	0.0	2.8	0.0	0.0	2.7	8.4	
	6:30 PM	0.0	0.0	0.0	0.0	0.0	3.1	8.3	0.0	0.0	6.3	13.8	0.0	45.5	0.0	18.4	0.0	1.5	0.0	0.0	1.4	8.9	
	6:45 PM	0.0	0.0	0.0	0.0	0.0	3.1	2.4	0.0	0.0	2.7	10.9	0.0	23.1	0.0	13.6	0.0	0.0	0.0	0.0	0.0	5.1	
	7:00 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	7:15 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	7:30 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	7:45 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	8:00 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	8:15 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	8:30 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	8:45 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	9:00 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	9:15 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	9:30 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	9:45 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Totals		0.0	0.0	0.0	0.0	0.0	10.3	13.1	0.0	0.0	11.9	18.1	19.4	19.6	0.0	18.3	0.0	9.5	18.4	0.0	10.3	13.2	

Peak Hour Heavy Vehicle Percentages Summary

	Hourly Time Period	From North (↓) I41-94 NB Ramps					From East (←) STH 158 - 52nd Street					From South (↑) I41-94 NB Ramps					From West (→) STH 158 - 52nd Street					Hourly Heavy Vehicle
	Start Time	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Percent
AM	7:00 AM	0.0	0.0	0.0	0.0	0.0	8.2	10.6	0.0	0.0	9.5	10.8	0.0	7.5	0.0	10.5	0.0	8.1	6.3	0.0	7.9	9.3
MD	12:00 PM	0.0	0.0	0.0	0.0	0.0	7.9	22.2	0.0	0.0	16.3	33.1	0.0	22.2	0.0	30.7	0.0	15.2	9.1	0.0	14.6	19.1
PM	4:15 PM	0.0	0.0	0.0	0.0	0.0	4.4	5.8	0.0	0.0	5.2	12.4	66.7	19.6	0.0	14.1	0.0	3.3	12.5	0.0	3.9	6.7

Intersection Traffic Volume Report

15-Minute Pedestrian and Bicyclist Data

STH 158 - 52nd Street & I41-94 NB Ramps

Count Basics			*Page 11 of 13*
Start Date:	Tuesday, August 1, 2023	Weekday	Schools in Session
Total Number of Hours Counted: 13		Non-Holiday	No Special Events

Pedestrians and Bicyclists



15-Minute Pedestrian and Bicyclist Data

	15-Minute Time Period	Crossing North Approach			Crossing East Approach			Crossing South Approach			Crossing West Approach				
		I41-94 NB Ramps			STH 158 - 52nd Street			I41-94 NB Ramps			STH 158 - 52nd Street			15-Min	Hourly
	Start Time	Pedestrian	Bicyclist	Total	Pedestrian	Bicyclist	Total	Pedestrian	Bicyclist	Total	Pedestrian	Bicyclist	Total	Totals	Sum
AM Peak Period	6:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	6:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	6:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	6:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	2
	8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	2
	8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	2
	8:45 AM	1	0	1	0	0	0	1	0	1	0	0	0	2	2
	9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	9:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	9:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	9:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Midday Peak Period	10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	10:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	10:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	10:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	1:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	1:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	1:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	1:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PM Peak Period	2:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	2:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	2:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	2:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	3:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	3:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	3:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	3:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	6:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	6:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	6:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	6:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	7:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	7:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	7:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	7:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
Totals		1	0	1	0	0	0	1	0	1	0	0	0	2	

Special Pedestrians

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

Intersection Traffic Volume Report

Count Basics	Version 2023.10		Page 1 of 13
Start Date:	Tuesday, August 1, 2023	Weekday	Schools in Session
Total Number of Hours Counted: 13		Non-Holiday	No Special Events

Base Information, Observed (13) Hour and Estimated (24) Hour Volume Summaries

Major St: **STH 158 - 52nd Street**
Minor St: **E Frontage Rd-120th Ave**
Intersection of: *STH 158 - 52nd Street & E Frontage Rd-120th A* **IX_ID:** **IX_30_04875**

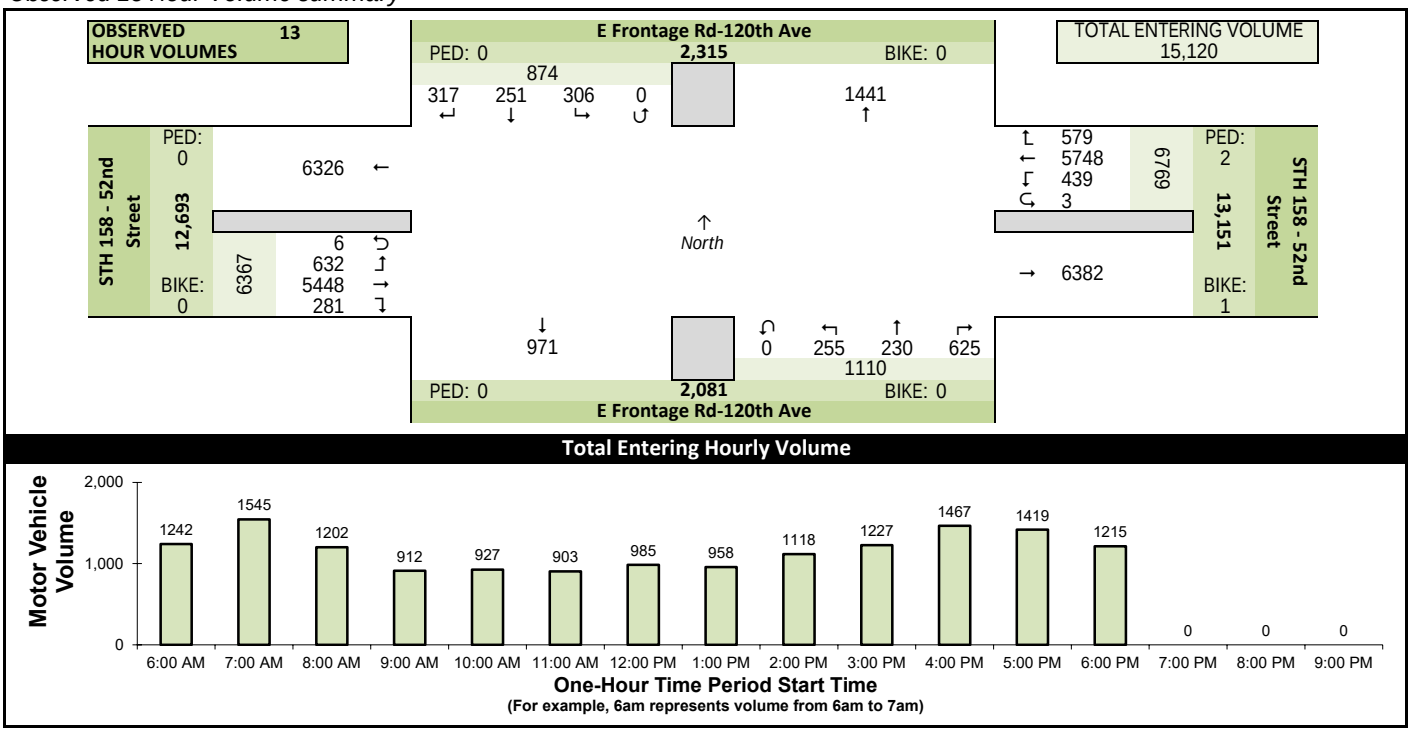
Site Information

Municipality	Town of Paris		
County	30 - Kenosha	WisDOT Region	SE
Traffic Control	Partial Stop Control		
Roadway Names		North Direction	↑
North Leg	E Frontage Rd-120th Ave		
East Leg	STH 158 - 52nd Street		
South Leg	E Frontage Rd-120th Ave		
West Leg	STH 158 - 52nd Street		
Special Considerations			
Schools	In Session		
Holidays	None		
Special Events	None		
Special Pedestrians Observed			
Pre-school children	None		
Elementry school age children	None		
Visually impaired (white cane/helper dog)	None		
Elderly/disabled (except wheelchairs)	None		
Wheelchairs/electric scooters	None		
Other (describe)	None		

Count Information

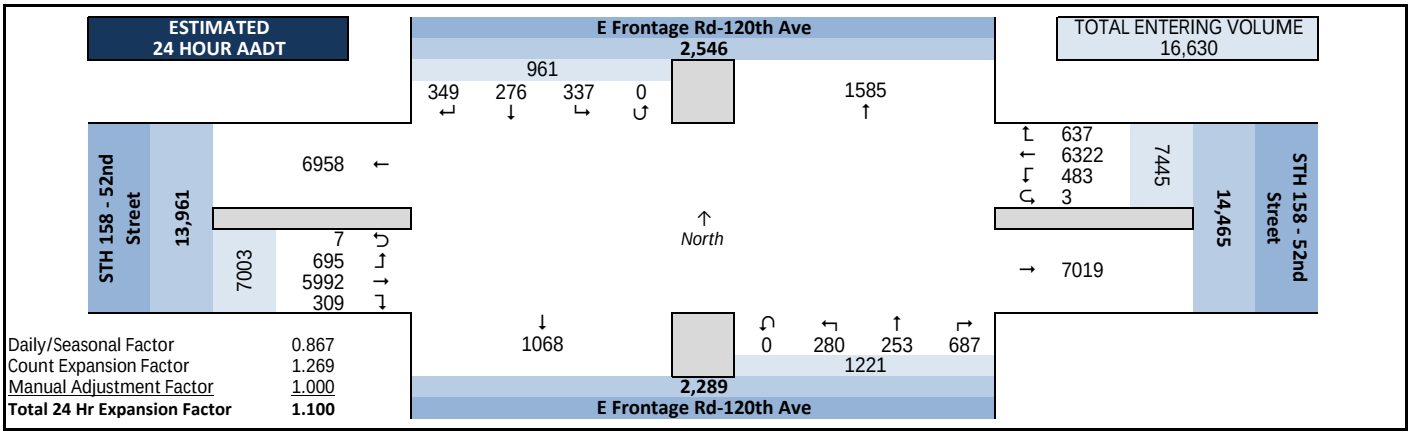
Hrs Counted:	06:00 AM-07:00 PM				
1st Day of Count	Tuesday, August 1, 2023			Weather	
AM Peak Period	Tuesday, August 1, 2023			Clear & Dry	
Midday Peak Period	Thursday, October 19, 2023			Clear & Dry	
PM Peak Period	Thursday, October 19, 2023			Clear & Dry	
Calculated Peak Hours					
AM	7:00-8:00am	MD	12:00-1:00pm	PM	4:15-5:15pm
Peak Hours Selected for Analysis					
AM	7:00-8:00am	MD	12:00-1:00pm	PM	4:15-5:15pm
Daily/Seasonal Adjustment Group	(2) Urban Arterials & Collectors				
Count Expansion Group	(2) Urban Arterials & Collectors				
Daily/Seasonal Adjustment Factor	0.867	Count Expansion Factor	1.269		
Company Name	TADI, Inc			Manual Adj.	1.000
Observers: AM Peak Period	Lori Atwell				
Observers: Midday Peak Period	Liz Bieberitz - Video				
Observers: PM Peak Period	Liz Bieberitz - Video				
Comments	2021 DOT Daily & Seasonal Factors				

Observed 13 Hour Volume Summary



Total Entering Hourly Volume

Estimated 24 Hour AADT



Intersection Traffic Volume Report

Peak Hour Volume Graphical Summary

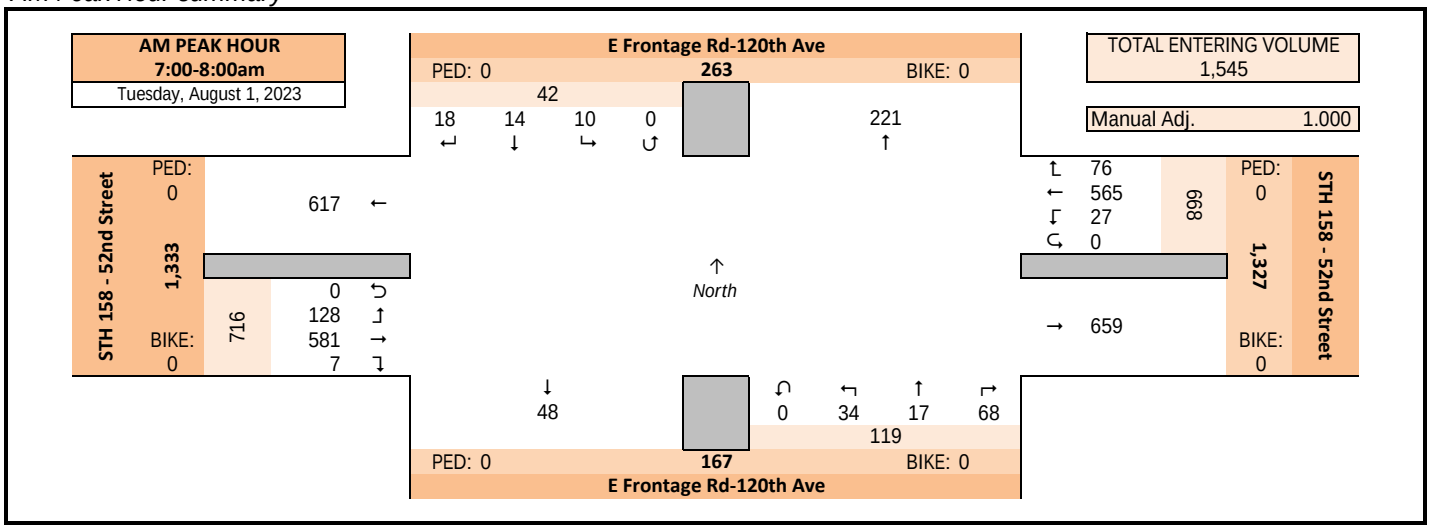
STH 158 - 52nd Street & E Frontage Rd-120th Ave

Count Basics			Page 2 of 13
Start Date:	Tuesday, August 1, 2023	Weekday	Schools in Session
Total Number of Hours Counted: 13		Non-Holiday	No Special Events

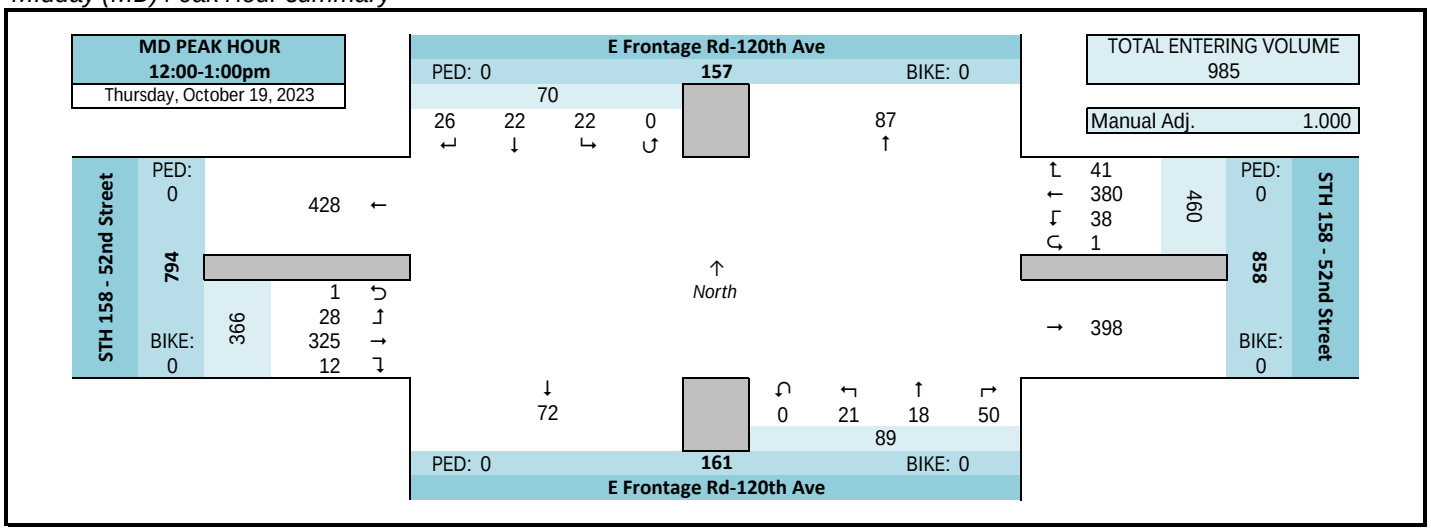
All Motor Vehicles



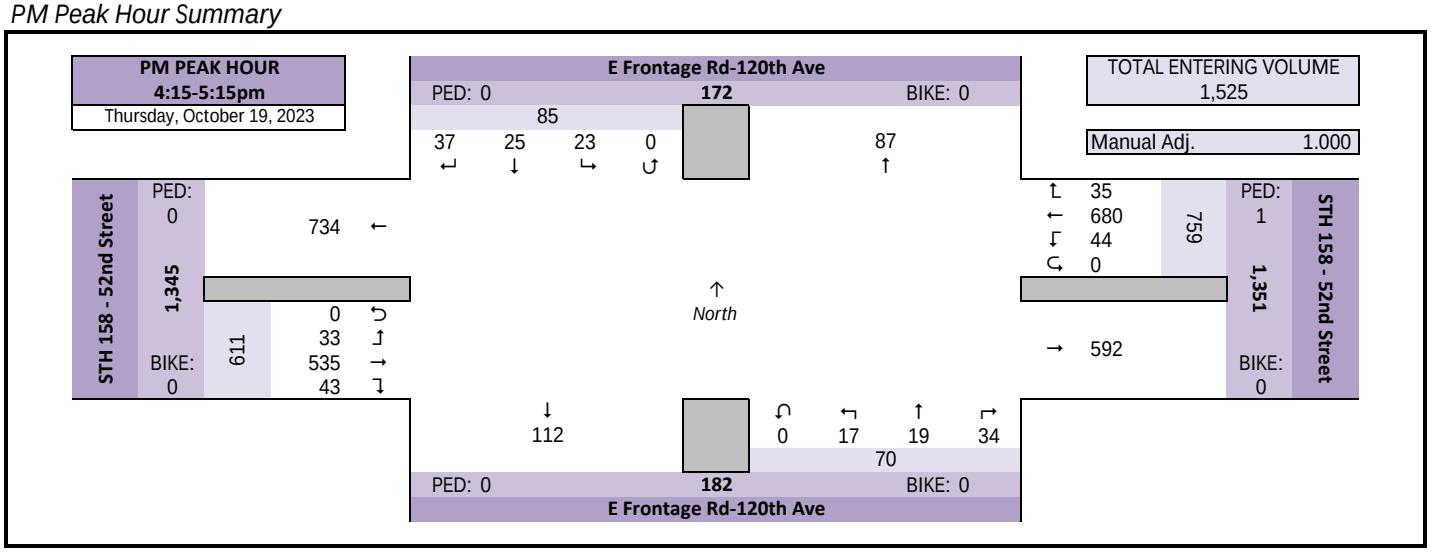
AM Peak Hour Summary



Midday (MD) Peak Hour Summary



PM Peak Hour Summary



Intersection Traffic Volume Report

Peak Hour Volume Summary

STH 158 - 52nd Street & E Frontage Rd-120th Ave

Count Basics			*Page 3 of 13*
Start Date:	Tuesday, August 1, 2023	Weekday	Schools in Session
Total Number of Hours Counted: 13		Non-Holiday	No Special Events

All Motor Vehicles



Peak Hour Volumes, Truck Percentages, and PHFs

Tuesday, August 1, 2023		From North					From East					From South					From West					
	AM Peak Hour	E Frontage Rd-120th Ave					STH 158 - 52nd Street					E Frontage Rd-120th Ave					STH 158 - 52nd Street					
	Start Time	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Totals
AM Peak Hour	7:00 AM	3	3	1	0	7	20	127	4	0	151	17	1	7	0	25	2	132	32	0	166	349
	7:15 AM	5	4	3	0	12	31	157	11	0	199	13	3	5	0	21	1	140	45	0	186	418
	7:30 AM	6	3	4	0	13	14	137	4	0	155	28	6	11	0	45	3	142	32	0	177	390
	7:45 AM	4	4	2	0	10	11	144	8	0	163	10	7	11	0	28	1	167	19	0	187	388
	Peak Hour Volume	18	14	10	0	42	76	565	27	0	668	68	17	34	0	119	7	581	128	0	716	1545
	Rounded Hourly Volume	20	15	10	0	45	75	565	25	0	665	70	15	35	0	120	5	580	130	0	715	1545
	% Single Unit Trucks	11.1	0.0	0.0	0.0	4.8	1.3	4.1	25.9	0.0	4.6	8.8	0.0	0.0	0.0	5.0	0.0	5.0	0.0	0.0	4.1	4.4
	% Heavy Trucks	33.3	0.0	0.0	0.0	14.3	0.0	5.1	0.0	0.0	4.3	0.0	0.0	0.0	0.0	0.0	14.3	4.1	7.8	0.0	4.9	4.5
	% Trucks (Total)	44.4	0.0	0.0	0.0	19.0	1.3	9.2	25.9	0.0	9.0	8.8	0.0	0.0	0.0	5.0	14.3	9.1	7.8	0.0	8.9	8.9
	Peak Hour Factor (PHF)	0.75	0.87	0.62	0.00	0.81	0.61	0.90	0.61	0.00	0.84	0.61	0.61	0.77	0.00	0.66	0.58	0.87	0.71	0.00	0.96	0.92

Thursday, October 19, 2023		From North					From East					From South					From West					
	MD Peak Hour	E Frontage Rd-120th Ave					STH 158 - 52nd Street					E Frontage Rd-120th Ave					STH 158 - 52nd Street					
	Start Time	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Totals
Midday (MD) Peak Hour	12:00 PM	6	3	7	0	16	12	109	8	0	129	6	4	9	0	19	5	106	8	0	119	283
	12:15 PM	7	8	6	0	21	10	77	8	0	95	17	3	2	0	22	2	76	4	1	83	221
	12:30 PM	7	4	5	0	16	10	91	8	1	110	12	7	5	0	24	3	69	8	0	80	230
	12:45 PM	6	7	4	0	17	9	103	14	0	126	15	4	5	0	24	2	74	8	0	84	251
	Peak Hour Volume	26	22	22	0	70	41	380	38	1	460	50	18	21	0	89	12	325	28	1	366	985
	Rounded Hourly Volume	25	20	20	0	65	40	380	40	0	460	50	20	20	0	90	10	325	30	0	365	980
	% Single Unit Trucks	0.0	0.0	4.5	0.0	1.4	2.4	4.7	26.3	0.0	6.3	18.0	0.0	0.0	0.0	10.1	0.0	5.8	0.0	0.0	5.2	5.9
	% Heavy Trucks	15.4	0.0	9.1	0.0	8.6	2.4	10.0	0.0	0.0	8.5	0.0	0.0	4.8	0.0	1.1	8.3	13.8	46.4	0.0	16.1	10.7
	% Trucks (Total)	15.4	0.0	13.6	0.0	10.0	4.9	14.7	26.3	0.0	14.8	18.0	0.0	4.8	0.0	11.2	8.3	19.7	46.4	0.0	21.3	16.5
	Peak Hour Factor (PHF)	0.93	0.69	0.79	0.00	0.83	0.85	0.87	0.68	0.25	0.89	0.74	0.64	0.58	0.00	0.93	0.60	0.77	0.87	0.25	0.77	0.87

Thursday, October 19, 2023		From North					From East					From South					From West					
	PM Peak Hour	E Frontage Rd-120th Ave					STH 158 - 52nd Street					E Frontage Rd-120th Ave					STH 158 - 52nd Street					
	Start Time	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Totals
PM Peak Hour	4:15 PM	7	7	7	0	21	10	164	12	0	186	12	5	4	0	21	8	112	4	0	124	352
	4:30 PM	7	5	5	0	17	8	169	10	0	187	7	8	7	0	22	12	156	10	0	178	404
	4:45 PM	7	11	6	0	24	5	154	10	0	169	9	5	4	0	18	13	138	8	0	159	370
	5:00 PM	16	2	5	0	23	12	193	12	0	217	6	1	2	0	9	10	129	11	0	150	399
	Peak Hour Volume	37	25	23	0	85	35	680	44	0	759	34	19	17	0	70	43	535	33	0	611	1525
	Rounded Hourly Volume	35	25	25	0	85	35	680	45	0	760	35	20	15	0	70	45	535	35	0	615	1530
	% Single Unit Trucks	0.0	0.0	0.0	0.0	0.0	0.0	1.5	2.3	0.0	1.4	2.9	0.0	5.9	0.0	2.9	0.0	1.3	3.0	0.0	1.3	1.4
	% Heavy Trucks	10.8	0.0	4.3	0.0	5.9	8.6	3.5	2.3	0.0	3.7	0.0	0.0	0.0	0.0	0.0	2.3	5.0	21.2	0.0	5.7	4.5
	% Trucks (Total)	10.8	0.0	4.3	0.0	5.9	8.6	5.0	4.5	0.0	5.1	2.9	0.0	5.9	0.0	2.9	2.3	6.4	24.2	0.0	7.0	5.8
	Peak Hour Factor (PHF)	0.58	0.57	0.82	0.00	0.89	0.73	0.88	0.92	0.00	0.87	0.71	0.59	0.61	0.00	0.80	0.83	0.86	0.75	0.00	0.86	0.94

Peak Hour Pedestrian and Bicyclist Volumes

Pedestrians and Bicyclists		Crossing North Approach			Crossing East Approach			Crossing South Approach			Crossing West Approach			Total Ped & Bike Volume
		E Frontage Rd-120th Ave			STH 158 - 52nd Street			E Frontage Rd-120th Ave			STH 158 - 52nd Street			
	15-Minute Start Time	Pedestrian	Bicyclist	Total	Pedestrian	Bicyclist	Total	Pedestrian	Bicyclist	Total	Pedestrian	Bicyclist	Total	
AM	7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
	7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
	7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
	7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
	Total	0	0	0	0	0	0	0	0	0	0	0	0	0
MD	12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	Total	0	0	0	0	0	0	0	0	0	0	0	0	0
PM	4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	4:45 PM	0	0	0	1	0	1	0	0	0	0	0	0	1
	5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	Total	0	0	0	1	0	1	0	0	0	0	0	0	1

Intersection Traffic Volume Report

Hourly Volume Summary - Motor Vehicle Data

STH 158 - 52nd Street & E Frontage Rd-120th Ave

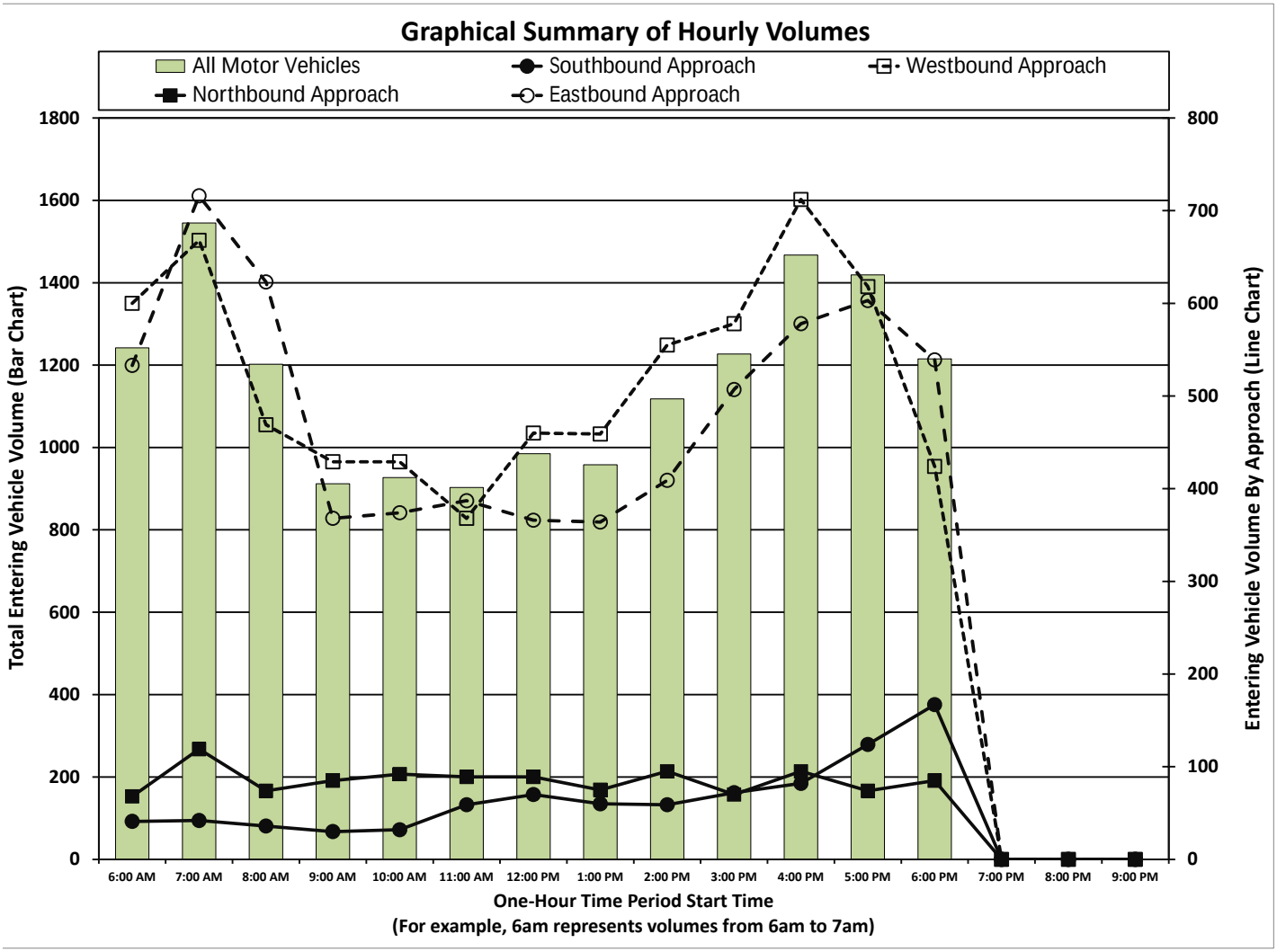
Count Basics			*Page 4 of 13*
Start Date:	Tuesday, August 1, 2023	Weekday	Schools in Session
Total Number of Hours Counted: 13		Non-Holiday	No Special Events

All Motor Vehicles



One-Hour Motor Vehicle Data

One-Hour Time Period Start Time		From North (↓) E Frontage Rd-120th Ave					From East (←) STH 158 - 52nd Street					From South (↑) E Frontage Rd-120th Ave					From West (→) STH 158 - 52nd Street					Total Vehicle Volume	Directional Volume Totals E/W	Directional Volume Totals N/S
		Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total			
AM	6:00 AM	17	6	18	0	41	63	521	16	0	600	37	11	20	0	68	10	447	76	0	533	1242	1133	109
	7:00 AM	18	14	10	0	42	76	565	27	0	668	68	17	34	0	119	7	581	128	0	716	1545	1384	161
	8:00 AM	14	8	14	0	36	28	410	31	0	469	49	10	15	0	74	11	561	51	0	623	1202	1092	110
	9:00 AM	12	10	8	0	30	31	360	37	1	429	64	10	11	0	85	23	299	44	2	368	912	797	115
MD	10:00 AM	9	11	12	0	32	36	350	43	0	429	53	20	19	0	92	12	337	25	0	374	927	803	124
	11:00 AM	18	23	18	0	59	34	298	36	0	368	50	17	22	0	89	18	335	33	1	387	903	755	148
	12:00 PM	26	22	22	0	70	41	380	38	1	460	50	18	21	0	89	12	325	28	1	366	985	826	159
	1:00 PM	18	19	23	0	60	28	399	32	0	459	46	19	10	0	75	22	316	25	1	364	958	823	135
PM	2:00 PM	19	21	19	0	59	39	481	35	0	555	57	19	19	0	95	29	355	25	0	409	1118	964	154
	3:00 PM	23	23	26	0	72	27	505	46	0	578	37	16	17	0	70	31	449	27	0	507	1227	1085	142
	4:00 PM	25	32	25	0	82	35	636	41	0	712	43	24	28	0	95	40	512	26	0	578	1467	1290	177
	5:00 PM	49	29	46	0	124	53	529	36	0	618	31	25	18	0	74	39	504	59	1	603	1419	1221	198
	6:00 PM	69	33	65	0	167	88	314	21	1	424	40	24	21	0	85	27	427	85	0	539	1215	963	252
	7:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	8:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	9:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Totals		317	251	306	0	874	579	5748	439	3	6769	625	230	255	0	1110	281	5448	632	6	6367	15120	13136	1984



Intersection Traffic Volume Report

15-Minute Motor Vehicle Data

STH 158 - 52nd Street & E Frontage Rd-120th Ave

Count Basics		Page 5 of 13
Start Date: Tuesday, August 1, 2023	Weekday	Schools in Session
Total Number of Hours Counted: 13	Non-Holiday	No Special Events

All Motor Vehicles



15-Minute Motor Vehicle Data

	15-Minute Time Period	From North (↓) E Frontage Rd-120th Ave					From East (←) STH 158 - 52nd Street					From South (↑) E Frontage Rd-120th Ave					From West (→) STH 158 - 52nd Street					15-Min	Hourly	
	Start Time	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Totals	Sum	PHF
AM Peak Period	6:00 AM	2	3	10	0	15	8	118	2	0	128	3	0	5	0	8	4	82	7	0	93	244	1242	0.86
	6:15 AM	1	1	2	0	4	11	131	4	0	146	9	2	7	0	18	0	99	17	0	116	284	1347	0.93
	6:30 AM	7	2	1	0	10	21	154	4	0	179	15	4	5	0	24	2	119	17	0	138	351	1481	0.89
	6:45 AM	7	0	5	0	12	23	118	6	0	147	10	5	3	0	18	4	147	35	0	186	363	1520	0.91
	7:00 AM	3	3	1	0	7	20	127	4	0	151	17	1	7	0	25	2	132	32	0	166	349	1545	0.92
	7:15 AM	5	4	3	0	12	31	157	11	0	199	13	3	5	0	21	1	140	45	0	186	418	1505	0.90
	7:30 AM	6	3	4	0	13	14	137	4	0	155	28	6	11	0	45	3	142	32	0	177	390	1409	0.90
	7:45 AM	4	4	2	0	10	11	144	8	0	163	10	7	11	0	28	1	167	19	0	187	388	1316	0.85
	8:00 AM	1	2	3	0	6	7	101	4	0	112	6	3	5	0	14	5	155	17	0	177	309	1202	0.93
	8:15 AM	6	1	5	0	12	5	121	7	0	133	13	4	6	0	23	1	140	13	0	154	322	1109	0.86
	8:30 AM	3	2	3	0	8	8	103	7	0	118	15	1	3	0	19	1	144	7	0	152	297	1006	0.85
	8:45 AM	4	3	3	0	10	8	85	13	0	106	15	2	1	0	18	4	122	14	0	140	274	942	0.86
	9:00 AM	3	3	1	0	7	7	80	8	0	95	14	5	1	0	20	5	81	7	1	94	216	912	0.93
	9:15 AM	3	1	2	0	6	6	99	8	0	113	12	1	4	0	17	9	65	8	1	83	219	945	0.95
	9:30 AM	3	1	1	0	5	8	91	10	1	110	22	3	0	0	25	5	72	16	0	93	233	946	0.95
	9:45 AM	3	5	4	0	12	10	90	11	0	111	16	1	6	0	23	4	81	13	0	98	244	940	0.94
Midday Peak Period	10:00 AM	2	3	2	0	7	20	108	16	0	144	9	6	2	0	17	2	71	8	0	81	249	927	0.93
	10:15 AM	1	2	0	0	3	5	81	8	0	94	15	6	5	0	26	3	88	6	0	97	220	886	0.96
	10:30 AM	3	3	1	0	7	6	80	10	0	96	12	4	7	0	23	2	92	7	0	101	227	894	0.97
	10:45 AM	3	3	9	0	15	5	81	9	0	95	17	4	5	0	26	5	86	4	0	95	231	886	0.96
	11:00 AM	3	3	1	0	7	6	79	9	0	94	20	4	6	0	30	3	67	7	0	77	208	903	0.91
	11:15 AM	1	7	7	0	15	5	69	13	0	87	13	3	4	0	20	6	89	11	0	106	228	978	0.86
	11:30 AM	6	8	6	0	20	8	70	7	0	85	9	5	5	0	19	3	87	5	0	95	219	971	0.86
	11:45 AM	8	5	4	0	17	15	80	7	0	102	8	5	7	0	20	6	92	10	1	109	248	982	0.87
	12:00 PM	6	3	7	0	16	12	109	8	0	129	6	4	9	0	19	5	106	8	0	119	283	985	0.87
	12:15 PM	7	8	6	0	21	10	77	8	0	95	17	3	2	0	22	2	76	4	1	83	221	962	0.93
	12:30 PM	7	4	5	0	16	10	91	8	1	110	12	7	5	0	24	3	69	8	0	80	230	958	0.92
	12:45 PM	6	7	4	0	17	9	103	14	0	126	15	4	5	0	24	2	74	8	0	84	251	985	0.95
	1:00 PM	9	7	6	0	22	7	118	9	0	134	9	6	2	0	17	3	79	5	0	87	260	958	0.92
	1:15 PM	3	5	5	0	13	4	90	3	0	97	14	2	2	0	18	2	77	10	0	89	217	946	0.92
	1:30 PM	4	2	8	0	14	10	115	8	0	133	18	5	2	0	25	9	73	3	0	85	257	974	0.95
	1:45 PM	2	5	4	0	11	7	76	12	0	95	5	6	4	0	15	8	87	7	1	103	224	1034	0.82
PM Peak Period	2:00 PM	8	1	5	0	14	6	113	12	0	131	10	3	5	0	18	6	73	6	0	85	248	1118	0.88
	2:15 PM	6	5	3	0	14	7	97	10	0	114	9	4	7	0	20	7	83	7	0	97	245	1165	0.92
	2:30 PM	1	11	8	0	20	12	149	8	0	169	15	7	4	0	26	9	92	1	0	102	317	1219	0.96
	2:45 PM	4	4	3	0	11	14	122	5	0	141	23	5	3	0	31	7	107	11	0	125	308	1214	0.97
	3:00 PM	6	2	8	0	16	7	122	10	0	139	11	6	5	0	22	7	105	6	0	118	295	1227	0.96
	3:15 PM	5	8	7	0	20	8	131	7	0	146	9	0	5	0	14	8	107	4	0	119	299	1273	0.93
	3:30 PM	11	7	7	0	25	5	128	11	0	144	9	2	3	0	14	9	114	6	0	129	312	1326	0.94
	3:45 PM	1	6	4	0	11	7	124	18	0	149	8	8	4	0	20	7	123	11	0	141	321	1418	0.88
	4:00 PM	4	9	7	0	20	12	149	9	0	170	15	6	13	0	34	7	106	4	0	117	341	1467	0.91
	4:15 PM	7	7	7	0	21	10	164	12	0	186	12	5	4	0	21	8	112	4	0	124	352	1525	0.94
	4:30 PM	7	5	5	0	17	8	169	10	0	187	7	8	7	0	22	12	156	10	0	178	404	1514	0.94
	4:45 PM	7	11	6	0	24	5	154	10	0	169	9	5	4	0	18	13	138	8	0	159	370	1492	0.93
	5:00 PM	16	2	5	0	23	12	193	12	0	217	6	1	2	0	9	10	129	11	0	150	399	1419	0.89
	5:15 PM	4	6	6	0	16	4	142	10	0	156	5	13	7	0	25	10	124	10	0	144	341	1412	0.90
	5:30 PM	21	10	27	0	58	16	104	8	0	128	11	4	7	0	22	12	147	15	0	174	382	1403	0.89
	5:45 PM	8	11	8	0	27	21	90	6	0	117	9	7	2	0	18	7	104	23	1	135	297	1297	0.83
	6:00 PM	45	16	40	0	101	22	92	9	0	123	16	9	7	0	32	6	111	19	0	136	392	1215	0.77
	6:15 PM	12	9	8	0	29	28	84	8	0	120	9	8	7	0	24	6	122	31	0	159	332		
	6:30 PM	6	6	11	0	23	29	68	3	1	101	5	4	6	0	15	10	100	27	0	137	276		
	6:45 PM	6	2	6	0	14	9	70	1	0	80	10	3	1	0	14	5	94	8	0	107	215		
	7:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	7:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	7:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	7:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	8:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	8:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	8:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	8:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	9:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	9:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	9:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	9:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
Totals		317	251	306	0	874	579	5748	439	3	6769	625	230	255	0	1110	281	5448	632	6	6367	15120		

Peak Hour All Vehicle Volume Summary

	Hourly Time Period	From North (↓) E Frontage Rd-120th Ave					From East (←) STH 158 - 52nd Street					From South (↑) E Frontage Rd-120th Ave					From West (→) STH 158 - 52nd Street					Total Hourly	
	Start Time	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Volume	PHF
AM	7:00 AM	18	14	10	0	42	76	565	27	0	668	68	17	34	0	119	7	581	128	0	716	1545	0.92
MD	12:00 PM	26	22	22	0	70	41	380	38	1	460	50	18	21	0	89	12	325	28	1	366	985	0.87
PM	4:15 PM	37	25	23	0	85	35	680	44	0	759	34	19	17	0	70	43	535	33	0	611	1525	0.94

Intersection Traffic Volume Report

15-Minute Automobile Data

STH 158 - 52nd Street & E Frontage Rd-120th Ave

Count Basics		*Page 6 of 13*
Start Date: Tuesday, August 1, 2023	Weekday	Schools in Session
Total Number of Hours Counted: 13	Non-Holiday	No Special Events

Automobiles (Cars, Light Trucks, & Motorcycles)



15-Minute Automobile Data

15-Minute Time Period		From North (↓) E Frontage Rd-120th Ave					From East (←) STH 158 - 52nd Street					From South (↑) E Frontage Rd-120th Ave					From West (→) STH 158 - 52nd Street					15-Min	Hourly
	Start Time	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Totals	Sum
AM Peak Period	6:00 AM	1	3	9	0	13	8	106	2	0	116	3	0	5	0	8	4	70	3	0	77	214	1120
	6:15 AM	0	1	2	0	3	11	117	4	0	132	9	2	6	0	17	0	86	12	0	98	250	1218
	6:30 AM	5	2	1	0	8	21	144	4	0	169	13	4	5	0	22	2	107	15	0	124	323	1341
	6:45 AM	7	0	4	0	11	23	109	5	0	137	9	5	3	0	17	4	131	33	0	168	333	1373
	7:00 AM	1	3	1	0	5	20	113	4	0	137	12	1	7	0	20	1	118	31	0	150	312	1407
	7:15 AM	1	4	3	0	8	31	142	4	0	177	13	3	5	0	21	1	126	40	0	167	373	1369
	7:30 AM	4	3	4	0	11	14	125	4	0	143	27	6	11	0	44	3	125	29	0	157	355	1265
	7:45 AM	4	4	2	0	10	10	133	8	0	151	10	7	11	0	28	1	159	18	0	178	367	1166
	8:00 AM	0	2	2	0	4	7	82	4	0	93	6	3	5	0	14	4	147	12	0	163	274	1029
	8:15 AM	1	1	3	0	5	4	102	7	0	113	8	4	6	0	18	1	121	11	0	133	269	922
	8:30 AM	2	2	2	0	6	8	86	2	0	96	14	1	3	0	18	1	130	5	0	136	256	840
	8:45 AM	2	3	3	0	8	6	73	10	0	89	15	1	1	0	17	2	105	9	0	116	230	770
	9:00 AM	2	2	1	0	5	6	60	8	0	74	13	4	1	0	18	2	64	3	1	70	167	741
	9:15 AM	2	1	1	0	4	6	87	7	0	100	11	1	3	0	15	8	53	6	1	68	187	767
	9:30 AM	0	1	1	0	2	7	76	10	1	94	16	2	0	0	18	3	54	15	0	72	186	760
	9:45 AM	2	5	4	0	11	9	73	7	0	89	15	1	6	0	22	2	67	10	0	79	201	758
Midday Peak Period	10:00 AM	2	3	1	0	6	18	89	10	0	117	8	5	0	0	13	2	51	4	0	57	193	747
	10:15 AM	0	2	0	0	2	5	63	5	0	73	14	6	5	0	25	3	73	4	0	80	180	719
	10:30 AM	1	3	1	0	5	5	60	8	0	73	12	4	6	0	22	2	80	2	0	84	184	720
	10:45 AM	0	2	7	0	9	5	65	9	0	79	13	4	4	0	21	5	75	1	0	81	190	720
	11:00 AM	2	3	1	0	6	6	64	6	0	76	15	3	6	0	24	2	56	1	0	59	165	736
	11:15 AM	1	7	7	0	15	4	56	6	0	66	11	2	4	0	17	5	73	5	0	83	181	813
	11:30 AM	4	8	5	0	17	8	62	4	0	74	8	5	4	0	17	3	72	1	0	76	184	808
	11:45 AM	6	5	4	0	15	10	69	6	0	85	7	5	6	0	18	5	80	2	1	88	206	821
	12:00 PM	6	3	5	0	14	11	96	8	0	115	4	4	8	0	16	5	89	3	0	97	242	822
	12:15 PM	4	8	6	0	18	10	63	6	0	79	13	3	2	0	18	2	56	2	1	61	176	805
	12:30 PM	6	4	4	0	14	10	83	5	1	99	10	7	5	0	22	2	54	6	0	62	197	805
	12:45 PM	6	7	4	0	17	8	82	9	0	99	14	4	5	0	23	2	62	4	0	68	207	816
	1:00 PM	5	7	5	0	17	6	112	9	0	127	8	6	2	0	16	2	63	0	0	65	225	795
	1:15 PM	2	4	4	0	10	4	80	1	0	85	10	2	2	0	14	2	63	2	0	67	176	783
	1:30 PM	2	2	7	0	11	8	97	4	0	109	14	4	2	0	20	9	58	1	0	68	208	827
	1:45 PM	2	5	4	0	11	6	62	10	0	78	3	6	4	0	13	7	74	2	1	84	186	899
PM Peak Period	2:00 PM	4	1	4	0	9	5	98	10	0	113	7	3	5	0	15	6	66	4	0	76	213	987
	2:15 PM	5	5	3	0	13	7	88	10	0	105	8	4	6	0	18	7	73	4	0	84	220	1038
	2:30 PM	1	11	8	0	20	12	136	8	0	156	12	7	3	0	22	8	74	0	0	82	280	1080
	2:45 PM	3	4	3	0	10	12	111	5	0	128	22	5	2	0	29	6	97	4	0	107	274	1093
	3:00 PM	1	2	8	0	11	6	115	10	0	131	10	6	5	0	21	7	91	3	0	101	264	1116
	3:15 PM	1	7	6	0	14	6	121	7	0	134	9	0	4	0	13	8	91	2	0	101	262	1171
	3:30 PM	9	7	7	0	23	5	124	11	0	140	9	2	3	0	14	8	103	5	0	116	293	1237
	3:45 PM	1	5	3	0	9	7	114	18	0	139	8	6	4	0	18	7	117	7	0	131	297	1321
	4:00 PM	3	9	7	0	19	11	142	9	0	162	14	6	13	0	33	6	97	2	0	105	319	1376
	4:15 PM	7	7	6	0	20	9	152	12	0	173	11	5	4	0	20	7	105	3	0	115	328	1436
	4:30 PM	6	5	5	0	16	7	160	9	0	176	7	8	6	0	21	12	145	7	0	164	377	1427
	4:45 PM	6	11	6	0	23	5	146	10	0	161	9	5	4	0	18	13	132	5	0	150	352	1419
	5:00 PM	14	2	5	0	21	11	188	11	0	210	6	1	2	0	9	10	119	10	0	139	379	1349
	5:15 PM	4	6	5	0	15	4	130	10	0	144	5	12	7	0	24	10	118	8	0	136	319	1341
	5:30 PM	20	10	26	0	56	15	99	8	0	122	11	4	7	0	22	12	144	13	0	169	369	1341
	5:45 PM	4	11	7	0	22	21	85	6	0	112	9	7	2	0	18	7	99	23	1	130	282	1230
	6:00 PM	42	16	40	0	98	21	85	8	0	114	16	9	6	0	31	6	105	17	0	128	371	1152
	6:15 PM	10	9	8	0	27	27	83	8	0	118	9	8	7	0	24	6	115	29	0	150	319	
	6:30 PM	6	6	11	0	23	28	63	3	1	95	5	4	6	0	15	10	91	24	0	125	258	
	6:45 PM	4	2	6	0	12	8	68	1	0	77	10	3	1	0	14	5	90	6	0	101	204	
	7:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	7:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	7:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	7:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Totals		234	246	282	0	762	542	5139	370	3	6054	555	220	240	0	1015	258	4814	468	6	5546	13377	

Peak Hour Automobile Volume Summary

Hourly Time Period		From North (↓) E Frontage Rd-120th Ave					From East (←) STH 158 - 52nd Street					From South (↑) E Frontage Rd-120th Ave					From West (→) STH 158 - 52nd Street					Total Hourly
	Start Time	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Volume
AM	7:00 AM	10	14	10	0	34	75	513	20	0	608	62	17	34	0	113	6	528	118	0	652	1407
MD	12:00 PM	22	22	19	0	63	39	324	28	1	392	41	18	20	0	79	11	261	15	1	288	822
PM	4:15 PM	33	25	22	0	80	32	646	42	0	720	33	19	16	0	68	42	501	25	0	568	1436

Intersection Traffic Volume Report

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

STH 158 - 52nd Street & E Frontage Rd-120th Ave

Count Basics		*Page 7 of 13*
Start Date: Tuesday, August 1, 2023	Weekday	Schools in Session
Total Number of Hours Counted: 13	Non-Holiday	No Special Events

Single Unit (SU) Trucks & Buses



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

	15-Minute	From North (↓)					From East (←)					From South (↑)					From West (→)						
	Time Period	E Frontage Rd-120th Ave					STH 158 - 52nd Street					E Frontage Rd-120th Ave					STH 158 - 52nd Street					15-Min	Hourly
	Start Time	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Totals	Sum
AM Peak Period	6:00 AM	0	0	1	0	1	0	5	0	0	5	0	0	0	0	0	0	2	0	0	2	8	59
	6:15 AM	0	0	0	0	0	0	7	0	0	7	0	0	1	0	1	0	6	0	0	6	14	73
	6:30 AM	1	0	0	0	1	0	7	0	0	7	2	0	0	0	2	0	7	1	0	8	18	82
	6:45 AM	0	0	1	0	1	0	4	1	0	5	1	0	0	0	1	0	12	0	0	12	19	77
	7:00 AM	1	0	0	0	1	0	7	0	0	7	5	0	0	0	5	0	9	0	0	9	22	68
	7:15 AM	0	0	0	0	0	0	8	7	0	15	0	0	0	0	0	0	8	0	0	8	23	62
	7:30 AM	1	0	0	0	1	0	5	0	0	5	1	0	0	0	1	0	6	0	0	6	13	67
	7:45 AM	0	0	0	0	0	1	3	0	0	4	0	0	0	0	0	0	6	0	0	6	10	70
	8:00 AM	1	0	1	0	2	0	7	0	0	7	0	0	0	0	0	1	5	1	0	7	16	83
	8:15 AM	1	0	2	0	3	1	9	0	0	10	5	0	0	0	5	0	10	0	0	10	28	92
	8:30 AM	0	0	0	0	0	0	4	5	0	9	1	0	0	0	1	0	6	0	0	6	16	78
	8:45 AM	0	0	0	0	0	1	6	3	0	10	0	0	0	0	0	0	13	0	0	13	23	89
	9:00 AM	0	1	0	0	1	1	10	0	0	11	1	1	0	0	2	1	10	0	0	11	25	87
	9:15 AM	0	0	0	0	0	0	5	1	0	6	0	0	1	0	1	1	5	1	0	7	14	87
	9:30 AM	3	0	0	0	3	0	7	0	0	7	6	1	0	0	7	2	8	0	0	10	27	84
	9:45 AM	1	0	0	0	1	1	7	3	0	11	1	0	0	0	1	0	7	1	0	8	21	66
Midday Peak Period	10:00 AM	0	0	1	0	1	1	8	6	0	15	1	1	2	0	4	0	4	1	0	5	25	56
	10:15 AM	0	0	0	0	0	0	5	1	0	6	1	0	0	0	1	0	4	0	0	4	11	49
	10:30 AM	0	0	0	0	0	1	2	1	0	4	0	0	1	0	1	0	4	0	0	4	9	58
	10:45 AM	0	0	1	0	1	0	3	0	0	3	3	0	0	0	3	0	4	0	0	4	11	61
	11:00 AM	0	0	0	0	0	0	5	3	0	8	5	0	0	0	5	0	4	1	0	5	18	65
	11:15 AM	0	0	0	0	0	0	6	5	0	11	1	0	0	0	1	0	8	0	0	8	20	57
	11:30 AM	0	0	1	0	1	0	4	2	0	6	1	0	0	0	1	0	3	1	0	4	12	53
	11:45 AM	0	0	0	0	0	2	4	1	0	7	0	0	0	0	0	0	5	3	0	8	15	55
	12:00 PM	0	0	0	0	0	0	3	0	0	3	2	0	0	0	2	0	5	0	0	5	10	58
	12:15 PM	0	0	0	0	0	0	5	2	0	7	4	0	0	0	4	0	5	0	0	5	16	52
	12:30 PM	0	0	1	0	1	0	2	3	0	5	2	0	0	0	2	0	6	0	0	6	14	53
	12:45 PM	0	0	0	0	0	1	8	5	0	14	1	0	0	0	1	0	3	0	0	3	18	58
	1:00 PM	0	0	0	0	0	0	2	0	0	2	1	0	0	0	1	0	1	0	0	1	4	57
	1:15 PM	0	0	0	0	0	0	4	1	0	5	4	0	0	0	4	0	8	0	0	8	17	66
	1:30 PM	0	0	0	0	0	0	4	3	0	7	4	0	0	0	4	0	8	0	0	8	19	53
	1:45 PM	0	0	0	0	0	0	9	1	0	10	2	0	0	0	2	0	5	0	0	5	17	50
PM Peak Period	2:00 PM	1	0	0	0	1	0	7	2	0	9	2	0	0	0	2	0	1	0	0	1	13	41
	2:15 PM	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	2	0	0	2	4	32
	2:30 PM	0	0	0	0	0	0	4	0	0	4	3	0	0	0	3	1	8	0	0	9	16	37
	2:45 PM	0	0	0	0	0	1	3	0	0	4	1	0	1	0	2	0	2	0	0	2	8	28
	3:00 PM	0	0	0	0	0	1	2	0	0	3	1	0	0	0	1	0	0	0	0	0	4	30
	3:15 PM	0	1	0	0	1	1	3	0	0	4	0	0	0	0	0	0	4	0	0	4	9	35
	3:30 PM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1	5	0	0	6	7	33
	3:45 PM	0	1	0	0	1	0	5	0	0	5	0	1	0	0	1	0	0	3	0	3	10	30
	4:00 PM	1	0	0	0	1	0	4	0	0	4	1	0	0	0	1	0	3	0	0	3	9	24
	4:15 PM	0	0	0	0	0	0	3	0	0	3	1	0	0	0	1	0	3	0	0	3	7	21
	4:30 PM	0	0	0	0	0	0	1	0	0	1	0	0	1	0	1	0	2	0	0	2	4	16
	4:45 PM	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	0	0	1	0	1	4	12
	5:00 PM	0	0	0	0	0	0	3	1	0	4	0	0	0	0	0	0	2	0	0	2	6	10
	5:15 PM	0	0	0	0	0	0	1	0	0	1	0	1	0	0	1	0	0	0	0	0	2	7
	5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	8
	5:45 PM	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	2	8
	6:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0	0	3	3	9
	6:15 PM	0	0	0	0	0	1	1	0	0	2	0	0	0	0	0	0	1	0	0	1	3	
	6:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	6:45 PM	0	0	0	0	0	1	1	0	0	2	0	0	0	0	0	0	1	0	0	1	3	
	7:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	7:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	7:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	7:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Totals		11	3	9	0	23	15	221	57	0	293	64	5	7	0	76	7	234	14	0	255	647	

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

	Hourly	From North (↓)					From East (←)					From South (↑)					From West (→)					Total
	Time Period	E Frontage Rd-120th Ave					STH 158 - 52nd Street					E Frontage Rd-120th Ave					STH 158 - 52nd Street					Hourly
	Start Time	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Volume
AM	7:00 AM	2	0	0	0	2	1	23	7	0	31	6	0	0	0	6	0	29	0	0	29	68
MD	12:00 PM	0	0	1	0	1	1	18	10	0	29	9	0	0	0	9	0	19	0	0	19	58
PM	4:15 PM	0	0	0	0	0	0	10	1	0	11	1	0	1	0	2	0	7	1	0	8	21

Intersection Traffic Volume Report

15-Minute Semi-Truck Data

STH 158 - 52nd Street & E Frontage Rd-120th Ave

Count Basics		*Page 8 of 13*
Start Date: Tuesday, August 1, 2023	Weekday	Schools in Session
Total Number of Hours Counted: 13	Non-Holiday	No Special Events

Semi-Trucks



15-Minute Semi-Truck Data

	15-Minute	From North (↓)					From East (←)					From South (↑)					From West (→)						
	Time Period	E Frontage Rd-120th Ave					STH 158 - 52nd Street					E Frontage Rd-120th Ave					STH 158 - 52nd Street					15-Min	Hourly
	Start Time	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Totals	Sum
AM Peak Period	6:00 AM	1	0	0	0	1	0	7	0	0	7	0	0	0	0	0	0	10	4	0	14	22	63
	6:15 AM	1	0	0	0	1	0	7	0	0	7	0	0	0	0	0	0	7	5	0	12	20	56
	6:30 AM	1	0	0	0	1	0	3	0	0	3	0	0	0	0	0	0	5	1	0	6	10	58
	6:45 AM	0	0	0	0	0	0	5	0	0	5	0	0	0	0	0	0	4	2	0	6	11	70
	7:00 AM	1	0	0	0	1	0	7	0	0	7	0	0	0	0	0	1	5	1	0	7	15	70
	7:15 AM	4	0	0	0	4	0	7	0	0	7	0	0	0	0	0	0	6	5	0	11	22	74
	7:30 AM	1	0	0	0	1	0	7	0	0	7	0	0	0	0	0	0	11	3	0	14	22	77
	7:45 AM	0	0	0	0	0	0	8	0	0	8	0	0	0	0	0	0	2	1	0	3	11	80
	8:00 AM	0	0	0	0	0	0	12	0	0	12	0	0	0	0	0	0	3	4	0	7	19	90
	8:15 AM	4	0	0	0	4	0	10	0	0	10	0	0	0	0	0	0	9	2	0	11	25	95
	8:30 AM	1	0	1	0	2	0	13	0	0	13	0	0	0	0	0	0	8	2	0	10	25	88
	8:45 AM	2	0	0	0	2	1	6	0	0	7	0	1	0	0	1	2	4	5	0	11	21	83
	9:00 AM	1	0	0	0	1	0	10	0	0	10	0	0	0	0	0	2	7	4	0	13	24	84
	9:15 AM	1	0	1	0	2	0	7	0	0	7	1	0	0	0	1	0	7	1	0	8	18	91
	9:30 AM	0	0	0	0	0	1	8	0	0	9	0	0	0	0	0	0	10	1	0	11	20	102
	9:45 AM	0	0	0	0	0	0	10	1	0	11	0	0	0	0	0	2	7	2	0	11	22	116
Midday Peak Period	10:00 AM	0	0	0	0	0	1	11	0	0	12	0	0	0	0	0	0	16	3	0	19	31	124
	10:15 AM	1	0	0	0	1	0	13	2	0	15	0	0	0	0	0	0	11	2	0	13	29	118
	10:30 AM	2	0	0	0	2	0	18	1	0	19	0	0	0	0	0	0	8	5	0	13	34	116
	10:45 AM	3	1	1	0	5	0	13	0	0	13	1	0	1	0	2	0	7	3	0	10	30	105
	11:00 AM	1	0	0	0	1	0	10	0	0	10	0	1	0	0	1	1	7	5	0	13	25	102
	11:15 AM	0	0	0	0	0	1	7	2	0	10	1	1	0	0	2	1	8	6	0	15	27	108
	11:30 AM	2	0	0	0	2	0	4	1	0	5	0	0	1	0	1	0	12	3	0	15	23	110
	11:45 AM	2	0	0	0	2	3	7	0	0	10	1	0	1	0	2	1	7	5	0	13	27	106
	12:00 PM	0	0	2	0	2	1	10	0	0	11	0	0	1	0	1	0	12	5	0	17	31	105
	12:15 PM	3	0	0	0	3	0	9	0	0	9	0	0	0	0	0	0	15	2	0	17	29	105
	12:30 PM	1	0	0	0	1	0	6	0	0	6	0	0	0	0	0	1	9	2	0	12	19	100
	12:45 PM	0	0	0	0	0	0	13	0	0	13	0	0	0	0	0	0	9	4	0	13	26	111
	1:00 PM	4	0	1	0	5	1	4	0	0	5	0	0	0	0	0	1	15	5	0	21	31	106
	1:15 PM	1	1	1	0	3	0	6	1	0	7	0	0	0	0	0	0	6	8	0	14	24	97
	1:30 PM	2	0	1	0	3	2	14	1	0	17	0	1	0	0	1	0	7	2	0	9	30	94
	1:45 PM	0	0	0	0	0	1	5	1	0	7	0	0	0	0	0	1	8	5	0	14	21	85
PM Peak Period	2:00 PM	3	0	1	0	4	1	8	0	0	9	1	0	0	0	1	0	6	2	0	8	22	90
	2:15 PM	1	0	0	0	1	0	7	0	0	7	1	0	1	0	2	0	8	3	0	11	21	95
	2:30 PM	0	0	0	0	0	0	9	0	0	9	0	0	1	0	1	0	10	1	0	11	21	102
	2:45 PM	1	0	0	0	1	1	8	0	0	9	0	0	0	0	0	1	8	7	0	16	26	93
	3:00 PM	5	0	0	0	5	0	5	0	0	5	0	0	0	0	0	0	14	3	0	17	27	81
	3:15 PM	4	0	1	0	5	1	7	0	0	8	0	0	1	0	1	0	12	2	0	14	28	67
	3:30 PM	2	0	0	0	2	0	3	0	0	3	0	0	0	0	0	0	6	1	0	7	12	56
	3:45 PM	0	0	1	0	1	0	5	0	0	5	0	1	0	0	1	0	6	1	0	7	14	67
	4:00 PM	0	0	0	0	0	1	3	0	0	4	0	0	0	0	0	1	6	2	0	9	13	67
	4:15 PM	0	0	1	0	1	1	9	0	0	10	0	0	0	0	0	1	4	1	0	6	17	68
	4:30 PM	1	0	0	0	1	1	8	1	0	10	0	0	0	0	0	0	9	3	0	12	23	71
	4:45 PM	1	0	0	0	1	0	5	0	0	5	0	0	0	0	0	0	6	2	0	8	14	61
	5:00 PM	2	0	0	0	2	1	2	0	0	3	0	0	0	0	0	0	8	1	0	9	14	60
	5:15 PM	0	0	1	0	1	0	11	0	0	11	0	0	0	0	0	0	6	2	0	8	20	64
	5:30 PM	1	0	1	0	2	1	5	0	0	6	0	0	0	0	0	0	3	2	0	5	13	54
	5:45 PM	4	0	1	0	5	0	3	0	0	3	0	0	0	0	0	0	5	0	0	5	13	59
	6:00 PM	3	0	0	0	3	1	7	1	0	9	0	0	1	0	1	0	3	2	0	5	18	54
	6:15 PM	2	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	6	2	0	8	10	
	6:30 PM	0	0	0	0	0	1	5	0	0	6	0	0	0	0	0	0	9	3	0	12	18	
	6:45 PM	2	0	0	0	2	0	1	0	0	1	0	0	0	0	0	0	3	2	0	5	8	
	7:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	7:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	7:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	7:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Totals		72	2	15	0	89	22	388	12	0	422	6	5	8	0	19	16	400	150	0	566	1096	

Peak Hour Semi-Truck Volume Summary

	Hourly	From North (↓)					From East (←)					From South (↑)					From West (→)					Total
	Time Period	E Frontage Rd-120th Ave					STH 158 - 52nd Street					E Frontage Rd-120th Ave					STH 158 - 52nd Street					Hourly
	Start Time	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Volume
AM	7:00 AM	6	0	0	0	6	0	29	0	0	29	0	0	0	0	0	1	24	10	0	35	70
MD	12:00 PM	4	0	2	0	6	1	38	0	0	39	0	0	1	0	1	1	45	13	0	59	105
PM	4:15 PM	4	0	1	0	5	3	24	1	0	28	0	0	0	0	0	1	27	7	0	35	68

Intersection Traffic Volume Report

15-Minute Heavy Vehicle Data

STH 158 - 52nd Street & E Frontage Rd-120th Ave

Count Basics		*Page 9 of 13*
Start Date: Tuesday, August 1, 2023	Weekday	Schools in Session
Total Number of Hours Counted: 13	Non-Holiday	No Special Events

Heavy Vehicles (Single-Unit Trucks, Buses & Semi-Trucks)



15-Minute Heavy Vehicle Data

15-Minute Time Period		From North (↓) E Frontage Rd-120th Ave					From East (←) STH 158 - 52nd Street					From South (↑) E Frontage Rd-120th Ave					From West (→) STH 158 - 52nd Street					15-Min	Hourly
	Start Time	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Totals	Sum
AM Peak Period	6:00 AM	1	0	1	0	2	0	12	0	0	12	0	0	0	0	0	0	12	4	0	16	30	122
	6:15 AM	1	0	0	0	1	0	14	0	0	14	0	0	1	0	1	0	13	5	0	18	34	129
	6:30 AM	2	0	0	0	2	0	10	0	0	10	2	0	0	0	2	0	12	2	0	14	28	140
	6:45 AM	0	0	1	0	1	0	9	1	0	10	1	0	0	0	1	0	16	2	0	18	30	147
	7:00 AM	2	0	0	0	2	0	14	0	0	14	5	0	0	0	5	1	14	1	0	16	37	138
	7:15 AM	4	0	0	0	4	0	15	7	0	22	0	0	0	0	0	0	14	5	0	19	45	136
	7:30 AM	2	0	0	0	2	0	12	0	0	12	1	0	0	0	1	0	17	3	0	20	35	144
	7:45 AM	0	0	0	0	0	1	11	0	0	12	0	0	0	0	0	0	8	1	0	9	21	150
	8:00 AM	1	0	1	0	2	0	19	0	0	19	0	0	0	0	0	1	8	5	0	14	35	173
	8:15 AM	5	0	2	0	7	1	19	0	0	20	5	0	0	0	5	0	19	2	0	21	53	187
	8:30 AM	1	0	1	0	2	0	17	5	0	22	1	0	0	0	1	0	14	2	0	16	41	166
	8:45 AM	2	0	0	0	2	2	12	3	0	17	0	1	0	0	1	2	17	5	0	24	44	172
	9:00 AM	1	1	0	0	2	1	20	0	0	21	1	1	0	0	2	3	17	4	0	24	49	171
	9:15 AM	1	0	1	0	2	0	12	1	0	13	1	0	1	0	2	1	12	2	0	15	32	178
	9:30 AM	3	0	0	0	3	1	15	0	0	16	6	1	0	0	7	2	18	1	0	21	47	186
	9:45 AM	1	0	0	0	1	1	17	4	0	22	1	0	0	0	1	2	14	3	0	19	43	182
Midday Peak Period	10:00 AM	0	0	1	0	1	2	19	6	0	27	1	1	2	0	4	0	20	4	0	24	56	180
	10:15 AM	1	0	0	0	1	0	18	3	0	21	1	0	0	0	1	0	15	2	0	17	40	167
	10:30 AM	2	0	0	0	2	1	20	2	0	23	0	0	1	0	1	0	12	5	0	17	43	174
	10:45 AM	3	1	2	0	6	0	16	0	0	16	4	0	1	0	5	0	11	3	0	14	41	166
	11:00 AM	1	0	0	0	1	0	15	3	0	18	5	1	0	0	6	1	11	6	0	18	43	167
	11:15 AM	0	0	0	0	0	1	13	7	0	21	2	1	0	0	3	1	16	6	0	23	47	165
	11:30 AM	2	0	1	0	3	0	8	3	0	11	1	0	1	0	2	0	15	4	0	19	35	163
	11:45 AM	2	0	0	0	2	5	11	1	0	17	1	0	1	0	2	1	12	8	0	21	42	161
	12:00 PM	0	0	2	0	2	1	13	0	0	14	2	0	1	0	3	0	17	5	0	22	41	163
	12:15 PM	3	0	0	0	3	0	14	2	0	16	4	0	0	0	4	0	20	2	0	22	45	157
	12:30 PM	1	0	1	0	2	0	8	3	0	11	2	0	0	0	2	1	15	2	0	18	33	153
	12:45 PM	0	0	0	0	0	1	21	5	0	27	1	0	0	0	1	0	12	4	0	16	44	169
	1:00 PM	4	0	1	0	5	1	6	0	0	7	1	0	0	0	1	1	16	5	0	22	35	163
	1:15 PM	1	1	1	0	3	0	10	2	0	12	4	0	0	0	4	0	14	8	0	22	41	163
	1:30 PM	2	0	1	0	3	2	18	4	0	24	4	1	0	0	5	0	15	2	0	17	49	147
	1:45 PM	0	0	0	0	0	1	14	2	0	17	2	0	0	0	2	1	13	5	0	19	38	135
PM Peak Period	2:00 PM	4	0	1	0	5	1	15	2	0	18	3	0	0	0	3	0	7	2	0	9	35	131
	2:15 PM	1	0	0	0	1	0	9	0	0	9	1	0	1	0	2	0	10	3	0	13	25	127
	2:30 PM	0	0	0	0	0	0	13	0	0	13	3	0	1	0	4	1	18	1	0	20	37	139
	2:45 PM	1	0	0	0	1	2	11	0	0	13	1	0	1	0	2	1	10	7	0	18	34	121
	3:00 PM	5	0	0	0	5	1	7	0	0	8	1	0	0	0	1	0	14	3	0	17	31	111
	3:15 PM	4	1	1	0	6	2	10	0	0	12	0	0	1	0	1	0	16	2	0	18	37	102
	3:30 PM	2	0	0	0	2	0	4	0	0	4	0	0	0	0	0	1	11	1	0	13	19	89
	3:45 PM	0	1	1	0	2	0	10	0	0	10	0	2	0	0	2	0	6	4	0	10	24	97
	4:00 PM	1	0	0	0	1	1	7	0	0	8	1	0	0	0	1	1	9	2	0	12	22	91
	4:15 PM	0	0	1	0	1	1	12	0	0	13	1	0	0	0	1	1	7	1	0	9	24	89
	4:30 PM	1	0	0	0	1	1	9	1	0	11	0	0	1	0	1	0	11	3	0	14	27	87
	4:45 PM	1	0	0	0	1	0	8	0	0	8	0	0	0	0	0	0	6	3	0	9	18	73
	5:00 PM	2	0	0	0	2	1	5	1	0	7	0	0	0	0	0	0	10	1	0	11	20	70
	5:15 PM	0	0	1	0	1	0	12	0	0	12	0	1	0	0	1	0	6	2	0	8	22	71
	5:30 PM	1	0	1	0	2	1	5	0	0	6	0	0	0	0	0	0	3	2	0	5	13	62
	5:45 PM	4	0	1	0	5	0	5	0	0	5	0	0	0	0	0	0	5	0	0	5	15	67
	6:00 PM	3	0	0	0	3	1	7	1	0	9	0	0	1	0	1	0	6	2	0	8	21	63
	6:15 PM	2	0	0	0	2	1	1	0	0	2	0	0	0	0	0	0	7	2	0	9	13	
	6:30 PM	0	0	0	0	0	1	5	0	0	6	0	0	0	0	0	0	9	3	0	12	18	
	6:45 PM	2	0	0	0	2	1	2	0	0	3	0	0	0	0	0	0	4	2	0	6	11	
	7:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	7:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	7:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	7:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Totals		83	5	24	0	112	37	609	69	0	715	70	10	15	0	95	23	634	164	0	821	1743	

Peak Hour Heavy Vehicle Volume Summary

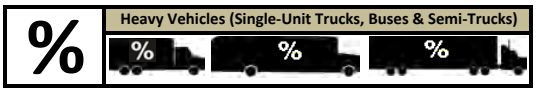
Hourly Time Period		From North (↓) E Frontage Rd-120th Ave					From East (←) STH 158 - 52nd Street					From South (↑) E Frontage Rd-120th Ave					From West (→) STH 158 - 52nd Street					Total Hourly
	Start Time	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Volume
AM	7:00 AM	8	0	0	0	8	1	52	7	0	60	6	0	0	0	6	1	53	10	0	64	138
MD	12:00 PM	4	0	3	0	7	2	56	10	0	68	9	0	1	0	10	1	64	13	0	78	163
PM	4:15 PM	4	0	1	0	5	3	34	2	0	39	1	0	1	0	2	1	34	8	0	43	89

Intersection Traffic Volume Report

15-Minute Heavy Vehicle Percentages

STH 158 - 52nd Street & E Frontage Rd-120th Ave

Count Basics		*Page 10 of 13*
Start Date: Tuesday, August 1, 2023	Weekday	Schools in Session
Total Number of Hours Counted: 13	Non-Holiday	No Special Events



15-Minute Heavy Vehicle Percentages

	15-Minute	From North (↓)					From East (←)					From South (↑)					From West (→)					Total Heavy	Hourly Heavy
	Time Period	E Frontage Rd-120th Ave					STH 158 - 52nd Street					E Frontage Rd-120th Ave					STH 158 - 52nd Street					Vehicle	Vehicle
	Start Time	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Percent	Percent
AM Peak Period	6:00 AM	50.0	0.0	10.0	0.0	13.3	0.0	10.2	0.0	0.0	9.4	0.0	0.0	0.0	0.0	0.0	0.0	14.6	57.1	0.0	17.2	12.3	9.8
	6:15 AM	100.0	0.0	0.0	0.0	25.0	0.0	10.7	0.0	0.0	9.6	0.0	0.0	14.3	0.0	5.6	0.0	13.1	29.4	0.0	15.5	12.0	9.6
	6:30 AM	28.6	0.0	0.0	0.0	20.0	0.0	6.5	0.0	0.0	5.6	13.3	0.0	0.0	0.0	8.3	0.0	10.1	11.8	0.0	10.1	8.0	9.5
	6:45 AM	0.0	0.0	20.0	0.0	8.3	0.0	7.6	16.7	0.0	6.8	10.0	0.0	0.0	0.0	5.6	0.0	10.9	5.7	0.0	9.7	8.3	9.7
	7:00 AM	66.7	0.0	0.0	0.0	28.6	0.0	11.0	0.0	0.0	9.3	29.4	0.0	0.0	0.0	20.0	50.0	10.6	3.1	0.0	9.6	10.6	8.9
	7:15 AM	80.0	0.0	0.0	0.0	33.3	0.0	9.6	63.6	0.0	11.1	0.0	0.0	0.0	0.0	0.0	0.0	10.0	11.1	0.0	10.2	10.8	9.0
	7:30 AM	33.3	0.0	0.0	0.0	15.4	0.0	8.8	0.0	0.0	7.7	3.6	0.0	0.0	0.0	2.2	0.0	12.0	9.4	0.0	11.3	9.0	10.2
	7:45 AM	0.0	0.0	0.0	0.0	0.0	9.1	7.6	0.0	0.0	7.4	0.0	0.0	0.0	0.0	0.0	0.0	4.8	5.3	0.0	4.8	5.4	11.4
	8:00 AM	100.0	0.0	33.3	0.0	33.3	0.0	18.8	0.0	0.0	17.0	0.0	0.0	0.0	0.0	0.0	20.0	5.2	29.4	0.0	7.9	11.3	14.4
	8:15 AM	83.3	0.0	40.0	0.0	58.3	20.0	15.7	0.0	0.0	15.0	38.5	0.0	0.0	0.0	21.7	0.0	13.6	15.4	0.0	13.6	16.5	16.9
	8:30 AM	33.3	0.0	33.3	0.0	25.0	0.0	16.5	71.4	0.0	18.6	6.7	0.0	0.0	0.0	5.3	0.0	9.7	28.6	0.0	10.5	13.8	16.5
	8:45 AM	50.0	0.0	0.0	0.0	20.0	25.0	14.1	23.1	0.0	16.0	0.0	50.0	0.0	0.0	5.6	50.0	13.9	35.7	0.0	17.1	16.1	18.3
	9:00 AM	33.3	33.3	0.0	0.0	28.6	14.3	25.0	0.0	0.0	22.1	7.1	20.0	0.0	0.0	10.0	60.0	21.0	57.1	0.0	25.5	22.7	18.8
	9:15 AM	33.3	0.0	50.0	0.0	33.3	0.0	12.1	12.5	0.0	11.5	8.3	0.0	25.0	0.0	11.8	11.1	18.5	25.0	0.0	18.1	14.6	18.8
	9:30 AM	100.0	0.0	0.0	0.0	60.0	12.5	16.5	0.0	0.0	14.5	27.3	33.3	0.0	0.0	28.0	40.0	25.0	6.3	0.0	22.6	20.2	19.7
	9:45 AM	33.3	0.0	0.0	0.0	8.3	10.0	18.9	36.4	0.0	19.8	6.3	0.0	0.0	0.0	4.3	50.0	17.3	23.1	0.0	19.4	17.6	19.4
Midday Peak Period	10:00 AM	0.0	0.0	50.0	0.0	14.3	10.0	17.6	37.5	0.0	18.8	11.1	16.7	100.0	0.0	23.5	0.0	28.2	50.0	0.0	29.6	22.5	19.4
	10:15 AM	100.0	0.0	0.0	0.0	33.3	0.0	22.2	37.5	0.0	22.3	6.7	0.0	0.0	0.0	3.8	0.0	17.0	33.3	0.0	17.5	18.2	18.8
	10:30 AM	66.7	0.0	0.0	0.0	28.6	16.7	25.0	20.0	0.0	24.0	0.0	0.0	14.3	0.0	4.3	0.0	13.0	71.4	0.0	16.8	18.9	19.5
	10:45 AM	100.0	33.3	22.2	0.0	40.0	0.0	19.8	0.0	0.0	16.8	23.5	0.0	20.0	0.0	19.2	0.0	12.8	75.0	0.0	14.7	17.7	18.7
	11:00 AM	33.3	0.0	0.0	0.0	14.3	0.0	19.0	33.3	0.0	19.1	25.0	25.0	0.0	0.0	20.0	33.3	16.4	85.7	0.0	23.4	20.7	18.5
	11:15 AM	0.0	0.0	0.0	0.0	0.0	20.0	18.8	53.8	0.0	24.1	15.4	33.3	0.0	0.0	15.0	16.7	18.0	54.5	0.0	21.7	20.6	16.9
	11:30 AM	33.3	0.0	16.7	0.0	15.0	0.0	11.4	42.9	0.0	12.9	11.1	0.0	20.0	0.0	10.5	0.0	17.2	80.0	0.0	20.0	16.0	16.8
	11:45 AM	25.0	0.0	0.0	0.0	11.8	33.3	13.8	14.3	0.0	16.7	12.5	0.0	14.3	0.0	10.0	16.7	13.0	80.0	0.0	19.3	16.9	16.4
	12:00 PM	0.0	0.0	28.6	0.0	12.5	8.3	11.9	0.0	0.0	10.9	33.3	0.0	11.1	0.0	15.8	0.0	16.0	62.5	0.0	18.5	14.5	16.5
	12:15 PM	42.9	0.0	0.0	0.0	14.3	0.0	18.2	25.0	0.0	16.8	23.5	0.0	0.0	0.0	18.2	0.0	26.3	50.0	0.0	26.5	20.4	16.3
	12:30 PM	14.3	0.0	20.0	0.0	12.5	0.0	8.8	37.5	0.0	10.0	16.7	0.0	0.0	0.0	8.3	33.3	21.7	25.0	0.0	22.5	14.3	16.0
	12:45 PM	0.0	0.0	0.0	0.0	0.0	11.1	20.4	35.7	0.0	21.4	6.7	0.0	0.0	0.0	4.2	0.0	16.2	50.0	0.0	19.0	17.5	17.2
	1:00 PM	44.4	0.0	16.7	0.0	22.7	14.3	5.1	0.0	0.0	5.2	11.1	0.0	0.0	0.0	5.9	33.3	20.3	100.0	0.0	25.3	13.5	17.0
	1:15 PM	33.3	20.0	20.0	0.0	23.1	0.0	11.1	66.7	0.0	12.4	28.6	0.0	0.0	0.0	22.2	0.0	18.2	80.0	0.0	24.7	18.9	17.2
	1:30 PM	50.0	0.0	12.5	0.0	21.4	20.0	15.7	50.0	0.0	18.0	22.2	20.0	0.0	0.0	20.0	0.0	20.5	66.7	0.0	20.0	19.1	15.1
	1:45 PM	0.0	0.0	0.0	0.0	0.0	14.3	18.4	16.7	0.0	17.9	40.0	0.0	0.0	0.0	13.3	12.5	14.9	71.4	0.0	18.4	17.0	13.1
PM Peak Period	2:00 PM	50.0	0.0	20.0	0.0	35.7	16.7	13.3	16.7	0.0	13.7	30.0	0.0	0.0	0.0	16.7	0.0	9.6	33.3	0.0	10.6	14.1	11.7
	2:15 PM	16.7	0.0	0.0	0.0	7.1	0.0	9.3	0.0	0.0	7.9	11.1	0.0	14.3	0.0	10.0	0.0	12.0	42.9	0.0	13.4	10.2	10.9
	2:30 PM	0.0	0.0	0.0	0.0	0.0	0.0	8.7	0.0	0.0	7.7	20.0	0.0	25.0	0.0	15.4	11.1	19.6	100.0	0.0	19.6	11.7	11.4
	2:45 PM	25.0	0.0	0.0	0.0	9.1	14.3	9.0	0.0	0.0	9.2	4.3	0.0	33.3	0.0	6.5	14.3	9.3	63.6	0.0	14.4	11.0	10.0
	3:00 PM	83.3	0.0	0.0	0.0	31.3	14.3	5.7	0.0	0.0	5.8	9.1	0.0	0.0	0.0	4.5	0.0	13.3	50.0	0.0	14.4	10.5	9.0
	3:15 PM	80.0	12.5	14.3	0.0	30.0	25.0	7.6	0.0	0.0	8.2	0.0	0.0	20.0	0.0	7.1	0.0	15.0	50.0	0.0	15.1	12.4	8.0
	3:30 PM	18.2	0.0	0.0	0.0	8.0	0.0	3.1	0.0	0.0	2.8	0.0	0.0	0.0	0.0	0.0	11.1	9.6	16.7	0.0	10.1	6.1	6.7
	3:45 PM	0.0	16.7	25.0	0.0	18.2	0.0	8.1	0.0	0.0	6.7	0.0	25.0	0.0	0.0	10.0	0.0	4.9	36.4	0.0	7.1	7.5	6.8
	4:00 PM	25.0	0.0	0.0	0.0	5.0	8.3	4.7	0.0	0.0	4.7	6.7	0.0	0.0	0.0	2.9	14.3	8.5	50.0	0.0	10.3	6.5	6.2
	4:15 PM	0.0	0.0	14.3	0.0	4.8	10.0	7.3	0.0	0.0	7.0	8.3	0.0	0.0	0.0	4.8	12.5	6.3	25.0	0.0	7.3	6.8	5.8
	4:30 PM	14.3	0.0	0.0	0.0	5.9	12.5	5.3	10.0	0.0	5.9	0.0	0.0	14.3	0.0	4.5	0.0	7.1	30.0	0.0	7.9	6.7	5.7
	4:45 PM	14.3	0.0	0.0	0.0	4.2	0.0	5.2	0.0	0.0	4.7	0.0	0.0	0.0	0.0	0.0	0.0	4.3	37.5	0.0	5.7	4.9	4.9
	5:00 PM	12.5	0.0	0.0	0.0	8.7	8.3	2.6	8.3	0.0	3.2	0.0	0.0	0.0	0.0	0.0	0.0	7.8	9.1	0.0	7.3	5.0	4.9
	5:15 PM	0.0	0.0	16.7	0.0	6.3	0.0	8.5	0.0	0.0	7.7	0.0	7.7	0.0	0.0	4.0	0.0	4.8	20.0	0.0	5.6	6.5	5.0
	5:30 PM	4.8	0.0	3.7	0.0	3.4	6.3	4.8	0.0	0.0	4.7	0.0	0.0	0.0	0.0	0.0	0.0	2.0	13.3	0.0	2.9	3.4	4.4
	5:45 PM	50.0	0.0	12.5	0.0	18.5	0.0	5.6	0.0	0.0	4.3	0.0	0.0	0.0	0.0	0.0	0.0	4.8	0.0	0.0	3.7	5.1	5.2
	6:00 PM	6.7	0.0	0.0	0.0	3.0	4.5	7.6	11.1	0.0	7.3	0.0	0.0	14.3	0.0	3.1	0.0	5.4	10.5	0.0	5.9	5.4	5.2
	6:15 PM	16.7	0.0	0.0	0.0	6.9	3.6	1.2	0.0	0.0	1.7	0.0	0.0	0.0	0.0	0.0	0.0	5.7	6.5	0.0	5.7	3.9	
	6:30 PM	0.0	0.0	0.0	0.0	0.0	3.4	7.4	0.0	0.0	5.9	0.0	0.0	0.0	0.0	0.0	0.0	9.0	11.1	0.0	8.8	6.5	
	6:45 PM	33.3	0.0	0.0	0.0	14.3	11.1	2.9	0.0	0.0	3.8	0.0	0.0	0.0	0.0	0.0	0.0	4.3	25.0	0.0	5.6	5.1	
	7:00 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	7:15 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	7:30 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	7:45 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	8:00 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	8:15 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	8:30 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	8:45 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	9:00 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	9:15 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	9:30 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	9:45 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Totals		26.2	2.0	7.8	0.0	12.8	6.4	10.6	15.7	0.0	10.6	11.2	4.3	5.9	0.0	8.6	8.2	11.6	25.9	0.0	12.9	11.5	

Peak Hour Heavy Vehicle Percentages Summary

	Hourly	From North (↓)					From East (←)					From South (↑)					From West (→)					Hourly Heavy
	Time Period	E Frontage Rd-120th Ave					STH 158 - 52nd Street					E Frontage Rd-120th Ave					STH 158 - 52nd Street					Vehicle
	Start Time	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Percent
AM	7:00 AM	44.4	0.0	0.0	0.0	19.0	1.3	9.2	25.9	0.0	9.0	8.8	0.0	0.0	0.0	5.0	14.3	9.1	7.8	0.0	8.9	8.9
MD	12:00 PM	15.4	0.0	13.6	0.0	10.0	4.9	14.7	26.3	0.0	14.8	18.0	0.0	4.8	0.0	11.2	8.3	19.7	46.4	0.0	21.3	16.5
PM	4:15 PM	10.8	0.0	4.3	0.0	5.9	8.6	5.0	4.5	0.0	5.1	2.9	0.0	5.9	0.0	2.9	2.3	6.4	24.2	0.0	7.0	5.8

Intersection Traffic Volume Report

15-Minute Pedestrian and Bicyclist Data

STH 158 - 52nd Street & E Frontage Rd-120th Ave

Count Basics			*Page 11 of 13*
Start Date:	Tuesday, August 1, 2023	Weekday	Schools in Session
Total Number of Hours Counted: 13		Non-Holiday	No Special Events

Pedestrians and Bicyclists



15-Minute Pedestrian and Bicyclist Data

	15-Minute Time Period	Crossing North Approach			Crossing East Approach			Crossing South Approach			Crossing West Approach				
		E Frontage Rd-120th Ave			STH 158 - 52nd Street			E Frontage Rd-120th Ave			STH 158 - 52nd Street			15-Min	Hourly
	Start Time	Pedestrian	Bicyclist	Total	Pedestrian	Bicyclist	Total	Pedestrian	Bicyclist	Total	Pedestrian	Bicyclist	Total	Totals	Sum
AM Peak Period	6:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	6:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	6:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	6:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	1
	9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	1
	9:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	1
	9:30 AM	0	0	0	0	1	1	0	0	0	0	0	0	1	1
	9:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Midday Peak Period	10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	10:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	10:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	10:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	1:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	1:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	1:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	1:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PM Peak Period	2:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	2:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	2:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	2:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	3:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	3:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	3:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	3:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1
	4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1
	4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1
	4:45 PM	0	0	0	1	0	1	0	0	0	0	0	0	1	1
	5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1
	5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1
	6:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1
	6:15 PM	0	0	0	1	0	1	0	0	0	0	0	0	1	
	6:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	6:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	7:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	7:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	7:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	7:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
Totals		0	0	0	2	1	3	0	0	0	0	0	0	3	

Special Pedestrians

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

Intersection Traffic Volume Report

Count Basics	Version 2023.05.03		Page 1 of 13
Start Date:	Thursday, September 7, 2023	Weekday	Schools in Session
Total Number of Hours Counted: 3		Non-Holiday	No Special Events

Base Information, Observed (3) Hour and Estimated (24) Hour Volume Summaries

Major St: **60th St (CTH K)**
Minor St: **W Frontage Rd**
Intersection of: *60th St (CTH K) & W Frontage Rd*

IX_ID:

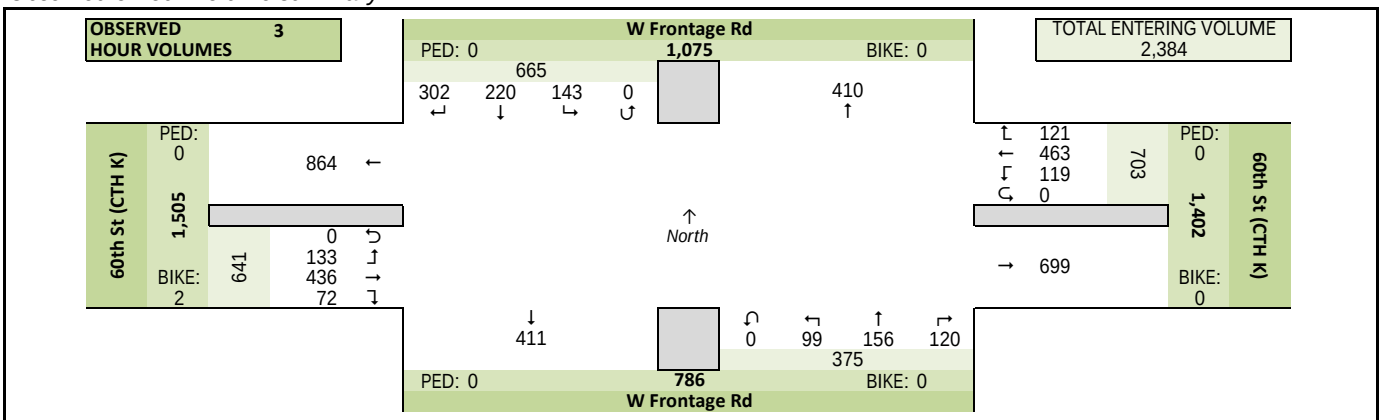
Site Information

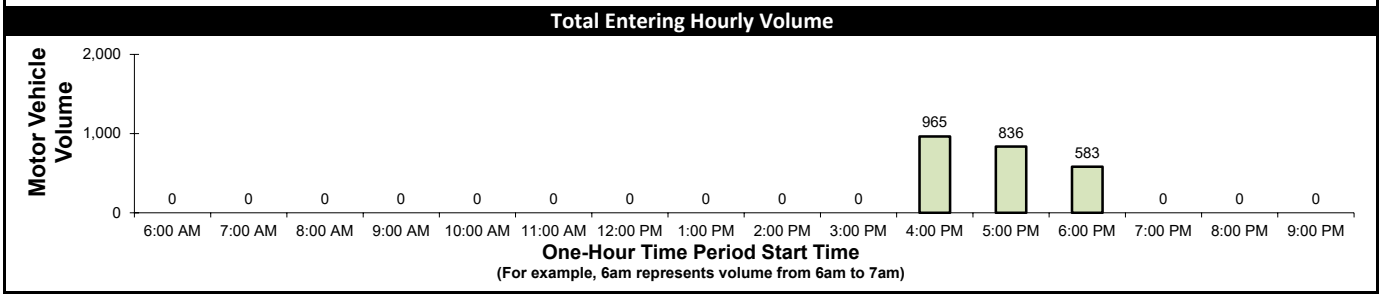
Municipality	Town of Paris		
County	30 - Kenosha	WisDOT Region	SE
Traffic Control	All-Way Stop		
Roadway Names		North Direction	↑
North Leg	W Frontage Rd		
East Leg	60th St (CTH K)		
South Leg	W Frontage Rd		
West Leg	60th St (CTH K)		
Special Considerations			
Schools	In Session		
Holidays	None		
Special Events	None		
Special Pedestrians Observed			
Pre-school children	None		
Elementry school age children	None		
Visually impaired (white cane/helper dog)	None		
Elderly/disabled (except wheelchairs)	None		
Wheelchairs/electric scooters	None		
Other (describe)	None	None	

Count Information

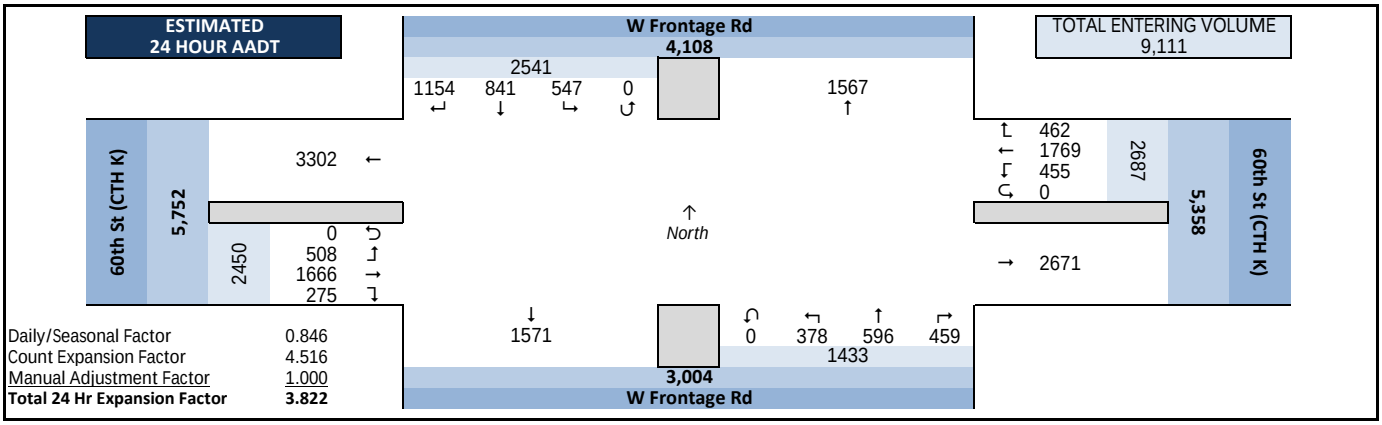
Hrs Counted:	04:00 PM-07:00 PM		
1st Day of Count	Thursday, September 7, 2023	Weather	
AM Peak Period	Thursday, September 7, 2023	Clear & Dry	
Midday Peak Period	Thursday, September 7, 2023	Clear & Dry	
PM Peak Period	Thursday, September 7, 2023	Clear & Dry	
Calculated Peak Hours			
AM	MD	PM	4:00-5:00pm
Peak Hours Selected for Analysis			
AM	MD	PM	4:15-5:15pm
Daily/Seasonal Adjustment Group	(2) Urban Arterials & Collectors		
Count Expansion Group	(2) Urban Arterials & Collectors		
Daily/Seasonal Adjustment Factor	0.846	Count Expansion Factor	4.516
Company Name	MSA Professional Services, Inc.	Manual Adj.	1.000
Observers: AM Peak Period	Miovision		
Observers: Midday Peak Period	Miovision		
Observers: PM Peak Period	Miovision		
Comments	2021 DOT Daily & Seasonal Factors		

Observed 3 Hour Volume Summary





Estimated 24 Hour AADT



Intersection Traffic Volume Report

Count Basics			Page 2 of 13
Start Date:	Thursday, September 7, 2023	Weekday	Schools in Session
Total Number of Hours Counted: 3		Non-Holiday	No Special Events

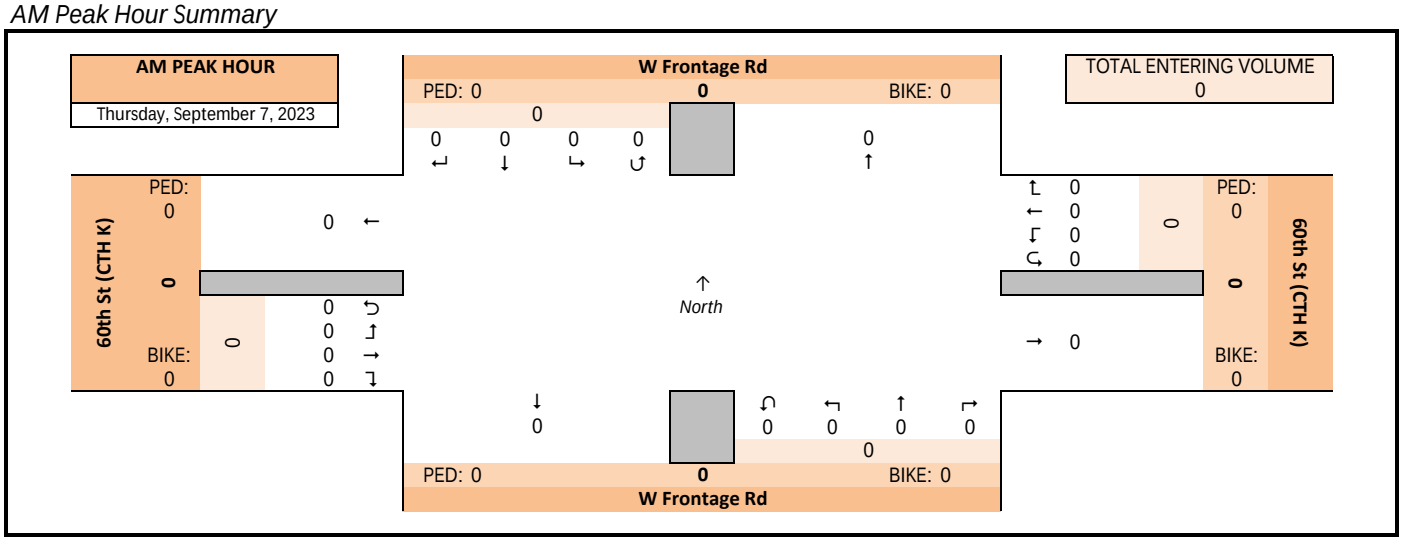
Peak Hour Volume Graphical Summary

60th St (CTH K) & W Frontage Rd

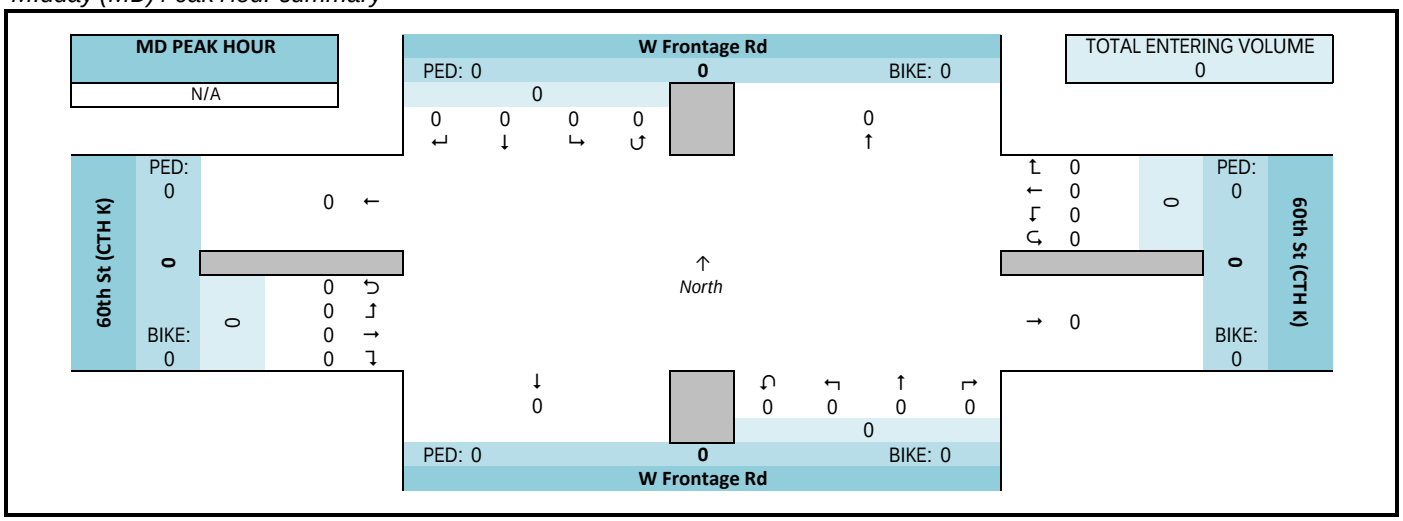
All Motor Vehicles



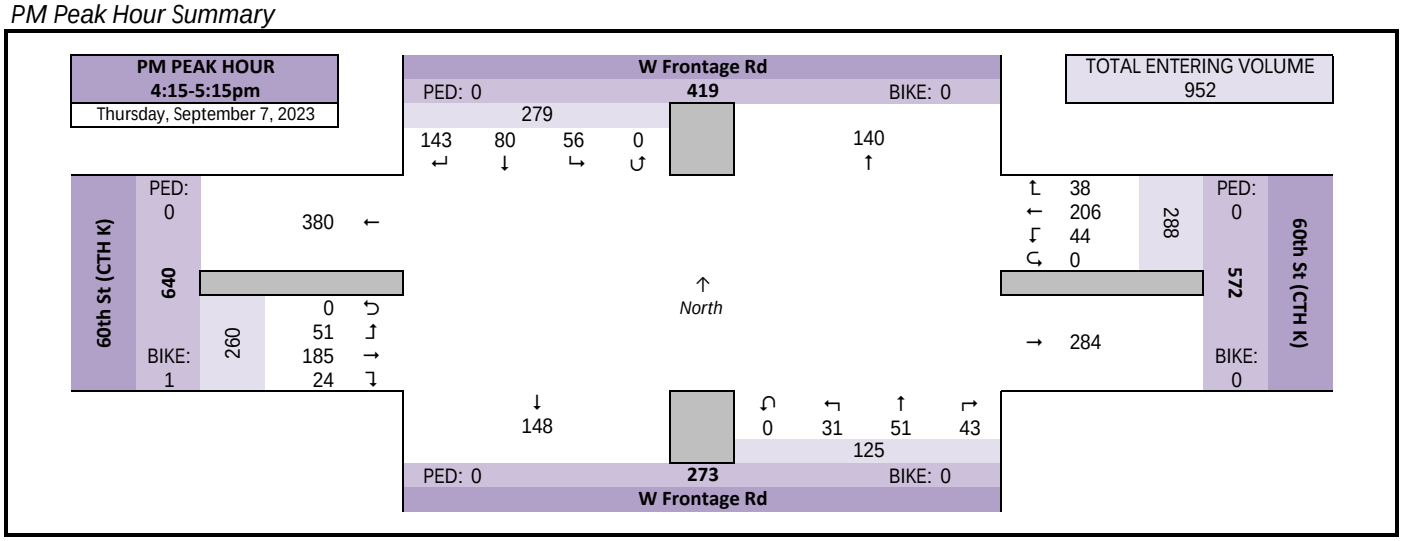
AM Peak Hour Summary



Midday (MD) Peak Hour Summary



PM Peak Hour Summary

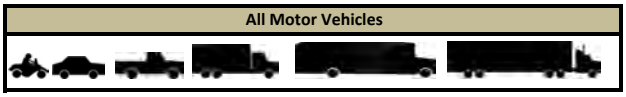


Intersection Traffic Volume Report

Count Basics			Page 3 of 13
Start Date:	Thursday, September 7, 2023	Weekday	Schools in Session
Total Number of Hours Counted: 3		Non-Holiday	No Special Events

Peak Hour Volume Summary

60th St (CTH K) & W Frontage Rd



Peak Hour Volumes, Truck Percentages, and PHFs

Thursday, September 7, 2023		From North					From East					From South					From West					
	AM Peak Hour	W Frontage Rd					60th St (CTH K)					W Frontage Rd					60th St (CTH K)					
	Start Time	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Totals
AM Peak Hour	8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Peak Hour Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Rounded Hourly Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	% Single Unit Trucks	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	% Heavy Trucks	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	% Trucks (Total)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	Peak Hour Factor (PHF)	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

N/A		From North					From East					From South					From West					
	MD Peak Hour	W Frontage Rd					60th St (CTH K)					W Frontage Rd					60th St (CTH K)					
	Start Time	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Totals
Midday (MD) Peak Hour	12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Peak Hour Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Rounded Hourly Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	% Single Unit Trucks	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	% Heavy Trucks	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	% Trucks (Total)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	Peak Hour Factor (PHF)	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

Thursday, September 7, 2023		From North					From East					From South					From West					
	PM Peak Hour	W Frontage Rd					60th St (CTH K)					W Frontage Rd					60th St (CTH K)					
	Start Time	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Totals
PM Peak Hour	4:15 PM	30	24	16	0	70	7	60	11	0	78	10	16	8	0	34	4	40	18	0	62	244
	4:30 PM	32	17	15	0	64	12	53	12	0	77	12	10	11	0	33	11	49	9	0	69	243
	4:45 PM	45	21	14	0	80	9	42	7	0	58	8	11	10	0	29	4	44	10	0	58	225
	5:00 PM	36	18	11	0	65	10	51	14	0	75	13	14	2	0	29	5	52	14	0	71	240
	Peak Hour Volume	143	80	56	0	279	38	206	44	0	288	43	51	31	0	125	24	185	51	0	260	952
	Rounded Hourly Volume	145	80	55	0	280	40	205	45	0	290	45	50	30	0	125	25	185	50	0	260	955
	% Single Unit Trucks	5.6	1.2	0.0	0.0	3.2	2.6	1.5	2.3	0.0	1.7	0.0	9.8	0.0	0.0	4.0	4.2	0.5	9.8	0.0	2.7	2.7
	% Heavy Trucks	2.8	0.0	0.0	0.0	1.4	7.9	0.0	0.0	0.0	1.0	0.0	0.0	0.0	0.0	0.0	0.0	0.5	3.9	0.0	1.2	1.1
	% Trucks (Total)	8.4	1.2	0.0	0.0	4.7	10.5	1.5	2.3	0.0	2.8	0.0	9.8	0.0	0.0	4.0	4.2	1.1	13.7	0.0	3.8	3.8
	Peak Hour Factor (PHF)	0.79	0.83	0.87	0.00	0.87	0.79	0.86	0.79	0.00	0.92	0.83	0.80	0.70	0.00	0.92	0.55	0.89	0.71	0.00	0.92	0.98

Peak Hour Pedestrian and Bicyclist Volumes

Pedestrians and Bicyclists		Crossing North Approach			Crossing East Approach			Crossing South Approach			Crossing West Approach			Total Ped & Bike Volume
		W Frontage Rd			60th St (CTH K)			W Frontage Rd			60th St (CTH K)			
	15-Minute Start Time	Pedestrian	Bicyclist	Total	Pedestrian	Bicyclist	Total	Pedestrian	Bicyclist	Total	Pedestrian	Bicyclist	Total	
AM	8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
	8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
	8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
	8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
	Total	0	0	0	0	0	0	0	0	0	0	0	0	0
MD	12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	Total	0	0	0	0	0	0	0	0	0	0	0	0	0
PM	4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	4:30 PM	0	0	0	0	0	0	0	0	0	0	1	1	1
	4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	Total	0	0	0	0	0	0	0	0	0	0	1	1	1

Intersection Traffic Volume Report

Count Basics			Page 4 of 13
Start Date:	Thursday, September 7, 2023	Weekday	Schools in Session
Total Number of Hours Counted: 3		Non-Holiday	No Special Events

Hourly Volume Summary - Motor Vehicle Data

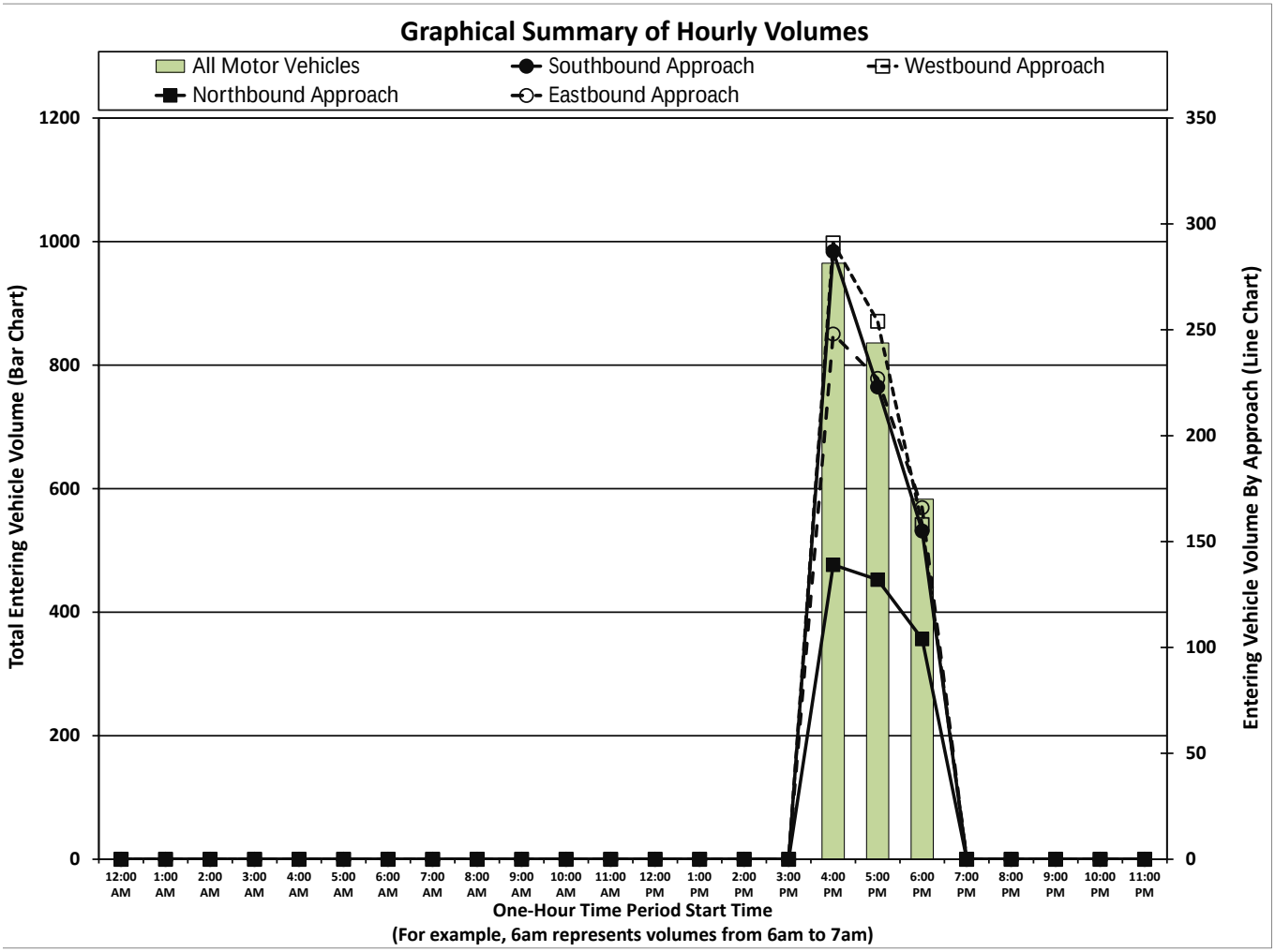
60th St (CTH K) & W Frontage Rd

All Motor Vehicles



One-Hour Motor Vehicle Data

One-Hour Time Period	Start Time	From North (↓) W Frontage Rd					From East (←) 60th St (CTH K)					From South (↑) W Frontage Rd					From West (→) 60th St (CTH K)					Total Vehicle Volume	Directional Volume Totals	
		Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total		E/W	N/S
Pre-AM	12:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	1:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	2:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	3:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	4:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	5:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
AM	6:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
MD	10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	1:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PM	2:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	3:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	4:00 PM	140	90	57	0	287	34	211	46	0	291	45	45	49	0	139	26	171	51	0	248	965	539	426
	5:00 PM	103	67	53	0	223	41	163	50	0	254	50	48	34	0	132	23	155	49	0	227	836	481	355
	6:00 PM	59	63	33	0	155	46	89	23	0	158	25	63	16	0	104	23	110	33	0	166	583	324	259
	7:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	8:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	9:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	10:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	11:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Totals		302	220	143	0	665	121	463	119	0	703	120	156	99	0	375	72	436	133	0	641	2384	1344	1040



Intersection Traffic Volume Report

Count Basics			Page 5 of 13
Start Date:	Thursday, September 7, 2023	Weekday	Schools in Session
Total Number of Hours Counted: 3		Non-Holiday	No Special Events

15-Minute Motor Vehicle Data

60th St (CTH K) & W Frontage Rd



15-Minute Motor Vehicle Data

15-Minute Time Period		From North (↓) W Frontage Rd					From East (←) 60th St (CTH K)					From South (↑) W Frontage Rd					From West (→) 60th St (CTH K)					15-Min Totals	Hourly Sum	PHF
Start Time		Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total			
Pre-AM Peak Period	12:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	12:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	12:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	12:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	1:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	1:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	1:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	1:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	2:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	2:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	2:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	2:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	3:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	3:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	3:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	3:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	4:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	4:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	4:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	4:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	5:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	5:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	5:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	5:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
AM Peak Period	6:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	6:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	6:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	6:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	9:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	9:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	9:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
Midday Peak Period	10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	10:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	10:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	10:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	1:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	1:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	1:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	1:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
PM Peak Period	2:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	2:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	2:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	2:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	3:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	3:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	3:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	3:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	4:00 PM	33	28	12	0	73	6	56	16	0	78	15	8	20	0	43	7	38	14	0	59	253	965	0.95
	4:15 PM	30	24	16	0	70	7	60	11	0	78	10	16	8	0	34	4	40	18	0	62	244	952	0.98
	4:30 PM	32	17	15	0	64	12	53	12	0	77	12	10	11	0	33	11	49	9	0	69	243	926	0.95
	4:45 PM	45	21	14	0	80	9	42	7	0	58	8	11	10	0	29	4	44	10	0	58	225	873	0.91
	5:00 PM	36	18	11	0	65	10	51	14	0	75	13	14	2	0	29	5	52	14	0	71	240	836	0.87
	5:15 PM	30	16	10	0	56	13	42	12	0	67	15	13	13	0	41	7	32	15	0	54	218	782	0.90
	5:30 PM	18	19	19	0	56	10	36	15	0	61	14	11	8	0	33	7	29	4	0	40	190	733	0.96
	5:45 PM	19	14	13	0	46	8	34	9	0	51	8	10	11	0	29	4	42	16	0	62	188	664	0.88
	6:00 PM	24	19	14	0	57	18	28	3	0	49	7	18	4	0	29	7	31	13	0	51	186	583	0.78
	6:15 PM	15	17	7	0	39	16	21	8	0	45	12	19	5	0	36	7	31	11	0	49	169		
	6:30 PM	11	12	8	0	31	7	15	10	0	32	4	13	6	0	23	2	26	7	0	35	121		
	6:45 PM	9	15	4	0	28	5	25	2	0	32	2	13	1	0	16	7	22	2	0	31	107		
	7:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	7:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	7:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	7:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	8:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	8:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	8:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	8:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	9:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	9:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	9:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	9:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
Post PM Peak Period	10:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	10:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	10:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	10:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	11:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	11:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	11:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	11:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
Totals		302	220	143	0	665	121	463	119	0	703	120	156	99	0	375	72	436	133	0	641	2384		

Peak Hour All Vehicle Volume Summary

Hourly Time Period		From North (↓) W Frontage Rd					From East (←) 60th St (CTH K)					From South (↑) W Frontage Rd					From West (→) 60th St (CTH K)					Total Hourly Volume	PHF
Start Time		Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total		
AM	8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
MD	12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
PM	4:15 PM	143	80	56	0	279	38	206	44	0	288	43	51	31	0	125	24	185	51	0	260	952	0.98

Intersection Traffic Volume Report

Count Basics			Page 6 of 13
Start Date:	Thursday, September 7, 2023	Weekday	Schools in Session
Total Number of Hours Counted: 3		Non-Holiday	No Special Events

15-Minute Automobile Data

60th St (CTH K) & W Frontage Rd



15-Minute Automobile Data

15-Minute Time Period		From North (↓) W Frontage Rd					From East (←) 60th St (CTH K)					From South (↑) W Frontage Rd					From West (→) 60th St (CTH K)					15-Min	Hourly
	Start Time	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Totals	Sum
Pre-AM Peak Period	12:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	12:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	12:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	12:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	1:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	1:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	1:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	1:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	2:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	2:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	2:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	2:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	3:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	3:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	3:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	3:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	4:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	4:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	4:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	4:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	5:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	5:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	5:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	5:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
AM Peak Period	6:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	6:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	6:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	6:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Midday Peak Period	10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	10:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	10:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	10:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	1:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	1:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	1:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	1:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
PM Peak Period	2:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	2:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	2:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	2:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	3:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	3:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	3:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	3:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	4:00 PM	30	28	12	0	70	5	56	16	0	77	15	7	16	0	38	7	38	12	0	57	242	927
	4:15 PM	27	24	16	0	67	6	59	11	0	76	10	14	8	0	32	3	40	16	0	59	234	916
	4:30 PM	30	17	15	0	62	10	52	11	0	73	12	10	11	0	33	11	47	8	0	66	234	891
	4:45 PM	42	20	14	0	76	9	42	7	0	58	8	8	10	0	26	4	44	9	0	57	217	841
	5:00 PM	32	18	11	0	61	9	50	14	0	73	13	14	2	0	29	5	52	11	0	68	231	802
	5:15 PM	28	16	10	0	54	12	42	12	0	66	15	9	12	0	36	7	32	14	0	53	209	753
	5:30 PM	17	19	18	0	54	10	35	15	0	60	13	10	8	0	31	7	29	3	0	39	184	707
	5:45 PM	18	14	13	0	45	8	32	9	0	49	8	6	10	0	24	4	42	14	0	60	178	638
	6:00 PM	23	18	14	0	55	18	28	3	0	49	7	16	4	0	27	7	31	13	0	51	182	566
	6:15 PM	15	15	7	0	37	16	21	8	0	45	12	17	5	0	34	7	29	11	0	47	163	
	6:30 PM	11	12	8	0	31	7	14	10	0	31	4	12	6	0	22	2	25	4	0	31	115	
	6:45 PM	9	15	4	0	28	5	25	2	0	32	2	13	1	0	16	6	22	2	0	30	106	
	7:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	7:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	7:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	7:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Post PM Peak Period	10:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	10:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	10:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	10:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	11:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	11:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	11:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	11:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Totals		282	216	142	0	640	115	456	118	0	689	119	136	93	0	348	70	431	117	0	618	2295	

Peak Hour Automobile Volume Summary

Hourly Time Period		From North (↓) W Frontage Rd					From East (←) 60th St (CTH K)					From South (↑) W Frontage Rd					From West (→) 60th St (CTH K)					Total Hourly
	Start Time	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Volume
AM	8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
MD	12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PM	4:15 PM	131	79	56	0	266	34	203	43	0	280	43	46	31	0	120	23	183	44	0	250	916

Intersection Traffic Volume Report

Count Basics			Page 7 of 13
Start Date:	Thursday, September 7, 2023	Weekday	Schools in Session
Total Number of Hours Counted: 3		Non-Holiday	No Special Events

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

60th St (CTH K) & W Frontage Rd



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

15-Minute Time Period		From North (↓) W Frontage Rd					From East (←) 60th St (CTH K)					From South (↑) W Frontage Rd					From West (→) 60th St (CTH K)					15-Min	Hourly
	Start Time	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Totals	Sum
Pre-AM Peak Period	12:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	12:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	12:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	12:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	1:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	1:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	1:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	1:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	2:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	2:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	2:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	2:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	3:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	3:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	3:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	3:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	4:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	4:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	4:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	4:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	5:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	5:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	5:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	5:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
AM Peak Period	6:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	6:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	6:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	6:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Midday Peak Period	10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	10:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	10:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	10:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	1:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	1:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	1:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	1:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
PM Peak Period	2:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	2:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	2:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	2:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	3:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	3:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	3:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	3:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	4:00 PM	3	0	0	0	3	1	0	0	0	1	0	1	4	0	5	0	0	1	0	1	10	29
	4:15 PM	3	0	0	0	3	0	1	0	0	1	0	2	0	0	2	1	0	2	0	3	9	26
	4:30 PM	1	0	0	0	1	1	1	1	0	3	0	0	0	0	0	0	1	1	0	2	6	25
	4:45 PM	0	1	0	0	1	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	4	23
	5:00 PM	4	0	0	0	4	0	1	0	0	1	0	0	0	0	0	0	0	2	0	2	7	29
	5:15 PM	2	0	0	0	2	1	0	0	0	1	0	4	0	0	4	0	0	1	0	1	8	25
	5:30 PM	0	0	1	0	1	0	1	0	0	1	0	1	0	0	1	0	0	1	0	1	4	21
	5:45 PM	1	0	0	0	1	0	2	0	0	2	0	4	1	0	5	0	0	2	0	2	10	21
	6:00 PM	1	0	0	0	1	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	3	12
	6:15 PM	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	0	2	0	0	2	4	
	6:30 PM	0	0	0	0	0	0	1	0	0	1	0	1	0	0	1	0	0	2	0	2	4	
	6:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	1	
	7:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	7:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	7:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	7:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Post PM Peak Period	10:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	10:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	10:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	10:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	11:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	11:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	11:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	11:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Totals		15	1	1	0	17	3	7	1	0	11	0	20	5	0	25	2	3	12	0	17	70	

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

Hourly Time Period		From North (↓) W Frontage Rd					From East (←) 60th St (CTH K)					From South (↑) W Frontage Rd					From West (→) 60th St (CTH K)					Total Hourly
	Start Time	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Volume
AM	8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
MD	12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PM	4:15 PM	8	1	0	0	9	1	3	1	0	5	0	5	0	0	5	1	1	5	0	7	26

Intersection Traffic Volume Report

Count Basics			Page 8 of 13
Start Date:	Thursday, September 7, 2023	Weekday	Schools in Session
Total Number of Hours Counted: 3		Non-Holiday	No Special Events

15-Minute Semi-Truck Data

60th St (CTH K) & W Frontage Rd



15-Minute Semi-Truck Data

	15-Minute Time Period	From North (↓) W Frontage Rd					From East (←) 60th St (CTH K)					From South (↑) W Frontage Rd					From West (→) 60th St (CTH K)					15-Min	Hourly
	Start Time	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Totals	Sum
Pre-AM Peak Period	12:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	12:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	12:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	12:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	1:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	1:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	1:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	1:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	2:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	2:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	2:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	2:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	3:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	3:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	3:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	3:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	4:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	4:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	4:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	4:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	5:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	5:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	5:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	5:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
AM Peak Period	6:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	6:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	6:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	6:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Midday Peak Period	10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	10:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	10:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	10:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	1:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	1:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	1:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	1:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
PM Peak Period	2:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	2:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	2:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	2:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	3:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	3:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	3:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	3:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1	9
	4:15 PM	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1	10
	4:30 PM	1	0	0	0	1	1	0	0	0	1	0	0	0	0	0	0	1	0	0	1	3	10
	4:45 PM	3	0	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	4	9
	5:00 PM	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	1	0	1	2	5
	5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	1	4
	5:30 PM	1	0	0	0	1	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	2	5
	5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5
	6:00 PM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	5
	6:15 PM	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	
	6:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	2	2	
	6:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	7:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	7:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	7:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	7:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Post PM Peak Period	10:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	10:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	10:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	10:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	11:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	11:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	11:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	11:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Totals		5	3	0	0	8	3	0	0	0	3	1	0	1	0	2	0	2	4	0	6	19	

Peak Hour Semi-Truck Volume Summary

	Hourly Time Period	From North (↓) W Frontage Rd					From East (←) 60th St (CTH K)					From South (↑) W Frontage Rd					From West (→) 60th St (CTH K)					Total Hourly
	Start Time	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Volume
AM	8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
MD	12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PM	4:15 PM	4	0	0	0	4	3	0	0	0	3	0	0	0	0	0	0	1	2	0	3	10

Intersection Traffic Volume Report

Count Basics			Page 9 of 13
Start Date:	Thursday, September 7, 2023	Weekday	Schools in Session
Total Number of Hours Counted: 3		Non-Holiday	No Special Events

15-Minute Heavy Vehicle Data

60th St (CTH K) & W Frontage Rd



15-Minute Heavy Vehicle Data

15-Minute Time Period		From North (↓) W Frontage Rd					From East (←) 60th St (CTH K)					From South (↑) W Frontage Rd					From West (→) 60th St (CTH K)					15-Min	Hourly
	Start Time	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Totals	Sum
Pre-AM Peak Period	12:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	12:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	12:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	12:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	1:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	1:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	1:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	1:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	2:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	2:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	2:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	2:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	3:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	3:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	3:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	3:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	4:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	4:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	4:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	4:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	5:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	5:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	5:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	5:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
AM Peak Period	6:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	6:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	6:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	6:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Midday Peak Period	10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	10:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	10:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	10:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	1:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	1:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	1:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	1:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
PM Peak Period	2:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	2:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	2:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	2:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	3:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	3:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	3:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	3:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	4:00 PM	3	0	0	0	3	1	0	0	0	1	0	1	4	0	5	0	0	2	0	2	11	38
	4:15 PM	3	0	0	0	3	1	1	0	0	2	0	2	0	0	2	1	0	2	0	3	10	36
	4:30 PM	2	0	0	0	2	2	1	1	0	4	0	0	0	0	0	0	2	1	0	3	9	35
	4:45 PM	3	1	0	0	4	0	0	0	0	0	0	3	0	0	3	0	0	1	0	1	8	32
	5:00 PM	4	0	0	0	4	1	1	0	0	2	0	0	0	0	0	0	0	3	0	3	9	34
	5:15 PM	2	0	0	0	2	1	0	0	0	1	0	4	1	0	5	0	0	1	0	1	9	29
	5:30 PM	1	0	1	0	2	0	1	0	0	1	1	1	0	0	2	0	0	1	0	1	6	26
	5:45 PM	1	0	0	0	1	0	2	0	0	2	0	4	1	0	5	0	0	2	0	2	10	26
	6:00 PM	1	1	0	0	2	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	4	17
	6:15 PM	0	2	0	0	2	0	0	0	0	0	0	2	0	0	2	0	2	0	0	2	6	
	6:30 PM	0	0	0	0	0	0	1	0	0	1	0	1	0	0	1	0	1	3	0	4	6	
	6:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	1	
	7:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	7:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	7:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	7:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Post PM Peak Period	10:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	10:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	10:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	10:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	11:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	11:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	11:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	11:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Totals		20	4	1	0	25	6	7	1	0	14	1	20	6	0	27	2	5	16	0	23	89	

Peak Hour Heavy Vehicle Volume Summary

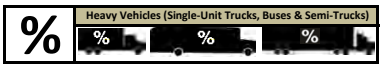
Hourly Time Period		From North (↓) W Frontage Rd					From East (←) 60th St (CTH K)					From South (↑) W Frontage Rd					From West (→) 60th St (CTH K)					Total Hourly
	Start Time	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Volume
AM	8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
MD	12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PM	4:15 PM	12	1	0	0	13	4	3	1	0	8	0	5	0	0	5	1	2	7	0	10	36

Intersection Traffic Volume Report

Count Basics			Page 10 of 13
Start Date:	Thursday, September 7, 2023	Weekday	Schools in Session
Total Number of Hours Counted: 3		Non-Holiday	No Special Events

15-Minute Heavy Vehicle Percentages

60th St (CTH K) & W Frontage Rd



15-Minute Heavy Vehicle Percentages

15-Minute Time Period		From North (↓) W Frontage Rd					From East (←) 60th St (CTH K)					From South (↑) W Frontage Rd					From West (→) 60th St (CTH K)					Total Heavy Vehicle	Hourly Heavy Vehicle
	Start Time	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Percent	Percent
Pre-AM Peak Period	12:00 AM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	12:15 AM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	12:30 AM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	12:45 AM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	1:00 AM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	1:15 AM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	1:30 AM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	1:45 AM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	2:00 AM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	2:15 AM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	2:30 AM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	2:45 AM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	3:00 AM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	3:15 AM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	3:30 AM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	3:45 AM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	4:00 AM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	4:15 AM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	4:30 AM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	4:45 AM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	5:00 AM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	5:15 AM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	5:30 AM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	5:45 AM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
AM Peak Period	6:00 AM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	6:15 AM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	6:30 AM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	6:45 AM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	7:00 AM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	7:15 AM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	7:30 AM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	7:45 AM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	8:00 AM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	8:15 AM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	8:30 AM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	8:45 AM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	9:00 AM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	9:15 AM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	9:30 AM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	9:45 AM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Midday Peak Period	10:00 AM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	10:15 AM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	10:30 AM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	10:45 AM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	11:00 AM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	11:15 AM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	11:30 AM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	11:45 AM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	12:00 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	12:15 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	12:30 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	12:45 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	1:00 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	1:15 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	1:30 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	1:45 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
PM Peak Period	2:00 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	2:15 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	2:30 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	2:45 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	3:00 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	3:15 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	3:30 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	3:45 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	4:00 PM	9.1	0.0	0.0	0.0	4.1	16.7	0.0	0.0	0.0	1.3	0.0	12.5	20.0	0.0	11.6	0.0	0.0	14.3	0.0	3.4	4.3	3.9
	4:15 PM	10.0	0.0	0.0	0.0	4.3	14.3	1.7	0.0	0.0	2.6	0.0	12.5	0.0	0.0	5.9	25.0	0.0	11.1	0.0	4.8	4.1	3.8
	4:30 PM	6.3	0.0	0.0	0.0	3.1	16.7	1.9	8.3	0.0	5.2	0.0	0.0	0.0	0.0	0.0	0.0	4.1	11.1	0.0	4.3	3.7	3.8
	4:45 PM	6.7	4.8	0.0	0.0	5.0	0.0	0.0	0.0	0.0	0.0	0.0	27.3	0.0	0.0	10.3	0.0	0.0	10.0	0.0	1.7	3.6	3.7
	5:00 PM	11.1	0.0	0.0	0.0	6.2	10.0	2.0	0.0	0.0	2.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	21.4	0.0	4.2	3.8	4.1
	5:15 PM	6.7	0.0	0.0	0.0	3.6	7.7	0.0	0.0	0.0	1.5	0.0	30.8	7.7	0.0	12.2	0.0	0.0	6.7	0.0	1.9	4.1	3.7
	5:30 PM	5.6	0.0	5.3	0.0	3.6	0.0	2.8	0.0	0.0	1.6	7.1	9.1	0.0	0.0	6.1	0.0	0.0	25.0	0.0	2.5	3.2	3.5
	5:45 PM	5.3	0.0	0.0	0.0	2.2	0.0	5.9	0.0	0.0	3.9	0.0	40.0	9.1	0.0	17.2	0.0	0.0	12.5	0.0	3.2	5.3	3.9
	6:00 PM	4.2	5.3	0.0	0.0	3.5	0.0	0.0	0.0	0.0	0.0	0.0	11.1	0.0	0.0	6.9	0.0	0.0	0.0	0.0	0.0	2.2	2.9
	6:15 PM	0.0	11.8	0.0	0.0	5.1	0.0	0.0	0.0	0.0	0.0	0.0	10.5	0.0	0.0	5.6	0.0	6.5	0.0	0.0	4.1	3.6	
	6:30 PM	0.0	0.0	0.0	0.0	0.0	0.0	6.7	0.0	0.0	3.1	0.0	7.7	0.0	0.0	4.3	0.0	3.8	42.9	0.0	11.4	5.0	
	6:45 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	14.3	0.0	0.0	0.0	3.2	0.9	
	7:00 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	7:15 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	7:30 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	7:45 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	8:00 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	8:15 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	8:30 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	8:45 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	9:00 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	9:15 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	9:30 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	9:45 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Post PM Peak Period	10:00 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	10:15 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	10:30 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	10:45 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	11:00 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	11:15 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	11:30 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	11:45 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Totals		6.6	1.8	0.7	0.0	3.8	5.0	1.5	0.8	0.0	2.0	0.8	12.8	6.1	0.0	7.2	2.8	1.1	12.0	0.0	3.6	3.7	

Peak Hour Heavy Vehicle Percentages Summary

Hourly Time Period		From North (↓) W Frontage Rd					From East (←) 60th St (CTH K)					From South (↑) W Frontage Rd					From West (→) 60th St (CTH K)					Hourly Heavy Vehicle
	Start Time	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Percent
AM	8:00 AM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
MD	12:00 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
PM	4:15 PM	8.4	1.3	0.0	0.0	4.7	10.5	1.5	2.3	0.0	2.8	0.0	9.8	0.0	0.0	4.0	4.2	1.1	13.7	0.0	3.8	3.8

Intersection Traffic Volume Report

Count Basics			Page 11 of 13
Start Date:	Thursday, September 7, 2023	Weekday	Schools in Session
Total Number of Hours Counted: 3		Non-Holiday	No Special Events

15-Minute Pedestrian and Bicyclist Data

60th St (CTH K) & W Frontage Rd

Pedestrians and Bicyclists

15-Minute Pedestrian and Bicyclist Data

15-Minute Time Period	Start Time	Crossing North Approach W Frontage Rd			Crossing East Approach 60th St (CTH K)			Crossing South Approach W Frontage Rd			Crossing West Approach 60th St (CTH K)			15-Min Totals	Hourly Sum
		Pedestrian	Bicyclist	Total	Pedestrian	Bicyclist	Total	Pedestrian	Bicyclist	Total	Pedestrian	Bicyclist	Total		
Pre-AM Peak Period	12:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	12:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	12:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	12:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	1:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	1:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	1:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	1:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	2:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	2:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	2:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	2:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	3:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	3:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	3:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	3:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	4:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	4:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	4:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	4:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	5:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	5:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	5:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	5:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
AM Peak Period	6:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	6:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	6:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	6:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
Midday Peak Period	10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	10:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	10:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	10:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	1:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	1:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	1:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	1:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
PM Peak Period	2:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	2:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	2:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	2:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	3:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	3:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	3:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	3:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1
	4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1
	4:30 PM	0	0	0	0	0	0	0	0	0	0	1	1	1	1
	4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	6:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1
	6:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	6:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	6:45 PM	0	0	0	0	0	0	0	0	0	0	1	1	1	
	7:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	7:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	7:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	7:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
Post PM Peak Period	10:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	10:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	10:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	10:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	11:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	11:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	11:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	11:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
Totals		0	0	0	0	0	0	0	0	0	0	2	2	2	

Special Pedestrians

Pedestrian Type	None	1 or 2	A Few	Several	Many	Unknown
Pre-school Children	x					
Elementry School Age Children	x					
Visually Impaired (white cane/help	x					
Elderly/Disabled (except wheelchai	x					
Wheelchairs/Electric Scooters	x					
Other (None',	x					

Intersection Traffic Volume Report

Count Basics	Version 2023.05.03		Page 1 of 13
Start Date:	Thursday, September 7, 2023	Weekday	Schools in Session
Total Number of Hours Counted: 3		Non-Holiday	No Special Events

Base Information, Observed (3) Hour and Estimated (24) Hour Volume Summaries

Major St: **60th St (CTH K)**
Minor St: **E Frontage Rd**
Intersection of: *60th St (CTH K) & E Frontage Rd*

IX_ID:

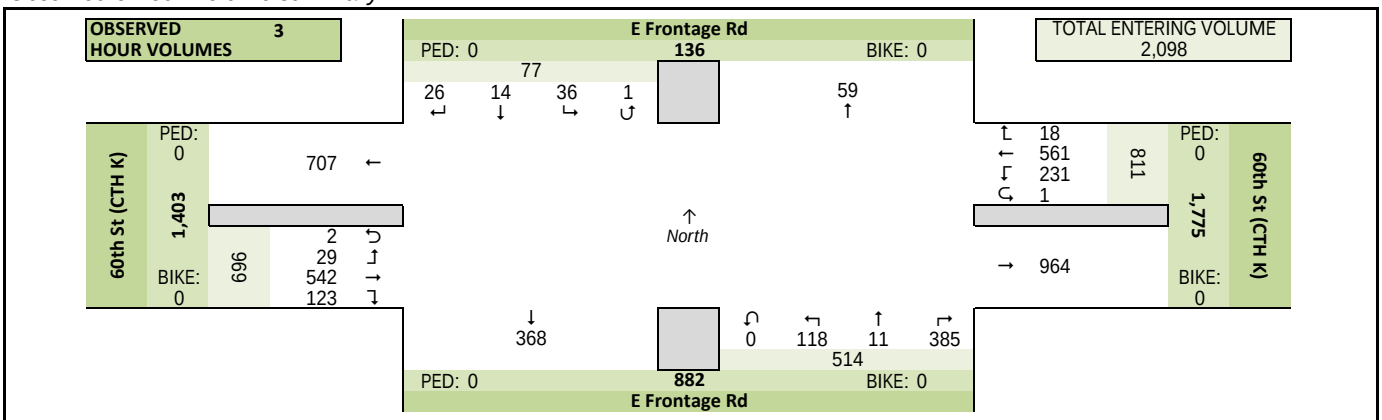
Site Information

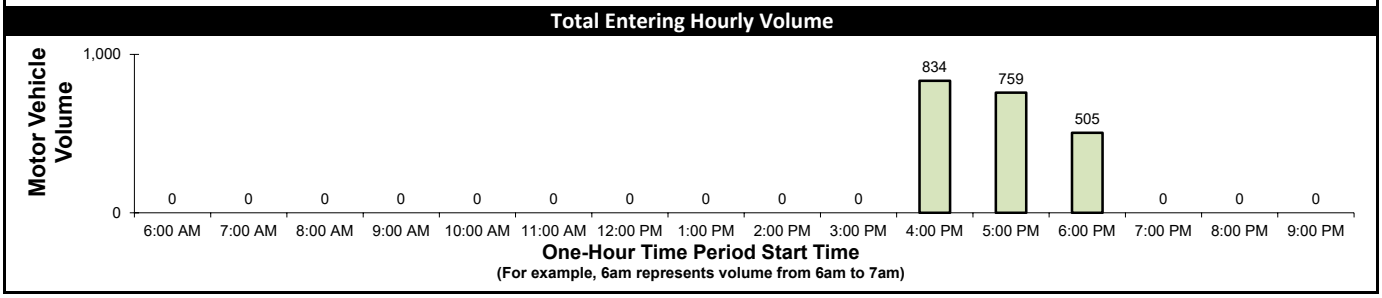
Municipality	Town of Paris		
County	30 - Kenosha	WisDOT Region	SE
Traffic Control	All-Way Stop		
Roadway Names		North Direction	↑
North Leg	E Frontage Rd		
East Leg	60th St (CTH K)		
South Leg	E Frontage Rd		
West Leg	60th St (CTH K)		
Special Considerations			
Schools	In Session		
Holidays	None		
Special Events	None		
Special Pedestrians Observed			
Pre-school children	None		
Elementry school age children	None		
Visually impaired (white cane/helper dog)	None		
Elderly/disabled (except wheelchairs)	None		
Wheelchairs/electric scooters	None		
Other (describe)	None		

Count Information

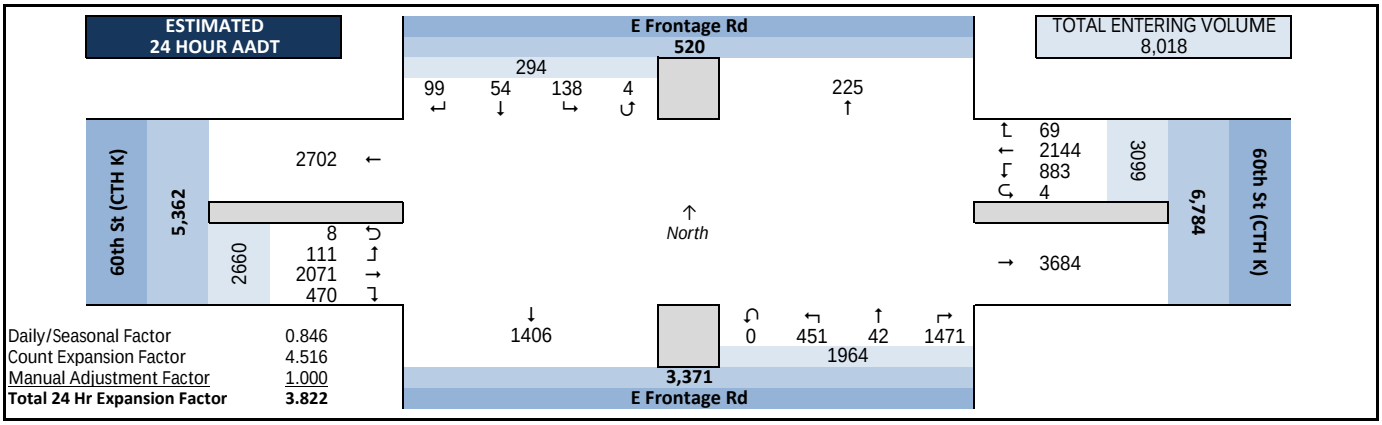
Hrs Counted:	04:00 PM-07:00 PM		
1st Day of Count	Thursday, September 7, 2023	Weather	
AM Peak Period	Thursday, September 7, 2023	Clear & Dry	
Midday Peak Period	Thursday, September 7, 2023	Clear & Dry	
PM Peak Period	Thursday, September 7, 2023	Clear & Dry	
Calculated Peak Hours			
AM	MD	PM	4:15-5:15pm
Peak Hours Selected for Analysis			
AM	MD	PM	4:15-5:15pm
Daily/Seasonal Adjustment Group	(2) Urban Arterials & Collectors		
Count Expansion Group	(2) Urban Arterials & Collectors		
Daily/Seasonal Adjustment Factor	0.846	Count Expansion Factor	4.516
Company Name	MSA Professional Services, Inc.	Manual Adj.	1.000
Observers: AM Peak Period	Miovision		
Observers: Midday Peak Period	Miovision		
Observers: PM Peak Period	Miovision		
Comments	2021 DOT Daily & Seasonal Factors		

Observed 3 Hour Volume Summary





Estimated 24 Hour AADT



Intersection Traffic Volume Report

Count Basics			Page 2 of 13
Start Date:	Thursday, September 7, 2023	Weekday	Schools in Session
Total Number of Hours Counted: 3		Non-Holiday	No Special Events

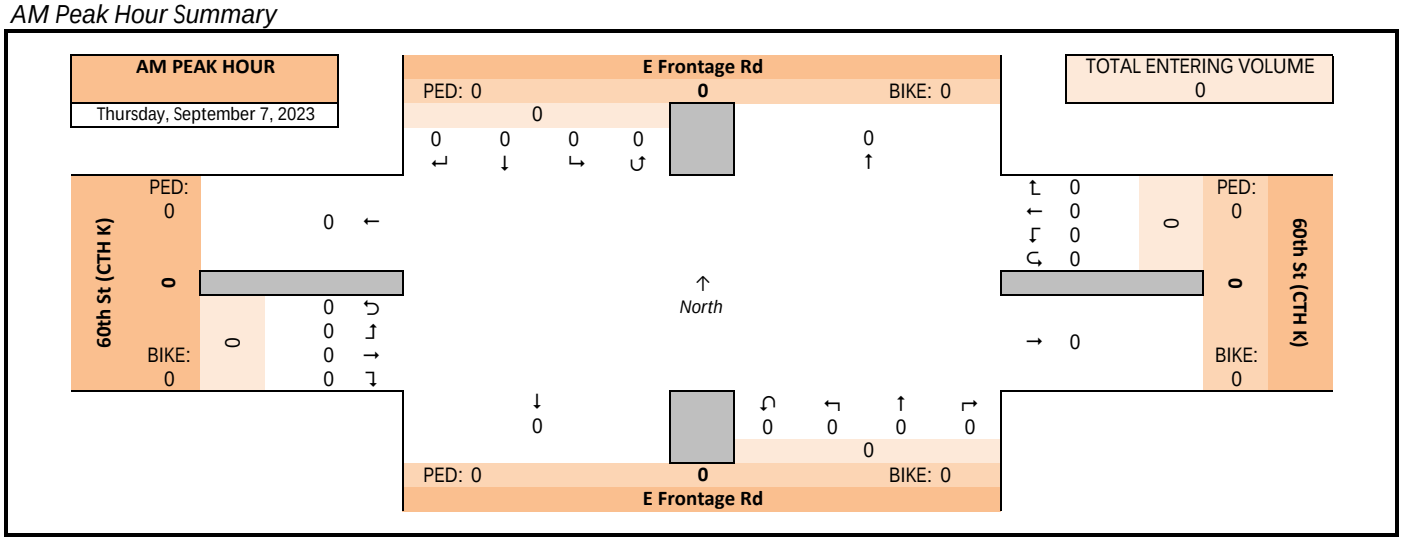
Peak Hour Volume Graphical Summary

60th St (CTH K) & E Frontage Rd

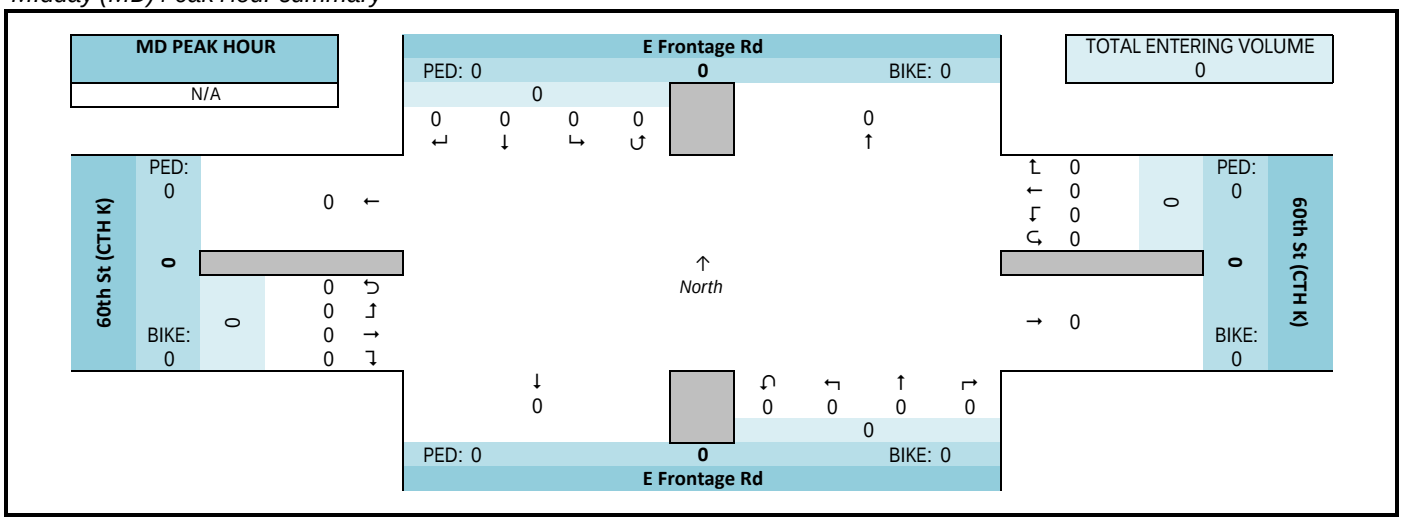
All Motor Vehicles



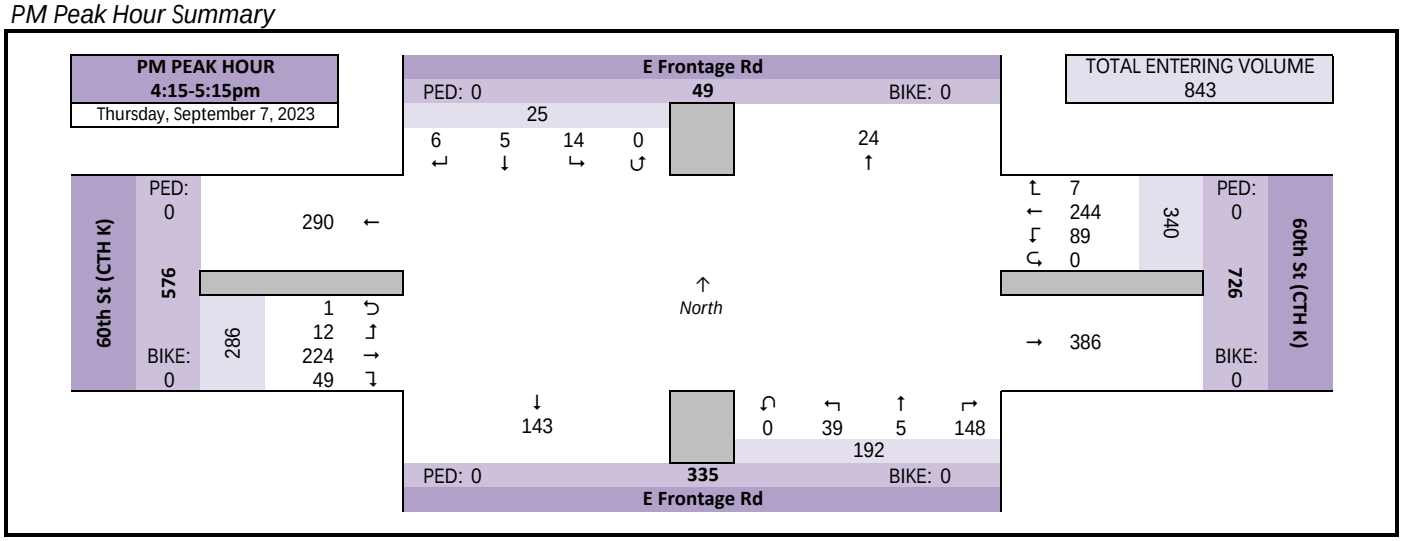
AM Peak Hour Summary



Midday (MD) Peak Hour Summary



PM Peak Hour Summary



Intersection Traffic Volume Report

Count Basics			Page 3 of 13
Start Date:	Thursday, September 7, 2023	Weekday	Schools in Session
Total Number of Hours Counted: 3		Non-Holiday	No Special Events

Peak Hour Volume Summary

60th St (CTH K) & E Frontage Rd

All Motor Vehicles



Peak Hour Volumes, Truck Percentages, and PHFs

Thursday, September 7, 2023		From North					From East					From South					From West					
AM Peak Hour	AM Peak Hour	E Frontage Rd					60th St (CTH K)					E Frontage Rd					60th St (CTH K)					
	Start Time	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Totals
	8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Peak Hour Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Rounded Hourly Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	% Single Unit Trucks	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	% Heavy Trucks	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	% Trucks (Total)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	Peak Hour Factor (PHF)	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

N/A		From North					From East					From South					From West					
Midday (MD) Peak Hour	MD Peak Hour	E Frontage Rd					60th St (CTH K)					E Frontage Rd					60th St (CTH K)					
	Start Time	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Totals
	12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Peak Hour Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Rounded Hourly Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	% Single Unit Trucks	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	% Heavy Trucks	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	% Trucks (Total)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	Peak Hour Factor (PHF)	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

Thursday, September 7, 2023		From North					From East					From South					From West					
PM Peak Hour	PM Peak Hour	E Frontage Rd					60th St (CTH K)					E Frontage Rd					60th St (CTH K)					
	Start Time	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Totals
	4:15 PM	1	1	6	0	8	0	73	17	0	90	41	3	5	0	49	14	46	5	0	65	212
	4:30 PM	1	3	4	0	8	5	60	28	0	93	37	2	13	0	52	12	60	4	1	77	230
	4:45 PM	1	1	0	0	2	0	49	21	0	70	39	0	11	0	50	11	53	1	0	65	187
	5:00 PM	3	0	4	0	7	2	62	23	0	87	31	0	10	0	41	12	65	2	0	79	214
	Peak Hour Volume	6	5	14	0	25	7	244	89	0	340	148	5	39	0	192	49	224	12	1	286	843
	Rounded Hourly Volume	5	5	15	0	25	5	245	90	0	340	150	5	40	0	195	50	225	10	0	285	845
	% Single Unit Trucks	0.0	0.0	0.0	0.0	0.0	0.0	1.2	4.5	0.0	2.1	3.4	0.0	5.1	0.0	3.6	0.0	0.4	0.0	0.0	0.3	1.8
	% Heavy Trucks	0.0	0.0	0.0	0.0	0.0	0.0	0.4	0.0	0.0	0.3	0.0	0.0	5.1	0.0	1.0	0.0	0.4	0.0	0.0	0.3	0.5
	% Trucks (Total)	0.0	0.0	0.0	0.0	0.0	0.0	1.6	4.5	0.0	2.4	3.4	0.0	10.3	0.0	4.7	0.0	0.9	0.0	0.0	0.7	2.3
	Peak Hour Factor (PHF)	0.50	0.42	0.58	0.00	0.78	0.35	0.84	0.79	0.00	0.91	0.90	0.42	0.75	0.00	0.92	0.87	0.86	0.60	0.25	0.91	0.92

Peak Hour Pedestrian and Bicyclist Volumes

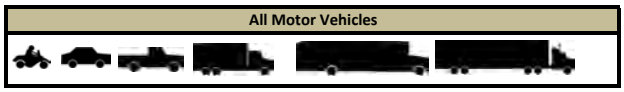
Pedestrians and Bicyclists		Crossing North Approach			Crossing East Approach			Crossing South Approach			Crossing West Approach			Total Ped & Bike Volume
		E Frontage Rd			60th St (CTH K)			E Frontage Rd			60th St (CTH K)			
	15-Minute Start Time	Pedestrian	Bicyclist	Total	Pedestrian	Bicyclist	Total	Pedestrian	Bicyclist	Total	Pedestrian	Bicyclist	Total	
AM	8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
	8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
	8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
	8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
	Total	0	0	0	0	0	0	0	0	0	0	0	0	0
MD	12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	Total	0	0	0	0	0	0	0	0	0	0	0	0	0
PM	4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	Total	0	0	0	0	0	0	0	0	0	0	0	0	0

Intersection Traffic Volume Report

Count Basics			Page 4 of 13
Start Date:	Thursday, September 7, 2023	Weekday	Schools in Session
Total Number of Hours Counted: 3		Non-Holiday	No Special Events

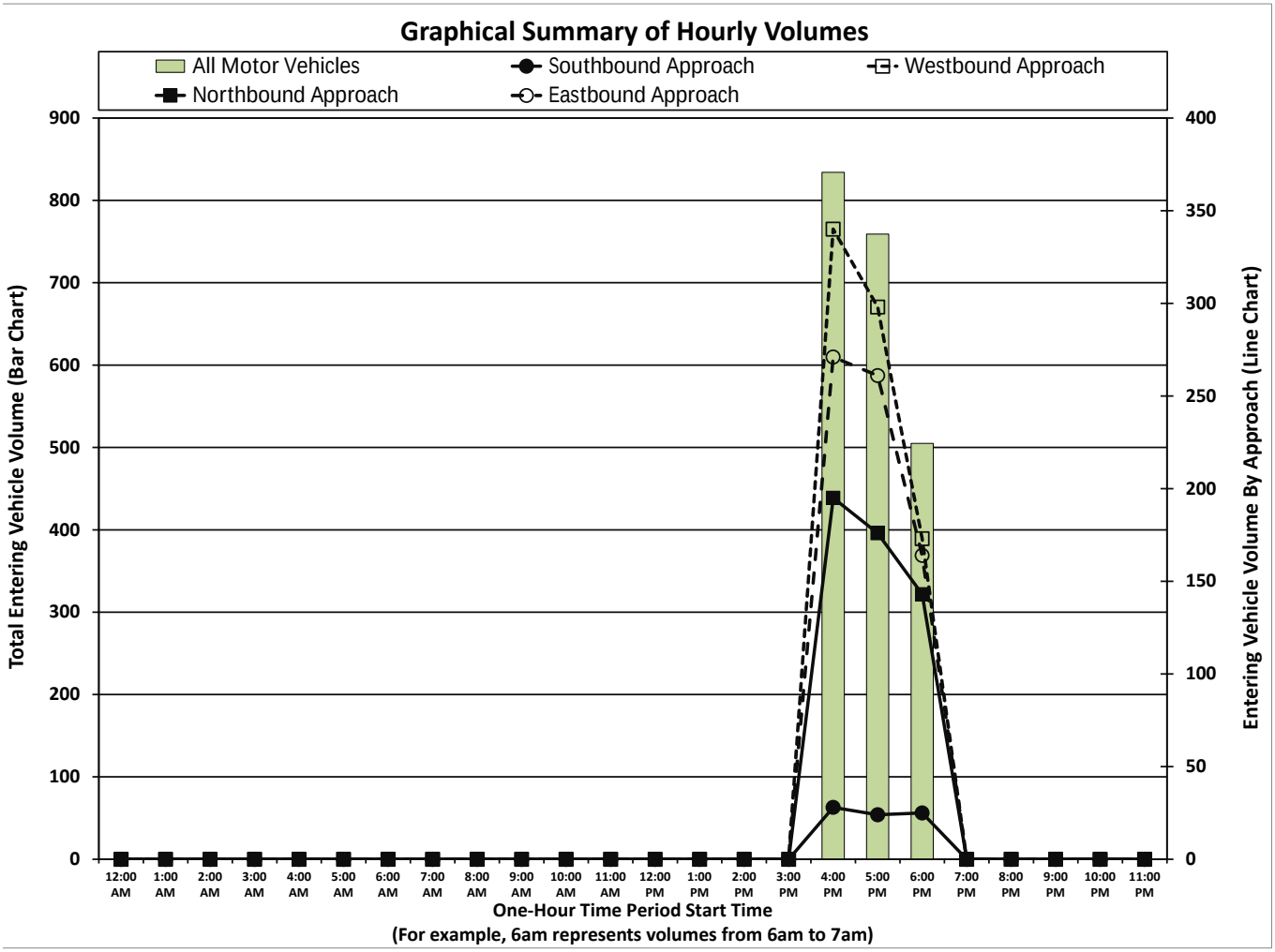
Hourly Volume Summary - Motor Vehicle Data

60th St (CTH K) & E Frontage Rd



One-Hour Motor Vehicle Data

One-Hour Time Period	Start Time	From North (↓) E Frontage Rd					From East (←) 60th St (CTH K)					From South (↑) E Frontage Rd					From West (→) 60th St (CTH K)					Total Vehicle Volume	Directional Volume Totals E/W	Directional Volume Totals N/S
		Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total			
Pre-AM	12:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	1:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	2:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	3:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	4:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	5:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
AM	6:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
MD	10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	1:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PM	2:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	3:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	4:00 PM	4	7	17	0	28	8	246	86	0	340	145	8	42	0	195	45	211	14	1	271	834	611	223
	5:00 PM	11	3	10	0	24	6	201	90	1	298	131	2	43	0	176	43	207	10	1	261	759	559	200
	6:00 PM	11	4	9	1	25	4	114	55	0	173	109	1	33	0	143	35	124	5	0	164	505	337	168
	7:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	8:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	9:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	10:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	11:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Totals		26	14	36	1	77	18	561	231	1	811	385	11	118	0	514	123	542	29	2	696	2098	1507	591



Intersection Traffic Volume Report

Count Basics			Page 5 of 13
Start Date:	Thursday, September 7, 2023	Weekday	Schools in Session
Total Number of Hours Counted: 3		Non-Holiday	No Special Events

15-Minute Motor Vehicle Data

60th St (CTH K) & E Frontage Rd

All Motor Vehicles



15-Minute Motor Vehicle Data

15-Minute Time Period		From North (↓) E Frontage Rd					From East (←) 60th St (CTH K)					From South (↑) E Frontage Rd					From West (→) 60th St (CTH K)					15-Min	Hourly	
	Start Time	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Totals	Sum	PHF
Pre-AM Peak Period	12:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	12:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	12:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	12:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	1:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	1:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	1:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	1:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	2:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	2:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	2:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	2:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	3:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	3:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	3:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	3:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	4:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	4:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	4:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	4:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	5:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	5:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	5:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	5:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
AM Peak Period	6:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	6:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	6:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	6:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	9:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	9:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	9:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
Midday Peak Period	10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	10:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	10:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	10:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	1:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	1:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	1:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	1:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
PM Peak Period	2:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	2:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	2:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	2:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	3:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	3:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	3:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	3:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	4:00 PM	1	2	7	0	10	3	64	20	0	87	28	3	13	0	44	8	52	4	0	64	205	834	0.91
	4:15 PM	1	1	6	0	8	0	73	17	0	90	41	3	5	0	49	14	46	5	0	65	212	843	0.92
	4:30 PM	1	3	4	0	8	5	60	28	0	93	37	2	13	0	52	12	60	4	1	77	230	802	0.87
	4:45 PM	1	1	0	0	2	0	49	21	0	70	39	0	11	0	50	11	53	1	0	65	187	764	0.89
	5:00 PM	3	0	4	0	7	2	62	23	0	87	31	0	10	0	41	12	65	2	0	79	214	759	0.89
	5:15 PM	0	1	0	0	1	0	48	22	0	70	23	1	18	0	42	9	47	1	1	58	171	683	0.89
	5:30 PM	4	1	2	0	7	2	48	27	0	77	36	1	9	0	46	13	46	3	0	62	192	663	0.86
	5:45 PM	4	1	4	0	9	2	43	18	1	64	41	0	6	0	47	9	49	4	0	62	182	586	0.80
	6:00 PM	5	1	4	1	11	1	35	11	0	47	22	0	8	0	30	8	41	1	0	50	138	505	0.84
	6:15 PM	4	1	3	0	8	2	33	12	0	47	33	1	11	0	45	9	40	2	0	51	151		
	6:30 PM	1	2	1	0	4	0	23	17	0	40	25	0	7	0	32	9	28	2	0	39	115		
	6:45 PM	1	0	1	0	2	1	23	15	0	39	29	0	7	0	36	9	15	0	0	24	101		
	7:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	7:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	7:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	7:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	8:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	8:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	8:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	8:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	9:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	9:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	9:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	9:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
Post PM Peak Period	10:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	10:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	10:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	10:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	11:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	11:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	11:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	11:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
Totals		26	14	36	1	77	18	561	231	1	811	385	11	118	0	514	123	542	29	2	696	2098		

Peak Hour All Vehicle Volume Summary

Hourly Time Period		From North (↓) E Frontage Rd					From East (←) 60th St (CTH K)					From South (↑) E Frontage Rd					From West (→) 60th St (CTH K)					Total Hourly	
	Start Time	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Volume	PHF
AM	8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
MD	12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
PM	4:15 PM	6	5	14	0	25	7	244	89	0	340	148	5	39	0	192	49	224	12	1	286	843	0.92

Intersection Traffic Volume Report

Count Basics			Page 6 of 13
Start Date:	Thursday, September 7, 2023	Weekday	Schools in Session
Total Number of Hours Counted: 3		Non-Holiday	No Special Events

15-Minute Automobile Data

60th St (CTH K) & E Frontage Rd



15-Minute Automobile Data

15-Minute Time Period		From North (↓) E Frontage Rd					From East (←) 60th St (CTH K)					From South (↑) E Frontage Rd					From West (→) 60th St (CTH K)					15-Min	Hourly
	Start Time	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Totals	Sum
Pre-AM Peak Period	12:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	12:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	12:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	12:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	1:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	1:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	1:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	1:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	2:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	2:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	2:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	2:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	3:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	3:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	3:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	3:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	4:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	4:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	4:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	4:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	5:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	5:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	5:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	5:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
AM Peak Period	6:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	6:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	6:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	6:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Midday Peak Period	10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	10:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	10:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	10:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	1:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	1:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	1:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	1:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
PM Peak Period	2:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	2:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	2:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	2:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	3:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	3:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	3:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	3:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	4:00 PM	1	2	7	0	10	3	64	19	0	86	27	3	12	0	42	8	52	4	0	64	202	815
	4:15 PM	1	1	6	0	8	0	72	14	0	86	39	3	4	0	46	14	46	5	0	65	205	824
	4:30 PM	1	3	4	0	8	5	59	28	0	92	35	2	10	0	47	12	58	4	1	75	222	789
	4:45 PM	1	1	0	0	2	0	48	21	0	69	39	0	11	0	50	11	53	1	0	65	186	756
	5:00 PM	3	0	4	0	7	2	61	22	0	85	30	0	10	0	40	12	65	2	0	79	211	750
	5:15 PM	0	1	0	0	1	0	47	22	0	69	23	1	18	0	42	9	47	1	1	58	170	676
	5:30 PM	4	1	2	0	7	2	47	27	0	76	36	1	9	0	46	13	44	3	0	60	189	655
	5:45 PM	4	1	4	0	9	2	41	18	1	62	41	0	6	0	47	9	49	4	0	62	180	579
	6:00 PM	5	1	4	1	11	1	35	11	0	47	21	0	8	0	29	8	41	1	0	50	137	500
	6:15 PM	4	1	3	0	8	2	33	12	0	47	33	1	11	0	45	9	38	2	0	49	149	
	6:30 PM	1	2	1	0	4	0	22	17	0	39	25	0	7	0	32	9	27	2	0	38	113	
	6:45 PM	1	0	1	0	2	1	23	15	0	39	29	0	7	0	36	9	15	0	0	24	101	
	7:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	7:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	7:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	7:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Post PM Peak Period	10:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	10:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	10:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	10:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	11:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	11:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	11:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	11:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Totals		26	14	36	1	77	18	552	226	1	797	378	11	113	0	502	123	535	29	2	689	2065	

Peak Hour Automobile Volume Summary

Hourly Time Period		From North (↓) E Frontage Rd					From East (←) 60th St (CTH K)					From South (↑) E Frontage Rd					From West (→) 60th St (CTH K)					Total Hourly
	Start Time	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Volume
AM	8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
MD	12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PM	4:15 PM	6	5	14	0	25	7	240	85	0	332	143	5	35	0	183	49	222	12	1	284	824

Intersection Traffic Volume Report

Count Basics			Page 7 of 13
Start Date:	Thursday, September 7, 2023	Weekday	Schools in Session
Total Number of Hours Counted: 3		Non-Holiday	No Special Events

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

60th St (CTH K) & E Frontage Rd



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

	15-Minute	From North					From East					From South					From West						
	Time Period	E Frontage Rd					60th St (CTH K)					E Frontage Rd					60th St (CTH K)					15-Min	Hourly
	Start Time	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Totals	Sum
Pre-AM Peak Period	12:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	12:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	12:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	12:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	1:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	1:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	1:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	1:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	2:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	2:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	2:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	2:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	3:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	3:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	3:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	3:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	4:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	4:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	4:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	4:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	5:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	5:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	5:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	5:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
AM Peak Period	6:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	6:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	6:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	6:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Midday Peak Period	10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	10:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	10:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	10:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	1:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	1:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	1:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	1:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
PM Peak Period	2:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	2:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	2:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	2:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	3:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	3:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	3:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	3:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	4:00 PM	0	0	0	0	0	0	0	1	0	1	1	0	1	0	2	0	0	0	0	0	3	16
	4:15 PM	0	0	0	0	0	0	1	3	0	4	2	0	0	0	2	0	0	0	0	0	6	15
	4:30 PM	0	0	0	0	0	0	1	0	0	1	2	0	2	0	4	0	1	0	0	1	6	10
	4:45 PM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1	6
	5:00 PM	0	0	0	0	0	0	0	1	0	1	1	0	0	0	1	0	0	0	0	0	2	7
	5:15 PM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1	6
	5:30 PM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	1	0	0	1	2	7
	5:45 PM	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	2	6
	6:00 PM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	1	4
	6:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	2	
	6:30 PM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1	
	6:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	7:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	7:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	7:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	7:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Post PM Peak Period	10:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	10:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	10:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	10:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	11:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	11:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	11:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	11:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Totals	0	0	0	0	0	0	8	5	0	13	7	0	3	0	10	0	4	0	0	4	27	

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

	Hourly	From North					From East					From South					From West					Total
	Time Period	E Frontage Rd					60th St (CTH K)					E Frontage Rd					60th St (CTH K)					Hourly
	Start Time	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Volume
AM	8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
MD	12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PM	4:15 PM	0	0	0	0	0	0	3	4	0	7	5	0	2	0	7	0	1	0	0	1	15

Intersection Traffic Volume Report

Count Basics			Page 8 of 13
Start Date:	Thursday, September 7, 2023	Weekday	Schools in Session
Total Number of Hours Counted: 3		Non-Holiday	No Special Events

15-Minute Semi-Truck Data

60th St (CTH K) & E Frontage Rd



15-Minute Semi-Truck Data

15-Minute Time Period		From North (↓) E Frontage Rd					From East (←) 60th St (CTH K)					From South (↑) E Frontage Rd					From West (→) 60th St (CTH K)					15-Min	Hourly
	Start Time	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Totals	Sum
Pre-AM Peak Period	12:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	12:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	12:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	12:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	1:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	1:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	1:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	1:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	2:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	2:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	2:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	2:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	3:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	3:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	3:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	3:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	4:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	4:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	4:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	4:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	5:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	5:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	5:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	5:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
AM Peak Period	6:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	6:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	6:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	6:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Midday Peak Period	10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	10:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	10:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	10:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	1:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	1:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	1:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	1:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
PM Peak Period	2:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	2:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	2:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	2:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	3:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	3:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	3:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	3:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3
	4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	1	4
	4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	1	0	0	1	2	3
	4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
	5:00 PM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1	2
	5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
	5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1	1
	5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
	6:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
	6:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	6:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1	
	6:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	7:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	7:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	7:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	7:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Post PM Peak Period	10:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	10:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	10:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	10:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	11:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	11:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	11:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	11:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Totals		0	0	0	0	0	0	1	0	0	1	0	0	2	0	2	0	3	0	0	3	6	

Peak Hour Semi-Truck Volume Summary

Hourly Time Period		From North (↓) E Frontage Rd					From East (←) 60th St (CTH K)					From South (↑) E Frontage Rd					From West (→) 60th St (CTH K)					Total Hourly
	Start Time	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Volume
AM	8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
MD	12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PM	4:15 PM	0	0	0	0	0	0	1	0	0	1	0	0	2	0	2	0	1	0	0	1	4

Intersection Traffic Volume Report

Count Basics			Page 9 of 13
Start Date:	Thursday, September 7, 2023	Weekday	Schools in Session
Total Number of Hours Counted: 3		Non-Holiday	No Special Events

15-Minute Heavy Vehicle Data

60th St (CTH K) & E Frontage Rd



15-Minute Heavy Vehicle Data

15-Minute Time Period		From North (↓) E Frontage Rd					From East (←) 60th St (CTH K)					From South (↑) E Frontage Rd					From West (→) 60th St (CTH K)					15-Min	Hourly
	Start Time	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Totals	Sum
Pre-AM Peak Period	12:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	12:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	12:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	12:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	1:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	1:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	1:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	1:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	2:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	2:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	2:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	2:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	3:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	3:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	3:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	3:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	4:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	4:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	4:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	4:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	5:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	5:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	5:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	5:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
AM Peak Period	6:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	6:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	6:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	6:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Midday Peak Period	10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	10:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	10:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	10:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	1:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	1:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	1:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	1:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
PM Peak Period	2:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	2:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	2:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	2:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	3:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	3:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	3:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	3:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	4:00 PM	0	0	0	0	0	0	0	1	0	1	1	0	1	0	2	0	0	0	0	0	3	19
	4:15 PM	0	0	0	0	0	0	1	3	0	4	2	0	1	0	3	0	0	0	0	0	7	19
	4:30 PM	0	0	0	0	0	0	1	0	0	1	2	0	3	0	5	0	2	0	0	2	8	13
	4:45 PM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1	8
	5:00 PM	0	0	0	0	0	0	1	1	0	2	1	0	0	0	1	0	0	0	0	0	3	9
	5:15 PM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1	7
	5:30 PM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	2	0	0	2	3	8
	5:45 PM	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	2	7
	6:00 PM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	1	5
	6:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	2	
	6:30 PM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	1	0	0	1	2	
	6:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	7:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	7:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	7:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	7:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Post PM Peak Period	10:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	10:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	10:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	10:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	11:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	11:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	11:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	11:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Totals		0	0	0	0	0	0	9	5	0	14	7	0	5	0	12	0	7	0	0	7	33	

Peak Hour Heavy Vehicle Volume Summary

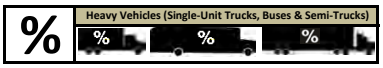
Hourly Time Period		From North (↓) E Frontage Rd					From East (←) 60th St (CTH K)					From South (↑) E Frontage Rd					From West (→) 60th St (CTH K)					Total Hourly
	Start Time	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Volume
AM	8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
MD	12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PM	4:15 PM	0	0	0	0	0	0	4	4	0	8	5	0	4	0	9	0	2	0	0	2	19

Intersection Traffic Volume Report

Count Basics			Page 10 of 13
Start Date:	Thursday, September 7, 2023	Weekday	Schools in Session
Total Number of Hours Counted: 3		Non-Holiday	No Special Events

15-Minute Heavy Vehicle Percentages

60th St (CTH K) & E Frontage Rd



15-Minute Heavy Vehicle Percentages

	15-Minute Time Period	From North (↓) E Frontage Rd					From East (←) 60th St (CTH K)					From South (↑) E Frontage Rd					From West (→) 60th St (CTH K)					Total Heavy Vehicle	Hourly Heavy Vehicle
	Start Time	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Percent	Percent
Pre-AM Peak Period	12:00 AM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	12:15 AM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	12:30 AM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	12:45 AM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	1:00 AM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	1:15 AM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	1:30 AM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	1:45 AM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	2:00 AM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	2:15 AM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	2:30 AM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	2:45 AM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	3:00 AM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	3:15 AM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	3:30 AM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	3:45 AM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	4:00 AM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	4:15 AM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	4:30 AM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	4:45 AM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	5:00 AM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	5:15 AM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	5:30 AM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	5:45 AM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
AM Peak Period	6:00 AM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	6:15 AM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	6:30 AM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	6:45 AM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	7:00 AM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	7:15 AM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	7:30 AM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	7:45 AM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	8:00 AM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	8:15 AM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	8:30 AM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	8:45 AM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	9:00 AM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	9:15 AM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	9:30 AM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	9:45 AM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Midday Peak Period	10:00 AM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	10:15 AM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	10:30 AM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	10:45 AM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	11:00 AM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	11:15 AM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	11:30 AM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	11:45 AM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	12:00 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	12:15 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	12:30 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	12:45 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	1:00 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	1:15 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	1:30 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	1:45 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
PM Peak Period	2:00 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	2:15 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	2:30 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	2:45 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	3:00 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	3:15 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	3:30 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	3:45 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	4:00 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	5.0	0.0	1.1	3.6	0.0	7.7	0.0	4.5	0.0	0.0	0.0	0.0	0.0	1.5	2.3
	4:15 PM	0.0	0.0	0.0	0.0	0.0	0.0	1.4	17.6	0.0	4.4	4.9	0.0	20.0	0.0	6.1	0.0	0.0	0.0	0.0	0.0	3.3	2.3
	4:30 PM	0.0	0.0	0.0	0.0	0.0	0.0	1.7	0.0	0.0	1.1	5.4	0.0	23.1	0.0	9.6	0.0	3.3	0.0	0.0	2.6	3.5	1.6
	4:45 PM	0.0	0.0	0.0	0.0	0.0	0.0	2.0	0.0	0.0	1.4	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.5	1.0
	5:00 PM	0.0	0.0	0.0	0.0	0.0	0.0	1.6	4.3	0.0	2.3	3.2	0.0	0.0	0.0	2.4	0.0	0.0	0.0	0.0	0.0	1.4	1.2
	5:15 PM	0.0	0.0	0.0	0.0	0.0	0.0	2.1	0.0	0.0	1.4	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.6	1.0
	5:30 PM	0.0	0.0	0.0	0.0	0.0	0.0	2.1	0.0	0.0	1.3	0.0	0.0	0.0	0.0	0.0	0.0	4.3	0.0	0.0	3.2	1.6	1.2
	5:45 PM	0.0	0.0	0.0	0.0	0.0	0.0	4.7	0.0	0.0	3.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1.1	1.2
	6:00 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	4.5	0.0	0.0	0.0	3.3	0.0	0.0	0.0	0.0	0.0	0.7	1.0
	6:15 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	5.0	0.0	0.0	3.9	1.3	
	6:30 PM	0.0	0.0	0.0	0.0	0.0	0.0	4.3	0.0	0.0	2.5	0.0	0.0	0.0	0.0	0.0	0.0	3.6	0.0	0.0	2.6	1.7	
	6:45 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	7:00 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	7:15 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	7:30 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	7:45 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	8:00 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	8:15 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	8:30 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	8:45 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	9:00 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	9:15 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	9:30 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	9:45 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Post PM Peak Period	10:00 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	10:15 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	10:30 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	10:45 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	11:00 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	11:15 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	11:30 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	11:45 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	Totals	0.0	0.0	0.0	0.0	0.0	0.0	1.6	2.2	0.0	1.7	1.8	0.0	4.2	0.0	2.3	0.0	1.3	0.0	0.0	1.0	1.6	

Peak Hour Heavy Vehicle Percentages Summary

	Hourly Time Period	From North (↓) E Frontage Rd					From East (←) 60th St (CTH K)					From South (↑) E Frontage Rd					From West (→) 60th St (CTH K)					Hourly Heavy Vehicle
	Start Time	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Percent
AM	8:00 AM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
MD	12:00 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
PM	4:15 PM	0.0	0.0	0.0	0.0	0.0	0.0	1.6	4.5	0.0	2.4	3.4	0.0	10.3	0.0	4.7	0.0	0.9	0.0	0.0	0.7	2.3

Intersection Traffic Volume Report

Count Basics			Page 11 of 13
Start Date:	Thursday, September 7, 2023	Weekday	Schools in Session
Total Number of Hours Counted: 3		Non-Holiday	No Special Events

15-Minute Pedestrian and Bicyclist Data

60th St (CTH K) & E Frontage Rd

Pedestrians and Bicyclists

15-Minute Pedestrian and Bicyclist Data

15-Minute Time Period	Start Time	Crossing North Approach E Frontage Rd			Crossing East Approach 60th St (CTH K)			Crossing South Approach E Frontage Rd			Crossing West Approach 60th St (CTH K)			15-Min Totals	Hourly Sum
		Pedestrian	Bicyclist	Total	Pedestrian	Bicyclist	Total	Pedestrian	Bicyclist	Total	Pedestrian	Bicyclist	Total		
Pre-AM Peak Period	12:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	12:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	12:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	12:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	1:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	1:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	1:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	1:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	2:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	2:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	2:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	2:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	3:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	3:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	3:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	3:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	4:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	4:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	4:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	4:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	5:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	5:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	5:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	5:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
AM Peak Period	6:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	6:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	6:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	6:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
Midday Peak Period	10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	10:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	10:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	10:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	1:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	1:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	1:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	1:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
PM Peak Period	2:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	2:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	2:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	2:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	3:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	3:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	3:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	3:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	6:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	6:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	6:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	6:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	7:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	7:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	7:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	7:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
Post PM Peak Period	10:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	10:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	10:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	10:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	11:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	11:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	11:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	11:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
Totals		**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	

Special Pedestrians

Pedestrian Type	None	1 or 2	A Few	Several	Many	Unknown
Pre-school Children	x					
Elementry School Age Children	x					
Visually Impaired (white cane/help	x					
Elderly/Disabled (except wheelchai	x					
Wheelchairs/Electric Scooters	x					
Other (None,	x					

Intersection Traffic Volume Report

Count Basics	Version 2022.11.2		Page 1 of 13
Start Date:	Thursday, August 17, 2023	Weekday	Schools in Session
Total Number of Hours Counted: 13		Non-Holiday	No Special Events

Base Information, Observed (13) Hour and Estimated (24) Hour Volume Summaries

Major St: **71st St**
Minor St: **122nd Ave**
Intersection of: *71st St & 122nd Ave*

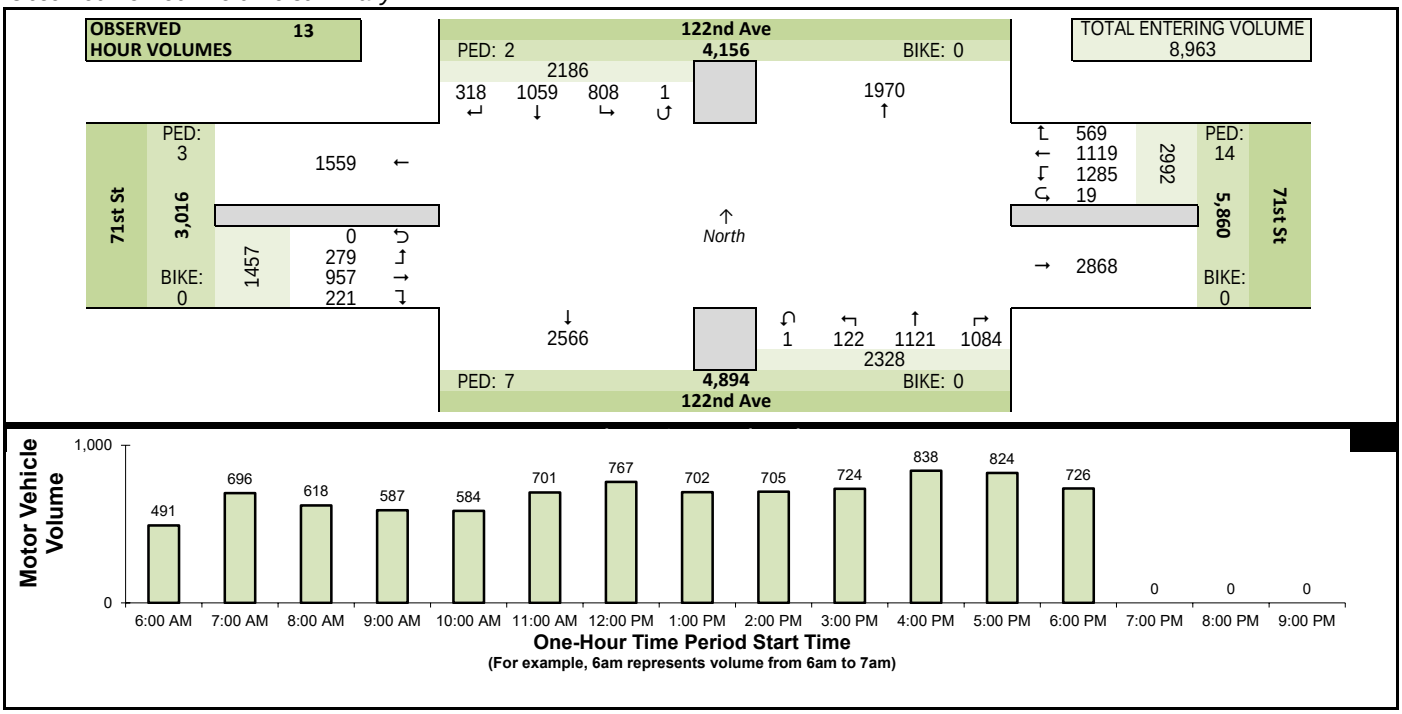
Site Information

Municipality	City of Kenosha		
County	30 - Kenosha	WisDOT Region	SE
Traffic Control	All-Way Stop		
Roadway Names		North Direction	↑
North Leg	122nd Ave		
East Leg	71st St		
South Leg	122nd Ave		
West Leg	71st St		
Special Considerations			
Schools	In Session		
Holidays	None		
Special Events	None		
Special Pedestrians Observed			
Pre-school children	None		
Elementry school age children	None		
Visually impaired (white cane/helper dog)	None		
Elderly/disabled (except wheelchairs)	None		
Wheelchairs/electric scooters	None		
Other (describe)	None	None	

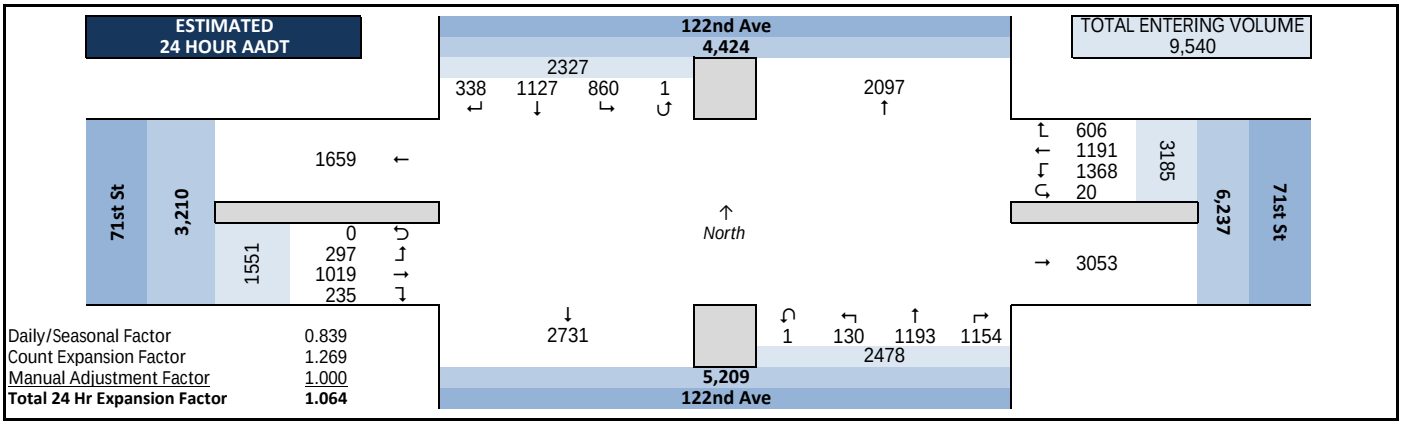
Count Information

Hrs Counted:	06:00 AM-07:00 PM				
1st Day of Count	Thursday, August 17, 2023			Weather	
AM Peak Period	Thursday, August 17, 2023			Partly Cloudy & Dry	
Midday Peak Period	Thursday, August 17, 2023			Partly Cloudy & Dry	
PM Peak Period	Thursday, August 17, 2023			Partly Cloudy & Dry	
Calculated Peak Hours					
AM	7:00-8:00am	MD	12:00-1:00pm	PM	4:15-5:15pm
Peak Hours Selected for Analysis					
AM	7:00-8:00am	MD	12:00-1:00pm	PM	4:15-5:15pm
Daily/Seasonal Adjustment Group	(2) Urban Arterials & Collectors				
Count Expansion Group	(2) Urban Arterials & Collectors				
Daily/Seasonal Adjustment Factor	0.839	Count Expansion Factor	1.269		
Company Name	OD Data Solution Professionals			Manual Adj.	1.000
Observers: AM Peak Period	OD Data Solution Professionals				
Observers: Midday Peak Period	OD Data Solution Professionals				
Observers: PM Peak Period	OD Data Solution Professionals				
Comments	2021 DOT Daily & Seasonal Factors				

Observed 13 Hour Volume Summary



Estimated 24 Hour AADT



Intersection Traffic Volume Report

Count Basics			Page 2 of 13
Start Date:	Thursday, August 17, 2023	Weekday	Schools in Session
Total Number of Hours Counted: 13		Non-Holiday	No Special Events

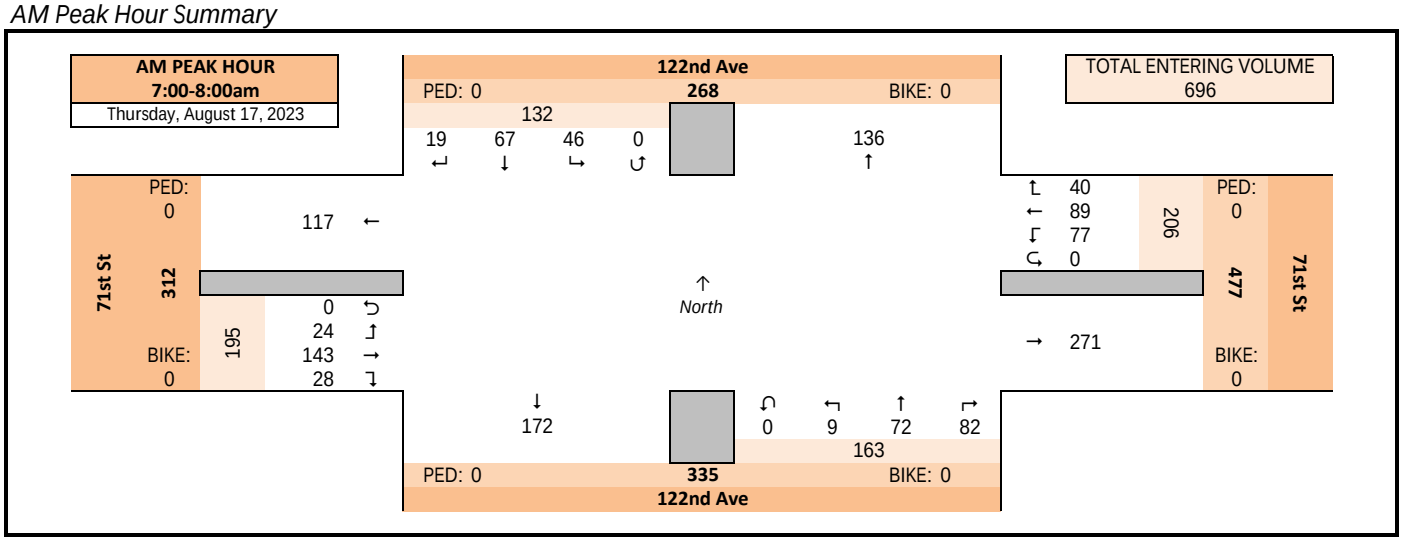
Peak Hour Volume Graphical Summary

71st St & 122nd Ave

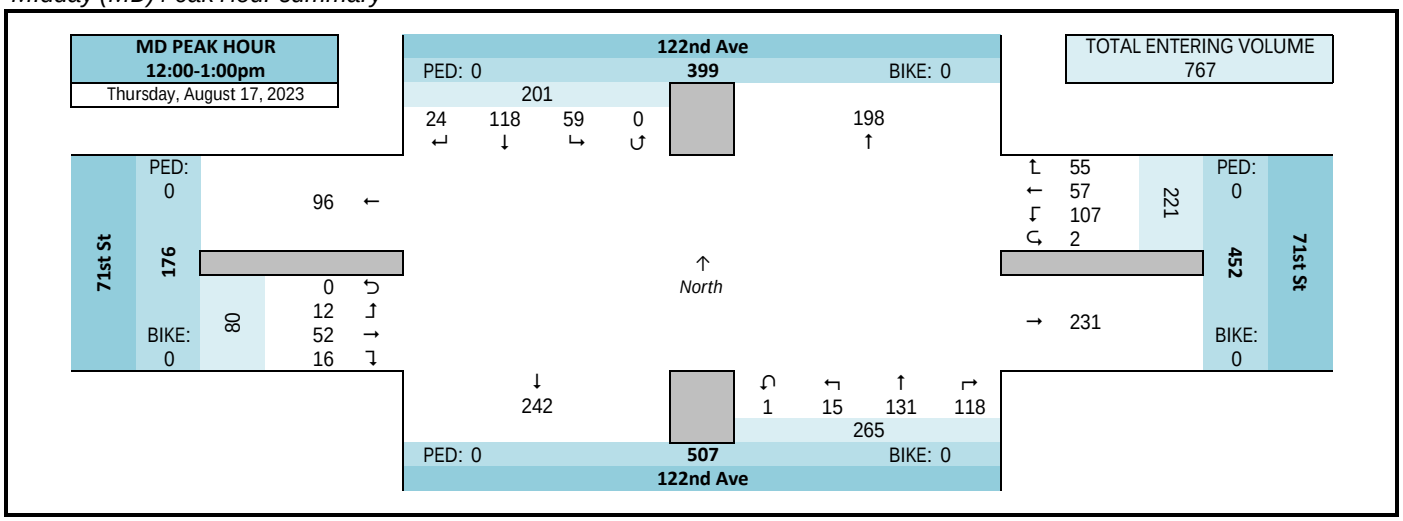
All Motor Vehicles



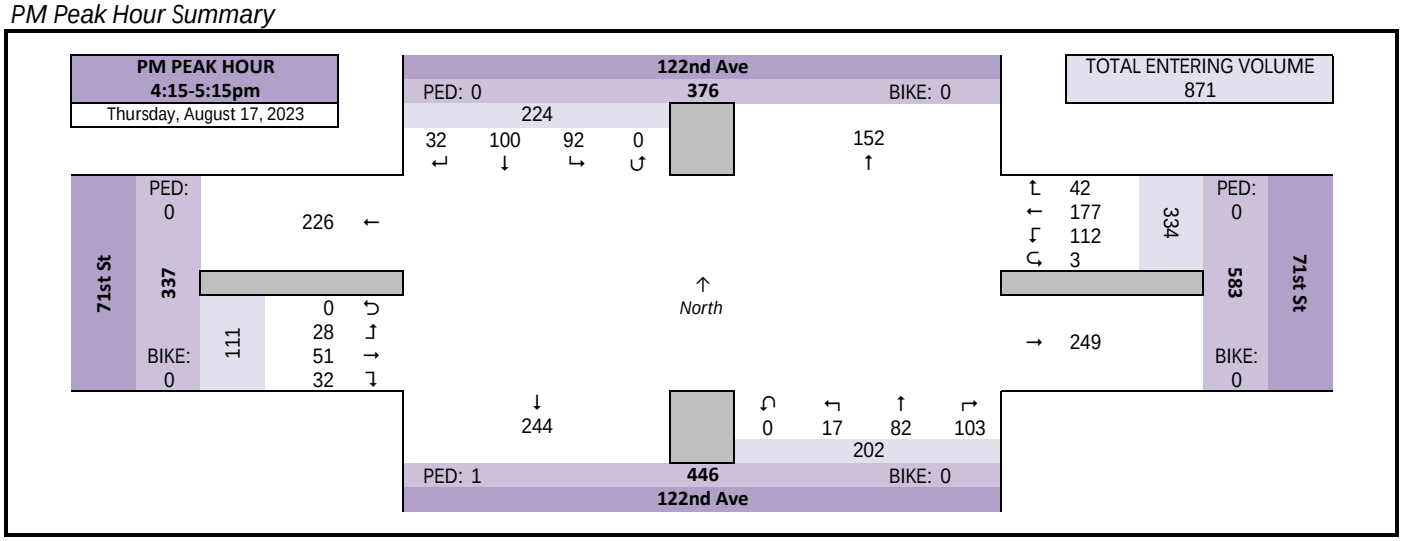
AM Peak Hour Summary



Midday (MD) Peak Hour Summary



PM Peak Hour Summary

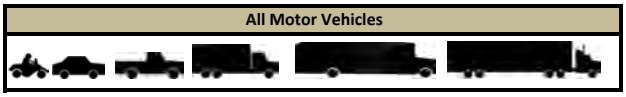


Intersection Traffic Volume Report

Count Basics			Page 3 of 13
Start Date:	Thursday, August 17, 2023	Weekday	Schools in Session
Total Number of Hours Counted: 13		Non-Holiday	No Special Events

Peak Hour Volume Summary

71st St & 122nd Ave



Peak Hour Volumes, Truck Percentages, and PHFs

Thursday, August 17, 2023		From North					From East					From South					From West					
	AM Peak Hour	122nd Ave					71st St					122nd Ave					71st St					
	Start Time	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Totals
AM Peak Hour	7:00 AM	2	13	14	0	29	8	11	24	0	43	20	20	1	0	41	5	20	4	0	29	142
	7:15 AM	1	18	8	0	27	11	33	17	0	61	24	18	4	0	46	8	42	8	0	58	192
	7:30 AM	6	19	10	0	35	9	16	22	0	47	23	19	0	0	42	6	44	6	0	56	180
	7:45 AM	10	17	14	0	41	12	29	14	0	55	15	15	4	0	34	9	37	6	0	52	182
	Peak Hour Volume	19	67	46	0	132	40	89	77	0	206	82	72	9	0	163	28	143	24	0	195	696
	Rounded Hourly Volume	20	65	45	0	130	40	90	75	0	205	80	70	10	0	160	30	145	25	0	200	695
	% Single Unit Trucks	10.5	3.0	6.5	0.0	5.3	0.0	1.1	5.2	0.0	2.4	2.4	1.4	0.0	0.0	1.8	3.6	2.1	0.0	0.0	2.1	2.7
	% Heavy Trucks	0.0	0.0	4.3	0.0	1.5	0.0	2.2	0.0	0.0	1.0	1.2	0.0	0.0	0.0	0.6	0.0	0.7	0.0	0.0	0.5	0.9
	% Trucks (Total)	10.5	3.0	10.9	0.0	6.8	0.0	3.4	5.2	0.0	3.4	3.7	1.4	0.0	0.0	2.5	3.6	2.8	0.0	0.0	2.6	3.6
	Peak Hour Factor (PHF)	0.47	0.88	0.82	0.00	0.80	0.83	0.67	0.80	0.00	0.84	0.85	0.90	0.56	0.00	0.89	0.78	0.81	0.75	0.00	0.84	0.91

Thursday, August 17, 2023		From North					From East					From South					From West					
	MD Peak Hour	122nd Ave					71st St					122nd Ave					71st St					
	Start Time	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Totals
Midday (MD) Peak Hour	12:00 PM	4	38	15	0	57	7	18	25	0	50	29	22	6	0	57	8	30	4	0	42	206
	12:15 PM	5	27	12	0	44	18	9	22	1	50	35	40	1	0	76	1	8	1	0	10	180
	12:30 PM	6	28	13	0	47	14	16	37	0	67	25	35	6	1	67	7	3	1	0	11	192
	12:45 PM	9	25	19	0	53	16	14	23	1	54	29	34	2	0	65	0	11	6	0	17	189
	Peak Hour Volume	24	118	59	0	201	55	57	107	2	221	118	131	15	1	265	16	52	12	0	80	767
	Rounded Hourly Volume	25	120	60	0	205	55	55	105	0	215	120	130	15	0	265	15	50	10	0	75	760
	% Single Unit Trucks	0.0	1.7	0.0	0.0	1.0	3.6	0.0	2.8	0.0	2.3	4.2	0.8	0.0	0.0	2.3	0.0	5.8	0.0	0.0	3.7	2.1
	% Heavy Trucks	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1.7	2.3	6.7	0.0	2.3	6.2	1.9	0.0	0.0	2.5	1.0
	% Trucks (Total)	0.0	1.7	0.0	0.0	1.0	3.6	0.0	2.8	0.0	2.3	5.9	3.1	6.7	0.0	4.5	6.2	7.7	0.0	0.0	6.2	3.1
	Peak Hour Factor (PHF)	0.67	0.78	0.78	0.00	0.88	0.76	0.79	0.72	0.50	0.82	0.84	0.82	0.62	0.25	0.87	0.50	0.43	0.50	0.00	0.48	0.93

Thursday, August 17, 2023		From North					From East					From South					From West					
	PM Peak Hour	122nd Ave					71st St					122nd Ave					71st St					
	Start Time	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Totals
PM Peak Hour	4:15 PM	10	15	19	0	44	9	51	25	0	85	32	23	1	0	56	10	7	9	0	26	211
	4:30 PM	7	25	29	0	61	3	53	24	0	80	25	21	8	0	54	6	4	6	0	16	211
	4:45 PM	8	29	21	0	58	19	17	32	2	70	29	20	1	0	50	10	18	9	0	37	215
	5:00 PM	7	31	23	0	61	11	56	31	1	99	17	18	7	0	42	6	22	4	0	32	234
	Peak Hour Volume	32	100	92	0	224	42	177	112	3	334	103	82	17	0	202	32	51	28	0	111	871
	Rounded Hourly Volume	30	100	90	0	220	40	175	110	5	330	105	80	15	0	200	30	50	30	0	110	860
	% Single Unit Trucks	0.0	0.0	0.0	0.0	0.0	4.8	1.7	3.6	0.0	2.7	2.9	2.4	0.0	0.0	2.5	3.1	5.9	0.0	0.0	3.6	2.1
	% Heavy Trucks	6.2	0.0	1.1	0.0	1.3	2.4	0.0	0.0	0.0	0.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	3.6	0.0	0.9	0.6
	% Trucks (Total)	6.2	0.0	1.1	0.0	1.3	7.1	1.7	3.6	0.0	3.0	2.9	2.4	0.0	0.0	2.5	3.1	5.9	3.6	0.0	4.5	2.6
	Peak Hour Factor (PHF)	0.80	0.81	0.79	0.00	0.92	0.55	0.79	0.87	0.37	0.84	0.80	0.89	0.53	0.00	0.90	0.80	0.58	0.78	0.00	0.75	0.93

Peak Hour Pedestrian and Bicyclist Volumes

Pedestrians and Bicyclists		Crossing North Approach			Crossing East Approach			Crossing South Approach			Crossing West Approach			Total Ped & Bike Volume
		122nd Ave			71st St			122nd Ave			71st St			
	15-Minute Start Time	Pedestrian	Bicyclist	Total	Pedestrian	Bicyclist	Total	Pedestrian	Bicyclist	Total	Pedestrian	Bicyclist	Total	
AM	7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
	7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
	7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
	7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
	Total	0	0	0	0	0	0	0	0	0	0	0	0	0
MD	12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	Total	0	0	0	0	0	0	0	0	0	0	0	0	0
PM	4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	5:00 PM	0	0	0	0	0	0	1	0	1	0	0	0	1
	Total	0	0	0	0	0	0	1	0	1	0	0	0	1

Intersection Traffic Volume Report

Count Basics			Page 4 of 13
Start Date:	Thursday, August 17, 2023	Weekday	Schools in Session
Total Number of Hours Counted: 13		Non-Holiday	No Special Events

Hourly Volume Summary - Motor Vehicle Data

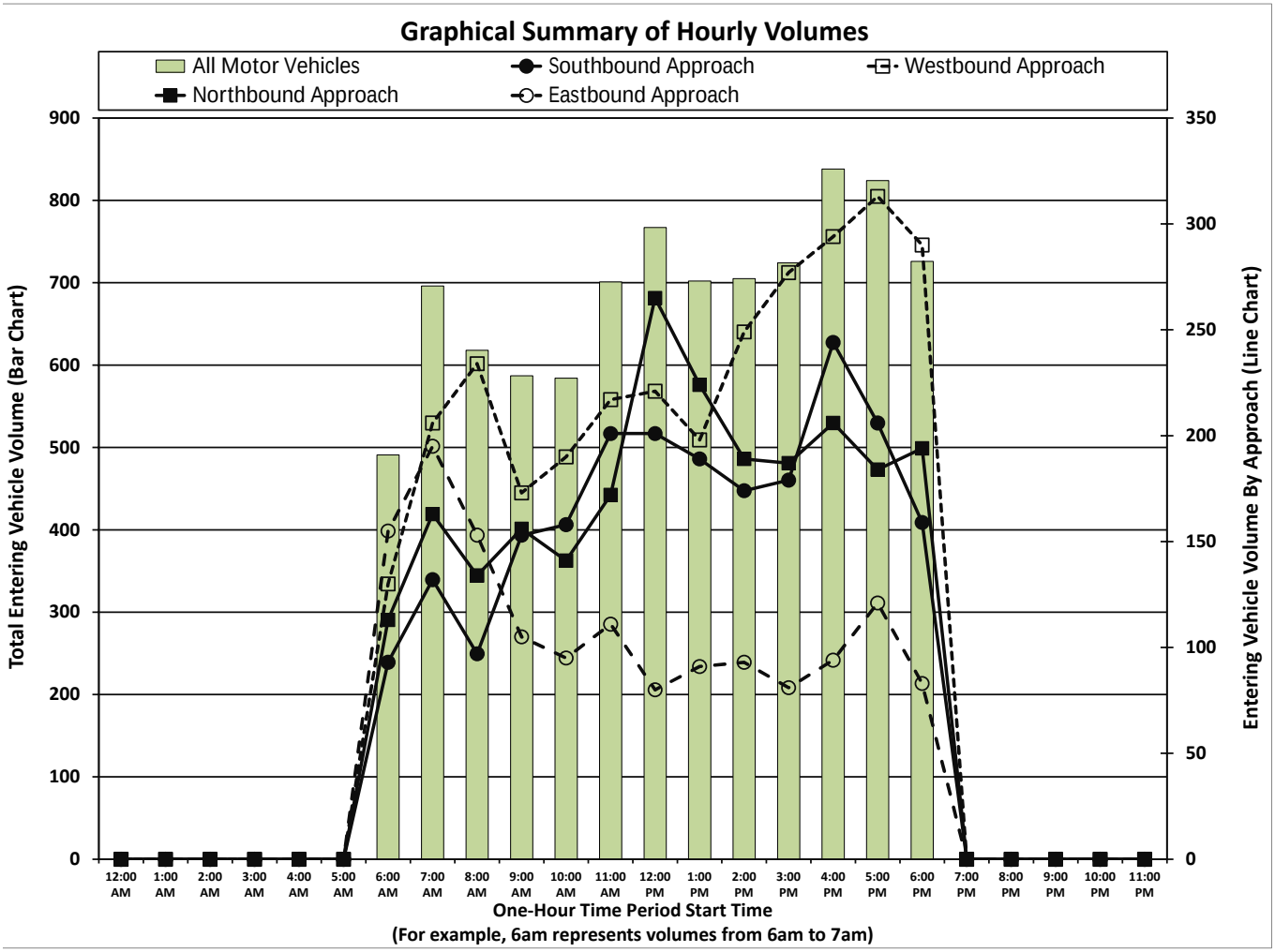
71st St & 122nd Ave

All Motor Vehicles



One-Hour Motor Vehicle Data

	One-Hour Time Period Start Time	From North (↓) 122nd Ave					From East (←) 71st St					From South (↑) 122nd Ave					From West (→) 71st St					Total Vehicle Volume	Directional Volume Totals	
		Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total		E/W	N/S
Pre-AM	12:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	1:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	2:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	3:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	4:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	5:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
AM	6:00 AM	11	55	27	0	93	15	52	62	1	130	66	40	7	0	113	19	115	21	0	155	491	285	206
	7:00 AM	19	67	46	0	132	40	89	77	0	206	82	72	9	0	163	28	143	24	0	195	696	401	295
	8:00 AM	18	53	26	0	97	65	75	94	0	234	62	71	1	0	134	9	120	24	0	153	618	387	231
	9:00 AM	18	69	66	0	153	43	48	81	1	173	66	86	4	0	156	15	66	24	0	105	587	278	309
MD	10:00 AM	19	63	75	1	158	41	65	82	2	190	63	72	6	0	141	14	56	25	0	95	584	285	299
	11:00 AM	29	116	56	0	201	50	61	104	2	217	61	106	5	0	172	17	73	21	0	111	701	328	373
	12:00 PM	24	118	59	0	201	55	57	107	2	221	118	131	15	1	265	16	52	12	0	80	767	301	466
	1:00 PM	20	84	85	0	189	41	58	98	1	198	94	115	15	0	224	16	45	30	0	91	702	289	413
PM	2:00 PM	27	85	62	0	174	42	82	124	1	249	86	90	13	0	189	10	63	20	0	93	705	342	363
	3:00 PM	32	69	78	0	179	50	99	127	1	277	91	89	7	0	187	11	54	16	0	81	724	358	366
	4:00 PM	37	102	105	0	244	39	157	96	2	294	107	87	12	0	206	27	38	29	0	94	838	388	450
	5:00 PM	34	106	66	0	206	37	140	133	3	313	97	70	17	0	184	21	82	18	0	121	824	434	390
	6:00 PM	30	72	57	0	159	51	136	100	3	290	91	92	11	0	194	18	50	15	0	83	726	373	353
	7:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	8:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	9:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	10:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	11:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Totals		318	1059	808	1	2186	569	1119	1285	19	2992	1084	1121	122	1	2328	221	957	279	0	1457	8963	4449	4514



Intersection Traffic Volume Report

Count Basics		Page 5 of 13
Start Date: Thursday, August 17, 2023	Weekday	Schools in Session
Total Number of Hours Counted: 13	Non-Holiday	No Special Events

15-Minute Motor Vehicle Data

71st St & 122nd Ave

All Motor Vehicles



15-Minute Motor Vehicle Data

	15-Minute	From North (↓) 122nd Ave					From East (←) 71st St					From South (↑) 122nd Ave					From West (→) 71st St					15-Min	Hourly	
	Time Period Start Time	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Totals	Sum	PHF
AM Peak Period	6:00 AM	1	7	5	0	13	4	21	9	0	34	18	10	4	0	32	6	12	5	0	23	102	491	0.84
	6:15 AM	4	12	5	0	21	2	15	13	0	30	16	8	1	0	25	2	27	2	0	31	107	531	0.91
	6:30 AM	6	22	14	0	42	8	2	19	0	29	18	13	1	0	32	4	26	3	0	33	136	616	0.80
	6:45 AM	0	14	3	0	17	1	14	21	1	37	14	9	1	0	24	7	50	11	0	68	146	660	0.86
	7:00 AM	2	13	14	0	29	8	11	24	0	43	20	20	1	0	41	5	20	4	0	29	142	696	0.91
	7:15 AM	1	18	8	0	27	11	33	17	0	61	24	18	4	0	46	8	42	8	0	58	192	693	0.90
	7:30 AM	6	19	10	0	35	9	16	22	0	47	23	19	0	0	42	6	44	6	0	56	180	644	0.88
	7:45 AM	10	17	14	0	41	12	29	14	0	55	15	15	4	0	34	9	37	6	0	52	182	634	0.87
	8:00 AM	4	15	5	0	24	15	10	17	0	42	16	12	0	0	28	4	34	7	0	45	139	618	0.91
	8:15 AM	3	10	4	0	17	12	19	29	0	60	11	20	0	0	31	2	29	4	0	35	143	645	0.95
	8:30 AM	6	14	9	0	29	15	17	27	0	59	14	17	1	0	32	2	40	8	0	50	170	644	0.95
	8:45 AM	5	14	8	0	27	23	29	21	0	73	21	22	0	0	43	1	17	5	0	23	166	610	0.92
	9:00 AM	5	19	11	0	35	15	22	20	0	57	15	21	1	0	37	4	27	6	0	37	166	587	0.88
	9:15 AM	4	11	9	0	24	10	4	22	1	37	15	25	3	0	43	1	29	8	0	38	142	575	0.93
	9:30 AM	8	22	24	0	54	6	17	17	0	40	12	17	0	0	29	1	6	6	0	13	136	574	0.93
	9:45 AM	1	17	22	0	40	12	5	22	0	39	24	23	0	0	47	9	4	4	0	17	143	569	0.92
Midday Peak Period	10:00 AM	4	19	18	0	41	14	11	21	1	47	19	18	2	0	39	5	12	10	0	27	154	584	0.92
	10:15 AM	7	19	23	0	49	12	4	19	0	35	14	23	0	0	37	5	11	4	0	20	141	601	0.88
	10:30 AM	6	14	19	1	40	10	23	23	0	56	11	10	2	0	23	1	5	6	0	12	131	614	0.90
	10:45 AM	2	11	15	0	28	5	27	19	1	52	19	21	2	0	42	3	28	5	0	36	158	675	0.88
	11:00 AM	9	29	14	0	52	8	22	19	2	51	13	25	3	0	41	1	22	4	0	27	171	701	0.91
	11:15 AM	6	20	11	0	37	15	21	21	0	57	14	19	1	0	34	6	18	2	0	26	154	736	0.89
	11:30 AM	9	37	21	0	67	11	10	33	0	54	20	30	1	0	51	6	7	7	0	20	192	762	0.92
	11:45 AM	5	30	10	0	45	16	8	31	0	55	14	32	0	0	46	4	26	8	0	38	184	762	0.92
	12:00 PM	4	38	15	0	57	7	18	25	0	50	29	22	6	0	57	8	30	4	0	42	206	767	0.93
	12:15 PM	5	27	12	0	44	18	9	22	1	50	35	40	1	0	76	1	8	1	0	10	180	762	0.95
	12:30 PM	6	28	13	0	47	14	16	37	0	67	25	35	6	1	67	7	3	1	0	11	192	752	0.94
	12:45 PM	9	25	19	0	53	16	14	23	1	54	29	34	2	0	65	0	11	6	0	17	189	722	0.90
	1:00 PM	7	26	21	0	54	6	22	30	0	58	24	31	4	0	59	4	19	7	0	30	201	702	0.87
	1:15 PM	3	18	24	0	45	10	12	18	0	40	26	34	6	0	66	5	6	8	0	19	170	684	0.93
	1:30 PM	6	20	24	0	50	8	13	25	0	46	25	26	2	0	53	6	0	7	0	13	162	682	0.93
	1:45 PM	4	20	16	0	40	17	11	25	1	54	19	24	3	0	46	1	20	8	0	29	169	687	0.94
PM Peak Period	2:00 PM	8	20	20	0	48	15	16	27	0	58	25	28	4	0	57	0	17	3	0	20	183	705	0.94
	2:15 PM	3	23	12	0	38	8	26	29	0	63	24	18	2	0	44	2	16	5	0	23	168	698	0.93
	2:30 PM	7	21	14	0	42	11	15	30	0	56	15	18	4	0	37	4	22	6	0	32	167	705	0.94
	2:45 PM	9	21	16	0	46	8	25	38	1	72	22	26	3	0	51	4	8	6	0	18	187	715	0.96
	3:00 PM	7	16	18	0	41	14	26	29	0	69	24	24	2	0	50	3	7	6	0	16	176	724	0.92
	3:15 PM	12	17	15	0	44	9	31	24	0	64	24	18	0	0	42	5	18	2	0	25	175	749	0.93
	3:30 PM	4	17	18	0	39	9	20	38	1	68	24	24	5	0	53	1	14	2	0	17	177	785	0.93
	3:45 PM	9	19	27	0	55	18	22	36	0	76	19	23	0	0	42	2	15	6	0	23	196	819	0.97
	4:00 PM	12	33	36	0	81	8	36	15	0	59	21	23	2	0	46	1	9	5	0	15	201	838	0.97
	4:15 PM	10	15	19	0	44	9	51	25	0	85	32	23	1	0	56	10	7	9	0	26	211	871	0.93
	4:30 PM	7	25	29	0	61	3	53	24	0	80	25	21	8	0	54	6	4	6	0	16	211	845	0.90
	4:45 PM	8	29	21	0	58	19	17	32	2	70	29	20	1	0	50	10	18	9	0	37	215	842	0.90
	5:00 PM	7	31	23	0	61	11	56	31	1	99	17	18	7	0	42	6	22	4	0	32	234	824	0.88
	5:15 PM	12	21	12	0	45	11	35	27	0	73	30	15	3	0	48	3	12	4	0	19	185	796	0.96
	5:30 PM	8	25	12	0	45	7	28	40	0	75	25	19	2	0	46	4	35	3	0	42	208	783	0.94
	5:45 PM	7	29	19	0	55	8	21	35	2	66	25	18	5	0	48	8	13	7	0	28	197	747	0.91
	6:00 PM	9	24	18	0	51	17	30	33	2	82	23	23	3	0	49	1	20	3	0	24	206	726	0.88
	6:15 PM	3	12	13	0	28	13	37	24	0	74	22	24	3	0	49	4	11	6	0	21	172		
	6:30 PM	5	20	13	0	38	11	46	18	0	75	20	19	1	0	40	5	10	4	0	19	172		
	6:45 PM	13	16	13	0	42	10	23	25	1	59	26	26	4	0	56	8	9	2	0	19	176		
	7:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
Totals		318	1059	808	1	2186	569	1119	1285	19	2992	1084	1121	122	1	2328	221	957	279	0	1457	8963		

Peak Hour All Vehicle Volume Summary

	Hourly Time Period Start Time	From North (↓) 122nd Ave					From East (←) 71st St					From South (↑) 122nd Ave					From West (→) 71st St					Total Hourly Volume	PHF
		Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total		
AM	7:00 AM	19	67	46	0	132	40	89	77	0	206	82	72	9	0	163	28	143	24	0	195	696	0.91
MD	12:00 PM	24	118	59	0	201	55	57	107	2	221	118	131	15	1	265	16	52	12	0	80	767	0.93
PM	4:15 PM	32	100	92	0	224	42	177	112	3	334	103	82	17	0	202	32	51	28	0	111	871	0.93

Intersection Traffic Volume Report

Count Basics		Page 6 of 13
Start Date: Thursday, August 17, 2023	Weekday	Schools in Session
Total Number of Hours Counted: 13	Non-Holiday	No Special Events

15-Minute Automobile Data

71st St & 122nd Ave



15-Minute Automobile Data

	15-Minute Time Period Start Time	From North (↓) 122nd Ave Right	Thru	Left	U-Tn	Total	From East (←) 71st St Right	Thru	Left	U-Tn	Total	From South (↑) 122nd Ave Right	Thru	Left	U-Tn	Total	From West (→) 71st St Right	Thru	Left	U-Tn	Total	15-Min Totals	Hourly Sum
AM Peak Period	6:00 AM	1	7	5	0	13	4	21	9	0	34	18	10	4	0	32	6	11	5	0	22	101	469
	6:15 AM	4	12	5	0	21	2	14	12	0	28	15	8	1	0	24	2	26	2	0	30	103	505
	6:30 AM	4	21	10	0	35	7	2	16	0	25	17	13	1	0	31	4	24	3	0	31	122	590
	6:45 AM	0	14	3	0	17	1	14	21	1	37	13	8	1	0	22	7	49	11	0	67	143	637
	7:00 AM	2	12	12	0	26	8	11	22	0	41	20	20	1	0	41	5	20	4	0	29	137	671
	7:15 AM	1	18	8	0	27	11	33	17	0	61	23	18	4	0	45	7	40	8	0	55	188	665
	7:30 AM	4	19	9	0	32	9	14	20	0	43	22	18	0	0	40	6	42	6	0	54	169	613
	7:45 AM	10	16	12	0	38	12	28	14	0	54	14	15	4	0	33	9	37	6	0	52	177	606
	8:00 AM	4	15	4	0	23	15	8	14	0	37	16	11	0	0	27	4	34	6	0	44	131	590
	8:15 AM	3	10	4	0	17	12	19	25	0	56	10	19	0	0	29	1	29	4	0	34	136	620
	8:30 AM	6	14	8	0	28	15	15	26	0	56	12	17	1	0	30	2	39	7	0	48	162	615
	8:45 AM	5	14	8	0	27	23	27	21	0	71	21	21	0	0	42	1	16	4	0	21	161	585
	9:00 AM	4	19	11	0	34	15	22	18	0	55	14	21	1	0	36	4	27	5	0	36	161	562
	9:15 AM	4	11	9	0	24	10	4	19	1	34	14	22	3	0	39	1	26	7	0	34	131	550
	9:30 AM	7	22	24	0	53	6	16	17	0	39	11	17	0	0	28	1	5	6	0	12	132	552
	9:45 AM	0	17	22	0	39	12	5	19	0	36	23	23	0	0	46	9	4	4	0	17	138	542
Midday Peak Period	10:00 AM	4	18	17	0	39	14	11	20	0	45	19	18	2	0	39	5	12	9	0	26	149	558
	10:15 AM	7	19	23	0	49	12	4	18	0	34	13	21	0	0	34	5	7	4	0	16	133	576
	10:30 AM	5	13	19	0	37	8	23	23	0	54	10	10	2	0	22	1	2	6	0	9	122	591
	10:45 AM	2	11	14	0	27	5	25	18	1	49	19	21	2	0	42	3	28	5	0	36	154	657
	11:00 AM	8	29	13	0	50	8	22	18	2	50	13	24	3	0	40	1	22	4	0	27	167	679
	11:15 AM	6	20	11	0	37	13	21	19	0	53	14	18	1	0	33	6	17	2	0	25	148	713
	11:30 AM	9	37	20	0	66	11	10	33	0	54	20	29	1	0	50	6	5	7	0	18	188	739
	11:45 AM	5	29	9	0	43	16	7	29	0	52	14	32	0	0	46	3	25	7	0	35	176	737
	12:00 PM	4	37	15	0	56	7	18	25	0	50	27	22	5	0	54	7	30	4	0	41	201	743
	12:15 PM	5	27	12	0	44	17	9	22	1	49	34	39	1	0	74	1	5	1	0	7	174	730
	12:30 PM	6	28	13	0	47	13	16	35	0	64	23	34	6	1	64	7	3	1	0	11	186	720
	12:45 PM	9	24	19	0	52	16	14	22	1	53	27	32	2	0	61	0	10	6	0	16	182	693
	1:00 PM	7	26	18	0	51	5	18	29	0	52	21	31	4	0	56	4	18	7	0	29	188	669
	1:15 PM	3	18	24	0	45	10	9	17	0	36	26	34	6	0	66	5	4	8	0	17	164	659
	1:30 PM	6	20	24	0	50	8	13	24	0	45	24	25	2	0	51	6	0	7	0	13	159	659
	1:45 PM	4	20	15	0	39	16	9	22	1	48	19	22	3	0	44	1	19	7	0	27	158	663
PM Peak Period	2:00 PM	8	20	18	0	46	15	15	27	0	57	24	28	4	0	56	0	16	3	0	19	178	680
	2:15 PM	3	22	11	0	36	8	26	29	0	63	23	18	2	0	43	2	15	5	0	22	164	676
	2:30 PM	7	21	14	0	42	11	14	30	0	55	15	16	4	0	35	4	21	6	0	31	163	682
	2:45 PM	7	21	15	0	43	7	24	35	1	67	22	25	3	0	50	4	6	5	0	15	175	692
	3:00 PM	7	16	18	0	41	14	24	29	0	67	24	24	2	0	50	3	7	6	0	16	174	707
	3:15 PM	12	17	15	0	44	7	31	23	0	61	23	18	0	0	41	5	17	2	0	24	170	727
	3:30 PM	4	17	17	0	38	9	20	38	1	68	21	24	5	0	50	1	14	2	0	17	173	760
	3:45 PM	9	18	27	0	54	17	22	34	0	73	19	23	0	0	42	2	13	6	0	21	190	795
	4:00 PM	9	32	36	0	77	8	36	14	0	58	21	22	2	0	45	1	8	5	0	14	194	811
	4:15 PM	9	15	19	0	43	7	51	25	0	83	31	22	1	0	54	10	5	8	0	23	203	848
	4:30 PM	7	25	28	0	60	3	53	24	0	80	23	21	8	0	52	6	4	6	0	16	208	827
	4:45 PM	8	29	21	0	58	19	15	28	2	64	29	19	1	0	49	9	17	9	0	35	206	822
	5:00 PM	6	31	23	0	60	10	55	31	1	97	17	18	7	0	42	6	22	4	0	32	231	810
	5:15 PM	12	21	12	0	45	11	34	26	0	71	30	14	3	0	47	3	12	4	0	19	182	783
	5:30 PM	7	25	12	0	44	6	28	40	0	74	24	18	2	0	44	4	34	3	0	41	203	773
	5:45 PM	7	28	18	0	53	8	21	34	2	65	25	18	5	0	48	8	13	7	0	28	194	741
	6:00 PM	9	24	18	0	51	17	30	32	2	81	23	23	3	0	49	1	19	3	0	23	204	718
	6:15 PM	3	12	13	0	28	13	37	24	0	74	22	24	3	0	49	4	11	6	0	21	172	
	6:30 PM	5	20	13	0	38	11	46	18	0	75	19	19	1	0	39	5	10	4	0	19	171	
	6:45 PM	13	15	13	0	41	10	23	23	1	57	25	26	4	0	55	8	8	2	0	18	171	
	7:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Totals		301	1046	781	0	2128	552	1087	1228	18	2885	1046	1093	121	1	2261	216	908	269	0	1393	8667	

Peak Hour Automobile Volume Summary

	Hourly Time Period Start Time	From North (↓) 122nd Ave Right	Thru	Left	U-Tn	Total	From East (←) 71st St Right	Thru	Left	U-Tn	Total	From South (↑) 122nd Ave Right	Thru	Left	U-Tn	Total	From West (→) 71st St Right	Thru	Left	U-Tn	Total	Total Hourly Volume
AM	7:00 AM	17	65	41	0	123	40	86	73	0	199	79	71	9	0	159	27	139	24	0	190	671
MD	12:00 PM	24	116	59	0	199	53	57	104	2	216	111	127	14	1	253	15	48	12	0	75	743
PM	4:15 PM	30	100	91	0	221	39	174	108	3	324	100	80	17	0	197	31	48	27	0	106	848

Intersection Traffic Volume Report

Count Basics		Page 7 of 13
Start Date: Thursday, August 17, 2023	Weekday	Schools in Session
Total Number of Hours Counted: 13	Non-Holiday	No Special Events

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

71st St & 122nd Ave



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

	15-Minute	From North (↓) 122nd Ave					From East (←) 71st St					From South (↑) 122nd Ave					From West (→) 71st St					15-Min	Hourly
	Time Period Start Time	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Totals	Sum
AM Peak Period	6:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	15
	6:15 AM	0	0	0	0	0	0	1	1	0	2	0	0	0	0	0	0	0	0	0	0	2	19
	6:30 AM	1	1	3	0	5	1	0	3	0	4	1	0	0	0	1	0	2	0	0	2	12	20
	6:45 AM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1	17
	7:00 AM	0	1	1	0	2	0	0	2	0	2	0	0	0	0	0	0	0	0	0	0	4	19
	7:15 AM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	1	1	0	0	2	3	21
	7:30 AM	2	0	0	0	2	0	1	2	0	3	1	1	0	0	2	0	2	0	0	2	9	24
	7:45 AM	0	1	2	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	22
	8:00 AM	0	0	0	0	0	0	2	3	0	5	0	0	0	0	0	0	0	1	0	1	6	20
	8:15 AM	0	0	0	0	0	0	0	4	0	4	1	0	0	0	1	1	0	0	0	1	6	19
	8:30 AM	0	0	0	0	0	0	2	1	0	3	2	0	0	0	2	0	1	1	0	2	7	20
	8:45 AM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1	14
	9:00 AM	1	0	0	0	1	0	0	2	0	2	1	0	0	0	1	0	0	1	0	1	5	17
	9:15 AM	0	0	0	0	0	0	0	2	0	2	1	1	0	0	2	0	2	1	0	3	7	15
	9:30 AM	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	13
	9:45 AM	1	0	0	0	1	0	0	2	0	2	1	0	0	0	1	0	0	0	0	0	4	18
Midday Peak Period	10:00 AM	0	1	0	0	1	0	0	1	0	1	0	0	0	0	0	0	0	1	0	1	3	16
	10:15 AM	0	0	0	0	0	0	0	0	0	0	1	2	0	0	3	0	2	0	0	2	5	16
	10:30 AM	1	1	0	0	2	1	0	0	0	1	1	0	0	0	1	0	2	0	0	2	6	14
	10:45 AM	0	0	1	0	1	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	2	9
	11:00 AM	1	0	1	0	2	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	3	10
	11:15 AM	0	0	0	0	0	1	0	1	0	2	0	0	0	0	0	0	1	0	0	1	3	10
	11:30 AM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1	12
	11:45 AM	0	0	0	0	0	0	1	1	0	2	0	0	0	0	0	1	0	0	0	1	3	15
	12:00 PM	0	1	0	0	1	0	0	0	0	0	2	0	0	0	2	0	0	0	0	0	3	16
	12:15 PM	0	0	0	0	0	1	0	0	0	1	0	1	0	0	1	0	3	0	0	3	5	23
	12:30 PM	0	0	0	0	0	1	0	2	0	3	1	0	0	0	1	0	0	0	0	0	4	21
	12:45 PM	0	1	0	0	1	0	0	1	0	1	2	0	0	0	2	0	0	0	0	0	4	20
	1:00 PM	0	0	2	0	2	1	4	1	0	6	1	0	0	0	1	0	1	0	0	1	10	24
	1:15 PM	0	0	0	0	0	0	1	1	0	2	0	0	0	0	0	0	1	0	0	1	3	18
	1:30 PM	0	0	0	0	0	0	0	1	0	1	1	1	0	0	2	0	0	0	0	0	3	17
	1:45 PM	0	0	1	0	1	1	1	2	0	4	0	1	0	0	1	0	1	1	0	2	8	17
PM Peak Period	2:00 PM	0	0	1	0	1	0	1	0	0	1	1	0	0	0	1	0	1	0	0	1	4	20
	2:15 PM	0	1	0	0	1	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	2	17
	2:30 PM	0	0	0	0	0	0	1	0	0	1	0	2	0	0	2	0	0	0	0	0	3	19
	2:45 PM	2	0	0	0	2	1	1	3	0	5	0	1	0	0	1	0	2	1	0	3	11	20
	3:00 PM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1	15
	3:15 PM	0	0	0	0	0	1	0	1	0	2	1	0	0	0	1	0	1	0	0	1	4	20
	3:30 PM	0	0	1	0	1	0	0	0	0	0	3	0	0	0	3	0	0	0	0	0	4	21
	3:45 PM	0	1	0	0	1	1	0	2	0	3	0	0	0	0	0	0	2	0	0	2	6	19
	4:00 PM	3	0	0	0	3	0	0	1	0	1	0	1	0	0	1	0	1	0	0	1	6	22
	4:15 PM	0	0	0	0	0	1	0	0	0	1	1	1	0	0	2	0	2	0	0	2	5	18
	4:30 PM	0	0	0	0	0	0	0	0	0	0	2	0	0	0	2	0	0	0	0	0	2	16
	4:45 PM	0	0	0	0	0	0	2	4	0	6	0	1	0	0	1	1	1	0	0	2	9	19
	5:00 PM	0	0	0	0	0	1	1	0	0	2	0	0	0	0	0	0	0	0	0	0	2	11
	5:15 PM	0	0	0	0	0	0	1	1	0	2	0	1	0	0	1	0	0	0	0	0	3	11
	5:30 PM	1	0	0	0	1	1	0	0	0	1	1	1	0	0	2	0	1	0	0	1	5	8
	5:45 PM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	4
	6:00 PM	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	1	0	0	1	2	7
	6:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	6:30 PM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	1	
	6:45 PM	0	1	0	0	1	0	0	2	0	2	0	0	0	0	0	0	1	0	0	1	4	
	7:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Totals		14	11	13	0	38	13	21	50	0	84	29	18	0	0	47	4	32	7	0	43	212	

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

	Hourly	From North (↓) 122nd Ave					From East (←) 71st St					From South (↑) 122nd Ave					From West (→) 71st St					Total
	Time Period Start Time	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Hourly Volume
AM	7:00 AM	2	2	3	0	7	0	1	4	0	5	2	1	0	0	3	1	3	0	0	4	19
MD	12:00 PM	0	2	0	0	2	2	0	3	0	5	5	1	0	0	6	0	3	0	0	3	16
PM	4:15 PM	0	0	0	0	0	2	3	4	0	9	3	2	0	0	5	1	3	0	0	4	18

Intersection Traffic Volume Report

Count Basics		Page 8 of 13
Start Date: Thursday, August 17, 2023	Weekday	Schools in Session
Total Number of Hours Counted: 13	Non-Holiday	No Special Events

15-Minute Semi-Truck Data

71st St & 122nd Ave

Semi-Trucks



15-Minute Semi-Truck Data

15-Minute Time Period Start Time		From North (↓) 122nd Ave					From East (←) 71st St					From South (↑) 122nd Ave					From West (→) 71st St					15-Min Totals	Hourly Sum
		Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total		
AM Peak Period	6:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1	7
	6:15 AM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	1	0	0	1	2	7
	6:30 AM	1	0	1	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	6
	6:45 AM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	1	0	0	1	2	6
	7:00 AM	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	6
	7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1	7
	7:30 AM	0	0	1	0	1	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	2	7
	7:45 AM	0	0	0	0	0	0	1	0	0	1	1	0	0	0	1	0	0	0	0	0	2	6
	8:00 AM	0	0	1	0	1	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	2	8
	8:15 AM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1	6
	8:30 AM	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	9
	8:45 AM	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	1	1	0	2	4	11
	9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	8
	9:15 AM	0	0	0	0	0	0	0	1	0	1	0	2	0	0	2	0	1	0	0	1	4	10
	9:30 AM	0	0	0	0	0	0	1	0	0	1	1	0	0	0	1	0	1	0	0	1	3	9
	9:45 AM	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	1	9
Midday Peak Period	10:00 AM	0	0	1	0	1	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	2	10
	10:15 AM	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	2	0	0	2	3	9
	10:30 AM	0	0	0	1	1	1	0	0	0	1	0	0	0	0	0	0	1	0	0	1	3	9
	10:45 AM	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	2	9
	11:00 AM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1	12
	11:15 AM	0	0	0	0	0	1	0	1	0	2	0	1	0	0	1	0	0	0	0	0	3	13
	11:30 AM	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	3	11
	11:45 AM	0	1	1	0	2	0	0	1	0	1	0	0	0	0	0	0	1	1	0	2	5	10
	12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1	0	0	0	1	2	8
	12:15 PM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	1	9
	12:30 PM	0	0	0	0	0	0	0	0	0	0	1	1	0	0	2	0	0	0	0	0	2	11
	12:45 PM	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	0	1	0	0	1	3	9
	1:00 PM	0	0	1	0	1	0	0	0	0	0	2	0	0	0	2	0	0	0	0	0	3	9
	1:15 PM	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	1	0	0	1	3	7
	1:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	6
	1:45 PM	0	0	0	0	0	0	1	1	0	2	0	1	0	0	1	0	0	0	0	0	3	7
PM Peak Period	2:00 PM	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	5
	2:15 PM	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	2	5
	2:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1	4
	2:45 PM	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	3
	3:00 PM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1	2
	3:15 PM	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1	2
	3:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4
	3:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5
	4:00 PM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	5
	4:15 PM	1	0	0	0	1	1	0	0	0	1	0	0	0	0	0	0	0	1	0	1	3	5
	4:30 PM	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	2
	4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
	5:00 PM	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	3
	5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
	5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
	5:45 PM	0	0	1	0	1	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	2	2
	6:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
	6:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	6:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	6:45 PM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	1	
	7:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Totals		3	2	14	1	20	4	11	7	1	23	9	10	1	0	20	1	17	3	0	21	84	

Peak Hour Semi-Truck Volume Summary

Hourly Time Period Start Time		From North (↓) 122nd Ave					From East (←) 71st St					From South (↑) 122nd Ave					From West (→) 71st St					Total Hourly Volume
		Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	
AM	7:00 AM	0	0	2	0	2	0	2	0	0	2	1	0	0	0	1	0	1	0	0	1	6
MD	12:00 PM	0	0	0	0	0	0	0	0	0	0	2	3	1	0	6	1	1	0	0	2	8
PM	4:15 PM	2	0	1	0	3	1	0	0	0	1	0	0	0	0	0	0	0	1	0	1	5

Intersection Traffic Volume Report

Count Basics		Page 9 of 13
Start Date: Thursday, August 17, 2023	Weekday	Schools in Session
Total Number of Hours Counted: 13	Non-Holiday	No Special Events

15-Minute Heavy Vehicle Data

71st St & 122nd Ave



15-Minute Heavy Vehicle Data

15-Minute Time Period Start Time		From North (↓) 122nd Ave					From East (←) 71st St					From South (↑) 122nd Ave					From West (→) 71st St					15-Min Totals	Hourly Sum
		Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total		
AM Peak Period	6:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1	22
	6:15 AM	0	0	0	0	0	0	1	1	0	2	1	0	0	0	1	0	1	0	0	1	4	26
	6:30 AM	2	1	4	0	7	1	0	3	0	4	1	0	0	0	1	0	2	0	0	2	14	26
	6:45 AM	0	0	0	0	0	0	0	0	0	0	1	1	0	0	2	0	1	0	0	1	3	23
	7:00 AM	0	1	2	0	3	0	0	2	0	2	0	0	0	0	0	0	0	0	0	0	5	25
	7:15 AM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	1	2	0	0	3	4	28
	7:30 AM	2	0	1	0	3	0	2	2	0	4	1	1	0	0	2	0	2	0	0	2	11	31
	7:45 AM	0	1	2	0	3	0	1	0	0	1	1	0	0	0	1	0	0	0	0	0	5	28
	8:00 AM	0	0	1	0	1	0	2	3	0	5	0	1	0	0	1	0	0	1	0	1	8	28
	8:15 AM	0	0	0	0	0	0	0	4	0	4	1	1	0	0	2	1	0	0	0	1	7	25
	8:30 AM	0	0	1	0	1	0	2	1	0	3	2	0	0	0	2	0	1	1	0	2	8	29
	8:45 AM	0	0	0	0	0	0	2	0	0	2	0	1	0	0	1	0	1	1	0	2	5	25
	9:00 AM	1	0	0	0	1	0	0	2	0	2	1	0	0	0	1	0	0	1	0	1	5	25
	9:15 AM	0	0	0	0	0	0	0	3	0	3	1	3	0	0	4	0	3	1	0	4	11	25
	9:30 AM	1	0	0	0	1	0	1	0	0	1	1	0	0	0	1	0	1	0	0	1	4	22
	9:45 AM	1	0	0	0	1	0	0	3	0	3	1	0	0	0	1	0	0	0	0	0	5	27
Midday Peak Period	10:00 AM	0	1	1	0	2	0	0	1	1	2	0	0	0	0	0	0	0	1	0	1	5	26
	10:15 AM	0	0	0	0	0	0	0	1	0	1	1	2	0	0	3	0	4	0	0	4	8	25
	10:30 AM	1	1	0	1	3	2	0	0	0	2	1	0	0	0	1	0	3	0	0	3	9	23
	10:45 AM	0	0	1	0	1	0	2	1	0	3	0	0	0	0	0	0	0	0	0	0	4	18
	11:00 AM	1	0	1	0	2	0	0	1	0	1	0	1	0	0	1	0	0	0	0	0	4	22
	11:15 AM	0	0	0	0	0	2	0	2	0	4	0	1	0	0	1	0	1	0	0	1	6	23
	11:30 AM	0	0	1	0	1	0	0	0	0	0	0	1	0	0	1	0	2	0	0	2	4	23
	11:45 AM	0	1	1	0	2	0	1	2	0	3	0	0	0	0	0	1	1	1	0	3	8	25
	12:00 PM	0	1	0	0	1	0	0	0	0	0	2	0	1	0	3	1	0	0	0	1	5	24
	12:15 PM	0	0	0	0	0	1	0	0	0	1	1	1	0	0	2	0	3	0	0	3	6	32
	12:30 PM	0	0	0	0	0	1	0	2	0	3	2	1	0	0	3	0	0	0	0	0	6	32
	12:45 PM	0	1	0	0	1	0	0	1	0	1	2	2	0	0	4	0	1	0	0	1	7	29
	1:00 PM	0	0	3	0	3	1	4	1	0	6	3	0	0	0	3	0	1	0	0	1	13	33
	1:15 PM	0	0	0	0	0	0	3	1	0	4	0	0	0	0	0	0	2	0	0	2	6	25
	1:30 PM	0	0	0	0	0	0	0	1	0	1	1	1	0	0	2	0	0	0	0	0	3	23
	1:45 PM	0	0	1	0	1	1	2	3	0	6	0	2	0	0	2	0	1	1	0	2	11	24
PM Peak Period	2:00 PM	0	0	2	0	2	0	1	0	0	1	1	0	0	0	1	0	1	0	0	1	5	25
	2:15 PM	0	1	1	0	2	0	0	0	0	0	1	0	0	0	1	0	1	0	0	1	4	22
	2:30 PM	0	0	0	0	0	0	1	0	0	1	0	2	0	0	2	0	1	0	0	1	4	23
	2:45 PM	2	0	1	0	3	1	1	3	0	5	0	1	0	0	1	0	2	1	0	3	12	23
	3:00 PM	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	2	17
	3:15 PM	0	0	0	0	0	2	0	1	0	3	1	0	0	0	1	0	1	0	0	1	5	22
	3:30 PM	0	0	1	0	1	0	0	0	0	0	3	0	0	0	3	0	0	0	0	0	4	25
	3:45 PM	0	1	0	0	1	1	0	2	0	3	0	0	0	0	0	0	2	0	0	2	6	24
	4:00 PM	3	1	0	0	4	0	0	1	0	1	0	1	0	0	1	0	1	0	0	1	7	27
	4:15 PM	1	0	0	0	1	2	0	0	0	2	1	1	0	0	2	0	2	1	0	3	8	23
	4:30 PM	0	0	1	0	1	0	0	0	0	0	2	0	0	0	2	0	0	0	0	0	3	18
	4:45 PM	0	0	0	0	0	0	2	4	0	6	0	1	0	0	1	1	1	0	0	2	9	20
	5:00 PM	1	0	0	0	1	1	1	0	0	2	0	0	0	0	0	0	0	0	0	0	3	14
	5:15 PM	0	0	0	0	0	0	1	1	0	2	0	1	0	0	1	0	0	0	0	0	3	13
	5:30 PM	1	0	0	0	1	1	0	0	0	1	1	1	0	0	2	0	1	0	0	1	5	10
	5:45 PM	0	1	1	0	2	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	3	6
	6:00 PM	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	1	0	0	1	2	8
	6:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	6:30 PM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	1	
	6:45 PM	0	1	0	0	1	0	0	2	0	2	1	0	0	0	1	0	1	0	0	1	5	
	7:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Totals		17	13	27	1	58	17	32	57	1	107	38	28	1	0	67	5	49	10	0	64	296	

Peak Hour Heavy Vehicle Volume Summary

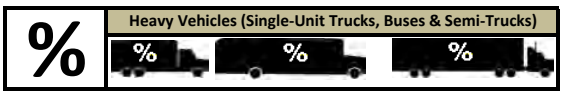
Hourly Time Period Start Time		From North (↓) 122nd Ave					From East (←) 71st St					From South (↑) 122nd Ave					From West (→) 71st St					Total Hourly Volume
		Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	
AM	7:00 AM	2	2	5	0	9	0	3	4	0	7	3	1	0	0	4	1	4	0	0	5	25
MD	12:00 PM	0	2	0	0	2	2	0	3	0	5	7	4	1	0	12	1	4	0	0	5	24
PM	4:15 PM	2	0	1	0	3	3	3	4	0	10	3	2	0	0	5	1	3	1	0	5	23

Intersection Traffic Volume Report

Count Basics			Page 10 of 13
Start Date:	Thursday, August 17, 2023	Weekday	Schools in Session
Total Number of Hours Counted: 13		Non-Holiday	No Special Events

15-Minute Heavy Vehicle Percentages

71st St & 122nd Ave



15-Minute Heavy Vehicle Percentages

	15-Minute Time Period Start Time	From North (↓) 122nd Ave Right	Thru	Left	U-Tn	Total	From East (←) 71st St Right	Thru	Left	U-Tn	Total	From South (↑) 122nd Ave Right	Thru	Left	U-Tn	Total	From West (→) 71st St Right	Thru	Left	U-Tn	Total	Total Heavy Vehicle Percent	Hourly Heavy Vehicle Percent
AM Peak Period	6:00 AM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	8.3	0.0	0.0	4.3	1.0	4.5
	6:15 AM	0.0	0.0	0.0	0.0	0.0	0.0	6.7	7.7	0.0	6.7	6.3	0.0	0.0	0.0	4.0	0.0	3.7	0.0	0.0	3.2	3.7	4.9
	6:30 AM	33.3	4.5	28.6	0.0	16.7	12.5	0.0	15.8	0.0	13.8	5.6	0.0	0.0	0.0	3.1	0.0	7.7	0.0	0.0	6.1	10.3	4.2
	6:45 AM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	7.1	11.1	0.0	0.0	8.3	0.0	2.0	0.0	0.0	1.5	2.1	3.5
	7:00 AM	0.0	7.7	14.3	0.0	10.3	0.0	0.0	8.3	0.0	4.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	3.5	3.6
	7:15 AM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	4.2	0.0	0.0	0.0	2.2	12.5	4.8	0.0	0.0	5.2	2.1	4.0
	7:30 AM	33.3	0.0	10.0	0.0	8.6	0.0	12.5	9.1	0.0	8.5	4.3	5.3	0.0	0.0	4.8	0.0	4.5	0.0	0.0	3.6	6.1	4.8
	7:45 AM	0.0	5.9	14.3	0.0	7.3	0.0	3.4	0.0	0.0	1.8	6.7	0.0	0.0	0.0	2.9	0.0	0.0	0.0	0.0	0.0	2.7	4.4
	8:00 AM	0.0	0.0	20.0	0.0	4.2	0.0	20.0	17.6	0.0	11.9	0.0	8.3	0.0	0.0	3.6	0.0	0.0	14.3	0.0	2.2	5.8	4.5
	8:15 AM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	13.8	0.0	6.7	9.1	5.0	0.0	0.0	6.5	50.0	0.0	0.0	0.0	2.9	4.9	3.9
	8:30 AM	0.0	0.0	11.1	0.0	3.4	0.0	11.8	3.7	0.0	5.1	14.3	0.0	0.0	0.0	6.3	0.0	2.5	12.5	0.0	4.0	4.7	4.5
	8:45 AM	0.0	0.0	0.0	0.0	0.0	0.0	6.9	0.0	0.0	2.7	0.0	4.5	0.0	0.0	2.3	0.0	5.9	20.0	0.0	8.7	3.0	4.1
	9:00 AM	20.0	0.0	0.0	0.0	2.9	0.0	0.0	10.0	0.0	3.5	6.7	0.0	0.0	0.0	2.7	0.0	0.0	16.7	0.0	2.7	3.0	4.3
	9:15 AM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	13.6	0.0	8.1	6.7	12.0	0.0	0.0	9.3	0.0	10.3	12.5	0.0	10.5	7.7	4.3
	9:30 AM	12.5	0.0	0.0	0.0	1.9	0.0	5.9	0.0	0.0	2.5	8.3	0.0	0.0	0.0	3.4	0.0	16.7	0.0	0.0	7.7	2.9	3.8
	9:45 AM	100.0	0.0	0.0	0.0	2.5	0.0	0.0	13.6	0.0	7.7	4.2	0.0	0.0	0.0	2.1	0.0	0.0	0.0	0.0	0.0	3.5	4.7
Midday Peak Period	10:00 AM	0.0	5.3	5.6	0.0	4.9	0.0	0.0	4.8	100.0	4.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	10.0	0.0	3.7	3.2	4.5
	10:15 AM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	5.3	0.0	2.9	7.1	8.7	0.0	0.0	8.1	0.0	36.4	0.0	0.0	20.0	5.7	4.2
	10:30 AM	16.7	7.1	0.0	100.0	7.5	20.0	0.0	0.0	0.0	3.6	9.1	0.0	0.0	0.0	4.3	0.0	60.0	0.0	0.0	25.0	6.9	3.7
	10:45 AM	0.0	0.0	6.7	0.0	3.6	0.0	7.4	5.3	0.0	5.8	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2.5	2.7
	11:00 AM	11.1	0.0	7.1	0.0	3.8	0.0	0.0	5.3	0.0	2.0	0.0	4.0	0.0	0.0	2.4	0.0	0.0	0.0	0.0	0.0	2.3	3.1
	11:15 AM	0.0	0.0	0.0	0.0	0.0	13.3	0.0	9.5	0.0	7.0	0.0	5.3	0.0	0.0	2.9	0.0	5.6	0.0	0.0	3.8	3.9	3.1
	11:30 AM	0.0	0.0	4.8	0.0	1.5	0.0	0.0	0.0	0.0	0.0	0.0	3.3	0.0	0.0	2.0	0.0	28.6	0.0	0.0	10.0	2.1	3.0
	11:45 AM	0.0	3.3	10.0	0.0	4.4	0.0	12.5	6.5	0.0	5.5	0.0	0.0	0.0	0.0	0.0	25.0	3.8	12.5	0.0	7.9	4.3	3.3
	12:00 PM	0.0	2.6	0.0	0.0	1.8	0.0	0.0	0.0	0.0	0.0	6.9	0.0	16.7	0.0	5.3	12.5	0.0	0.0	0.0	2.4	2.4	3.1
	12:15 PM	0.0	0.0	0.0	0.0	0.0	5.6	0.0	0.0	0.0	2.0	2.9	2.5	0.0	0.0	2.6	0.0	37.5	0.0	0.0	30.0	3.3	4.2
	12:30 PM	0.0	0.0	0.0	0.0	0.0	7.1	0.0	5.4	0.0	4.5	8.0	2.9	0.0	0.0	4.5	0.0	0.0	0.0	0.0	0.0	3.1	4.3
	12:45 PM	0.0	4.0	0.0	0.0	1.9	0.0	0.0	4.3	0.0	1.9	6.9	5.9	0.0	0.0	6.2	0.0	9.1	0.0	0.0	5.9	3.7	4.0
	1:00 PM	0.0	0.0	14.3	0.0	5.6	16.7	18.2	3.3	0.0	10.3	12.5	0.0	0.0	0.0	5.1	0.0	5.3	0.0	0.0	3.3	6.5	4.7
	1:15 PM	0.0	0.0	0.0	0.0	0.0	0.0	25.0	5.6	0.0	10.0	0.0	0.0	0.0	0.0	0.0	0.0	33.3	0.0	0.0	10.5	3.5	3.7
	1:30 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	4.0	0.0	2.2	4.0	3.8	0.0	0.0	3.8	0.0	0.0	0.0	0.0	0.0	1.9	3.4
	1:45 PM	0.0	0.0	6.3	0.0	2.5	5.9	18.2	12.0	0.0	11.1	0.0	8.3	0.0	0.0	4.3	0.0	5.0	12.5	0.0	6.9	6.5	3.5
PM Peak Period	2:00 PM	0.0	0.0	10.0	0.0	4.2	0.0	6.3	0.0	0.0	1.7	4.0	0.0	0.0	0.0	1.8	0.0	5.9	0.0	0.0	5.0	2.7	3.5
	2:15 PM	0.0	4.3	8.3	0.0	5.3	0.0	0.0	0.0	0.0	0.0	4.2	0.0	0.0	0.0	2.3	0.0	6.3	0.0	0.0	4.3	2.4	3.2
	2:30 PM	0.0	0.0	0.0	0.0	0.0	0.0	6.7	0.0	0.0	1.8	0.0	11.1	0.0	0.0	5.4	0.0	4.5	0.0	0.0	3.1	2.4	3.3
	2:45 PM	22.2	0.0	6.3	0.0	6.5	12.5	4.0	7.9	0.0	6.9	0.0	3.8	0.0	0.0	2.0	0.0	25.0	16.7	0.0	16.7	6.4	3.2
	3:00 PM	0.0	0.0	0.0	0.0	0.0	0.0	7.7	0.0	0.0	2.9	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1.1	2.3
	3:15 PM	0.0	0.0	0.0	0.0	0.0	22.2	0.0	4.2	0.0	4.7	4.2	0.0	0.0	0.0	2.4	0.0	5.6	0.0	0.0	4.0	2.9	2.9
	3:30 PM	0.0	0.0	5.6	0.0	2.6	0.0	0.0	0.0	0.0	0.0	12.5	0.0	0.0	0.0	5.7	0.0	0.0	0.0	0.0	0.0	2.3	3.2
	3:45 PM	0.0	5.3	0.0	0.0	1.8	5.6	0.0	5.6	0.0	3.9	0.0	0.0	0.0	0.0	0.0	0.0	13.3	0.0	0.0	8.7	3.1	2.9
	4:00 PM	25.0	3.0	0.0	0.0	4.9	0.0	0.0	6.7	0.0	1.7	0.0	4.3	0.0	0.0	2.2	0.0	11.1	0.0	0.0	6.7	3.5	3.2
	4:15 PM	10.0	0.0	0.0	0.0	2.3	22.2	0.0	0.0	0.0	2.4	3.1	4.3	0.0	0.0	3.6	0.0	28.6	11.1	0.0	11.5	3.8	2.6
	4:30 PM	0.0	0.0	3.4	0.0	1.6	0.0	0.0	0.0	0.0	0.0	8.0	0.0	0.0	0.0	3.7	0.0	0.0	0.0	0.0	0.0	1.4	2.1
	4:45 PM	0.0	0.0	0.0	0.0	0.0	0.0	11.8	12.5	0.0	8.6	0.0	5.0	0.0	0.0	2.0	10.0	5.6	0.0	0.0	5.4	4.2	2.4
	5:00 PM	14.3	0.0	0.0	0.0	1.6	9.1	1.8	0.0	0.0	2.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1.3	1.7
	5:15 PM	0.0	0.0	0.0	0.0	0.0	0.0	2.9	3.7	0.0	2.7	0.0	6.7	0.0	0.0	2.1	0.0	0.0	0.0	0.0	0.0	1.6	1.6
	5:30 PM	12.5	0.0	0.0	0.0	2.2	14.3	0.0	0.0	0.0	1.3	4.0	5.3	0.0	0.0	4.3	0.0	2.9	0.0	0.0	2.4	2.4	1.3
	5:45 PM	0.0	3.4	5.3	0.0	3.6	0.0	0.0	2.9	0.0	1.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1.5	0.8
	6:00 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	3.0	0.0	1.2	0.0	0.0	0.0	0.0	0.0	0.0	5.0	0.0	0.0	4.2	1.0	1.1
	6:15 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	6:30 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	5.0	0.0	0.0	0.0	2.5	0.0	0.0	0.0	0.0	0.0	0.6	
	6:45 PM	0.0	6.3	0.0	0.0	2.4	0.0	0.0	8.0	0.0	3.4	3.8	0.0	0.0	0.0	1.8	0.0	11.1	0.0	0.0	5.3	2.8	
	7:00 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Totals		5.3	1.2	3.3	100.0	2.7	3.0	2.9	4.4	5.3	3.6	3.5	2.5	0.8	0.0	2.9	2.3	5.1	3.6	0.0	4.4	3.3	

Peak Hour Heavy Vehicle Percentages Summary

	Hourly Time Period Start Time	From North (↓) 122nd Ave Right	Thru	Left	U-Tn	Total	From East (←) 71st St Right	Thru	Left	U-Tn	Total	From South (↑) 122nd Ave Right	Thru	Left	U-Tn	Total	From West (→) 71st St Right	Thru	Left	U-Tn	Total	Hourly Heavy Vehicle Percent
AM	7:00 AM	10.5	3.0	10.9	0.0	6.8	0.0	3.4	5.2	0.0	3.4	3.7	1.4	0.0	0.0	2.5	3.6	2.8	0.0	0.0	2.6	3.6
MD	12:00 PM	0.0	1.7	0.0	0.0	1.0	3.6	0.0	2.8	0.0	2.3	5.9	3.1	6.7	0.0	4.5	6.3	7.7	0.0	0.0	6.3	3.1
PM	4:15 PM	6.3	0.0	1.1	0.0	1.3	7.1	1.7	3.6	0.0	3.0	2.9	2.4	0.0	0.0	2.5	3.1	5.9	3.6	0.0	4.5	2.6

Intersection Traffic Volume Report

Count Basics			Page 11 of 13
Start Date:	Thursday, August 17, 2023	Weekday	Schools in Session
Total Number of Hours Counted: 13		Non-Holiday	No Special Events

15-Minute Pedestrian and Bicyclist Data

71st St & 122nd Ave

Pedestrians and Bicyclists



15-Minute Pedestrian and Bicyclist Data

15-Minute Time Period		Crossing North Approach 122nd Ave			Crossing East Approach 71st St			Crossing South Approach 122nd Ave			Crossing West Approach 71st St			15-Min	Hourly
Start Time		Pedestrian	Bicyclist	Total	Pedestrian	Bicyclist	Total	Pedestrian	Bicyclist	Total	Pedestrian	Bicyclist	Total	Totals	Sum
AM Peak Period	6:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	6:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	6:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	6:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	9:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	9:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	9:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Midday Peak Period	10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	1
	10:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	3
	10:30 AM	0	0	0	1	0	1	0	0	0	0	0	0	1	3
	10:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	2
	11:00 AM	1	0	1	0	0	0	0	0	0	1	0	1	2	2
	11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1
	12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1
	12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1
	1:00 PM	0	0	0	1	0	1	0	0	0	0	0	0	1	1
	1:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	1:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	1:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PM Peak Period	2:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	3
	2:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	3
	2:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	3
	2:45 PM	1	0	1	0	0	0	1	0	1	1	0	1	3	3
	3:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	4
	3:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	4
	3:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	4
	3:45 PM	0	0	0	4	0	4	0	0	0	0	0	0	4	4
	4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1
	4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	2
	4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	10
	5:00 PM	0	0	0	0	0	0	1	0	1	0	0	0	1	12
	5:15 PM	0	0	0	0	0	0	0	0	0	1	0	1	1	11
	5:30 PM	0	0	0	4	0	4	4	0	4	0	0	0	8	10
	5:45 PM	0	0	0	1	0	1	1	0	1	0	0	0	2	5
	6:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	3
	6:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	6:30 PM	0	0	0	3	0	3	0	0	0	0	0	0	3	
	6:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	7:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
Totals		**2**	**0**	**2**	**14**	**0**	**14**	**7**	**0**	**7**	**3**	**0**	**3**	**26**	

Special Pedestrians

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

Intersection Traffic Volume Report

Count Basics	Version 2022.11.2		Page 1 of 13
Start Date:	Thursday, August 17, 2023	Weekday	Schools in Session
Total Number of Hours Counted: 13		Non-Holiday	No Special Events

Base Information, Observed (13) Hour and Estimated (24) Hour Volume Summaries

Major St: **71st St**
Minor St: **I-41 SB Off Ramp**
Intersection of: *71st St & I-41 SB Off Ramp*

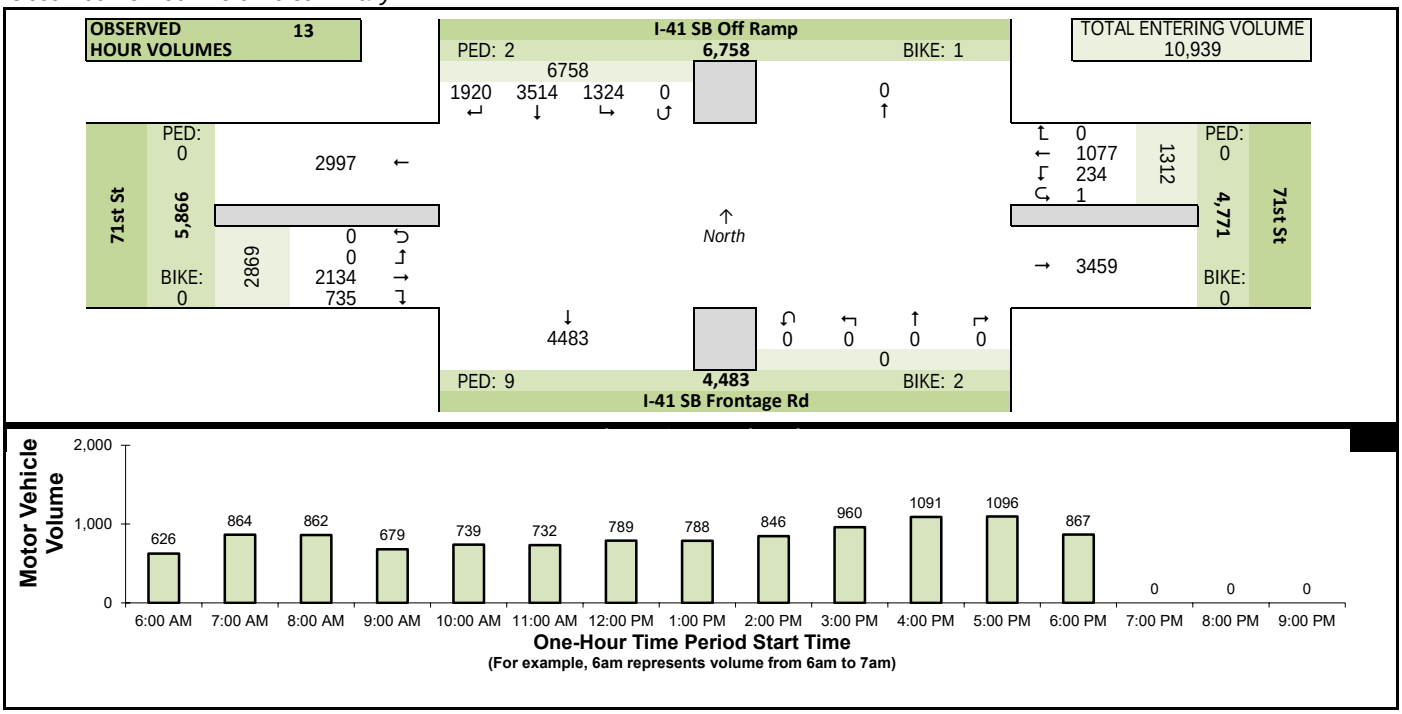
Site Information

Municipality	City of Kenosha		
County	30 - Kenosha	WisDOT Region	SE
Traffic Control	Traffic Signal		
Roadway Names		North Direction	↑
North Leg	I-41 SB Off Ramp		
East Leg	71st St		
South Leg	I-41 SB Frontage Rd		
West Leg	71st St		
Special Considerations			
Schools	In Session		
Holidays	None		
Special Events	None		
Special Pedestrians Observed			
	Pre-school children	None	
	Elementry school age children	None	
	Visually impaired (white cane/helper dog)	None	
	Elderly/disabled (except wheelchairs)	None	
	Wheelchairs/electric scooters	None	
Other (describe)	None	None	

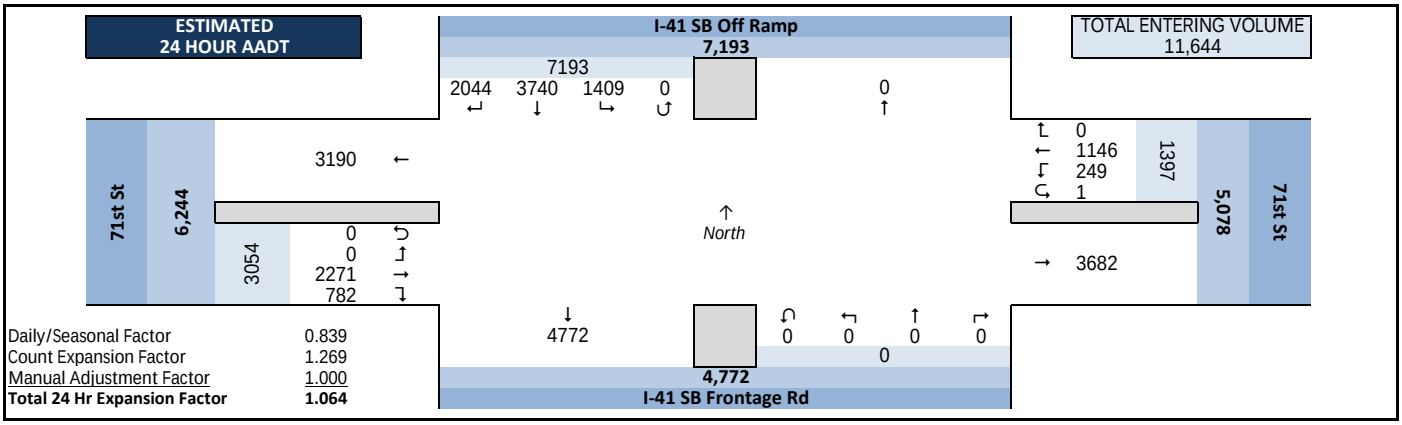
Count Information

Hrs Counted:	06:00 AM-07:00 PM				
1st Day of Count	Thursday, August 17, 2023			Weather	
AM Peak Period	Thursday, August 17, 2023			Partly Cloudy & Dry	
Midday Peak Period	Thursday, August 17, 2023			Partly Cloudy & Dry	
PM Peak Period	Thursday, August 17, 2023			Partly Cloudy & Dry	
Calculated Peak Hours					
AM	7:15-8:15am	MD	12:15-1:15pm	PM	4:30-5:30pm
Peak Hours Selected for Analysis					
AM	7:15-8:15am	MD	12:15-1:15pm	PM	4:15-5:15pm
Daily/Seasonal Adjustment Group	(2) Urban Arterials & Collectors				
Count Expansion Group	(2) Urban Arterials & Collectors				
Daily/Seasonal Adjustment Factor	0.839	Count Expansion Factor	1.269		
Company Name	OD Data Solution Professionals			Manual Adj.	1.000
Observers: AM Peak Period	OD Data Solution Professionals				
Observers: Midday Peak Period	OD Data Solution Professionals				
Observers: PM Peak Period	OD Data Solution Professionals				
Comments	2021 DOT Daily & Seasonal Factors				

Observed 13 Hour Volume Summary



Estimated 24 Hour AADT



Intersection Traffic Volume Report

Count Basics			Page 2 of 13
Start Date:	Thursday, August 17, 2023	Weekday	Schools in Session
Total Number of Hours Counted: 13		Non-Holiday	No Special Events

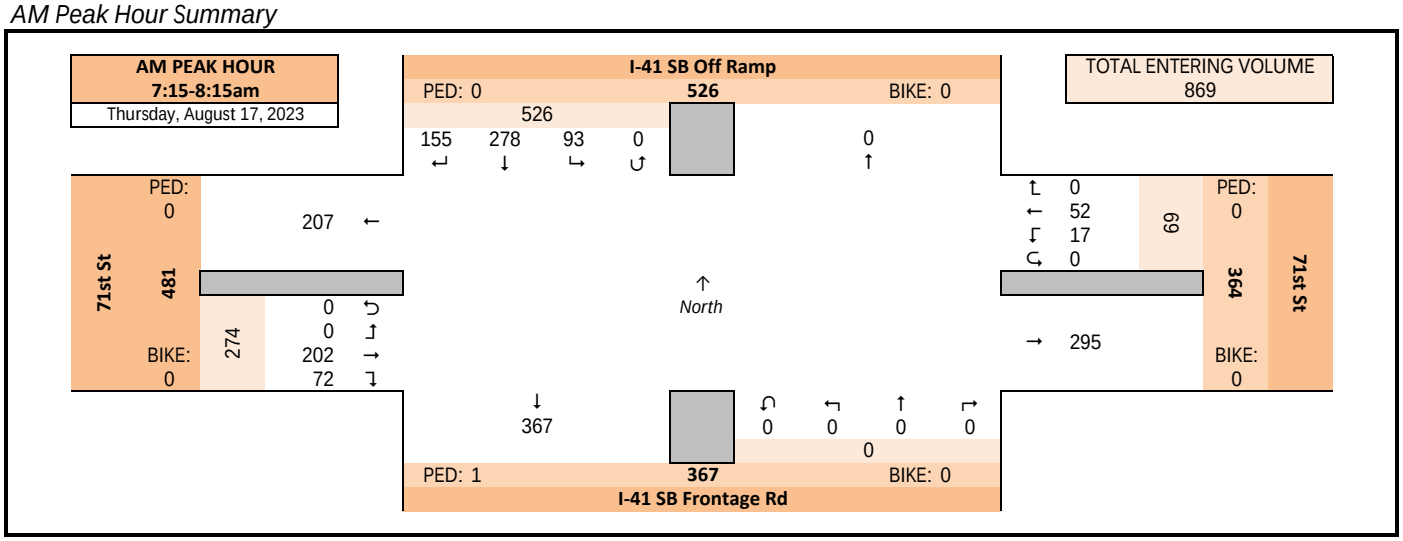
Peak Hour Volume Graphical Summary

71st St & I-41 SB Off Ramp

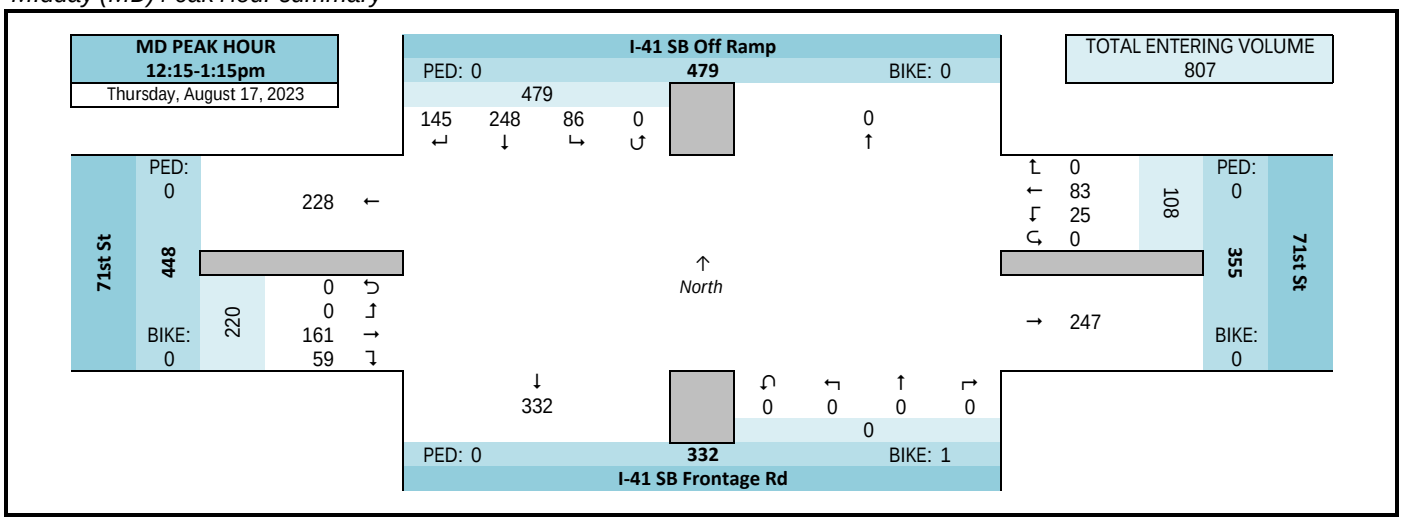
All Motor Vehicles



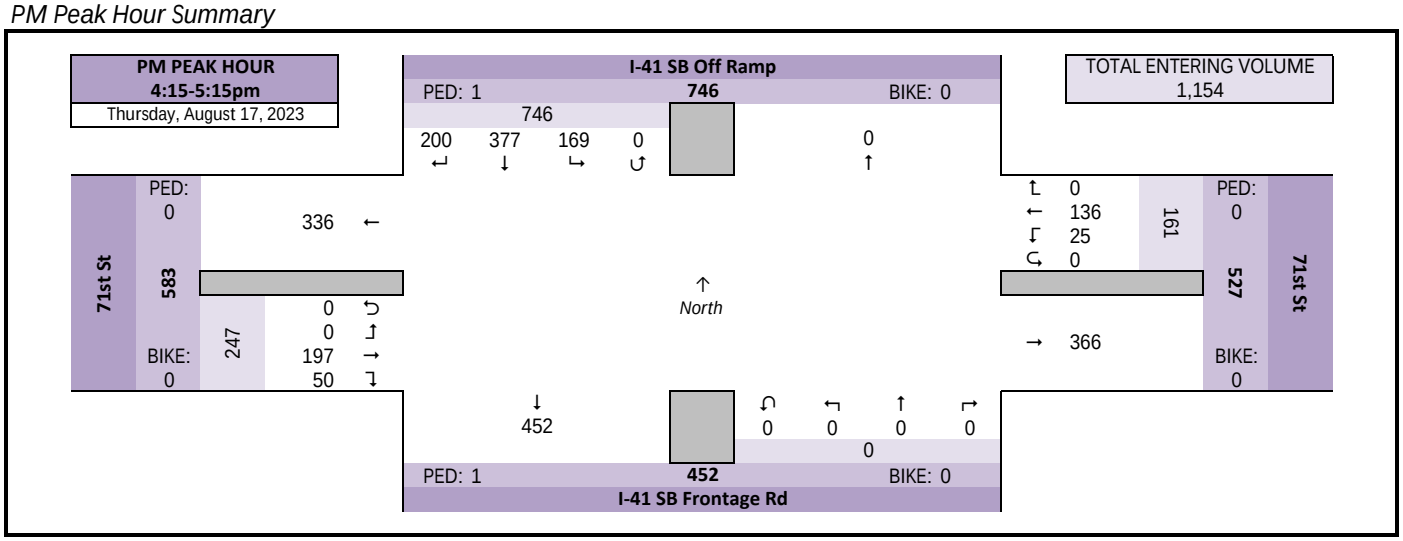
AM Peak Hour Summary



Midday (MD) Peak Hour Summary



PM Peak Hour Summary



Intersection Traffic Volume Report

Count Basics			Page 3 of 13
Start Date:	Thursday, August 17, 2023	Weekday	Schools in Session
Total Number of Hours Counted: 13		Non-Holiday	No Special Events

Peak Hour Volume Summary

71st St & I-41 SB Off Ramp

All Motor Vehicles



Peak Hour Volumes, Truck Percentages, and PHFs

Thursday, August 17, 2023		From North					From East					From South					From West					
	AM Peak Hour	I-41 SB Off Ramp					71st St					I-41 SB Frontage Rd					71st St					
	Start Time	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Totals
AM Peak Hour	7:15 AM	48	91	23	0	162	0	14	1	0	15	0	0	0	0	0	14	60	0	0	74	251
	7:30 AM	37	52	18	0	107	0	10	1	0	11	0	0	0	0	0	20	58	0	0	78	196
	7:45 AM	38	69	33	0	140	0	18	2	0	20	0	0	0	0	0	19	47	0	0	66	226
	8:00 AM	32	66	19	0	117	0	10	13	0	23	0	0	0	0	0	19	37	0	0	56	196
	Peak Hour Volume	155	278	93	0	526	0	52	17	0	69	0	0	0	0	0	72	202	0	0	274	869
	Rounded Hourly Volume	155	280	95	0	530	0	50	15	0	65	0	0	0	0	0	70	200	0	0	270	865
	% Single Unit Trucks	3.9	3.2	2.2	0.0	3.2	0.0	3.8	0.0	0.0	2.9	0.0	0.0	0.0	0.0	0.0	4.2	4.0	0.0	0.0	4.0	3.5
	% Heavy Trucks	1.9	4.7	0.0	0.0	3.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1.4	3.0	0.0	0.0	2.6	2.6
	% Trucks (Total)	5.8	7.9	2.2	0.0	6.3	0.0	3.8	0.0	0.0	2.9	0.0	0.0	0.0	0.0	0.0	5.6	6.9	0.0	0.0	6.6	6.1
	Peak Hour Factor (PHF)	0.81	0.76	0.70	0.00	0.81	0.00	0.72	0.33	0.00	0.75	0.00	0.00	0.00	0.00	0.00	0.90	0.84	0.00	0.00	0.88	0.87

Thursday, August 17, 2023		From North					From East					From South					From West					
	MD Peak Hour	I-41 SB Off Ramp					71st St					I-41 SB Frontage Rd					71st St					
	Start Time	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Totals
Midday (MD) Peak Hour	12:15 PM	28	57	17	0	102	0	21	9	0	30	0	0	0	0	0	17	39	0	0	56	188
	12:30 PM	43	59	30	0	132	0	24	4	0	28	0	0	0	0	0	11	29	0	0	40	200
	12:45 PM	35	63	17	0	115	0	19	6	0	25	0	0	0	0	0	17	43	0	0	60	200
	1:00 PM	39	69	22	0	130	0	19	6	0	25	0	0	0	0	0	14	50	0	0	64	219
	Peak Hour Volume	145	248	86	0	479	0	83	25	0	108	0	0	0	0	0	59	161	0	0	220	807
	Rounded Hourly Volume	145	250	85	0	480	0	85	25	0	110	0	0	0	0	0	60	160	0	0	220	810
	% Single Unit Trucks	2.8	0.8	3.5	0.0	1.9	0.0	1.2	0.0	0.0	0.9	0.0	0.0	0.0	0.0	0.0	0.0	3.7	0.0	0.0	2.7	2.0
	% Heavy Trucks	1.4	4.4	0.0	0.0	2.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1.7	0.6	0.0	0.0	0.9	1.9
	% Trucks (Total)	4.1	5.2	3.5	0.0	4.6	0.0	1.2	0.0	0.0	0.9	0.0	0.0	0.0	0.0	0.0	1.7	4.3	0.0	0.0	3.6	3.8
	Peak Hour Factor (PHF)	0.84	0.90	0.72	0.00	0.91	0.00	0.86	0.69	0.00	0.90	0.00	0.00	0.00	0.00	0.00	0.87	0.80	0.00	0.00	0.86	0.92

Thursday, August 17, 2023		From North					From East					From South					From West					
	PM Peak Hour	I-41 SB Off Ramp					71st St					I-41 SB Frontage Rd					71st St					
	Start Time	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Totals
PM Peak Hour	4:15 PM	49	84	37	0	170	0	37	4	0	41	0	0	0	0	0	13	44	0	0	57	268
	4:30 PM	52	95	46	0	193	0	29	6	0	35	0	0	0	0	0	13	44	0	0	57	285
	4:45 PM	39	107	40	0	186	0	30	9	0	39	0	0	0	0	0	8	62	0	0	70	295
	5:00 PM	60	91	46	0	197	0	40	6	0	46	0	0	0	0	0	16	47	0	0	63	306
	Peak Hour Volume	200	377	169	0	746	0	136	25	0	161	0	0	0	0	0	50	197	0	0	247	1154
	Rounded Hourly Volume	200	375	170	0	745	0	135	25	0	160	0	0	0	0	0	50	195	0	0	245	1150
	% Single Unit Trucks	1.5	0.8	0.0	0.0	0.8	0.0	2.2	0.0	0.0	1.9	0.0	0.0	0.0	0.0	0.0	2.0	2.5	0.0	0.0	2.4	1.3
	% Heavy Trucks	0.0	2.7	0.6	0.0	1.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1.0
	% Trucks (Total)	1.5	3.4	0.6	0.0	2.3	0.0	2.2	0.0	0.0	1.9	0.0	0.0	0.0	0.0	0.0	2.0	2.5	0.0	0.0	2.4	2.3
	Peak Hour Factor (PHF)	0.83	0.88	0.92	0.00	0.95	0.00	0.85	0.69	0.00	0.87	0.00	0.00	0.00	0.00	0.00	0.78	0.79	0.00	0.00	0.88	0.94

Peak Hour Pedestrian and Bicyclist Volumes

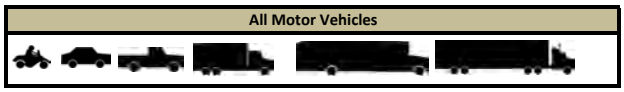
Pedestrians and Bicyclists		Crossing North Approach			Crossing East Approach			Crossing South Approach			Crossing West Approach			Total Ped & Bike Volume
		I-41 SB Off Ramp			71st St			I-41 SB Frontage Rd			71st St			
	15-Minute Start Time	Pedestrian	Bicyclist	Total	Pedestrian	Bicyclist	Total	Pedestrian	Bicyclist	Total	Pedestrian	Bicyclist	Total	
AM	7:15 AM	0	0	0	0	0	0	1	0	1	0	0	0	1
	7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
	7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
	8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
	Total	0	0	0	0	0	0	1	0	1	0	0	0	1
MD	12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	12:45 PM	0	0	0	0	0	0	0	1	1	0	0	0	1
	1:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	Total	0	0	0	0	0	0	0	1	1	0	0	0	1
PM	4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	4:30 PM	0	0	0	0	0	0	1	0	1	0	0	0	1
	4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	5:00 PM	1	0	1	0	0	0	0	0	0	0	0	0	1
	Total	1	0	1	0	0	0	1	0	1	0	0	0	2

Intersection Traffic Volume Report

Count Basics			Page 4 of 13
Start Date:	Thursday, August 17, 2023	Weekday	Schools in Session
Total Number of Hours Counted: 13		Non-Holiday	No Special Events

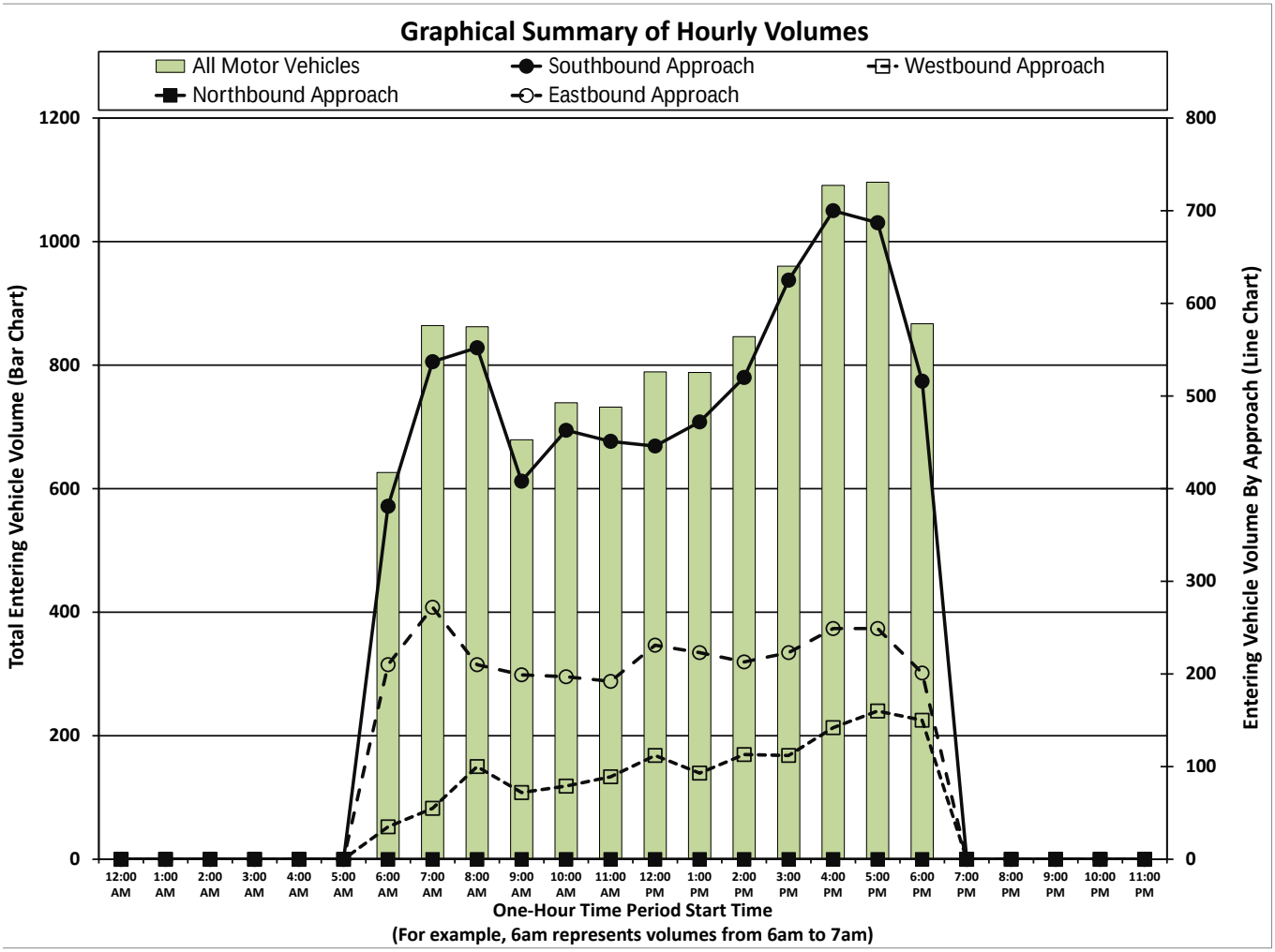
Hourly Volume Summary - Motor Vehicle Data

71st St & I-41 SB Off Ramp



One-Hour Motor Vehicle Data

One-Hour Time Period Start Time		From North (↓) I-41 SB Off Ramp					From East (←) 71st St					From South (↑) I-41 SB Frontage Rd					From West (→) 71st St					Total Vehicle Volume	Directional Volume Totals E/W	Directional Volume Totals N/S
		Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total			
Pre-AM	12:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	1:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	2:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	3:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	4:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	5:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
AM	6:00 AM	102	222	57	0	381	0	29	6	0	35	0	0	0	0	0	48	162	0	0	210	626	245	381
	7:00 AM	158	288	91	0	537	0	50	5	0	55	0	0	0	0	0	65	207	0	0	272	864	327	537
	8:00 AM	159	289	104	0	552	0	76	24	0	100	0	0	0	0	0	60	150	0	0	210	862	310	552
	9:00 AM	109	222	77	0	408	0	64	8	0	72	0	0	0	0	0	54	145	0	0	199	679	271	408
MD	10:00 AM	125	238	100	0	463	0	66	13	0	79	0	0	0	0	0	55	142	0	0	197	739	276	463
	11:00 AM	140	219	92	0	451	0	78	11	0	89	0	0	0	0	0	60	132	0	0	192	732	281	451
	12:00 PM	129	231	86	0	446	0	91	21	0	112	0	0	0	0	0	66	165	0	0	231	789	343	446
	1:00 PM	124	262	86	0	472	0	73	20	0	93	0	0	0	0	0	55	168	0	0	223	788	316	472
PM	2:00 PM	155	261	104	0	520	0	93	19	1	113	0	0	0	0	0	50	163	0	0	213	846	326	520
	3:00 PM	178	331	116	0	625	0	98	14	0	112	0	0	0	0	0	51	172	0	0	223	960	335	625
	4:00 PM	178	376	146	0	700	0	118	24	0	142	0	0	0	0	0	45	204	0	0	249	1091	391	700
	5:00 PM	190	348	149	0	687	0	123	37	0	160	0	0	0	0	0	62	187	0	0	249	1096	409	687
	6:00 PM	173	227	116	0	516	0	118	32	0	150	0	0	0	0	0	64	137	0	0	201	867	351	516
	7:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	8:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	9:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	10:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	11:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Totals		1920	3514	1324	0	6758	0	1077	234	1	1312	0	0	0	0	0	735	2134	0	0	2869	10939	4181	6758



Intersection Traffic Volume Report

Count Basics		Page 5 of 13
Start Date: Thursday, August 17, 2023	Weekday	Schools in Session
Total Number of Hours Counted: 13	Non-Holiday	No Special Events

15-Minute Motor Vehicle Data

71st St & I-41 SB Off Ramp

All Motor Vehicles



15-Minute Motor Vehicle Data

	15-Minute Time Period	From North (↓) I-41 SB Off Ramp					From East (←) 71st St					From South (↑) I-41 SB Frontage Rd					From West (→) 71st St					15-Min	Hourly	
	Start Time	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Totals	Sum	PHF
AM Peak Period	6:00 AM	29	41	14	0	84	0	6	3	0	9	0	0	0	0	0	11	24	0	0	35	128	626	0.82
	6:15 AM	26	37	10	0	73	0	4	2	0	6	0	0	0	0	0	9	39	0	0	48	127	689	0.90
	6:30 AM	23	76	15	0	114	0	6	1	0	7	0	0	0	0	0	8	50	0	0	58	179	813	0.81
	6:45 AM	24	68	18	0	110	0	13	0	0	13	0	0	0	0	0	20	49	0	0	69	192	830	0.83
	7:00 AM	35	76	17	0	128	0	8	1	0	9	0	0	0	0	0	12	42	0	0	54	191	864	0.86
	7:15 AM	48	91	23	0	162	0	14	1	0	15	0	0	0	0	0	14	60	0	0	74	251	869	0.87
	7:30 AM	37	52	18	0	107	0	10	1	0	11	0	0	0	0	0	20	58	0	0	78	196	838	0.93
	7:45 AM	38	69	33	0	140	0	18	2	0	20	0	0	0	0	0	19	47	0	0	66	226	866	0.96
	8:00 AM	32	66	19	0	117	0	10	13	0	23	0	0	0	0	0	19	37	0	0	56	196	862	0.96
	8:15 AM	41	87	25	0	153	0	19	4	0	23	0	0	0	0	0	9	35	0	0	44	220	840	0.94
	8:30 AM	40	68	31	0	139	0	19	2	0	21	0	0	0	0	0	20	44	0	0	64	224	785	0.88
	8:45 AM	46	68	29	0	143	0	28	5	0	33	0	0	0	0	0	12	34	0	0	46	222	717	0.81
	9:00 AM	38	49	14	0	101	0	19	1	0	20	0	0	0	0	0	17	36	0	0	53	174	679	0.92
	9:15 AM	17	48	23	0	88	0	20	3	0	23	0	0	0	0	0	14	40	0	0	54	165	681	0.93
	9:30 AM	29	51	21	0	101	0	11	2	0	13	0	0	0	0	0	11	31	0	0	42	156	678	0.92
	9:45 AM	25	74	19	0	118	0	14	2	0	16	0	0	0	0	0	12	38	0	0	50	184	706	0.96
Midday Peak Period	10:00 AM	32	58	14	0	104	0	15	7	0	22	0	0	0	0	0	10	40	0	0	50	176	739	0.85
	10:15 AM	20	48	28	0	96	0	15	3	0	18	0	0	0	0	0	9	39	0	0	48	162	741	0.85
	10:30 AM	34	64	29	0	127	0	22	0	0	22	0	0	0	0	0	10	25	0	0	35	184	750	0.86
	10:45 AM	39	68	29	0	136	0	14	3	0	17	0	0	0	0	0	26	38	0	0	64	217	763	0.88
	11:00 AM	40	53	21	0	114	0	11	2	0	13	0	0	0	0	0	15	36	0	0	51	178	732	0.93
	11:15 AM	35	49	21	0	105	0	23	0	0	23	0	0	0	0	0	12	31	0	0	43	171	755	0.94
	11:30 AM	30	65	24	0	119	0	24	6	0	30	0	0	0	0	0	15	33	0	0	48	197	772	0.96
	11:45 AM	35	52	26	0	113	0	20	3	0	23	0	0	0	0	0	18	32	0	0	50	186	775	0.96
	12:00 PM	23	52	22	0	97	0	27	2	0	29	0	0	0	0	0	21	54	0	0	75	201	789	0.98
	12:15 PM	28	57	17	0	102	0	21	9	0	30	0	0	0	0	0	17	39	0	0	56	188	807	0.92
	12:30 PM	43	59	30	0	132	0	24	4	0	28	0	0	0	0	0	11	29	0	0	40	200	802	0.92
	12:45 PM	35	63	17	0	115	0	19	6	0	25	0	0	0	0	0	17	43	0	0	60	200	790	0.90
	1:00 PM	39	69	22	0	130	0	19	6	0	25	0	0	0	0	0	14	50	0	0	64	219	788	0.90
	1:15 PM	29	62	23	0	114	0	10	4	0	14	0	0	0	0	0	12	43	0	0	55	183	779	0.93
	1:30 PM	26	70	20	0	116	0	20	4	0	24	0	0	0	0	0	10	38	0	0	48	188	810	0.95
	1:45 PM	30	61	21	0	112	0	24	6	0	30	0	0	0	0	0	19	37	0	0	56	198	827	0.97
PM Peak Period	2:00 PM	36	65	22	0	123	0	22	3	0	25	0	0	0	0	0	10	52	0	0	62	210	846	0.97
	2:15 PM	38	60	31	0	129	0	25	8	0	33	0	0	0	0	0	13	39	0	0	52	214	850	0.98
	2:30 PM	36	64	30	0	130	0	19	4	0	23	0	0	0	0	0	13	39	0	0	52	205	869	0.93
	2:45 PM	45	72	21	0	138	0	27	4	1	32	0	0	0	0	0	14	33	0	0	47	217	917	0.91
	3:00 PM	42	71	23	0	136	0	27	2	0	29	0	0	0	0	0	4	45	0	0	49	214	960	0.92
	3:15 PM	39	80	27	0	146	0	25	5	0	30	0	0	0	0	0	19	38	0	0	57	233	989	0.95
	3:30 PM	46	86	37	0	169	0	21	6	0	27	0	0	0	0	0	18	39	0	0	57	253	1024	0.96
	3:45 PM	51	94	29	0	174	0	25	1	0	26	0	0	0	0	0	10	50	0	0	60	260	1056	0.93
	4:00 PM	38	90	23	0	151	0	22	5	0	27	0	0	0	0	0	11	54	0	0	65	243	1091	0.92
	4:15 PM	49	84	37	0	170	0	37	4	0	41	0	0	0	0	0	13	44	0	0	57	268	1154	0.94
	4:30 PM	52	95	46	0	193	0	29	6	0	35	0	0	0	0	0	13	44	0	0	57	285	1160	0.95
	4:45 PM	39	107	40	0	186	0	30	9	0	39	0	0	0	0	0	8	62	0	0	70	295	1141	0.93
	5:00 PM	60	91	46	0	197	0	40	6	0	46	0	0	0	0	0	16	47	0	0	63	306	1096	0.90
	5:15 PM	44	105	32	0	181	0	29	10	0	39	0	0	0	0	0	13	41	0	0	54	274	1047	0.96
	5:30 PM	43	78	32	0	153	0	31	9	0	40	0	0	0	0	0	17	56	0	0	73	266	1001	0.94
	5:45 PM	43	74	39	0	156	0	23	12	0	35	0	0	0	0	0	16	43	0	0	59	250	938	0.91
	6:00 PM	50	68	35	0	153	0	32	9	0	41	0	0	0	0	0	17	46	0	0	63	257	867	0.84
	6:15 PM	45	67	32	0	144	0	29	9	0	38	0	0	0	0	0	15	31	0	0	46	228		
	6:30 PM	45	46	30	0	121	0	31	8	0	39	0	0	0	0	0	12	31	0	0	43	203		
	6:45 PM	33	46	19	0	98	0	26	6	0	32	0	0	0	0	0	20	29	0	0	49	179		
	7:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
Totals		1920	3514	1324	0	6758	0	1077	234	1	1312	0	0	0	0	0	735	2134	0	0	2869	10939		

Peak Hour All Vehicle Volume Summary

Hourly Time Period		From North (↓) I-41 SB Off Ramp					From East (←) 71st St					From South (↑) I-41 SB Frontage Rd					From West (→) 71st St					Total Hourly	
	Start Time	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Volume	PHF
AM	7:15 AM	155	278	93	0	526	0	52	17	0	69	0	0	0	0	0	72	202	0	0	274	869	0.87
MD	12:15 PM	145	248	86	0	479	0	83	25	0	108	0	0	0	0	0	59	161	0	0	220	807	0.92
PM	4:15 PM	200	377	169	0	746	0	136	25	0	161	0	0	0	0	0	50	197	0	0	247	1154	0.94

Intersection Traffic Volume Report

Count Basics		Page 6 of 13
Start Date: Thursday, August 17, 2023	Weekday	Schools in Session
Total Number of Hours Counted: 13	Non-Holiday	No Special Events

15-Minute Automobile Data

71st St & I-41 SB Off Ramp

Automobiles (Cars, Light Trucks, & Motorcycles)



15-Minute Automobile Data

15-Minute Time Period		From North (↓) I-41 SB Off Ramp					From East (←) 71st St					From South (↑) I-41 SB Frontage Rd					From West (→) 71st St					15-Min	Hourly
Start Time		Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Totals	Sum
AM Peak Period	6:00 AM	26	36	13	0	75	0	6	3	0	9	0	0	0	0	0	11	22	0	0	33	117	576
	6:15 AM	24	27	9	0	60	0	4	2	0	6	0	0	0	0	0	7	39	0	0	46	112	635
	6:30 AM	22	63	14	0	99	0	5	1	0	6	0	0	0	0	0	8	49	0	0	57	162	758
	6:45 AM	23	66	18	0	107	0	12	0	0	12	0	0	0	0	0	18	48	0	0	66	185	779
	7:00 AM	34	69	16	0	119	0	7	1	0	8	0	0	0	0	0	11	38	0	0	49	176	807
	7:15 AM	45	83	22	0	150	0	14	1	0	15	0	0	0	0	0	13	57	0	0	70	235	816
	7:30 AM	36	47	18	0	101	0	10	1	0	11	0	0	0	0	0	19	52	0	0	71	183	789
	7:45 AM	33	65	33	0	131	0	18	2	0	20	0	0	0	0	0	18	44	0	0	62	213	816
	8:00 AM	32	61	18	0	111	0	8	13	0	21	0	0	0	0	0	18	35	0	0	53	185	806
	8:15 AM	41	79	25	0	145	0	17	4	0	21	0	0	0	0	0	9	33	0	0	42	208	780
	8:30 AM	36	62	30	0	128	0	18	2	0	20	0	0	0	0	0	19	43	0	0	62	210	729
	8:45 AM	42	60	28	0	130	0	26	5	0	31	0	0	0	0	0	12	30	0	0	42	203	664
	9:00 AM	35	44	13	0	92	0	17	1	0	18	0	0	0	0	0	15	34	0	0	49	159	637
	9:15 AM	16	43	22	0	81	0	20	3	0	23	0	0	0	0	0	13	40	0	0	53	157	639
	9:30 AM	29	47	19	0	95	0	11	2	0	13	0	0	0	0	0	10	27	0	0	37	145	635
	9:45 AM	23	70	19	0	112	0	14	2	0	16	0	0	0	0	0	12	36	0	0	48	176	660
Midday Peak Period	10:00 AM	28	52	14	0	94	0	14	7	0	21	0	0	0	0	0	8	38	0	0	46	161	687
	10:15 AM	19	43	28	0	90	0	15	3	0	18	0	0	0	0	0	9	36	0	0	45	153	693
	10:30 AM	33	54	27	0	114	0	22	0	0	22	0	0	0	0	0	10	24	0	0	34	170	694
	10:45 AM	37	60	29	0	126	0	13	2	0	15	0	0	0	0	0	25	37	0	0	62	203	712
	11:00 AM	39	47	20	0	106	0	10	1	0	11	0	0	0	0	0	15	35	0	0	50	167	688
	11:15 AM	34	40	20	0	94	0	22	0	0	22	0	0	0	0	0	10	28	0	0	38	154	711
	11:30 AM	28	62	23	0	113	0	24	6	0	30	0	0	0	0	0	12	33	0	0	45	188	737
	11:45 AM	33	49	26	0	108	0	20	3	0	23	0	0	0	0	0	16	32	0	0	48	179	741
	12:00 PM	23	47	21	0	91	0	25	2	0	27	0	0	0	0	0	21	51	0	0	72	190	752
	12:15 PM	27	52	16	0	95	0	21	9	0	30	0	0	0	0	0	17	38	0	0	55	180	776
	12:30 PM	39	58	28	0	125	0	24	4	0	28	0	0	0	0	0	11	28	0	0	39	192	772
	12:45 PM	35	58	17	0	110	0	18	6	0	24	0	0	0	0	0	16	40	0	0	56	190	756
	1:00 PM	38	67	22	0	127	0	19	6	0	25	0	0	0	0	0	14	48	0	0	62	214	753
	1:15 PM	27	58	23	0	108	0	10	4	0	14	0	0	0	0	0	12	42	0	0	54	176	743
	1:30 PM	26	63	19	0	108	0	19	4	0	23	0	0	0	0	0	10	35	0	0	45	176	776
	1:45 PM	28	57	21	0	106	0	23	6	0	29	0	0	0	0	0	18	34	0	0	52	187	794
PM Peak Period	2:00 PM	35	62	22	0	119	0	21	3	0	24	0	0	0	0	0	10	51	0	0	61	204	817
	2:15 PM	38	57	30	0	125	0	25	8	0	33	0	0	0	0	0	13	38	0	0	51	209	822
	2:30 PM	35	56	29	0	120	0	19	3	0	22	0	0	0	0	0	13	39	0	0	52	194	839
	2:45 PM	44	70	21	0	135	0	26	4	1	31	0	0	0	0	0	13	31	0	0	44	210	891
	3:00 PM	41	67	23	0	131	0	27	2	0	29	0	0	0	0	0	4	45	0	0	49	209	930
	3:15 PM	38	75	27	0	140	0	25	5	0	30	0	0	0	0	0	19	37	0	0	56	226	957
	3:30 PM	44	83	37	0	164	0	21	6	0	27	0	0	0	0	0	18	37	0	0	55	246	993
	3:45 PM	51	87	29	0	167	0	22	1	0	23	0	0	0	0	0	10	49	0	0	59	249	1027
	4:00 PM	38	84	23	0	145	0	22	5	0	27	0	0	0	0	0	11	53	0	0	64	236	1061
	4:15 PM	48	81	37	0	166	0	36	4	0	40	0	0	0	0	0	13	43	0	0	56	262	1128
	4:30 PM	51	92	46	0	189	0	29	6	0	35	0	0	0	0	0	13	43	0	0	56	280	1136
	4:45 PM	38	100	39	0	177	0	29	9	0	38	0	0	0	0	0	8	60	0	0	68	283	1117
	5:00 PM	60	91	46	0	197	0	39	6	0	45	0	0	0	0	0	15	46	0	0	61	303	1079
	5:15 PM	44	103	32	0	179	0	27	10	0	37	0	0	0	0	0	13	41	0	0	54	270	1023
	5:30 PM	43	75	32	0	150	0	31	9	0	40	0	0	0	0	0	16	55	0	0	71	261	977
	5:45 PM	43	72	39	0	154	0	22	11	0	33	0	0	0	0	0	16	42	0	0	58	245	916
	6:00 PM	48	64	33	0	145	0	32	8	0	40	0	0	0	0	0	17	45	0	0	62	247	845
	6:15 PM	45	65	30	0	140	0	29	9	0	38	0	0	0	0	0	15	31	0	0	46	224	
	6:30 PM	45	45	30	0	120	0	30	8	0	38	0	0	0	0	0	12	30	0	0	42	200	
	6:45 PM	32	45	19	0	96	0	25	6	0	31	0	0	0	0	0	20	27	0	0	47	174	
	7:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Totals		1852	3263	1295	0	6410	0	1043	229	1	1273	0	0	0	0	0	706	2049	0	0	2755	10438	

Peak Hour Automobile Volume Summary

Hourly Time Period		From North (↓) I-41 SB Off Ramp					From East (←) 71st St					From South (↑) I-41 SB Frontage Rd					From West (→) 71st St					Total Hourly
Start Time		Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Volume
AM	7:15 AM	146	256	91	0	493	0	50	17	0	67	0	0	0	0	0	68	188	0	0	256	816
MD	12:15 PM	139	235	83	0	457	0	82	25	0	107	0	0	0	0	0	58	154	0	0	212	776
PM	4:15 PM	197	364	168	0	729	0	133	25	0	158	0	0	0	0	0	49	192	0	0	241	1128

Intersection Traffic Volume Report

Count Basics		Page 7 of 13
Start Date: Thursday, August 17, 2023	Weekday	Schools in Session
Total Number of Hours Counted: 13	Non-Holiday	No Special Events

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

71st St & I-41 SB Off Ramp



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

	15-Minute	From North					From East					From South					From West						
	Time Period	I-41 SB Off Ramp					71st St					I-41 SB Frontage Rd					71st St					15-Min	Hourly
	Start Time	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Totals	Sum
AM Peak Period	6:00 AM	1	2	0	0	3	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	5	32
	6:15 AM	2	6	1	0	9	0	0	0	0	0	0	0	0	0	0	2	0	0	0	2	11	36
	6:30 AM	1	10	0	0	11	0	1	0	0	1	0	0	0	0	0	0	1	0	0	1	13	33
	6:45 AM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1	1	0	0	2	3	28
	7:00 AM	0	4	1	0	5	0	1	0	0	1	0	0	0	0	0	0	3	0	0	3	9	32
	7:15 AM	2	2	1	0	5	0	0	0	0	0	0	0	0	0	0	1	2	0	0	3	8	30
	7:30 AM	1	3	0	0	4	0	0	0	0	0	0	0	0	0	0	1	3	0	0	4	8	29
	7:45 AM	3	1	0	0	4	0	0	0	0	0	0	0	0	0	0	1	2	0	0	3	7	28
	8:00 AM	0	3	1	0	4	0	2	0	0	2	0	0	0	0	0	0	1	0	0	1	7	29
	8:15 AM	0	3	0	0	3	0	2	0	0	2	0	0	0	0	0	0	2	0	0	2	7	31
	8:30 AM	3	2	1	0	6	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	7	27
	8:45 AM	3	2	0	0	5	0	2	0	0	2	0	0	0	0	0	0	1	0	0	1	8	30
	9:00 AM	2	2	1	0	5	0	2	0	0	2	0	0	0	0	0	1	1	0	0	2	9	26
	9:15 AM	1	1	1	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	28
	9:30 AM	0	4	2	0	6	0	0	0	0	0	0	0	0	0	0	1	3	0	0	4	10	32
	9:45 AM	2	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	4	30
Midday Peak Period	10:00 AM	4	4	0	0	8	0	1	0	0	1	0	0	0	0	0	0	2	0	0	2	11	36
	10:15 AM	1	3	0	0	4	0	0	0	0	0	0	0	0	0	0	0	3	0	0	3	7	30
	10:30 AM	1	5	1	0	7	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	8	30
	10:45 AM	1	6	0	0	7	0	0	1	0	1	0	0	0	0	0	1	1	0	0	2	10	25
	11:00 AM	1	1	0	0	2	0	1	1	0	2	0	0	0	0	0	0	1	0	0	1	5	17
	11:15 AM	1	1	0	0	2	0	1	0	0	1	0	0	0	0	0	1	3	0	0	4	7	14
	11:30 AM	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	2	0	0	0	2	3	12
	11:45 AM	2	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	14
	12:00 PM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	2	15
	12:15 PM	1	2	1	0	4	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	5	16
	12:30 PM	2	0	2	0	4	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	5	14
	12:45 PM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	2	0	0	2	3	15
	1:00 PM	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	3	21
	1:15 PM	2	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	3	23
	1:30 PM	0	2	1	0	3	0	1	0	0	1	0	0	0	0	0	0	2	0	0	2	6	23
	1:45 PM	2	4	0	0	6	0	1	0	0	1	0	0	0	0	0	0	2	0	0	2	9	23
PM Peak Period	2:00 PM	1	2	0	0	3	0	1	0	0	1	0	0	0	0	0	0	1	0	0	1	5	20
	2:15 PM	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	3	17
	2:30 PM	1	5	0	0	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	6	19
	2:45 PM	1	1	0	0	2	0	1	0	0	1	0	0	0	0	0	1	2	0	0	3	6	19
	3:00 PM	1	1	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	21
	3:15 PM	1	3	0	0	4	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	5	23
	3:30 PM	2	2	0	0	4	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	6	21
	3:45 PM	0	4	0	0	4	0	3	0	0	3	0	0	0	0	0	0	1	0	0	1	8	17
	4:00 PM	0	3	0	0	3	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	4	16
	4:15 PM	1	0	0	0	1	0	1	0	0	1	0	0	0	0	0	0	1	0	0	1	3	15
	4:30 PM	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	2	13
	4:45 PM	1	3	0	0	4	0	1	0	0	1	0	0	0	0	0	0	2	0	0	2	7	12
	5:00 PM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1	1	0	0	2	3	8
	5:15 PM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1	9
	5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1	9
	5:45 PM	0	1	0	0	1	0	1	0	0	1	0	0	0	0	0	0	1	0	0	1	3	10
	6:00 PM	1	1	1	0	3	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	4	10
	6:15 PM	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	
	6:30 PM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	2	
	6:45 PM	1	0	0	0	1	0	1	0	0	1	0	0	0	0	0	0	1	0	0	1	3	
	7:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Totals		53	104	16	0	173	0	28	2	0	30	0	0	0	0	0	14	66	0	0	80	283	

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

	Hourly	From North					From East					From South					From West					Total
	Time Period	I-41 SB Off Ramp					71st St					I-41 SB Frontage Rd					71st St					Hourly
	Start Time	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Volume
AM	7:15 AM	6	9	2	0	17	0	2	0	0	2	0	0	0	0	0	3	8	0	0	11	30
MD	12:15 PM	4	2	3	0	9	0	1	0	0	1	0	0	0	0	0	0	6	0	0	6	16
PM	4:15 PM	3	3	0	0	6	0	3	0	0	3	0	0	0	0	0	1	5	0	0	6	15

Intersection Traffic Volume Report

Count Basics		Page 8 of 13
Start Date: Thursday, August 17, 2023	Weekday	Schools in Session
Total Number of Hours Counted: 13	Non-Holiday	No Special Events

15-Minute Semi-Truck Data

71st St & I-41 SB Off Ramp

Semi-Trucks



15-Minute Semi-Truck Data

	15-Minute Time Period	From North (↓) I-41 SB Off Ramp					From East (←) 71st St					From South (↑) I-41 SB Frontage Rd					From West (→) 71st St					15-Min	Hourly
	Start Time	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Totals	Sum
AM Peak Period	6:00 AM	2	3	1	0	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	6	18
	6:15 AM	0	4	0	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	18
	6:30 AM	0	3	1	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	22
	6:45 AM	1	1	0	0	2	0	1	0	0	1	0	0	0	0	0	1	0	0	0	1	4	23
	7:00 AM	1	3	0	0	4	0	0	0	0	0	0	0	0	0	0	1	1	0	0	2	6	25
	7:15 AM	1	6	0	0	7	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	8	23
	7:30 AM	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	3	0	0	3	5	20
	7:45 AM	2	3	0	0	5	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	6	22
	8:00 AM	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	1	1	0	0	2	4	27
	8:15 AM	0	5	0	0	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5	29
	8:30 AM	1	4	0	0	5	0	0	0	0	0	0	0	0	0	0	1	1	0	0	2	7	29
	8:45 AM	1	6	1	0	8	0	0	0	0	0	0	0	0	0	0	0	3	0	0	3	11	23
	9:00 AM	1	3	0	0	4	0	0	0	0	0	0	0	0	0	0	1	1	0	0	2	6	16
	9:15 AM	0	4	0	0	4	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	5	14
	9:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1	11
	9:45 AM	0	4	0	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	16
Midday Peak Period	10:00 AM	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	2	0	0	0	2	4	16
	10:15 AM	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	18
	10:30 AM	0	5	1	0	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	6	26
	10:45 AM	1	2	0	0	3	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	4	26
	11:00 AM	0	5	1	0	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	6	27
	11:15 AM	0	8	1	0	9	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	10	30
	11:30 AM	1	3	1	0	5	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	6	23
	11:45 AM	0	3	0	0	3	0	0	0	0	0	0	0	0	0	0	2	0	0	0	2	5	20
	12:00 PM	0	4	1	0	5	0	2	0	0	2	0	0	0	0	0	0	2	0	0	2	9	22
	12:15 PM	0	3	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	15
	12:30 PM	2	1	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	16
	12:45 PM	0	5	0	0	5	0	0	0	0	0	0	0	0	0	0	1	1	0	0	2	7	19
	1:00 PM	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	14
	1:15 PM	0	4	0	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	13
	1:30 PM	0	5	0	0	5	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	6	11
	1:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	2	2	10
PM Peak Period	2:00 PM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	9
	2:15 PM	0	1	1	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	11
	2:30 PM	0	3	1	0	4	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	5	11
	2:45 PM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	7
	3:00 PM	0	3	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	9
	3:15 PM	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	9
	3:30 PM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	10
	3:45 PM	0	3	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	12
	4:00 PM	0	3	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	14
	4:15 PM	0	3	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	11
	4:30 PM	0	3	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	11
	4:45 PM	0	4	1	0	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5	12
	5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	9
	5:15 PM	0	2	0	0	2	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	3	15
	5:30 PM	0	3	0	0	3	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	4	15
	5:45 PM	0	1	0	0	1	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	2	12
	6:00 PM	1	3	1	0	5	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	6	12
	6:15 PM	0	2	1	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	
	6:30 PM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1	
	6:45 PM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	2	
	7:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Totals		15	147	13	0	175	0	6	3	0	9	0	0	0	0	0	15	19	0	0	34	218	

Peak Hour Semi-Truck Volume Summary

	Hourly Time Period	From North (↓) I-41 SB Off Ramp					From East (←) 71st St					From South (↑) I-41 SB Frontage Rd					From West (→) 71st St					Total Hourly
	Start Time	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Volume
AM	7:15 AM	3	13	0	0	16	0	0	0	0	0	0	0	0	0	0	1	6	0	0	7	23
MD	12:15 PM	2	11	0	0	13	0	0	0	0	0	0	0	0	0	0	1	1	0	0	2	15
PM	4:15 PM	0	10	1	0	11	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	11

Intersection Traffic Volume Report

Count Basics		Page 9 of 13
Start Date: Thursday, August 17, 2023	Weekday	Schools in Session
Total Number of Hours Counted: 13	Non-Holiday	No Special Events

15-Minute Heavy Vehicle Data

71st St & I-41 SB Off Ramp



15-Minute Heavy Vehicle Data

	15-Minute	From North					From East					From South					From West						
	Time Period	I-41 SB Off Ramp					71st St					I-41 SB Frontage Rd					71st St					15-Min	Hourly
	Start Time	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Totals	Sum
AM Peak Period	6:00 AM	3	5	1	0	9	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	11	50
	6:15 AM	2	10	1	0	13	0	0	0	0	0	0	0	0	0	0	2	0	0	0	2	15	54
	6:30 AM	1	13	1	0	15	0	1	0	0	1	0	0	0	0	0	0	1	0	0	1	17	55
	6:45 AM	1	2	0	0	3	0	1	0	0	1	0	0	0	0	0	2	1	0	0	3	7	51
	7:00 AM	1	7	1	0	9	0	1	0	0	1	0	0	0	0	0	1	4	0	0	5	15	57
	7:15 AM	3	8	1	0	12	0	0	0	0	0	0	0	0	0	0	1	3	0	0	4	16	53
	7:30 AM	1	5	0	0	6	0	0	0	0	0	0	0	0	0	0	1	6	0	0	7	13	49
	7:45 AM	5	4	0	0	9	0	0	0	0	0	0	0	0	0	0	1	3	0	0	4	13	50
	8:00 AM	0	5	1	0	6	0	2	0	0	2	0	0	0	0	0	1	2	0	0	3	11	56
	8:15 AM	0	8	0	0	8	0	2	0	0	2	0	0	0	0	0	0	2	0	0	2	12	60
	8:30 AM	4	6	1	0	11	0	1	0	0	1	0	0	0	0	0	1	1	0	0	2	14	56
	8:45 AM	4	8	1	0	13	0	2	0	0	2	0	0	0	0	0	0	4	0	0	4	19	53
	9:00 AM	3	5	1	0	9	0	2	0	0	2	0	0	0	0	0	2	2	0	0	4	15	42
	9:15 AM	1	5	1	0	7	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	8	42
	9:30 AM	0	4	2	0	6	0	0	0	0	0	0	0	0	0	0	1	4	0	0	5	11	43
	9:45 AM	2	4	0	0	6	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	8	46
Midday Peak Period	10:00 AM	4	6	0	0	10	0	1	0	0	1	0	0	0	0	0	2	2	0	0	4	15	52
	10:15 AM	1	5	0	0	6	0	0	0	0	0	0	0	0	0	0	0	3	0	0	3	9	48
	10:30 AM	1	10	2	0	13	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	14	56
	10:45 AM	2	8	0	0	10	0	1	1	0	2	0	0	0	0	0	1	1	0	0	2	14	51
	11:00 AM	1	6	1	0	8	0	1	1	0	2	0	0	0	0	0	0	1	0	0	1	11	44
	11:15 AM	1	9	1	0	11	0	1	0	0	1	0	0	0	0	0	2	3	0	0	5	17	44
	11:30 AM	2	3	1	0	6	0	0	0	0	0	0	0	0	0	0	3	0	0	0	3	9	35
	11:45 AM	2	3	0	0	5	0	0	0	0	0	0	0	0	0	0	2	0	0	0	2	7	34
	12:00 PM	0	5	1	0	6	0	2	0	0	2	0	0	0	0	0	0	3	0	0	3	11	37
	12:15 PM	1	5	1	0	7	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	8	31
	12:30 PM	4	1	2	0	7	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	8	30
	12:45 PM	0	5	0	0	5	0	1	0	0	1	0	0	0	0	0	1	3	0	0	4	10	34
	1:00 PM	1	2	0	0	3	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	5	35
	1:15 PM	2	4	0	0	6	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	7	36
	1:30 PM	0	7	1	0	8	0	1	0	0	1	0	0	0	0	0	0	3	0	0	3	12	34
	1:45 PM	2	4	0	0	6	0	1	0	0	1	0	0	0	0	0	1	3	0	0	4	11	33
PM Peak Period	2:00 PM	1	3	0	0	4	0	1	0	0	1	0	0	0	0	0	0	1	0	0	1	6	29
	2:15 PM	0	3	1	0	4	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	5	28
	2:30 PM	1	8	1	0	10	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	11	30
	2:45 PM	1	2	0	0	3	0	1	0	0	1	0	0	0	0	0	1	2	0	0	3	7	26
	3:00 PM	1	4	0	0	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5	30
	3:15 PM	1	5	0	0	6	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	7	32
	3:30 PM	2	3	0	0	5	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	7	31
	3:45 PM	0	7	0	0	7	0	3	0	0	3	0	0	0	0	0	0	1	0	0	1	11	29
	4:00 PM	0	6	0	0	6	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	7	30
	4:15 PM	1	3	0	0	4	0	1	0	0	1	0	0	0	0	0	0	1	0	0	1	6	26
	4:30 PM	1	3	0	0	4	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	5	24
	4:45 PM	1	7	1	0	9	0	1	0	0	1	0	0	0	0	0	0	2	0	0	2	12	24
	5:00 PM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1	1	0	0	2	3	17
	5:15 PM	0	2	0	0	2	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	4	24
	5:30 PM	0	3	0	0	3	0	0	0	0	0	0	0	0	0	0	1	1	0	0	2	5	24
	5:45 PM	0	2	0	0	2	0	1	1	0	2	0	0	0	0	0	0	1	0	0	1	5	22
	6:00 PM	2	4	2	0	8	0	0	1	0	1	0	0	0	0	0	0	1	0	0	1	10	22
	6:15 PM	0	2	2	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	
	6:30 PM	0	1	0	0	1	0	1	0	0	1	0	0	0	0	0	0	1	0	0	1	3	
	6:45 PM	1	1	0	0	2	0	1	0	0	1	0	0	0	0	0	0	2	0	0	2	5	
	7:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Totals		68	251	29	0	348	0	34	5	0	39	0	0	0	0	0	29	85	0	0	114	501	

Peak Hour Heavy Vehicle Volume Summary

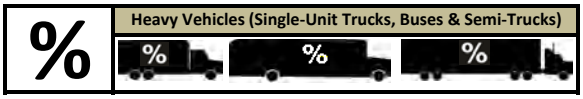
	Hourly	From North					From East					From South					From West					Total
	Time Period	I-41 SB Off Ramp					71st St					I-41 SB Frontage Rd					71st St					Hourly
	Start Time	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Volume
AM	7:15 AM	9	22	2	0	33	0	2	0	0	2	0	0	0	0	0	4	14	0	0	18	53
MD	12:15 PM	6	13	3	0	22	0	1	0	0	1	0	0	0	0	0	1	7	0	0	8	31
PM	4:15 PM	3	13	1	0	17	0	3	0	0	3	0	0	0	0	0	1	5	0	0	6	26

Intersection Traffic Volume Report

Count Basics		Page 10 of 13
Start Date: Thursday, August 17, 2023	Weekday	Schools in Session
Total Number of Hours Counted: 13	Non-Holiday	No Special Events

15-Minute Heavy Vehicle Percentages

71st St & I-41 SB Off Ramp



15-Minute Heavy Vehicle Percentages

	15-Minute	From North					From East					From South					From West					Total Heavy	Hourly Heavy
	Time Period	I-41 SB Off Ramp					71st St					I-41 SB Frontage Rd					71st St					Vehicle	Vehicle
	Start Time	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Percent	Percent
AM Peak Period	6:00 AM	10.3	12.2	7.1	0.0	10.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	8.3	0.0	0.0	5.7	8.6	8.0
	6:15 AM	7.7	27.0	10.0	0.0	17.8	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	22.2	0.0	0.0	0.0	4.2	11.8	7.8
	6:30 AM	4.3	17.1	6.7	0.0	13.2	0.0	16.7	0.0	0.0	14.3	0.0	0.0	0.0	0.0	0.0	0.0	2.0	0.0	0.0	1.7	9.5	6.8
	6:45 AM	4.2	2.9	0.0	0.0	2.7	0.0	7.7	0.0	0.0	7.7	0.0	0.0	0.0	0.0	0.0	10.0	2.0	0.0	0.0	4.3	3.6	6.1
	7:00 AM	2.9	9.2	5.9	0.0	7.0	0.0	12.5	0.0	0.0	11.1	0.0	0.0	0.0	0.0	0.0	8.3	9.5	0.0	0.0	9.3	7.9	6.6
	7:15 AM	6.3	8.8	4.3	0.0	7.4	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	7.1	5.0	0.0	0.0	5.4	6.4	6.1
	7:30 AM	2.7	9.6	0.0	0.0	5.6	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	5.0	10.3	0.0	0.0	9.0	6.6	5.8
	7:45 AM	13.2	5.8	0.0	0.0	6.4	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	5.3	6.4	0.0	0.0	6.1	5.8	5.8
	8:00 AM	0.0	7.6	5.3	0.0	5.1	0.0	20.0	0.0	0.0	8.7	0.0	0.0	0.0	0.0	0.0	5.3	5.4	0.0	0.0	5.4	5.6	6.5
	8:15 AM	0.0	9.2	0.0	0.0	5.2	0.0	10.5	0.0	0.0	8.7	0.0	0.0	0.0	0.0	0.0	0.0	5.7	0.0	0.0	4.5	5.5	7.1
	8:30 AM	10.0	8.8	3.2	0.0	7.9	0.0	5.3	0.0	0.0	4.8	0.0	0.0	0.0	0.0	0.0	5.0	2.3	0.0	0.0	3.1	6.3	7.1
	8:45 AM	8.7	11.8	3.4	0.0	9.1	0.0	7.1	0.0	0.0	6.1	0.0	0.0	0.0	0.0	0.0	0.0	11.8	0.0	0.0	8.7	8.6	7.4
	9:00 AM	7.9	10.2	7.1	0.0	8.9	0.0	10.5	0.0	0.0	10.0	0.0	0.0	0.0	0.0	0.0	11.8	5.6	0.0	0.0	7.5	8.6	6.2
	9:15 AM	5.9	10.4	4.3	0.0	8.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	7.1	0.0	0.0	0.0	1.9	4.8	6.2
	9:30 AM	0.0	7.8	9.5	0.0	5.9	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	9.1	12.9	0.0	0.0	11.9	7.1	6.3
	9:45 AM	8.0	5.4	0.0	0.0	5.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	5.3	0.0	0.0	4.0	4.3	6.5
Midday Peak Period	10:00 AM	12.5	10.3	0.0	0.0	9.6	0.0	6.7	0.0	0.0	4.5	0.0	0.0	0.0	0.0	0.0	20.0	5.0	0.0	0.0	8.0	8.5	7.0
	10:15 AM	5.0	10.4	0.0	0.0	6.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	7.7	0.0	0.0	6.3	5.6	6.5
	10:30 AM	2.9	15.6	6.9	0.0	10.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	4.0	0.0	0.0	2.9	7.6	7.5
	10:45 AM	5.1	11.8	0.0	0.0	7.4	0.0	7.1	33.3	0.0	11.8	0.0	0.0	0.0	0.0	0.0	3.8	2.6	0.0	0.0	3.1	6.5	6.7
	11:00 AM	2.5	11.3	4.8	0.0	7.0	0.0	9.1	50.0	0.0	15.4	0.0	0.0	0.0	0.0	0.0	0.0	2.8	0.0	0.0	2.0	6.2	6.0
	11:15 AM	2.9	18.4	4.8	0.0	10.5	0.0	4.3	0.0	0.0	4.3	0.0	0.0	0.0	0.0	0.0	16.7	9.7	0.0	0.0	11.6	9.9	5.8
	11:30 AM	6.7	4.6	4.2	0.0	5.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	20.0	0.0	0.0	0.0	6.3	4.6	4.5
	11:45 AM	5.7	5.8	0.0	0.0	4.4	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	11.1	0.0	0.0	0.0	4.0	3.8	4.4
	12:00 PM	0.0	9.6	4.5	0.0	6.2	0.0	7.4	0.0	0.0	6.9	0.0	0.0	0.0	0.0	0.0	0.0	5.6	0.0	0.0	4.0	5.5	4.7
	12:15 PM	3.6	8.8	5.9	0.0	6.9	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2.6	0.0	0.0	1.8	4.3	3.8
	12:30 PM	9.3	1.7	6.7	0.0	5.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	3.4	0.0	0.0	2.5	4.0	3.7
	12:45 PM	0.0	7.9	0.0	0.0	4.3	0.0	5.3	0.0	0.0	4.0	0.0	0.0	0.0	0.0	0.0	5.9	7.0	0.0	0.0	6.7	5.0	4.3
	1:00 PM	2.6	2.9	0.0	0.0	2.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	4.0	0.0	0.0	3.1	2.3	4.4
	1:15 PM	6.9	6.5	0.0	0.0	5.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2.3	0.0	0.0	1.8	3.8	4.6
	1:30 PM	0.0	10.0	5.0	0.0	6.9	0.0	5.0	0.0	0.0	4.2	0.0	0.0	0.0	0.0	0.0	0.0	7.9	0.0	0.0	6.3	6.4	4.2
	1:45 PM	6.7	6.6	0.0	0.0	5.4	0.0	4.2	0.0	0.0	3.3	0.0	0.0	0.0	0.0	0.0	5.3	8.1	0.0	0.0	7.1	5.6	4.0
PM Peak Period	2:00 PM	2.8	4.6	0.0	0.0	3.3	0.0	4.5	0.0	0.0	4.0	0.0	0.0	0.0	0.0	0.0	0.0	1.9	0.0	0.0	1.6	2.9	3.4
	2:15 PM	0.0	5.0	3.2	0.0	3.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2.6	0.0	0.0	1.9	2.3	3.3
	2:30 PM	2.8	12.5	3.3	0.0	7.7	0.0	0.0	25.0	0.0	4.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	5.4	3.5
	2:45 PM	2.2	2.8	0.0	0.0	2.2	0.0	3.7	0.0	0.0	3.1	0.0	0.0	0.0	0.0	0.0	7.1	6.1	0.0	0.0	6.4	3.2	2.8
	3:00 PM	2.4	5.6	0.0	0.0	3.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2.3	3.1
	3:15 PM	2.6	6.3	0.0	0.0	4.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2.6	0.0	0.0	1.8	3.0	3.2
	3:30 PM	4.3	3.5	0.0	0.0	3.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	5.1	0.0	0.0	3.5	2.8	3.0
	3:45 PM	0.0	7.4	0.0	0.0	4.0	0.0	12.0	0.0	0.0	11.5	0.0	0.0	0.0	0.0	0.0	0.0	2.0	0.0	0.0	1.7	4.2	2.7
	4:00 PM	0.0	6.7	0.0	0.0	4.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1.9	0.0	0.0	1.5	2.9	2.7
	4:15 PM	2.0	3.6	0.0	0.0	2.4	0.0	2.7	0.0	0.0	2.4	0.0	0.0	0.0	0.0	0.0	0.0	2.3	0.0	0.0	1.8	2.2	2.3
	4:30 PM	1.9	3.2	0.0	0.0	2.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2.3	0.0	0.0	1.8	1.8	2.1
	4:45 PM	2.6	6.5	2.5	0.0	4.8	0.0	3.3	0.0	0.0	2.6	0.0	0.0	0.0	0.0	0.0	0.0	3.2	0.0	0.0	2.9	4.1	2.1
	5:00 PM	0.0	0.0	0.0	0.0	0.0	0.0	2.5	0.0	0.0	2.2	0.0	0.0	0.0	0.0	0.0	6.3	2.1	0.0	0.0	3.2	1.0	1.6
	5:15 PM	0.0	1.9	0.0	0.0	1.1	0.0	6.9	0.0	0.0	5.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1.5	2.3
	5:30 PM	0.0	3.8	0.0	0.0	2.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	5.9	1.8	0.0	0.0	2.7	1.9	2.4
	5:45 PM	0.0	2.7	0.0	0.0	1.3	0.0	4.3	8.3	0.0	5.7	0.0	0.0	0.0	0.0	0.0	0.0	2.3	0.0	0.0	1.7	2.0	2.3
	6:00 PM	4.0	5.9	5.7	0.0	5.2	0.0	0.0	11.1	0.0	2.4	0.0	0.0	0.0	0.0	0.0	0.0	2.2	0.0	0.0	1.6	3.9	2.5
	6:15 PM	0.0	3.0	6.3	0.0	2.8	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1.8	
	6:30 PM	0.0	2.2	0.0	0.0	0.8	0.0	3.2	0.0	0.0	2.6	0.0	0.0	0.0	0.0	0.0	0.0	3.2	0.0	0.0	2.3	1.5	
	6:45 PM	3.0	2.2	0.0	0.0	2.0	0.0	3.8	0.0	0.0	3.1	0.0	0.0	0.0	0.0	0.0	0.0	6.9	0.0	0.0	4.1	2.8	
	7:00 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Totals		3.5	7.1	2.2	0.0	5.1	0.0	3.2	2.1	0.0	3.0	0.0	0.0	0.0	0.0	0.0	3.9	4.0	0.0	0.0	4.0	4.6	

Peak Hour Heavy Vehicle Percentages Summary

	Hourly	From North					From East					From South					From West					Hourly Heavy
	Time Period	I-41 SB Off Ramp					71st St					I-41 SB Frontage Rd					71st St					Vehicle
	Start Time	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Percent
AM	7:15 AM	5.8	7.9	2.2	0.0	6.3	0.0	3.8	0.0	0.0	2.9	0.0	0.0	0.0	0.0	0.0	5.6	6.9	0.0	0.0	6.6	6.1
MD	12:15 PM	4.1	5.2	3.5	0.0	4.6	0.0	1.2	0.0	0.0	0.9	0.0	0.0	0.0	0.0	0.0	1.7	4.3	0.0	0.0	3.6	3.8
PM	4:15 PM	1.5	3.4	0.6	0.0	2.3	0.0	2.2	0.0	0.0	1.9	0.0	0.0	0.0	0.0	0.0	2.0	2.5	0.0	0.0	2.4	2.3

Intersection Traffic Volume Report

Count Basics			Page 11 of 13
Start Date:	Thursday, August 17, 2023	Weekday	Schools in Session
Total Number of Hours Counted: 13		Non-Holiday	No Special Events

15-Minute Pedestrian and Bicyclist Data

71st St & I-41 SB Off Ramp

Pedestrians and Bicyclists



15-Minute Pedestrian and Bicyclist Data

15-Minute Time Period Start Time		Crossing North Approach I-41 SB Off Ramp			Crossing East Approach 71st St			Crossing South Approach I-41 SB Frontage Rd			Crossing West Approach 71st St			15-Min Totals	Hourly Sum
		Pedestrian	Bicyclist	Total	Pedestrian	Bicyclist	Total	Pedestrian	Bicyclist	Total	Pedestrian	Bicyclist	Total		
AM Peak Period	6:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	6:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	6:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	1
	6:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	1
	7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	1
	7:15 AM	0	0	0	0	0	0	1	0	1	0	0	0	1	1
	7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	9:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	9:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	9:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Midday Peak Period	10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	10:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	10:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	10:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1
	12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1
	12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1
	12:45 PM	0	0	0	0	0	0	0	1	1	0	0	0	1	1
	1:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	1:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	1:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	1:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PM Peak Period	2:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	2
	2:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	3
	2:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	4
	2:45 PM	0	0	0	0	0	0	2	0	2	0	0	0	2	5
	3:00 PM	0	0	0	0	0	0	0	1	1	0	0	0	1	4
	3:15 PM	0	0	0	0	0	0	1	0	1	0	0	0	1	3
	3:30 PM	0	0	0	0	0	0	1	0	1	0	0	0	1	2
	3:45 PM	0	1	1	0	0	0	0	0	0	0	0	0	1	2
	4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1
	4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	2
	4:30 PM	0	0	0	0	0	0	1	0	1	0	0	0	1	4
	4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	3
	5:00 PM	1	0	1	0	0	0	0	0	0	0	0	0	1	3
	5:15 PM	0	0	0	0	0	0	2	0	2	0	0	0	2	3
	5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1
	5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	2
	6:00 PM	1	0	1	0	0	0	0	0	0	0	0	0	1	2
	6:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	6:30 PM	0	0	0	0	0	0	1	0	1	0	0	0	1	
	6:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	7:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
Totals		**2**	**1**	**3**	**0**	**0**	**0**	**9**	**2**	**11**	**0**	**0**	**0**	**14**	

Special Pedestrians

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

Intersection Traffic Volume Report

Count Basics	Version 2022.11.2		Page 1 of 13
Start Date:	Thursday, August 17, 2023	Weekday	Schools in Session
Total Number of Hours Counted: 13		Non-Holiday	No Special Events

Base Information, Observed (13) Hour and Estimated (24) Hour Volume Summaries

Major St: **71st St**
Minor St: **I-41 NB On Ramp**
Intersection of: *71st St & I-41 NB On Ramp*

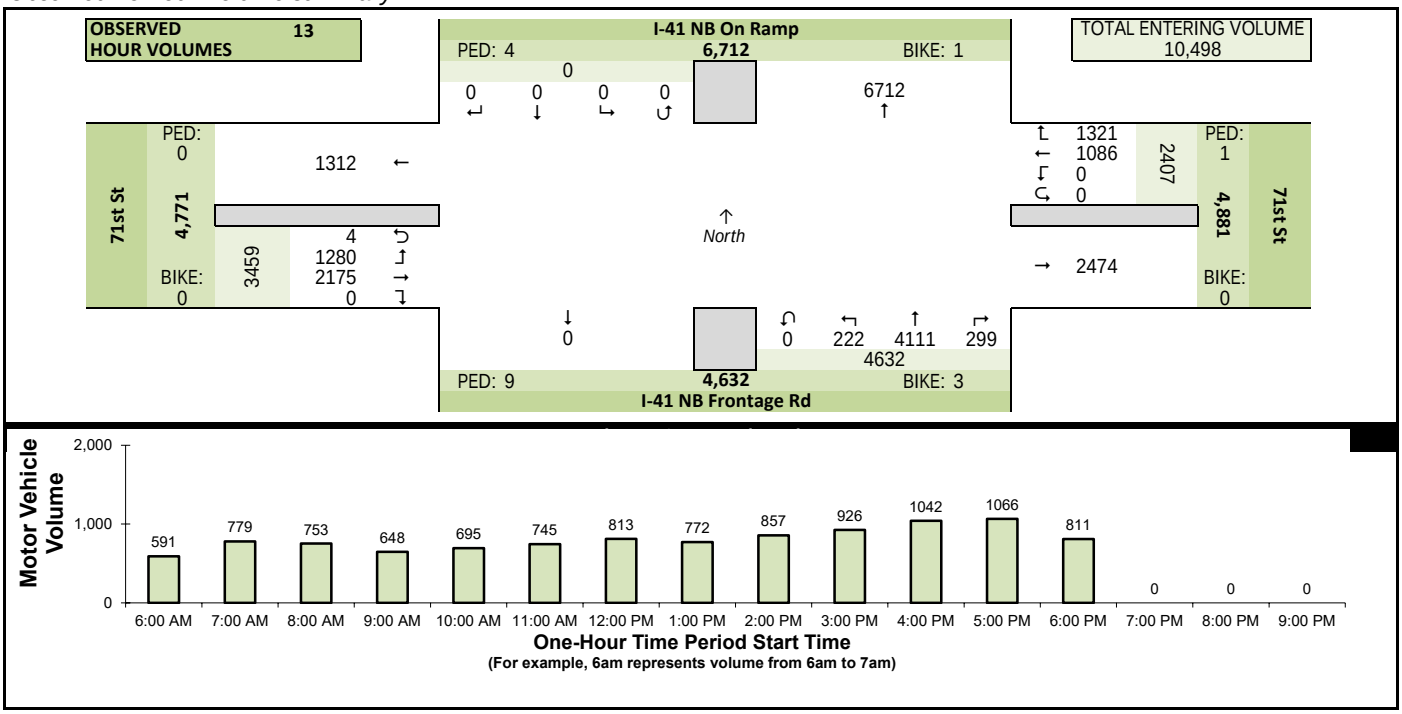
Site Information

Municipality	City of Kenosha		
County	30 - Kenosha	WisDOT Region	SE
Traffic Control	Traffic Signal		
Roadway Names		North Direction	↑
North Leg	I-41 NB On Ramp		
East Leg	71st St		
South Leg	I-41 NB Frontage Rd		
West Leg	71st St		
Special Considerations			
Schools	In Session		
Holidays	None		
Special Events	None		
Special Pedestrians Observed			
	Pre-school children	None	
	Elementry school age children	None	
	Visually impaired (white cane/helper dog)	None	
	Elderly/disabled (except wheelchairs)	None	
	Wheelchairs/electric scooters	None	
Other (describe)	None	None	

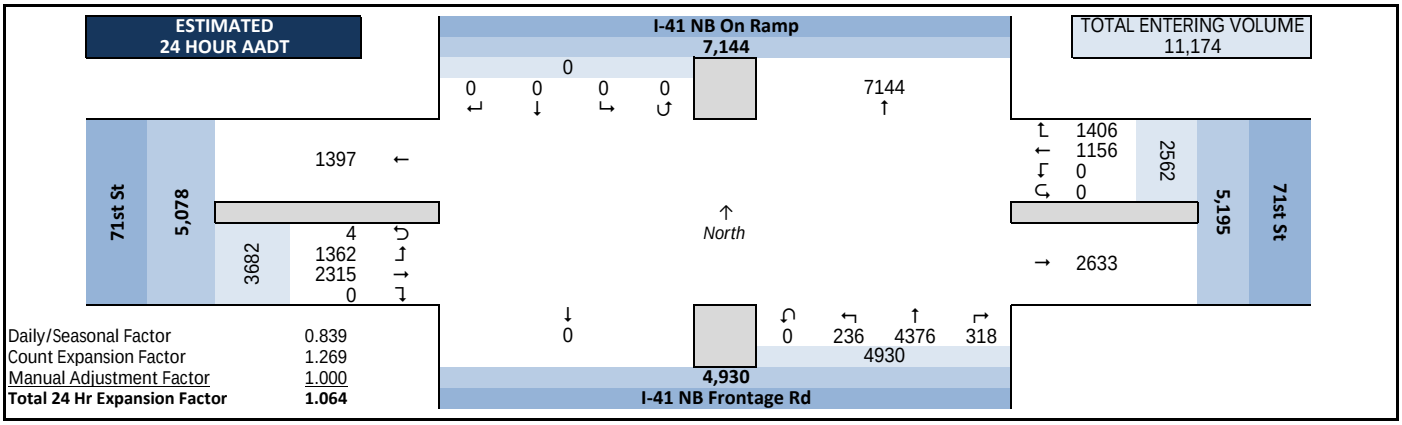
Count Information

Hrs Counted:	06:00 AM-07:00 PM				
1st Day of Count	Thursday, August 17, 2023			Weather	
AM Peak Period	Thursday, August 17, 2023			Partly Cloudy & Dry	
Midday Peak Period	Thursday, August 17, 2023			Partly Cloudy & Dry	
PM Peak Period	Thursday, August 17, 2023			Partly Cloudy & Dry	
Calculated Peak Hours					
AM	7:15-8:15am	MD	11:30-12:30am	PM	4:45-5:45pm
Peak Hours Selected for Analysis					
AM	7:15-8:15am	MD	11:30-12:30am	PM	4:15-5:15pm
Daily/Seasonal Adjustment Group	(2) Urban Arterials & Collectors				
Count Expansion Group	(2) Urban Arterials & Collectors				
Daily/Seasonal Adjustment Factor	0.839	Count Expansion Factor	1.269		
Company Name	OD Data Solution Professionals			Manual Adj.	1.000
Observers: AM Peak Period	OD Data Solution Professionals				
Observers: Midday Peak Period	OD Data Solution Professionals				
Observers: PM Peak Period	OD Data Solution Professionals				
Comments	2021 DOT Daily & Seasonal Factors				

Observed 13 Hour Volume Summary



Estimated 24 Hour AADT

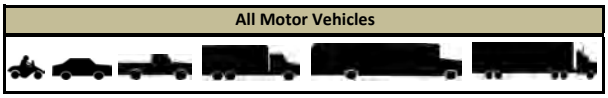


Intersection Traffic Volume Report

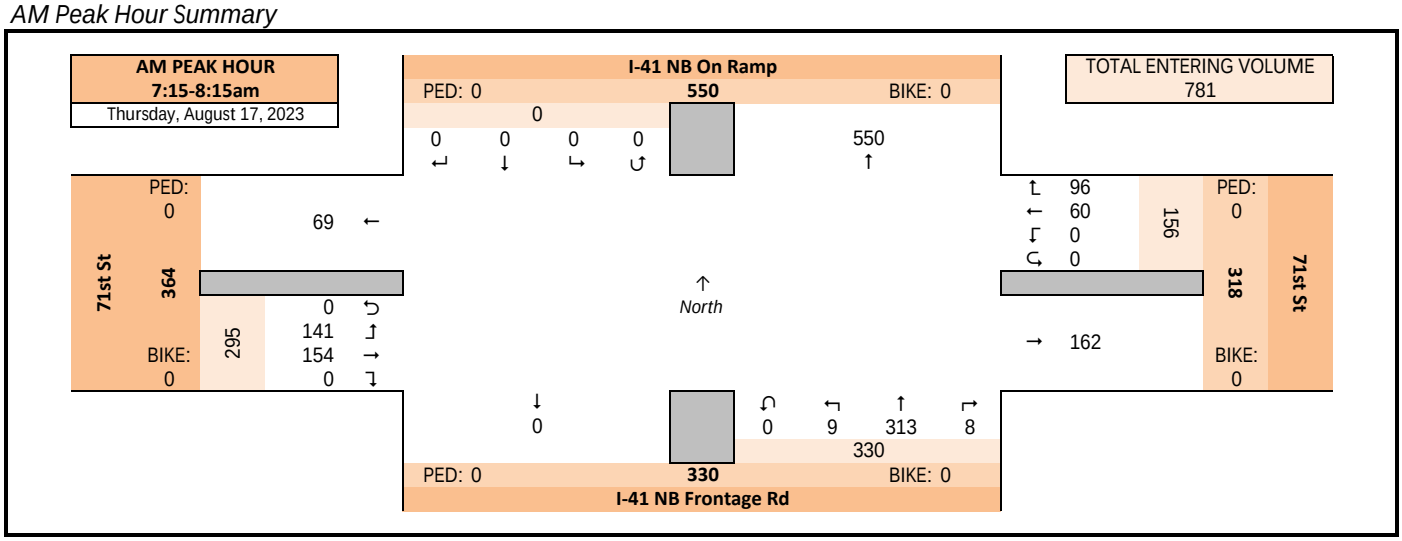
Count Basics			Page 2 of 13
Start Date:	Thursday, August 17, 2023	Weekday	Schools in Session
Total Number of Hours Counted: 13		Non-Holiday	No Special Events

Peak Hour Volume Graphical Summary

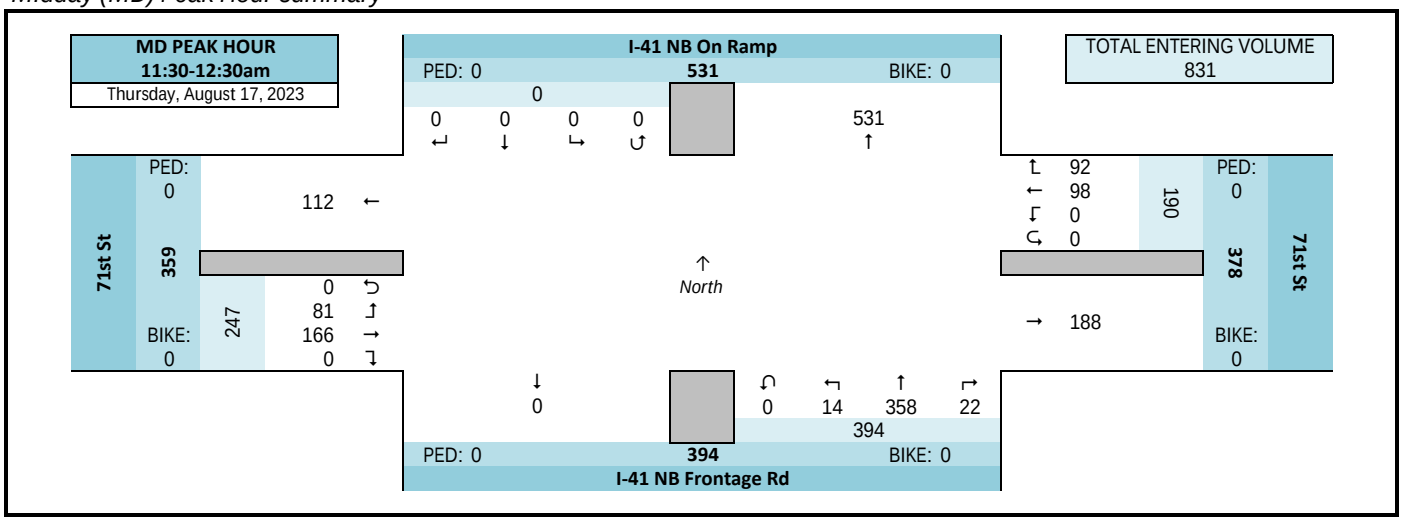
71st St & I-41 NB On Ramp



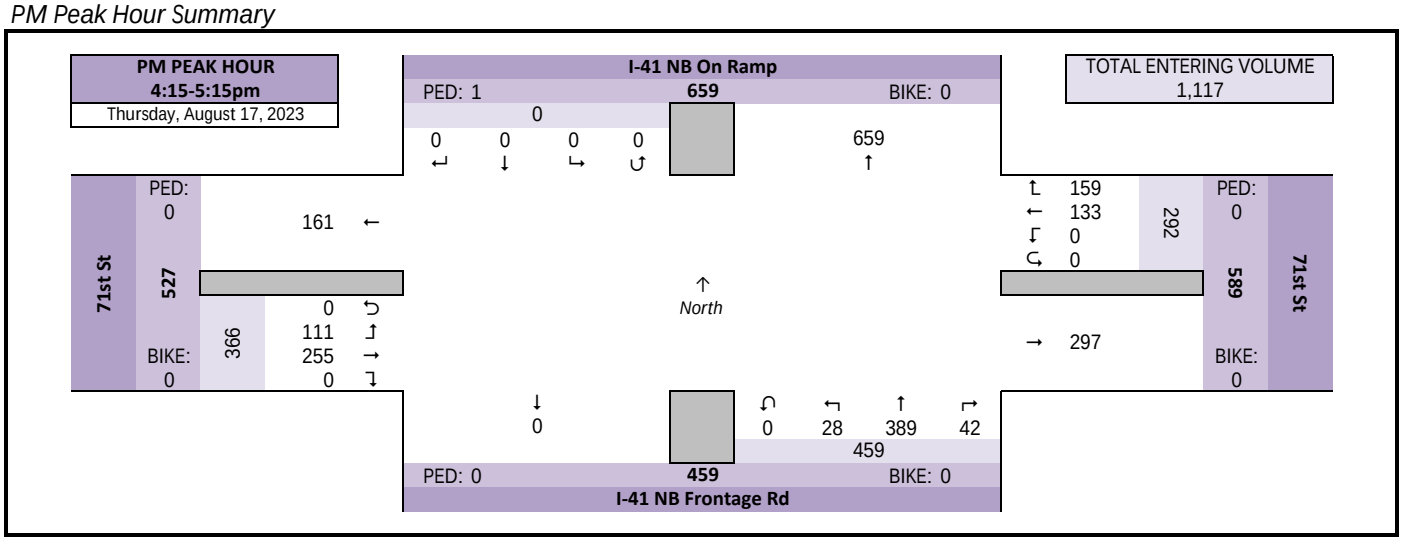
AM Peak Hour Summary



Midday (MD) Peak Hour Summary



PM Peak Hour Summary



Intersection Traffic Volume Report

Count Basics			Page 3 of 13
Start Date:	Thursday, August 17, 2023	Weekday	Schools in Session
Total Number of Hours Counted: 13		Non-Holiday	No Special Events

Peak Hour Volume Summary

71st St & I-41 NB On Ramp

All Motor Vehicles



Peak Hour Volumes, Truck Percentages, and PHFs

Thursday, August 17, 2023		From North					From East					From South					From West					
	AM Peak Hour	I-41 NB On Ramp					71st St					I-41 NB Frontage Rd					71st St					
	Start Time	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Totals
AM Peak Hour	7:15 AM	0	0	0	0	0	23	13	0	0	36	2	86	2	0	90	0	42	41	0	83	209
	7:30 AM	0	0	0	0	0	24	10	0	0	34	1	73	1	0	75	0	32	44	0	76	185
	7:45 AM	0	0	0	0	0	25	15	0	0	40	4	79	5	0	88	0	50	30	0	80	208
	8:00 AM	0	0	0	0	0	24	22	0	0	46	1	75	1	0	77	0	30	26	0	56	179
	Peak Hour Volume	0	0	0	0	0	96	60	0	0	156	8	313	9	0	330	0	154	141	0	295	781
	Rounded Hourly Volume	0	0	0	0	0	95	60	0	0	155	10	315	10	0	335	0	155	140	0	295	785
	% Single Unit Trucks	0.0	0.0	0.0	0.0	0.0	1.0	3.3	0.0	0.0	1.9	0.0	2.9	0.0	0.0	2.7	0.0	3.9	2.8	0.0	3.4	2.8
	% Heavy Trucks	0.0	0.0	0.0	0.0	0.0	1.0	0.0	0.0	0.0	0.6	0.0	8.9	0.0	0.0	8.5	0.0	0.0	3.5	0.0	1.7	4.4
	% Trucks (Total)	0.0	0.0	0.0	0.0	0.0	2.1	3.3	0.0	0.0	2.6	0.0	11.8	0.0	0.0	11.2	0.0	3.9	6.4	0.0	5.1	7.2
	Peak Hour Factor (PHF)	0.00	0.00	0.00	0.00	0.00	0.96	0.68	0.00	0.00	0.85	0.50	0.91	0.45	0.00	0.92	0.00	0.77	0.80	0.00	0.89	0.93

Thursday, August 17, 2023		From North					From East					From South					From West					
	MD Peak Hour	I-41 NB On Ramp					71st St					I-41 NB Frontage Rd					71st St					
	Start Time	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Totals
Midday (MD) Peak Hour	11:30 AM	0	0	0	0	0	19	27	0	0	46	6	91	3	0	100	0	40	17	0	57	203
	11:45 AM	0	0	0	0	0	21	20	0	0	41	7	91	3	0	101	0	42	16	0	58	200
	12:00 PM	0	0	0	0	0	25	23	0	0	48	6	95	6	0	107	0	47	29	0	76	231
	12:15 PM	0	0	0	0	0	27	28	0	0	55	3	81	2	0	86	0	37	19	0	56	197
	Peak Hour Volume	0	0	0	0	0	92	98	0	0	190	22	358	14	0	394	0	166	81	0	247	831
	Rounded Hourly Volume	0	0	0	0	0	90	100	0	0	190	20	360	15	0	395	0	165	80	0	245	830
	% Single Unit Trucks	0.0	0.0	0.0	0.0	0.0	1.1	0.0	0.0	0.0	0.5	4.5	2.5	0.0	0.0	2.5	0.0	1.8	1.2	0.0	1.6	1.8
	% Heavy Trucks	0.0	0.0	0.0	0.0	0.0	1.1	1.0	0.0	0.0	1.1	0.0	7.5	7.1	0.0	7.1	0.0	1.8	1.2	0.0	1.6	4.1
	% Trucks (Total)	0.0	0.0	0.0	0.0	0.0	2.2	1.0	0.0	0.0	1.6	4.5	10.1	7.1	0.0	9.6	0.0	3.6	2.5	0.0	3.2	5.9
	Peak Hour Factor (PHF)	0.00	0.00	0.00	0.00	0.00	0.85	0.87	0.00	0.00	0.86	0.79	0.94	0.58	0.00	0.92	0.00	0.88	0.70	0.00	0.81	0.90

Thursday, August 17, 2023		From North					From East					From South					From West					
	PM Peak Hour	I-41 NB On Ramp					71st St					I-41 NB Frontage Rd					71st St					
	Start Time	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Totals
PM Peak Hour	4:15 PM	0	0	0	0	0	31	30	0	0	61	5	91	11	0	107	0	52	29	0	81	249
	4:30 PM	0	0	0	0	0	36	27	0	0	63	6	88	8	0	102	0	69	21	0	90	255
	4:45 PM	0	0	0	0	0	44	34	0	0	78	15	94	5	0	114	0	73	29	0	102	294
	5:00 PM	0	0	0	0	0	48	42	0	0	90	16	116	4	0	136	0	61	32	0	93	319
	Peak Hour Volume	0	0	0	0	0	159	133	0	0	292	42	389	28	0	459	0	255	111	0	366	1117
	Rounded Hourly Volume	0	0	0	0	0	160	135	0	0	295	40	390	30	0	460	0	255	110	0	365	1120
	% Single Unit Trucks	0.0	0.0	0.0	0.0	0.0	0.0	1.5	0.0	0.0	0.7	2.4	2.3	0.0	0.0	2.2	0.0	0.8	2.7	0.0	1.4	1.5
	% Heavy Trucks	0.0	0.0	0.0	0.0	0.0	0.6	0.0	0.0	0.0	0.3	2.4	2.1	0.0	0.0	2.0	0.0	0.8	0.0	0.0	0.5	1.1
	% Trucks (Total)	0.0	0.0	0.0	0.0	0.0	0.6	1.5	0.0	0.0	1.0	4.8	4.4	0.0	0.0	4.1	0.0	1.6	2.7	0.0	1.9	2.6
	Peak Hour Factor (PHF)	0.00	0.00	0.00	0.00	0.00	0.83	0.79	0.00	0.00	0.81	0.66	0.84	0.64	0.00	0.84	0.00	0.87	0.87	0.00	0.90	0.88

Peak Hour Pedestrian and Bicyclist Volumes

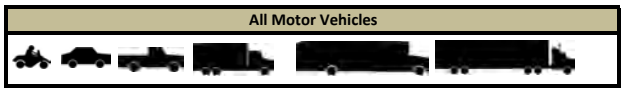
Pedestrians and Bicyclists		Crossing North Approach			Crossing East Approach			Crossing South Approach			Crossing West Approach			Total Ped & Bike Volume
		I-41 NB On Ramp			71st St			I-41 NB Frontage Rd			71st St			
	15-Minute Start Time	Pedestrian	Bicyclist	Total	Pedestrian	Bicyclist	Total	Pedestrian	Bicyclist	Total	Pedestrian	Bicyclist	Total	
AM	7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
	7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
	7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
	8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
	Total	0	0	0	0	0	0	0	0	0	0	0	0	0
MD	11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
	11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
	12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	Total	0	0	0	0	0	0	0	0	0	0	0	0	0
PM	4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	5:00 PM	1	0	1	0	0	0	0	0	0	0	0	0	1
	Total	1	0	1	0	0	0	0	0	0	0	0	0	1

Intersection Traffic Volume Report

Count Basics			Page 4 of 13
Start Date:	Thursday, August 17, 2023	Weekday	Schools in Session
Total Number of Hours Counted: 13		Non-Holiday	No Special Events

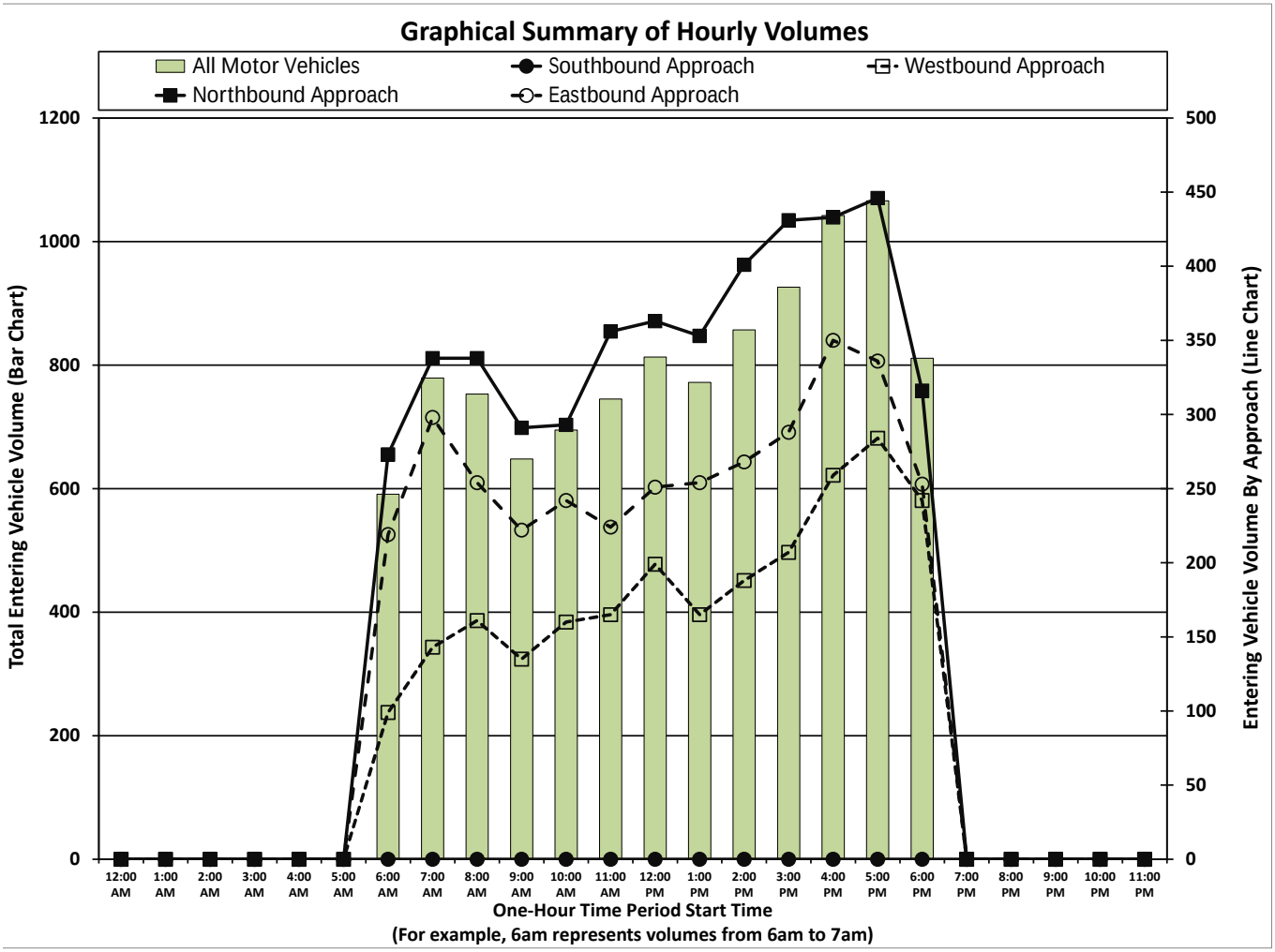
Hourly Volume Summary - Motor Vehicle Data

71st St & I-41 NB On Ramp



One-Hour Motor Vehicle Data

	One-Hour Time Period Start Time	From North (↓) I-41 NB On Ramp					From East (←) 71st St					From South (↑) I-41 NB Frontage Rd					From West (→) 71st St					Total Vehicle Volume	Directional Volume Totals	
		Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total		E/W	N/S
Pre-AM	12:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	1:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	2:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	3:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	4:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	5:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
AM	6:00 AM	0	0	0	0	0	73	26	0	0	99	3	261	9	0	273	0	79	140	0	219	591	318	273
	7:00 AM	0	0	0	0	0	98	45	0	0	143	11	317	10	0	338	0	149	149	0	298	779	441	338
	8:00 AM	0	0	0	0	0	80	81	0	0	161	9	310	19	0	338	0	150	104	0	254	753	415	338
	9:00 AM	0	0	0	0	0	79	56	0	0	135	17	258	16	0	291	0	133	89	0	222	648	357	291
MD	10:00 AM	0	0	0	0	0	91	69	0	0	160	11	272	10	0	293	0	172	70	0	242	695	402	293
	11:00 AM	0	0	0	0	0	87	78	0	0	165	27	318	11	0	356	0	159	65	0	224	745	389	356
	12:00 PM	0	0	0	0	0	103	96	0	0	199	17	331	15	0	363	0	160	90	1	251	813	450	363
	1:00 PM	0	0	0	0	0	84	81	0	0	165	20	323	10	0	353	0	163	89	2	254	772	419	353
PM	2:00 PM	0	0	0	0	0	94	94	0	0	188	26	357	18	0	401	0	179	88	1	268	857	456	401
	3:00 PM	0	0	0	0	0	126	81	0	0	207	31	369	31	0	431	0	185	103	0	288	926	495	431
	4:00 PM	0	0	0	0	0	145	114	0	0	259	36	369	28	0	433	0	232	118	0	350	1042	609	433
	5:00 PM	0	0	0	0	0	150	134	0	0	284	55	365	26	0	446	0	231	105	0	336	1066	620	446
	6:00 PM	0	0	0	0	0	111	131	0	0	242	36	261	19	0	316	0	183	70	0	253	811	495	316
	7:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	8:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	9:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	10:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	11:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Totals		0	0	0	0	0	1321	1086	0	0	2407	299	4111	222	0	4632	0	2175	1280	4	3459	10498	5866	4632



Intersection Traffic Volume Report

Count Basics		Page 5 of 13
Start Date: Thursday, August 17, 2023	Weekday	Schools in Session
Total Number of Hours Counted: 13	Non-Holiday	No Special Events

15-Minute Motor Vehicle Data

71st St & I-41 NB On Ramp

All Motor Vehicles



15-Minute Motor Vehicle Data

	15-Minute Time Period	From North I-41 NB On Ramp					From East 71st St					From South I-41 NB Frontage Rd					From West 71st St					15-Min	Hourly	
	Start Time	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Totals	Sum	PHF
AM Peak Period	6:00 AM	0	0	0	0	0	15	7	0	0	22	0	45	2	0	47	0	16	22	0	38	107	591	0.83
	6:15 AM	0	0	0	0	0	16	5	0	0	21	0	62	1	0	63	0	15	34	0	49	133	661	0.92
	6:30 AM	0	0	0	0	0	19	6	0	0	25	1	80	1	0	82	0	21	44	0	65	172	737	0.88
	6:45 AM	0	0	0	0	0	23	8	0	0	31	2	74	5	0	81	0	27	40	0	67	179	750	0.90
	7:00 AM	0	0	0	0	0	26	7	0	0	33	4	79	2	0	85	0	25	34	0	59	177	779	0.93
	7:15 AM	0	0	0	0	0	23	13	0	0	36	2	86	2	0	90	0	42	41	0	83	209	781	0.93
	7:30 AM	0	0	0	0	0	24	10	0	0	34	1	73	1	0	75	0	32	44	0	76	185	737	0.89
	7:45 AM	0	0	0	0	0	25	15	0	0	40	4	79	5	0	88	0	50	30	0	80	208	764	0.90
	8:00 AM	0	0	0	0	0	24	22	0	0	46	1	75	1	0	77	0	30	26	0	56	179	753	0.89
	8:15 AM	0	0	0	0	0	19	19	0	0	38	1	62	4	0	67	0	32	28	0	60	165	730	0.86
	8:30 AM	0	0	0	0	0	21	19	0	0	40	3	92	2	0	97	0	45	30	0	75	212	738	0.87
	8:45 AM	0	0	0	0	0	16	21	0	0	37	4	81	12	0	97	0	43	20	0	63	197	688	0.87
	9:00 AM	0	0	0	0	0	16	16	0	0	32	4	66	4	0	74	0	27	23	0	50	156	648	0.94
	9:15 AM	0	0	0	0	0	19	18	0	0	37	3	65	5	0	73	0	40	23	0	63	173	665	0.96
	9:30 AM	0	0	0	0	0	27	10	0	0	37	5	65	3	0	73	0	31	21	0	52	162	667	0.95
	9:45 AM	0	0	0	0	0	17	12	0	0	29	5	62	4	0	71	0	35	22	0	57	157	690	0.93
Midday Peak Period	10:00 AM	0	0	0	0	0	26	20	0	0	46	4	67	2	0	73	0	29	25	0	54	173	695	0.94
	10:15 AM	0	0	0	0	0	21	17	0	0	38	3	66	1	0	70	0	47	20	0	67	175	676	0.91
	10:30 AM	0	0	0	0	0	23	18	0	0	41	2	84	4	0	90	0	42	12	0	54	185	689	0.92
	10:45 AM	0	0	0	0	0	21	14	0	0	35	2	55	3	0	60	0	54	13	0	67	162	707	0.87
	11:00 AM	0	0	0	0	0	20	12	0	0	32	4	60	1	0	65	0	41	16	0	57	154	745	0.92
	11:15 AM	0	0	0	0	0	27	19	0	0	46	10	76	4	0	90	0	36	16	0	52	188	822	0.89
	11:30 AM	0	0	0	0	0	19	27	0	0	46	6	91	3	0	100	0	40	17	0	57	203	831	0.90
	11:45 AM	0	0	0	0	0	21	20	0	0	41	7	91	3	0	101	0	42	16	0	58	200	805	0.87
	12:00 PM	0	0	0	0	0	25	23	0	0	48	6	95	6	0	107	0	47	29	0	76	231	813	0.88
	12:15 PM	0	0	0	0	0	27	28	0	0	55	3	81	2	0	86	0	37	19	0	56	197	784	0.94
	12:30 PM	0	0	0	0	0	19	24	0	0	43	1	71	3	0	75	0	43	15	1	59	177	773	0.93
	12:45 PM	0	0	0	0	0	32	21	0	0	53	7	84	4	0	95	0	33	27	0	60	208	776	0.93
	1:00 PM	0	0	0	0	0	22	24	0	0	46	5	79	0	0	84	0	46	25	1	72	202	772	0.95
	1:15 PM	0	0	0	0	0	18	12	0	0	30	4	84	2	0	90	0	43	23	0	66	186	795	0.88
	1:30 PM	0	0	0	0	0	18	20	0	0	38	6	75	3	0	84	0	38	19	1	58	180	832	0.92
	1:45 PM	0	0	0	0	0	26	25	0	0	51	5	85	5	0	95	0	36	22	0	58	204	848	0.94
PM Peak Period	2:00 PM	0	0	0	0	0	22	18	0	0	40	7	97	7	0	111	0	47	27	0	74	225	857	0.95
	2:15 PM	0	0	0	0	0	22	29	0	0	51	5	93	4	0	102	0	48	22	0	70	223	860	0.94
	2:30 PM	0	0	0	0	0	22	19	0	0	41	6	77	3	0	86	0	43	25	1	69	196	853	0.94
	2:45 PM	0	0	0	0	0	28	28	0	0	56	8	90	4	0	102	0	41	14	0	55	213	896	0.94
	3:00 PM	0	0	0	0	0	26	22	0	0	48	4	101	7	0	112	0	41	27	0	68	228	926	0.95
	3:15 PM	0	0	0	0	0	29	22	0	0	51	10	82	8	0	100	0	42	23	0	65	216	942	0.97
	3:30 PM	0	0	0	0	0	35	20	0	0	55	8	93	7	0	108	0	56	20	0	76	239	975	0.98
	3:45 PM	0	0	0	0	0	36	17	0	0	53	9	93	9	0	111	0	46	33	0	79	243	991	0.97
	4:00 PM	0	0	0	0	0	34	23	0	0	57	10	96	4	0	110	0	38	39	0	77	244	1042	0.89
	4:15 PM	0	0	0	0	0	31	30	0	0	61	5	91	11	0	107	0	52	29	0	81	249	1117	0.88
	4:30 PM	0	0	0	0	0	36	27	0	0	63	6	88	8	0	102	0	69	21	0	90	255	1114	0.87
	4:45 PM	0	0	0	0	0	44	34	0	0	78	15	94	5	0	114	0	73	29	0	102	294	1123	0.88
	5:00 PM	0	0	0	0	0	48	42	0	0	90	16	116	4	0	136	0	61	32	0	93	319	1066	0.84
	5:15 PM	0	0	0	0	0	31	32	0	0	63	11	92	7	0	110	0	50	23	0	73	246	986	0.93
	5:30 PM	0	0	0	0	0	39	32	0	0	71	21	76	8	0	105	0	60	28	0	88	264	951	0.90
	5:45 PM	0	0	0	0	0	32	28	0	0	60	7	81	7	0	95	0	60	22	0	82	237	891	0.93
	6:00 PM	0	0	0	0	0	29	36	0	0	65	14	74	5	0	93	0	58	23	0	81	239	811	0.85
	6:15 PM	0	0	0	0	0	29	31	0	0	60	7	74	7	0	88	0	48	15	0	63	211		
	6:30 PM	0	0	0	0	0	31	36	0	0	67	13	60	3	0	76	0	45	16	0	61	204		
	6:45 PM	0	0	0	0	0	22	28	0	0	50	2	53	4	0	59	0	32	16	0	48	157		
	7:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
Totals		0	0	0	0	0	1321	1086	0	0	2407	299	4111	222	0	4632	0	2175	1280	4	3459	10498		

Peak Hour All Vehicle Volume Summary

	Hourly Time Period	From North I-41 NB On Ramp					From East 71st St					From South I-41 NB Frontage Rd					From West 71st St					Total Hourly	
	Start Time	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Volume	PHF
AM	7:15 AM	0	0	0	0	0	96	60	0	0	156	8	313	9	0	330	0	154	141	0	295	781	0.93
MD	11:30 AM	0	0	0	0	0	92	98	0	0	190	22	358	14	0	394	0	166	81	0	247	831	0.90
PM	4:15 PM	0	0	0	0	0	159	133	0	0	292	42	389	28	0	459	0	255	111	0	366	1117	0.88

Intersection Traffic Volume Report

Count Basics		Page 6 of 13
Start Date: Thursday, August 17, 2023	Weekday	Schools in Session
Total Number of Hours Counted: 13	Non-Holiday	No Special Events

15-Minute Automobile Data

71st St & I-41 NB On Ramp

Automobiles (Cars, Light Trucks, & Motorcycles)



15-Minute Automobile Data

15-Minute Time Period		From North (↓) I-41 NB On Ramp					From East (←) 71st St					From South (↑) I-41 NB Frontage Rd					From West (→) 71st St					15-Min Totals	Hourly Sum
Start Time		Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total		
AM Peak Period	6:00 AM	0	0	0	0	0	15	7	0	0	22	0	40	2	0	42	0	15	20	0	35	99	552
	6:15 AM	0	0	0	0	0	16	5	0	0	21	0	54	1	0	55	0	14	34	0	48	124	615
	6:30 AM	0	0	0	0	0	18	5	0	0	23	1	71	1	0	73	0	20	43	0	63	159	690
	6:45 AM	0	0	0	0	0	21	7	0	0	28	2	69	5	0	76	0	27	39	0	66	170	704
	7:00 AM	0	0	0	0	0	22	6	0	0	28	4	74	2	0	80	0	24	30	0	54	162	726
	7:15 AM	0	0	0	0	0	23	13	0	0	36	2	80	2	0	84	0	40	39	0	79	199	725
	7:30 AM	0	0	0	0	0	24	10	0	0	34	1	67	1	0	69	0	32	38	0	70	173	674
	7:45 AM	0	0	0	0	0	23	15	0	0	38	4	68	5	0	77	0	48	29	0	77	192	697
	8:00 AM	0	0	0	0	0	24	20	0	0	44	1	61	1	0	63	0	28	26	0	54	161	687
	8:15 AM	0	0	0	0	0	18	17	0	0	35	1	51	4	0	56	0	32	25	0	57	148	664
	8:30 AM	0	0	0	0	0	19	18	0	0	37	3	81	2	0	86	0	44	29	0	73	196	678
	8:45 AM	0	0	0	0	0	16	20	0	0	36	4	73	11	0	88	0	41	17	0	58	182	623
	9:00 AM	0	0	0	0	0	16	14	0	0	30	4	53	4	0	61	0	25	22	0	47	138	586
	9:15 AM	0	0	0	0	0	18	18	0	0	36	3	56	5	0	64	0	39	23	0	62	162	605
	9:30 AM	0	0	0	0	0	27	10	0	0	37	5	50	3	0	58	0	29	17	0	46	141	602
	9:45 AM	0	0	0	0	0	17	12	0	0	29	5	51	4	0	60	0	35	21	0	56	145	634
Midday Peak Period	10:00 AM	0	0	0	0	0	24	19	0	0	43	4	57	2	0	63	0	29	22	0	51	157	644
	10:15 AM	0	0	0	0	0	19	14	0	0	33	3	58	1	0	62	0	45	19	0	64	159	631
	10:30 AM	0	0	0	0	0	23	18	0	0	41	2	76	4	0	82	0	39	11	0	50	173	640
	10:45 AM	0	0	0	0	0	21	13	0	0	34	2	51	2	0	55	0	54	12	0	66	155	661
	11:00 AM	0	0	0	0	0	20	10	0	0	30	4	54	1	0	59	0	40	15	0	55	144	695
	11:15 AM	0	0	0	0	0	26	18	0	0	44	10	62	4	0	76	0	34	14	0	48	168	769
	11:30 AM	0	0	0	0	0	19	27	0	0	46	5	84	3	0	92	0	39	17	0	56	194	782
	11:45 AM	0	0	0	0	0	21	20	0	0	41	7	81	3	0	91	0	41	16	0	57	189	757
	12:00 PM	0	0	0	0	0	25	22	0	0	47	6	88	5	0	99	0	44	28	0	72	218	760
	12:15 PM	0	0	0	0	0	25	28	0	0	53	3	69	2	0	74	0	36	18	0	54	181	734
	12:30 PM	0	0	0	0	0	19	24	0	0	43	1	66	3	0	70	0	42	13	1	56	169	731
	12:45 PM	0	0	0	0	0	30	20	0	0	50	7	74	4	0	85	0	32	25	0	57	192	732
	1:00 PM	0	0	0	0	0	21	24	0	0	45	4	73	0	0	77	0	45	24	1	70	192	731
	1:15 PM	0	0	0	0	0	17	12	0	0	29	4	78	2	0	84	0	42	23	0	65	178	754
	1:30 PM	0	0	0	0	0	17	20	0	0	37	6	71	2	0	79	0	37	16	1	54	170	782
	1:45 PM	0	0	0	0	0	25	24	0	0	49	5	76	5	0	86	0	35	21	0	56	191	799
PM Peak Period	2:00 PM	0	0	0	0	0	21	17	0	0	38	7	90	7	0	104	0	47	26	0	73	215	811
	2:15 PM	0	0	0	0	0	21	29	0	0	50	5	79	3	0	87	0	48	21	0	69	206	820
	2:30 PM	0	0	0	0	0	22	19	0	0	41	6	70	3	0	79	0	42	25	0	67	187	826
	2:45 PM	0	0	0	0	0	28	27	0	0	55	8	83	4	0	95	0	40	13	0	53	203	871
	3:00 PM	0	0	0	0	0	26	22	0	0	48	4	97	7	0	108	0	41	27	0	68	224	906
	3:15 PM	0	0	0	0	0	29	22	0	0	51	10	80	8	0	98	0	41	22	0	63	212	920
	3:30 PM	0	0	0	0	0	35	20	0	0	55	8	88	7	0	103	0	56	18	0	74	232	950
	3:45 PM	0	0	0	0	0	36	16	0	0	52	9	92	7	0	108	0	45	33	0	78	238	969
	4:00 PM	0	0	0	0	0	33	23	0	0	56	10	92	4	0	106	0	38	38	0	76	238	1016
	4:15 PM	0	0	0	0	0	30	29	0	0	59	5	87	11	0	103	0	52	28	0	80	242	1088
	4:30 PM	0	0	0	0	0	36	27	0	0	63	6	85	8	0	99	0	69	20	0	89	251	1083
	4:45 PM	0	0	0	0	0	44	33	0	0	77	14	89	5	0	108	0	71	29	0	100	285	1092
	5:00 PM	0	0	0	0	0	48	42	0	0	90	15	111	4	0	130	0	59	31	0	90	310	1037
	5:15 PM	0	0	0	0	0	31	31	0	0	62	11	85	6	0	102	0	50	23	0	73	237	960
	5:30 PM	0	0	0	0	0	39	32	0	0	71	21	73	8	0	102	0	60	27	0	87	260	927
	5:45 PM	0	0	0	0	0	32	26	0	0	58	7	77	7	0	91	0	59	22	0	81	230	867
	6:00 PM	0	0	0	0	0	28	35	0	0	63	14	72	5	0	91	0	57	22	0	79	233	788
	6:15 PM	0	0	0	0	0	29	31	0	0	60	7	69	7	0	83	0	46	15	0	61	204	
	6:30 PM	0	0	0	0	0	31	35	0	0	66	13	58	3	0	74	0	45	15	0	60	200	
	6:45 PM	0	0	0	0	0	22	27	0	0	49	2	50	4	0	56	0	30	16	0	46	151	
	7:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Totals		0	0	0	0	0	1290	1053	0	0	2343	295	3744	214	0	4253	0	2123	1217	3	3343	9939	

Peak Hour Automobile Volume Summary

Hourly Time Period		From North (↓) I-41 NB On Ramp					From East (←) 71st St					From South (↑) I-41 NB Frontage Rd					From West (→) 71st St					Total Hourly Volume
Start Time		Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	
AM	7:15 AM	0	0	0	0	0	94	58	0	0	152	8	276	9	0	293	0	148	132	0	280	725
MD	11:30 AM	0	0	0	0	0	90	97	0	0	187	21	322	13	0	356	0	160	79	0	239	782
PM	4:15 PM	0	0	0	0	0	158	131	0	0	289	40	372	28	0	440	0	251	108	0	359	1088

Intersection Traffic Volume Report

Count Basics		Page 7 of 13
Start Date: Thursday, August 17, 2023	Weekday	Schools in Session
Total Number of Hours Counted: 13	Non-Holiday	No Special Events

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

71st St & I-41 NB On Ramp



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

15-Minute Time Period		From North (↓) I-41 NB On Ramp					From East (←) 71st St					From South (↑) I-41 NB Frontage Rd					From West (→) 71st St					15-Min	Hourly
	Start Time	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Totals	Sum
AM Peak Period	6:00 AM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	2	0	2	3	17
	6:15 AM	0	0	0	0	0	0	0	0	0	0	0	4	0	0	4	0	1	0	0	1	5	21
	6:30 AM	0	0	0	0	0	0	1	0	0	1	0	5	0	0	5	0	0	1	0	1	7	21
	6:45 AM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	1	0	1	2	17
	7:00 AM	0	0	0	0	0	0	1	0	0	1	0	2	0	0	2	0	1	3	0	4	7	21
	7:15 AM	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	0	2	1	0	3	5	22
	7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0	3	3	24
	7:45 AM	0	0	0	0	0	1	0	0	0	1	0	3	0	0	3	0	2	0	0	2	6	27
	8:00 AM	0	0	0	0	0	0	2	0	0	2	0	4	0	0	4	0	2	0	0	2	8	27
	8:15 AM	0	0	0	0	0	1	2	0	0	3	0	2	0	0	2	0	0	2	0	2	7	27
	8:30 AM	0	0	0	0	0	1	1	0	0	2	0	3	0	0	3	0	1	0	0	1	6	29
	8:45 AM	0	0	0	0	0	0	1	0	0	1	0	3	1	0	4	0	0	1	0	1	6	35
	9:00 AM	0	0	0	0	0	0	2	0	0	2	0	4	0	0	4	0	2	0	0	2	8	35
	9:15 AM	0	0	0	0	0	1	0	0	0	1	0	7	0	0	7	0	1	0	0	1	9	34
	9:30 AM	0	0	0	0	0	0	0	0	0	0	0	7	0	0	7	0	2	3	0	5	12	35
	9:45 AM	0	0	0	0	0	0	0	0	0	0	0	5	0	0	5	0	0	1	0	1	6	30
Midday Peak Period	10:00 AM	0	0	0	0	0	1	1	0	0	2	0	2	0	0	2	0	0	3	0	3	7	27
	10:15 AM	0	0	0	0	0	0	3	0	0	3	0	4	0	0	4	0	2	1	0	3	10	26
	10:30 AM	0	0	0	0	0	0	0	0	0	0	0	5	0	0	5	0	1	1	0	2	7	24
	10:45 AM	0	0	0	0	0	0	1	0	0	1	0	1	0	0	1	0	0	1	0	1	3	18
	11:00 AM	0	0	0	0	0	0	2	0	0	2	0	3	0	0	3	0	0	1	0	1	6	19
	11:15 AM	0	0	0	0	0	0	1	0	0	1	0	4	0	0	4	0	1	2	0	3	8	16
	11:30 AM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	1	15
	11:45 AM	0	0	0	0	0	0	0	0	0	0	0	3	0	0	3	0	1	0	0	1	4	20
	12:00 PM	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	0	1	0	0	1	3	25
	12:15 PM	0	0	0	0	0	1	0	0	0	1	0	4	0	0	4	0	1	1	0	2	7	28
	12:30 PM	0	0	0	0	0	0	0	0	0	0	0	3	0	0	3	0	1	2	0	3	6	24
	12:45 PM	0	0	0	0	0	0	1	0	0	1	0	6	0	0	6	0	1	1	0	2	9	24
	1:00 PM	0	0	0	0	0	0	0	0	0	0	1	3	0	0	4	0	1	1	0	2	6	19
	1:15 PM	0	0	0	0	0	1	0	0	0	1	0	1	0	0	1	0	1	0	0	1	3	17
	1:30 PM	0	0	0	0	0	1	0	0	0	1	0	1	1	0	2	0	1	2	0	3	6	24
	1:45 PM	0	0	0	0	0	1	1	0	0	2	0	1	0	0	1	0	1	0	0	1	4	21
PM Peak Period	2:00 PM	0	0	0	0	0	1	1	0	0	2	0	1	0	0	1	0	0	1	0	1	4	24
	2:15 PM	0	0	0	0	0	1	0	0	0	1	0	8	0	0	8	0	0	1	0	1	10	21
	2:30 PM	0	0	0	0	0	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	3	14
	2:45 PM	0	0	0	0	0	0	1	0	0	1	0	4	0	0	4	0	1	1	0	2	7	13
	3:00 PM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1	11
	3:15 PM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	1	1	0	2	3	15
	3:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	2	2	16
	3:45 PM	0	0	0	0	0	0	1	0	0	1	0	1	2	0	3	0	1	0	0	1	5	17
	4:00 PM	0	0	0	0	0	0	0	0	0	0	0	4	0	0	4	0	0	1	0	1	5	15
	4:15 PM	0	0	0	0	0	0	1	0	0	1	0	2	0	0	2	0	0	1	0	1	4	17
	4:30 PM	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	0	0	1	0	1	3	17
	4:45 PM	0	0	0	0	0	0	1	0	0	1	0	1	0	0	1	0	1	0	0	1	3	17
	5:00 PM	0	0	0	0	0	0	0	0	0	0	1	4	0	0	5	0	1	1	0	2	7	17
	5:15 PM	0	0	0	0	0	0	0	0	0	0	0	3	1	0	4	0	0	0	0	0	4	12
	5:30 PM	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	0	0	1	0	1	3	8
	5:45 PM	0	0	0	0	0	0	1	0	0	1	0	1	0	0	1	0	1	0	0	1	3	7
	6:00 PM	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	1	0	1	2	7
	6:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	6:30 PM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	1	0	1	2	
	6:45 PM	0	0	0	0	0	0	1	0	0	1	0	1	0	0	1	0	1	0	0	1	3	
	7:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Totals		0	0	0	0	0	12	27	0	0	39	3	136	5	0	144	0	34	47	0	81	264	

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

Hourly Time Period		From North (↓) I-41 NB On Ramp					From East (←) 71st St					From South (↑) I-41 NB Frontage Rd					From West (→) 71st St					Total Hourly
	Start Time	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Volume
AM	7:15 AM	0	0	0	0	0	1	2	0	0	3	0	9	0	0	9	0	6	4	0	10	22
MD	11:30 AM	0	0	0	0	0	1	0	0	0	1	1	9	0	0	10	0	3	1	0	4	15
PM	4:15 PM	0	0	0	0	0	0	2	0	0	2	1	9	0	0	10	0	2	3	0	5	17

Intersection Traffic Volume Report

Count Basics		Page 8 of 13
Start Date: Thursday, August 17, 2023	Weekday	Schools in Session
Total Number of Hours Counted: 13	Non-Holiday	No Special Events

15-Minute Semi-Truck Data

71st St & I-41 NB On Ramp

Semi-Trucks



15-Minute Semi-Truck Data

	15-Minute Time Period	From North (↓) I-41 NB On Ramp					From East (←) 71st St					From South (↑) I-41 NB Frontage Rd					From West (→) 71st St					15-Min	Hourly
	Start Time	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Totals	Sum
AM Peak Period	6:00 AM	0	0	0	0	0	0	0	0	0	0	0	4	0	0	4	0	1	0	0	1	5	22
	6:15 AM	0	0	0	0	0	0	0	0	0	0	0	4	0	0	4	0	0	0	0	0	4	25
	6:30 AM	0	0	0	0	0	1	0	0	0	1	0	4	0	0	4	0	1	0	0	1	6	26
	6:45 AM	0	0	0	0	0	2	1	0	0	3	0	4	0	0	4	0	0	0	0	0	7	29
	7:00 AM	0	0	0	0	0	4	0	0	0	4	0	3	0	0	3	0	0	1	0	1	8	32
	7:15 AM	0	0	0	0	0	0	0	0	0	0	0	4	0	0	4	0	0	1	0	1	5	34
	7:30 AM	0	0	0	0	0	0	0	0	0	0	0	6	0	0	6	0	0	3	0	3	9	39
	7:45 AM	0	0	0	0	0	1	0	0	0	1	0	8	0	0	8	0	0	1	0	1	10	40
	8:00 AM	0	0	0	0	0	0	0	0	0	0	0	10	0	0	10	0	0	0	0	0	10	39
	8:15 AM	0	0	0	0	0	0	0	0	0	0	0	9	0	0	9	0	0	1	0	1	10	39
	8:30 AM	0	0	0	0	0	1	0	0	0	1	0	8	0	0	8	0	0	1	0	1	10	31
	8:45 AM	0	0	0	0	0	0	0	0	0	0	0	5	0	0	5	0	2	2	0	4	9	30
	9:00 AM	0	0	0	0	0	0	0	0	0	0	0	9	0	0	9	0	0	1	0	1	10	27
	9:15 AM	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	2	26
	9:30 AM	0	0	0	0	0	0	0	0	0	0	0	8	0	0	8	0	0	1	0	1	9	30
	9:45 AM	0	0	0	0	0	0	0	0	0	0	0	6	0	0	6	0	0	0	0	0	6	26
Midday Peak Period	10:00 AM	0	0	0	0	0	1	0	0	0	1	0	8	0	0	8	0	0	0	0	0	9	24
	10:15 AM	0	0	0	0	0	2	0	0	0	2	0	4	0	0	4	0	0	0	0	0	6	19
	10:30 AM	0	0	0	0	0	0	0	0	0	0	0	3	0	0	3	0	2	0	0	2	5	25
	10:45 AM	0	0	0	0	0	0	0	0	0	0	0	3	1	0	4	0	0	0	0	0	4	28
	11:00 AM	0	0	0	0	0	0	0	0	0	0	0	3	0	0	3	0	1	0	0	1	4	31
	11:15 AM	0	0	0	0	0	1	0	0	0	1	0	10	0	0	10	0	1	0	0	1	12	37
	11:30 AM	0	0	0	0	0	0	0	0	0	0	0	7	0	0	7	0	1	0	0	1	8	34
	11:45 AM	0	0	0	0	0	0	0	0	0	0	0	7	0	0	7	0	0	0	0	0	7	28
	12:00 PM	0	0	0	0	0	0	1	0	0	1	0	5	1	0	6	0	2	1	0	3	10	28
	12:15 PM	0	0	0	0	0	1	0	0	0	1	0	8	0	0	8	0	0	0	0	0	9	22
	12:30 PM	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	2	18
	12:45 PM	0	0	0	0	0	2	0	0	0	2	0	4	0	0	4	0	0	1	0	1	7	20
	1:00 PM	0	0	0	0	0	1	0	0	0	1	0	3	0	0	3	0	0	0	0	0	4	22
	1:15 PM	0	0	0	0	0	0	0	0	0	0	0	5	0	0	5	0	0	0	0	0	5	24
	1:30 PM	0	0	0	0	0	0	0	0	0	0	0	3	0	0	3	0	0	1	0	1	4	26
	1:45 PM	0	0	0	0	0	0	0	0	0	0	0	8	0	0	8	0	0	1	0	1	9	28
PM Peak Period	2:00 PM	0	0	0	0	0	0	0	0	0	0	0	6	0	0	6	0	0	0	0	0	6	22
	2:15 PM	0	0	0	0	0	0	0	0	0	0	0	6	1	0	7	0	0	0	0	0	7	19
	2:30 PM	0	0	0	0	0	0	0	0	0	0	0	4	0	0	4	0	1	0	1	2	6	13
	2:45 PM	0	0	0	0	0	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	3	12
	3:00 PM	0	0	0	0	0	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	3	9
	3:15 PM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1	7
	3:30 PM	0	0	0	0	0	0	0	0	0	0	0	5	0	0	5	0	0	0	0	0	5	9
	3:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5
	4:00 PM	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1	11
	4:15 PM	0	0	0	0	0	1	0	0	0	1	0	2	0	0	2	0	0	0	0	0	3	12
	4:30 PM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1	14
	4:45 PM	0	0	0	0	0	0	0	0	0	0	1	4	0	0	5	0	1	0	0	1	6	14
	5:00 PM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	1	0	0	1	2	12
	5:15 PM	0	0	0	0	0	0	1	0	0	1	0	4	0	0	4	0	0	0	0	0	5	14
	5:30 PM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1	16
	5:45 PM	0	0	0	0	0	0	1	0	0	1	0	3	0	0	3	0	0	0	0	0	4	17
	6:00 PM	0	0	0	0	0	0	1	0	0	1	0	2	0	0	2	0	1	0	0	1	4	16
	6:15 PM	0	0	0	0	0	0	0	0	0	0	0	5	0	0	5	0	2	0	0	2	7	
	6:30 PM	0	0	0	0	0	0	1	0	0	1	0	1	0	0	1	0	0	0	0	0	2	
	6:45 PM	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	0	1	0	0	1	3	
	7:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Totals		0	0	0	0	0	19	6	0	0	25	1	231	3	0	235	0	18	16	1	35	295	

Peak Hour Semi-Truck Volume Summary

	Hourly Time Period	From North (↓) I-41 NB On Ramp					From East (←) 71st St					From South (↑) I-41 NB Frontage Rd					From West (→) 71st St					Total Hourly
	Start Time	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Volume
AM	7:15 AM	0	0	0	0	0	1	0	0	0	1	0	28	0	0	28	0	0	5	0	5	34
MD	11:30 AM	0	0	0	0	0	1	1	0	0	2	0	27	1	0	28	0	3	1	0	4	34
PM	4:15 PM	0	0	0	0	0	1	0	0	0	1	1	8	0	0	9	0	2	0	0	2	12

Intersection Traffic Volume Report

Count Basics		Page 9 of 13
Start Date: Thursday, August 17, 2023	Weekday	Schools in Session
Total Number of Hours Counted: 13	Non-Holiday	No Special Events

15-Minute Heavy Vehicle Data

71st St & I-41 NB On Ramp



15-Minute Heavy Vehicle Data

	15-Minute	From North					From East					From South					From West						
	Time Period	I-41 NB On Ramp					71st St					I-41 NB Frontage Rd					71st St					15-Min	Hourly
	Start Time	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Totals	Sum
AM Peak Period	6:00 AM	0	0	0	0	0	0	0	0	0	0	0	5	0	0	5	0	1	2	0	3	8	39
	6:15 AM	0	0	0	0	0	0	0	0	0	0	0	8	0	0	8	0	1	0	0	1	9	46
	6:30 AM	0	0	0	0	0	1	1	0	0	2	0	9	0	0	9	0	1	1	0	2	13	47
	6:45 AM	0	0	0	0	0	2	1	0	0	3	0	5	0	0	5	0	0	1	0	1	9	46
	7:00 AM	0	0	0	0	0	4	1	0	0	5	0	5	0	0	5	0	1	4	0	5	15	53
	7:15 AM	0	0	0	0	0	0	0	0	0	0	0	6	0	0	6	0	2	2	0	4	10	56
	7:30 AM	0	0	0	0	0	0	0	0	0	0	0	6	0	0	6	0	0	6	0	6	12	63
	7:45 AM	0	0	0	0	0	2	0	0	0	2	0	11	0	0	11	0	2	1	0	3	16	67
	8:00 AM	0	0	0	0	0	0	2	0	0	2	0	14	0	0	14	0	2	0	0	2	18	66
	8:15 AM	0	0	0	0	0	1	2	0	0	3	0	11	0	0	11	0	0	3	0	3	17	66
	8:30 AM	0	0	0	0	0	2	1	0	0	3	0	11	0	0	11	0	1	1	0	2	16	60
	8:45 AM	0	0	0	0	0	0	1	0	0	1	0	8	1	0	9	0	2	3	0	5	15	65
	9:00 AM	0	0	0	0	0	0	2	0	0	2	0	13	0	0	13	0	2	1	0	3	18	62
	9:15 AM	0	0	0	0	0	1	0	0	0	1	0	9	0	0	9	0	1	0	0	1	11	60
	9:30 AM	0	0	0	0	0	0	0	0	0	0	0	15	0	0	15	0	2	4	0	6	21	65
	9:45 AM	0	0	0	0	0	0	0	0	0	0	0	11	0	0	11	0	0	1	0	1	12	56
Midday Peak Period	10:00 AM	0	0	0	0	0	2	1	0	0	3	0	10	0	0	10	0	0	3	0	3	16	51
	10:15 AM	0	0	0	0	0	2	3	0	0	5	0	8	0	0	8	0	2	1	0	3	16	45
	10:30 AM	0	0	0	0	0	0	0	0	0	0	0	8	0	0	8	0	3	1	0	4	12	49
	10:45 AM	0	0	0	0	0	0	1	0	0	1	0	4	1	0	5	0	0	1	0	1	7	46
	11:00 AM	0	0	0	0	0	0	2	0	0	2	0	6	0	0	6	0	1	1	0	2	10	50
	11:15 AM	0	0	0	0	0	1	1	0	0	2	0	14	0	0	14	0	2	2	0	4	20	53
	11:30 AM	0	0	0	0	0	0	0	0	0	0	1	7	0	0	8	0	1	0	0	1	9	49
	11:45 AM	0	0	0	0	0	0	0	0	0	0	0	10	0	0	10	0	1	0	0	1	11	48
	12:00 PM	0	0	0	0	0	0	1	0	0	1	0	7	1	0	8	0	3	1	0	4	13	53
	12:15 PM	0	0	0	0	0	2	0	0	0	2	0	12	0	0	12	0	1	1	0	2	16	50
	12:30 PM	0	0	0	0	0	0	0	0	0	0	0	5	0	0	5	0	1	2	0	3	8	42
	12:45 PM	0	0	0	0	0	2	1	0	0	3	0	10	0	0	10	0	1	2	0	3	16	44
	1:00 PM	0	0	0	0	0	1	0	0	0	1	1	6	0	0	7	0	1	1	0	2	10	41
	1:15 PM	0	0	0	0	0	1	0	0	0	1	0	6	0	0	6	0	1	0	0	1	8	41
	1:30 PM	0	0	0	0	0	1	0	0	0	1	0	4	1	0	5	0	1	3	0	4	10	50
	1:45 PM	0	0	0	0	0	1	1	0	0	2	0	9	0	0	9	0	1	1	0	2	13	49
PM Peak Period	2:00 PM	0	0	0	0	0	1	1	0	0	2	0	7	0	0	7	0	0	1	0	1	10	46
	2:15 PM	0	0	0	0	0	1	0	0	0	1	0	14	1	0	15	0	0	1	0	1	17	40
	2:30 PM	0	0	0	0	0	0	0	0	0	0	0	7	0	0	7	0	1	0	1	2	9	27
	2:45 PM	0	0	0	0	0	0	1	0	0	1	0	7	0	0	7	0	1	1	0	2	10	25
	3:00 PM	0	0	0	0	0	0	0	0	0	0	0	4	0	0	4	0	0	0	0	0	4	20
	3:15 PM	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	0	1	1	0	2	4	22
	3:30 PM	0	0	0	0	0	0	0	0	0	0	0	5	0	0	5	0	0	2	0	2	7	25
	3:45 PM	0	0	0	0	0	0	1	0	0	1	0	1	2	0	3	0	1	0	0	1	5	22
	4:00 PM	0	0	0	0	0	1	0	0	0	1	0	4	0	0	4	0	0	1	0	1	6	26
	4:15 PM	0	0	0	0	0	1	1	0	0	2	0	4	0	0	4	0	0	1	0	1	7	29
	4:30 PM	0	0	0	0	0	0	0	0	0	0	0	3	0	0	3	0	0	1	0	1	4	31
	4:45 PM	0	0	0	0	0	0	1	0	0	1	1	5	0	0	6	0	2	0	0	2	9	31
	5:00 PM	0	0	0	0	0	0	0	0	0	0	1	5	0	0	6	0	2	1	0	3	9	29
	5:15 PM	0	0	0	0	0	0	1	0	0	1	0	7	1	0	8	0	0	0	0	0	9	26
	5:30 PM	0	0	0	0	0	0	0	0	0	0	0	3	0	0	3	0	0	1	0	1	4	24
	5:45 PM	0	0	0	0	0	0	2	0	0	2	0	4	0	0	4	0	1	0	0	1	7	24
	6:00 PM	0	0	0	0	0	1	1	0	0	2	0	2	0	0	2	0	1	1	0	2	6	23
	6:15 PM	0	0	0	0	0	0	0	0	0	0	0	5	0	0	5	0	2	0	0	2	7	
	6:30 PM	0	0	0	0	0	0	1	0	0	1	0	2	0	0	2	0	0	1	0	1	4	
	6:45 PM	0	0	0	0	0	0	1	0	0	1	0	3	0	0	3	0	2	0	0	2	6	
	7:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Totals		0	0	0	0	0	31	33	0	0	64	4	367	8	0	379	0	52	63	1	116	559	

Peak Hour Heavy Vehicle Volume Summary

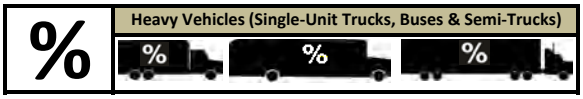
	Hourly	From North					From East					From South					From West					Total
	Time Period	I-41 NB On Ramp					71st St					I-41 NB Frontage Rd					71st St					Hourly
	Start Time	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Volume
AM	7:15 AM	0	0	0	0	0	2	2	0	0	4	0	37	0	0	37	0	6	9	0	15	56
MD	11:30 AM	0	0	0	0	0	2	1	0	0	3	1	36	1	0	38	0	6	2	0	8	49
PM	4:15 PM	0	0	0	0	0	1	2	0	0	3	2	17	0	0	19	0	4	3	0	7	29

Intersection Traffic Volume Report

Count Basics		Page 10 of 13
Start Date: Thursday, August 17, 2023	Weekday	Schools in Session
Total Number of Hours Counted: 13	Non-Holiday	No Special Events

15-Minute Heavy Vehicle Percentages

71st St & I-41 NB On Ramp



15-Minute Heavy Vehicle Percentages

	15-Minute	From North					From East					From South					From West					Total	Hourly
	Time Period	I-41 NB On Ramp					71st St					I-41 NB Frontage Rd					71st St					Heavy Vehicle	Heavy Vehicle
	Start Time	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Percent	Percent
AM Peak Period	6:00 AM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	11.1	0.0	0.0	10.6	0.0	6.3	9.1	0.0	7.9	7.5	6.6
	6:15 AM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	12.9	0.0	0.0	12.7	0.0	6.7	0.0	0.0	2.0	6.8	7.0
	6:30 AM	0.0	0.0	0.0	0.0	0.0	5.3	16.7	0.0	0.0	8.0	0.0	11.3	0.0	0.0	11.0	0.0	4.8	2.3	0.0	3.1	7.6	6.4
	6:45 AM	0.0	0.0	0.0	0.0	0.0	8.7	12.5	0.0	0.0	9.7	0.0	6.8	0.0	0.0	6.2	0.0	0.0	2.5	0.0	1.5	5.0	6.1
	7:00 AM	0.0	0.0	0.0	0.0	0.0	15.4	14.3	0.0	0.0	15.2	0.0	6.3	0.0	0.0	5.9	0.0	4.0	11.8	0.0	8.5	8.5	6.8
	7:15 AM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	7.0	0.0	0.0	6.7	0.0	4.8	4.9	0.0	4.8	4.8	7.2
	7:30 AM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	8.2	0.0	0.0	8.0	0.0	0.0	13.6	0.0	7.9	6.5	8.5
	7:45 AM	0.0	0.0	0.0	0.0	0.0	8.0	0.0	0.0	0.0	5.0	0.0	13.9	0.0	0.0	12.5	0.0	4.0	3.3	0.0	3.8	7.7	8.8
	8:00 AM	0.0	0.0	0.0	0.0	0.0	0.0	9.1	0.0	0.0	4.3	0.0	18.7	0.0	0.0	18.2	0.0	6.7	0.0	0.0	3.6	10.1	8.8
	8:15 AM	0.0	0.0	0.0	0.0	0.0	5.3	10.5	0.0	0.0	7.9	0.0	17.7	0.0	0.0	16.4	0.0	0.0	10.7	0.0	5.0	10.3	9.0
	8:30 AM	0.0	0.0	0.0	0.0	0.0	9.5	5.3	0.0	0.0	7.5	0.0	12.0	0.0	0.0	11.3	0.0	2.2	3.3	0.0	2.7	7.5	8.1
	8:45 AM	0.0	0.0	0.0	0.0	0.0	0.0	4.8	0.0	0.0	2.7	0.0	9.9	8.3	0.0	9.3	0.0	4.7	15.0	0.0	7.9	7.6	9.4
	9:00 AM	0.0	0.0	0.0	0.0	0.0	0.0	12.5	0.0	0.0	6.3	0.0	19.7	0.0	0.0	17.6	0.0	7.4	4.3	0.0	6.0	11.5	9.6
	9:15 AM	0.0	0.0	0.0	0.0	0.0	5.3	0.0	0.0	0.0	2.7	0.0	13.8	0.0	0.0	12.3	0.0	2.5	0.0	0.0	1.6	6.4	9.0
	9:30 AM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	23.1	0.0	0.0	20.5	0.0	6.5	19.0	0.0	11.5	13.0	9.7
	9:45 AM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	17.7	0.0	0.0	15.5	0.0	0.0	4.5	0.0	1.8	7.6	8.1
Midday Peak Period	10:00 AM	0.0	0.0	0.0	0.0	0.0	7.7	5.0	0.0	0.0	6.5	0.0	14.9	0.0	0.0	13.7	0.0	0.0	12.0	0.0	5.6	9.2	7.3
	10:15 AM	0.0	0.0	0.0	0.0	0.0	9.5	17.6	0.0	0.0	13.2	0.0	12.1	0.0	0.0	11.4	0.0	4.3	5.0	0.0	4.5	9.1	6.7
	10:30 AM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	9.5	0.0	0.0	8.9	0.0	7.1	8.3	0.0	7.4	6.5	7.1
	10:45 AM	0.0	0.0	0.0	0.0	0.0	0.0	7.1	0.0	0.0	2.9	0.0	7.3	33.3	0.0	8.3	0.0	0.0	7.7	0.0	1.5	4.3	6.5
	11:00 AM	0.0	0.0	0.0	0.0	0.0	0.0	16.7	0.0	0.0	6.3	0.0	10.0	0.0	0.0	9.2	0.0	2.4	6.3	0.0	3.5	6.5	6.7
	11:15 AM	0.0	0.0	0.0	0.0	0.0	3.7	5.3	0.0	0.0	4.3	0.0	18.4	0.0	0.0	15.6	0.0	5.6	12.5	0.0	7.7	10.6	6.4
	11:30 AM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	16.7	7.7	0.0	0.0	8.0	0.0	2.5	0.0	0.0	1.8	4.4	5.9
	11:45 AM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	11.0	0.0	0.0	9.9	0.0	2.4	0.0	0.0	1.7	5.5	6.0
	12:00 PM	0.0	0.0	0.0	0.0	0.0	0.0	4.3	0.0	0.0	2.1	0.0	7.4	16.7	0.0	7.5	0.0	6.4	3.4	0.0	5.3	5.6	6.5
	12:15 PM	0.0	0.0	0.0	0.0	0.0	7.4	0.0	0.0	0.0	3.6	0.0	14.8	0.0	0.0	14.0	0.0	2.7	5.3	0.0	3.6	8.1	6.4
	12:30 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	7.0	0.0	0.0	6.7	0.0	2.3	13.3	0.0	5.1	4.5	5.4
	12:45 PM	0.0	0.0	0.0	0.0	0.0	6.3	4.8	0.0	0.0	5.7	0.0	11.9	0.0	0.0	10.5	0.0	3.0	7.4	0.0	5.0	7.7	5.7
	1:00 PM	0.0	0.0	0.0	0.0	0.0	4.5	0.0	0.0	0.0	2.2	20.0	7.6	0.0	0.0	8.3	0.0	2.2	4.0	0.0	2.8	5.0	5.3
	1:15 PM	0.0	0.0	0.0	0.0	0.0	5.6	0.0	0.0	0.0	3.3	0.0	7.1	0.0	0.0	6.7	0.0	2.3	0.0	0.0	1.5	4.3	5.2
	1:30 PM	0.0	0.0	0.0	0.0	0.0	5.6	0.0	0.0	0.0	2.6	0.0	5.3	33.3	0.0	6.0	0.0	2.6	15.8	0.0	6.9	5.6	6.0
	1:45 PM	0.0	0.0	0.0	0.0	0.0	3.8	4.0	0.0	0.0	3.9	0.0	10.6	0.0	0.0	9.5	0.0	2.8	4.5	0.0	3.4	6.4	5.8
PM Peak Period	2:00 PM	0.0	0.0	0.0	0.0	0.0	4.5	5.6	0.0	0.0	5.0	0.0	7.2	0.0	0.0	6.3	0.0	0.0	3.7	0.0	1.4	4.4	5.4
	2:15 PM	0.0	0.0	0.0	0.0	0.0	4.5	0.0	0.0	0.0	2.0	0.0	15.1	25.0	0.0	14.7	0.0	0.0	4.5	0.0	1.4	7.6	4.7
	2:30 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	9.1	0.0	0.0	8.1	0.0	2.3	0.0	100.0	2.9	4.6	3.2
	2:45 PM	0.0	0.0	0.0	0.0	0.0	0.0	3.6	0.0	0.0	1.8	0.0	7.8	0.0	0.0	6.9	0.0	2.4	7.1	0.0	3.6	4.7	2.8
	3:00 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	4.0	0.0	0.0	3.6	0.0	0.0	0.0	0.0	0.0	1.8	2.2
	3:15 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2.4	0.0	0.0	2.0	0.0	2.4	4.3	0.0	3.1	1.9	2.3
	3:30 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	5.4	0.0	0.0	4.6	0.0	0.0	10.0	0.0	2.6	2.9	2.6
	3:45 PM	0.0	0.0	0.0	0.0	0.0	0.0	5.9	0.0	0.0	1.9	0.0	1.1	22.2	0.0	2.7	0.0	2.2	0.0	0.0	1.3	2.1	2.2
	4:00 PM	0.0	0.0	0.0	0.0	0.0	2.9	0.0	0.0	0.0	1.8	0.0	4.2	0.0	0.0	3.6	0.0	0.0	2.6	0.0	1.3	2.5	2.5
	4:15 PM	0.0	0.0	0.0	0.0	0.0	3.2	3.3	0.0	0.0	3.3	0.0	4.4	0.0	0.0	3.7	0.0	0.0	3.4	0.0	1.2	2.8	2.6
	4:30 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	3.4	0.0	0.0	2.9	0.0	0.0	4.8	0.0	1.1	1.6	2.8
	4:45 PM	0.0	0.0	0.0	0.0	0.0	0.0	2.9	0.0	0.0	1.3	6.7	5.3	0.0	0.0	5.3	0.0	2.7	0.0	0.0	2.0	3.1	2.8
	5:00 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	6.3	4.3	0.0	0.0	4.4	0.0	3.3	3.1	0.0	3.2	2.8	2.7
	5:15 PM	0.0	0.0	0.0	0.0	0.0	0.0	3.1	0.0	0.0	1.6	0.0	7.6	14.3	0.0	7.3	0.0	0.0	0.0	0.0	0.0	3.7	2.6
	5:30 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	3.9	0.0	0.0	2.9	0.0	0.0	3.6	0.0	1.1	1.5	2.5
	5:45 PM	0.0	0.0	0.0	0.0	0.0	0.0	7.1	0.0	0.0	3.3	0.0	4.9	0.0	0.0	4.2	0.0	1.7	0.0	0.0	1.2	3.0	2.7
	6:00 PM	0.0	0.0	0.0	0.0	0.0	3.4	2.8	0.0	0.0	3.1	0.0	2.7	0.0	0.0	2.2	0.0	1.7	4.3	0.0	2.5	2.5	2.8
	6:15 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	6.8	0.0	0.0	5.7	0.0	4.2	0.0	0.0	3.2	3.3	
	6:30 PM	0.0	0.0	0.0	0.0	0.0	0.0	2.8	0.0	0.0	1.5	0.0	3.3	0.0	0.0	2.6	0.0	0.0	6.3	0.0	1.6	2.0	
	6:45 PM	0.0	0.0	0.0	0.0	0.0	0.0	3.6	0.0	0.0	2.0	0.0	5.7	0.0	0.0	5.1	0.0	6.3	0.0	0.0	4.2	3.8	
	7:00 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Totals		0.0	0.0	0.0	0.0	0.0	2.3	3.0	0.0	0.0	2.7	1.3	8.9	3.6	0.0	8.2	0.0	2.4	4.9	25.0	3.4	5.3	

Peak Hour Heavy Vehicle Percentages Summary

	Hourly	From North					From East					From South					From West					Hourly Heavy
	Time Period	I-41 NB On Ramp					71st St					I-41 NB Frontage Rd					71st St					Vehicle
	Start Time	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Percent
AM	7:15 AM	0.0	0.0	0.0	0.0	0.0	2.1	3.3	0.0	0.0	2.6	0.0	11.8	0.0	0.0	11.2	0.0	3.9	6.4	0.0	5.1	7.2
MD	11:30 AM	0.0	0.0	0.0	0.0	0.0	2.2	1.0	0.0	0.0	1.6	4.5	10.1	7.1	0.0	9.6	0.0	3.6	2.5	0.0	3.2	5.9
PM	4:15 PM	0.0	0.0	0.0	0.0	0.0	0.6	1.5	0.0	0.0	1.0	4.8	4.4	0.0	0.0	4.1	0.0	1.6	2.7	0.0	1.9	2.6

Intersection Traffic Volume Report

Count Basics			Page 11 of 13
Start Date:	Thursday, August 17, 2023	Weekday	Schools in Session
Total Number of Hours Counted: 13		Non-Holiday	No Special Events

15-Minute Pedestrian and Bicyclist Data

71st St & I-41 NB On Ramp

Pedestrians and Bicyclists



15-Minute Pedestrian and Bicyclist Data

15-Minute Time Period		Crossing North Approach I-41 NB On Ramp			Crossing East Approach 71st St			Crossing South Approach I-41 NB Frontage Rd			Crossing West Approach 71st St			15-Min Totals	Hourly Sum
Start Time		Pedestrian	Bicyclist	Total	Pedestrian	Bicyclist	Total	Pedestrian	Bicyclist	Total	Pedestrian	Bicyclist	Total		
AM Peak Period	6:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	2
	6:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	2
	6:30 AM	0	0	0	0	0	0	1	1	2	0	0	0	2	2
	6:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	9:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	9:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	9:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Midday Peak Period	10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	10:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	10:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	10:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	1
	12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	2
	12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	2
	12:30 PM	1	0	1	0	0	0	0	0	0	0	0	0	1	2
	12:45 PM	0	0	0	0	0	0	0	1	1	0	0	0	1	2
	1:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	3
	1:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	4
	1:30 PM	0	1	1	0	0	0	0	0	0	0	0	0	1	4
	1:45 PM	0	0	0	0	0	0	2	0	2	0	0	0	2	3
PM Peak Period	2:00 PM	0	0	0	0	0	0	1	0	1	0	0	0	1	1
	2:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1
	2:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	2
	2:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	3
	3:00 PM	0	0	0	0	0	0	0	1	1	0	0	0	1	4
	3:15 PM	0	0	0	0	0	0	1	0	1	0	0	0	1	3
	3:30 PM	0	0	0	0	0	0	1	0	1	0	0	0	1	2
	3:45 PM	1	0	1	0	0	0	0	0	0	0	0	0	1	1
	4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1
	4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	3
	4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	3
	5:00 PM	1	0	1	0	0	0	0	0	0	0	0	0	1	3
	5:15 PM	0	0	0	0	0	0	2	0	2	0	0	0	2	2
	5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	2
	5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	3
	6:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	3
	6:15 PM	1	0	1	1	0	1	0	0	0	0	0	0	2	
	6:30 PM	0	0	0	0	0	0	1	0	1	0	0	0	1	
	6:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	7:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
Totals		4	1	5	1	0	1	9	3	12	0	0	0	18	

Special Pedestrians

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

Intersection Traffic Volume Report

Count Basics	Version 2024.04		Page 1 of 13
Start Date:	Tuesday, August 6, 2024	Weekday	Schools Not in Session
Total Number of Hours Counted: 1		Non-Holiday	No Special Events

Base Information, Observed (1) Hour and Estimated (24) Hour Volume Summaries

Major St: **71st St**
Minor St: **125th Ave**
Intersection of: *71st St & 125th Ave*

IX_ID:

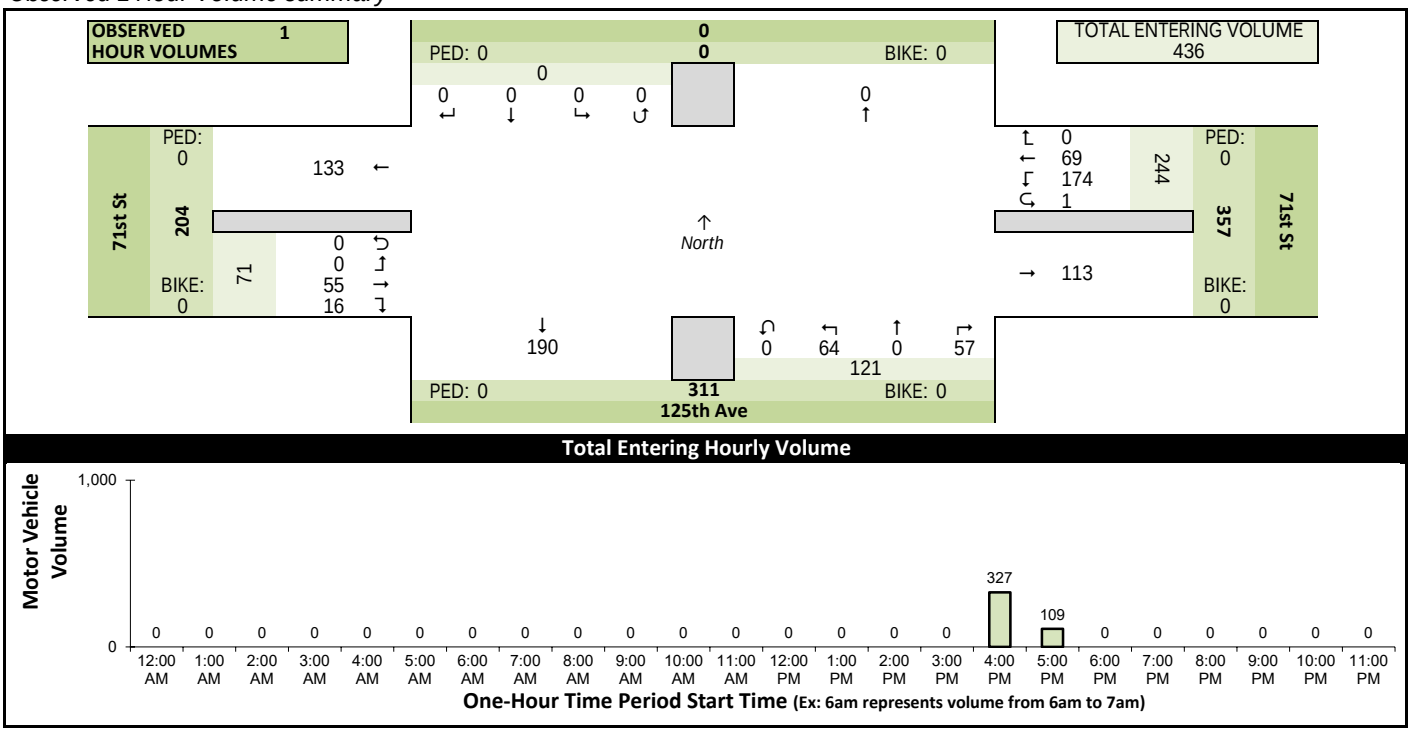
Site Information

Municipality	City of Kenosha		
County	30 - Kenosha	WisDOT Region	SE
Traffic Control	Partial Stop Control		
Roadway Names		North Direction	↑
North Leg	0		
East Leg	71st St		
South Leg	125th Ave		
West Leg	71st St		
Special Considerations			
Schools	Not in Session		
Holidays	None		
Special Events	None		
Special Pedestrians Observed			
Pre-school children	None		
Elementry school age children	None		
Visually impaired (white cane/helper dog)	None		
Elderly/disabled (except wheelchairs)	None		
Wheelchairs/electric scooters	None		
Other (describe)	None		

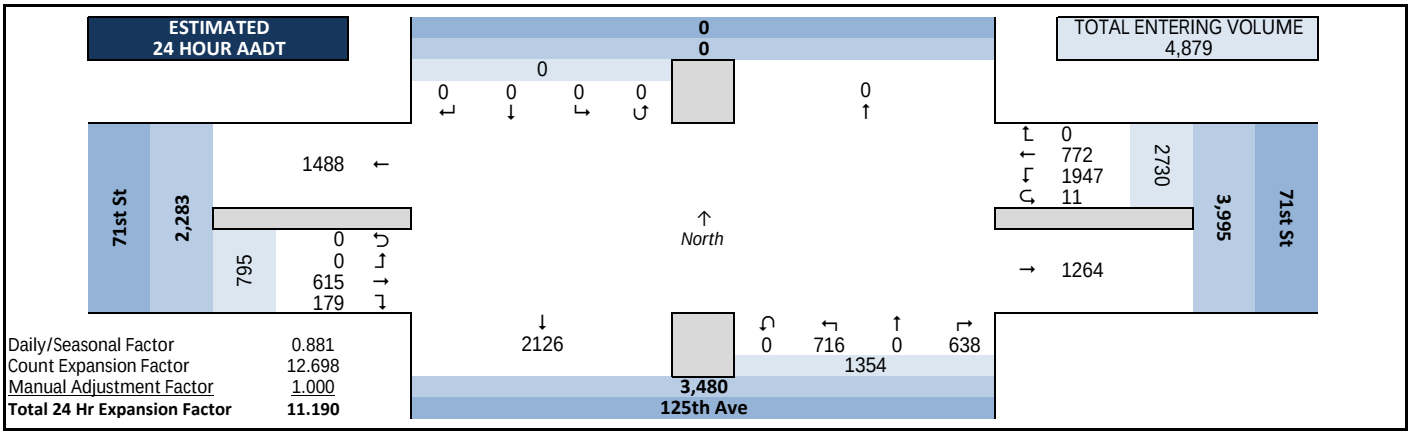
Count Information

Hrs Counted:	04:15 PM-05:15 PM		
1st Day of Count	Tuesday, August 6, 2024	Weather	
AM Peak Period			
Midday Peak Period			
PM Peak Period	Tuesday, August 6, 2024	Clear & Dry	
Calculated Peak Hours			
AM	MD	PM	4:15-5:15pm
Peak Hours Selected for Analysis			
AM	MD	PM	4:15-5:15pm
Daily/Seasonal Adjustment Group	(2) Urban Arterials & Collectors		
Count Expansion Group	(2) Urban Arterials & Collectors		
Daily/Seasonal Adjustment Factor	0.881	Count Expansion Factor	12.698
Company Name	MSA Professional Services, Inc.	Manual Adj.	1.000
Observers: AM Peak Period	Miovision		
Observers: Midday Peak Period	Miovision		
Observers: PM Peak Period	Miovision		
Comments	2021 DOT Daily & Seasonal Factors		

Observed 1 Hour Volume Summary



Estimated 24 Hour AADT



Intersection Traffic Volume Report

Peak Hour Volume Graphical Summary

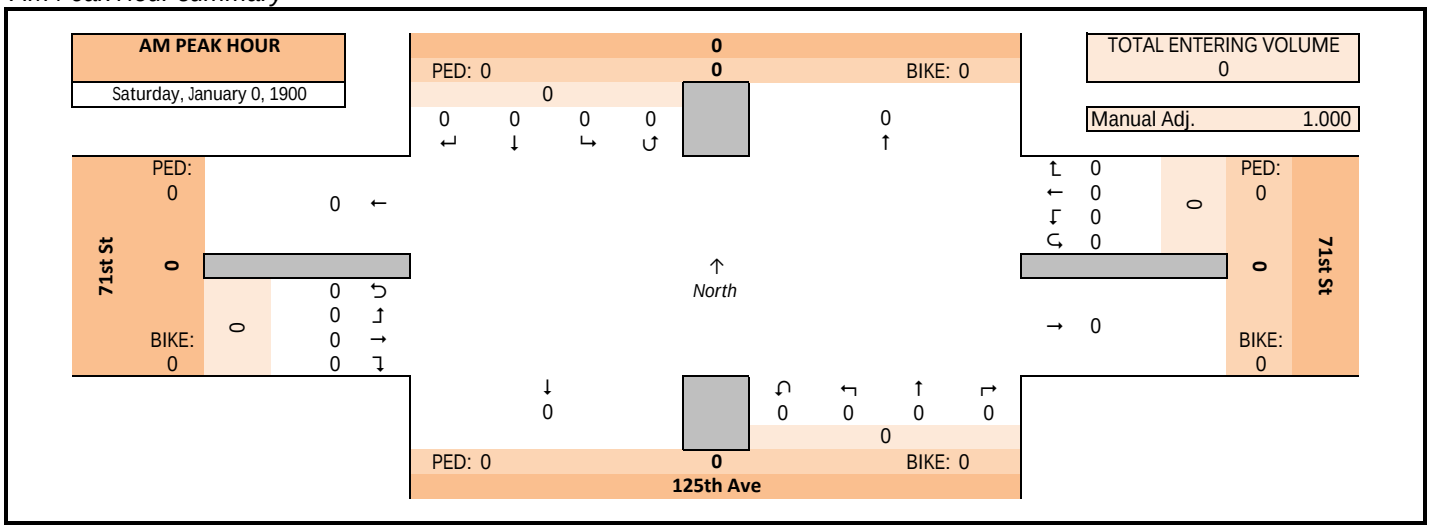
71st St & 125th Ave

Count Basics			Page 2 of 13
Start Date:	Tuesday, August 6, 2024	Weekday	Schools Not in Session
Total Number of Hours Counted: 1		Non-Holiday	No Special Events

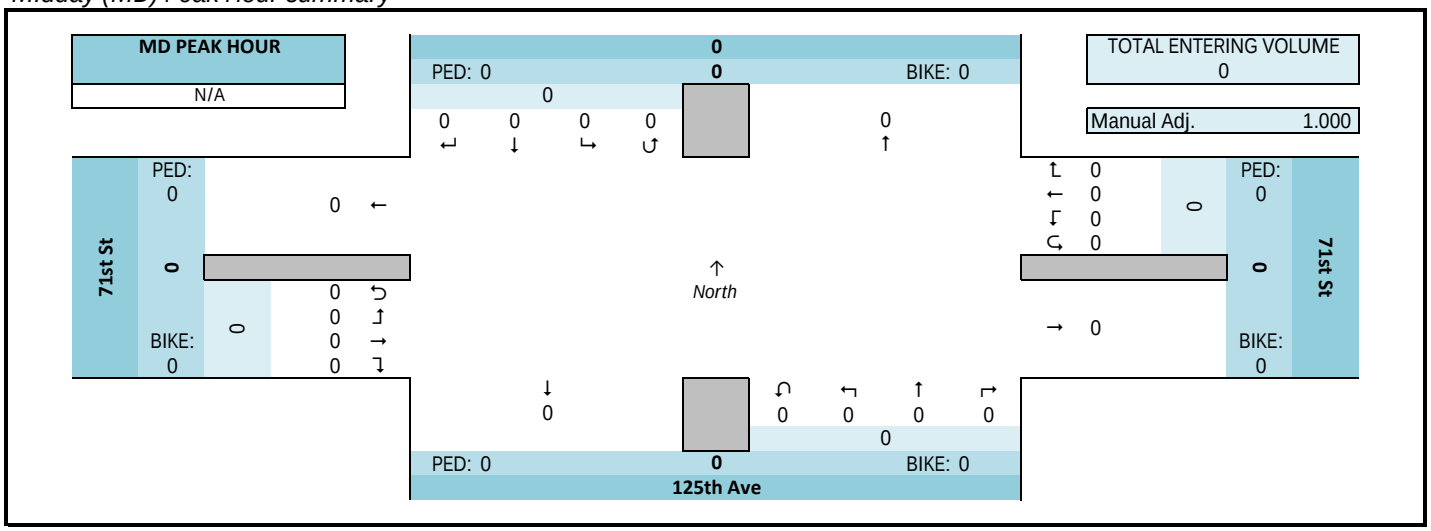
All Motor Vehicles



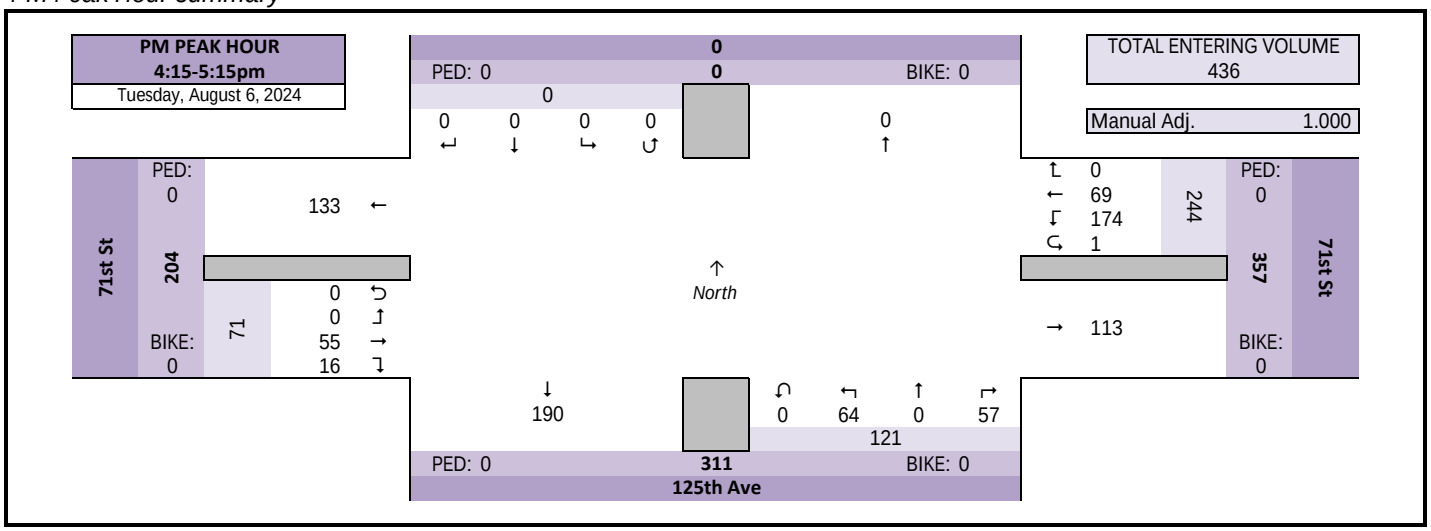
AM Peak Hour Summary



Midday (MD) Peak Hour Summary



PM Peak Hour Summary



Intersection Traffic Volume Report

Peak Hour Volume Summary

71st St & 125th Ave

Count Basics			*Page 3 of 13*
Start Date:	Tuesday, August 6, 2024	Weekday	Schools Not in Session
Total Number of Hours Counted: 1		Non-Holiday	No Special Events

All Motor Vehicles



Peak Hour Volumes, Truck Percentages, and PHFs

Saturday, January 0, 1900		From North					From East					From South					From West					Totals
	AM Peak Hour	0					71st St					125th Ave					71st St					
	Start Time	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	
AM Peak Hour	8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Peak Hour Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Rounded Hourly Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	% Single Unit Trucks	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	% Heavy Trucks	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	% Trucks (Total)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	Peak Hour Factor (PHF)	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

N/A		From North					From East					From South					From West					Totals
	MD Peak Hour	0					71st St					125th Ave					71st St					
	Start Time	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	
Midday (MD) Peak Hour	12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Peak Hour Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Rounded Hourly Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	% Single Unit Trucks	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	% Heavy Trucks	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	% Trucks (Total)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	Peak Hour Factor (PHF)	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

Tuesday, August 6, 2024		From North					From East					From South					From West					Totals
	PM Peak Hour	0					71st St					125th Ave					71st St					
	Start Time	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	
PM Peak Hour	4:15 PM	0	0	0	0	0	0	18	43	0	61	16	0	18	0	34	4	12	0	0	16	111
	4:30 PM	0	0	0	0	0	0	15	60	0	75	23	0	18	0	41	3	12	0	0	15	131
	4:45 PM	0	0	0	0	0	0	19	32	1	52	4	0	12	0	16	4	13	0	0	17	85
	5:00 PM	0	0	0	0	0	0	17	39	0	56	14	0	16	0	30	5	18	0	0	23	109
	Peak Hour Volume	0	0	0	0	0	0	69	174	1	244	57	0	64	0	121	16	55	0	0	71	436
	Rounded Hourly Volume	0	0	0	0	0	0	70	175	0	245	55	0	65	0	120	15	55	0	0	70	435
	% Single Unit Trucks	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.6	0.0	0.4	3.5	0.0	0.0	0.0	1.7	0.0	0.0	0.0	0.0	0.0	0.7
	% Heavy Trucks	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.4	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.2
	% Trucks (Total)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.6	0.0	0.8	3.5	0.0	0.0	0.0	1.7	0.0	0.0	0.0	0.0	0.0	0.9
	Peak Hour Factor (PHF)	0.00	0.00	0.00	0.00	0.00	0.00	0.91	0.72	0.25	0.81	0.62	0.00	0.89	0.00	0.74	0.80	0.76	0.00	0.00	0.77	0.83

Peak Hour Pedestrian and Bicyclist Volumes

Pedestrians and Bicyclists		Crossing North Approach			Crossing East Approach			Crossing South Approach			Crossing West Approach			Total Ped & Bike Volume
		0			71st St			125th Ave			71st St			
	15-Minute Start Time	Pedestrian	Bicyclist	Total	Pedestrian	Bicyclist	Total	Pedestrian	Bicyclist	Total	Pedestrian	Bicyclist	Total	
AM	8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
	8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
	8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
	8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
	Total	0	0	0	0	0	0	0	0	0	0	0	0	0
MD	12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	Total	0	0	0	0	0	0	0	0	0	0	0	0	0
PM	4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	Total	0	0	0	0	0	0	0	0	0	0	0	0	0

Intersection Traffic Volume Report

Hourly Volume Summary - Motor Vehicle Data

71st St & 125th Ave

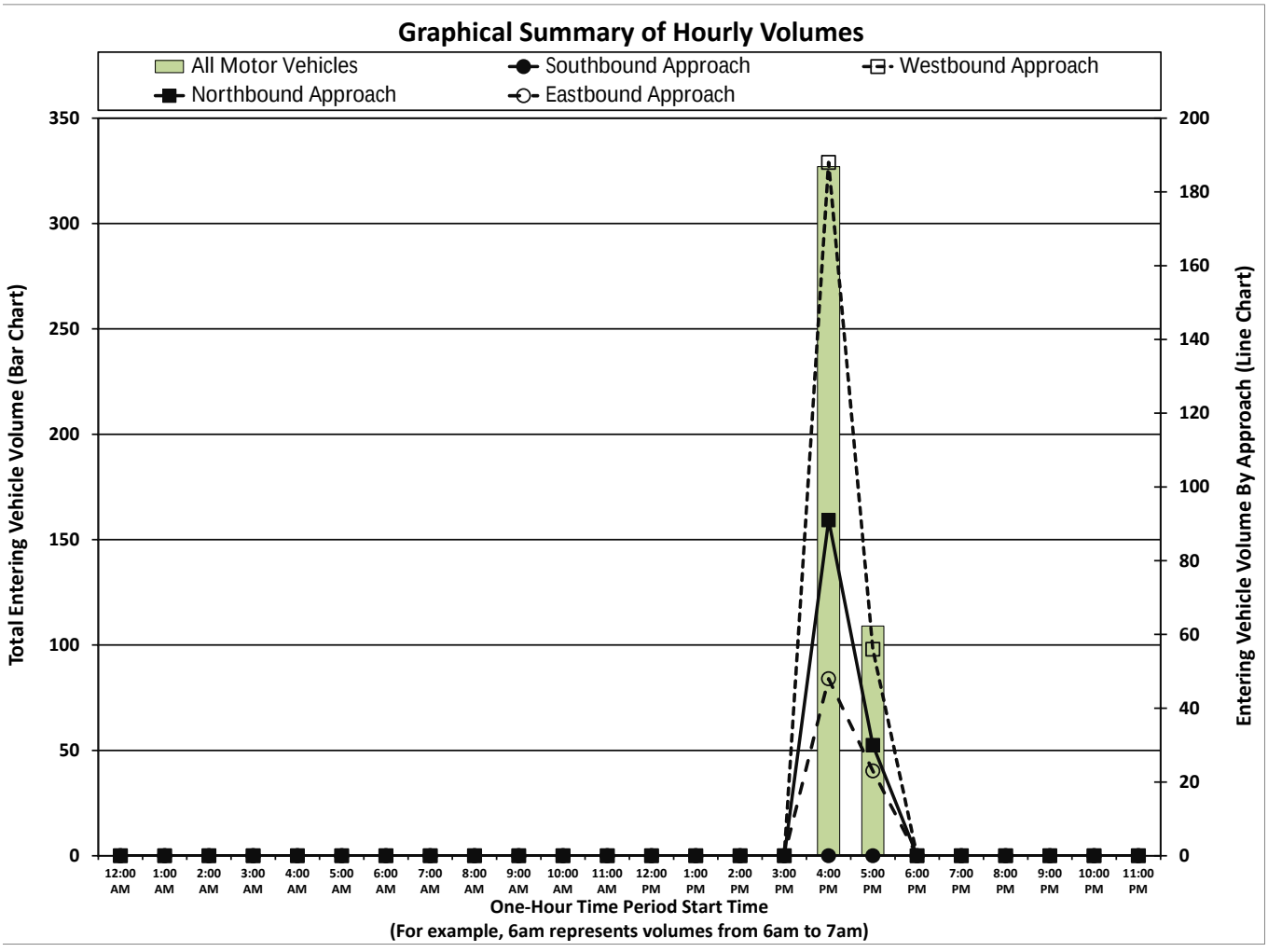
Count Basics		*Page 4 of 13*
Start Date: Tuesday, August 6, 2024	Weekday	Schools Not in Session
Total Number of Hours Counted: 1	Non-Holiday	No Special Events

All Motor Vehicles



One-Hour Motor Vehicle Data

One-Hour Time Period Start Time		From North (↓) 0					From East (←) 71st St					From South (↑) 125th Ave					From West (→) 71st St					Total Vehicle Volume	Directional Volume Totals	
		Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total		E/W	N/S
Pre-AM	12:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	1:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	2:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	3:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	4:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	5:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
AM	6:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
MD	10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	1:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PM	2:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	3:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	4:00 PM	0	0	0	0	0	0	52	135	1	188	43	0	48	0	91	11	37	0	0	48	327	236	91
	5:00 PM	0	0	0	0	0	0	17	39	0	56	14	0	16	0	30	5	18	0	0	23	109	79	30
	6:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	7:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	8:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	9:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	10:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	11:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Totals		0	0	0	0	0	0	69	174	1	244	57	0	64	0	121	16	55	0	0	71	436	315	121



Intersection Traffic Volume Report

15-Minute Motor Vehicle Data

71st St & 125th Ave

Count Basics			Page 5 of 13
Start Date:	Tuesday, August 6, 2024	Weekday	Schools Not in Session
Total Number of Hours Counted: 1		Non-Holiday	No Special Events

All Motor Vehicles



15-Minute Motor Vehicle Data

	15-Minute Time Period	From North (↓) 0					From East (←) 71st St					From South (↑) 125th Ave					From West (→) 71st St					15-Min	Hourly	
	Start Time	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Totals	Sum	PHF
Pre-AM Peak Period	12:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	12:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	12:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	12:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	1:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	1:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	1:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	1:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	2:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	2:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	2:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	2:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	3:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	3:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	3:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	3:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	4:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	4:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	4:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	4:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	5:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	5:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	5:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	5:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
AM Peak Period	6:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	6:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	6:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	6:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	9:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	9:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	9:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
Midday Peak Period	10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	10:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	10:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	10:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	1:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	1:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	1:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	1:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
PM Peak Period	2:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	2:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	2:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	2:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	3:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	3:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	3:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	3:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	4:15 PM	0	0	0	0	0	0	18	43	0	61	16	0	18	0	34	4	12	0	0	16	111	436	0.83
	4:30 PM	0	0	0	0	0	0	15	60	0	75	23	0	18	0	41	3	12	0	0	15	131		
	4:45 PM	0	0	0	0	0	0	19	32	1	52	4	0	12	0	16	4	13	0	0	17	85		
	5:00 PM	0	0	0	0	0	0	17	39	0	56	14	0	16	0	30	5	18	0	0	23	109		
	5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	6:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	6:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	6:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	6:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	7:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	7:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	7:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	7:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	8:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	8:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	8:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	8:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	9:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	9:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	9:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	9:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
Post PM Peak Period	10:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	10:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	10:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	10:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	11:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	11:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	11:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	11:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
Totals		0	0	0	0	0	0	69	174	1	244	57	0	64	0	121	16	55	0	0	71	436		

Peak Hour All Vehicle Volume Summary

	Hourly Time Period	From North (↓) 0					From East (←) 71st St					From South (↑) 125th Ave					From West (→) 71st St					Total Hourly	
	Start Time	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Volume	PHF
AM	8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
MD	12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
PM	4:15 PM	0	0	0	0	0	0	69	174	1	244	57	0	64	0	121	16	55	0	0	71	436	0.83

Intersection Traffic Volume Report

15-Minute Automobile Data

71st St & 125th Ave

Count Basics			*Page 6 of 13*
Start Date:	Tuesday, August 6, 2024	Weekday	Schools Not in Session
Total Number of Hours Counted: 1		Non-Holiday	No Special Events

Automobiles (Cars, Light Trucks, & Motorcycles)



15-Minute Automobile Data

15-Minute Time Period		From North (↓) 0					From East (←) 71st St					From South (↑) 125th Ave					From West (→) 71st St					15-Min	Hourly
	Start Time	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Totals	Sum
Pre-AM Peak Period	12:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	12:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	12:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	12:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	1:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	1:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	1:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	1:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	2:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	2:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	2:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	2:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	3:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	3:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	3:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	3:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	4:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	4:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	4:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	4:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	5:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	5:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	5:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	5:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
AM Peak Period	6:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	6:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	6:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	6:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Midday Peak Period	10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	10:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	10:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	10:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	1:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	1:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	1:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	1:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
PM Peak Period	2:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	2:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	2:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	2:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	3:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	3:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	3:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	3:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	4:15 PM	0	0	0	0	0	0	18	43	0	61	16	0	18	0	34	4	12	0	0	16	111	432
	4:30 PM	0	0	0	0	0	0	15	60	0	75	23	0	18	0	41	3	12	0	0	15	131	
	4:45 PM	0	0	0	0	0	0	19	32	0	51	3	0	12	0	15	4	13	0	0	17	83	
	5:00 PM	0	0	0	0	0	0	17	38	0	55	13	0	16	0	29	5	18	0	0	23	107	
	5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	6:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	6:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	6:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	6:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	7:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	7:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	7:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	7:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Post PM Peak Period	10:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	10:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	10:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	10:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	11:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	11:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	11:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	11:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Totals		0	0	0	0	0	0	69	173	0	242	55	0	64	0	119	16	55	0	0	71	432	

Peak Hour Automobile Volume Summary

Hourly Time Period		From North (↓) 0					From East (←) 71st St					From South (↑) 125th Ave					From West (→) 71st St					Total Hourly
	Start Time	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Volume
AM	8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
MD	12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PM	4:15 PM	0	0	0	0	0	0	69	173	0	242	55	0	64	0	119	16	55	0	0	71	432

Intersection Traffic Volume Report

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

71st St & 125th Ave

Count Basics			*Page 7 of 13*
Start Date:	Tuesday, August 6, 2024	Weekday	Schools Not in Session
Total Number of Hours Counted: 1		Non-Holiday	No Special Events



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

15-Minute		From North (↓)					From East (←)					From South (↑)					From West (→)					15-Min	Hourly
Time Period		0					71st St					125th Ave					71st St					Totals	Sum
Start Time		Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total		
Pre-AM Peak Period	12:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	12:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	12:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	12:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	1:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	1:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	1:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	1:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	2:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	2:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	2:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	2:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	3:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	3:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	3:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	3:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	4:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	4:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	4:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	4:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	5:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	5:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	5:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	5:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
AM Peak Period	6:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	6:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	6:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	6:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Midday Peak Period	10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	10:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	10:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	10:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	1:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	1:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	1:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	1:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
PM Peak Period	2:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	2:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	2:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	2:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	3:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	3:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	3:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	3:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3
	4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	4:45 PM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	1	
	5:00 PM	0	0	0	0	0	0	0	1	0	1	1	0	0	0	1	0	0	0	0	0	2	
	5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	6:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	6:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	6:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	6:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	7:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	7:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	7:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	7:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Post PM Peak Period	10:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	10:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	10:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	10:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	11:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	11:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	11:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	11:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Totals		0	0	0	0	0	0	0	1	0	1	2	0	0	0	2	0	0	0	0	0	3	

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

Hourly		From North (↓)					From East (←)					From South (↑)					From West (→)					Total
Time Period		0					71st St					125th Ave					71st St					Hourly
Start Time		Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Volume
AM	8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
MD	12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PM	4:15 PM	0	0	0	0	0	0	0	1	0	1	2	0	0	0	2	0	0	0	0	0	3

Intersection Traffic Volume Report

15-Minute Semi-Truck Data

71st St & 125th Ave

Count Basics		*Page 8 of 13*
Start Date: Tuesday, August 6, 2024	Weekday	Schools Not in Session
Total Number of Hours Counted: 1	Non-Holiday	No Special Events

Semi-Trucks



15-Minute Semi-Truck Data

15-Minute Time Period		From North (↓) 0					From East (←) 71st St					From South (↑) 125th Ave					From West (→) 71st St					15-Min	Hourly
	Start Time	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Totals	Sum
Pre-AM Peak Period	12:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	12:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	12:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	12:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	1:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	1:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	1:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	1:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	2:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	2:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	2:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	2:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	3:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	3:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	3:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	3:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	4:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	4:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	4:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	4:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	5:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	5:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	5:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	5:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
AM Peak Period	6:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	6:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	6:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	6:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Midday Peak Period	10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	10:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	10:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	10:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	1:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	1:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	1:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	1:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
PM Peak Period	2:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	2:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	2:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	2:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	3:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	3:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	3:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	3:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
	4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	4:45 PM	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	1	
	5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	6:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	6:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	6:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	6:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	7:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	7:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	7:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	7:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Post PM Peak Period	10:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	10:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	10:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	10:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	11:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	11:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	11:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	11:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Totals		0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	1	

Peak Hour Semi-Truck Volume Summary

Hourly Time Period		From North (↓) 0					From East (←) 71st St					From South (↑) 125th Ave					From West (→) 71st St					Total Hourly
	Start Time	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Volume
AM	8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
MD	12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PM	4:15 PM	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	1

Intersection Traffic Volume Report

15-Minute Heavy Vehicle Data

71st St & 125th Ave

Count Basics			*Page 9 of 13*
Start Date:	Tuesday, August 6, 2024	Weekday	Schools Not in Session
Total Number of Hours Counted: 1		Non-Holiday	No Special Events

Heavy Vehicles (Single-Unit Trucks, Buses & Semi-Trucks)



15-Minute Heavy Vehicle Data

15-Minute		From North (↓)					From East (←)					From South (↑)					From West (→)						
Time Period		0					71st St					125th Ave					71st St					15-Min	Hourly
	Start Time	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Totals	Sum
Pre-AM Peak Period	12:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	12:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	12:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	12:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	1:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	1:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	1:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	1:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	2:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	2:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	2:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	2:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	3:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	3:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	3:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	3:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	4:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	4:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	4:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	4:45 AM	0	0	0	0	0	0	0	0	1	1	1	0	0	0	1	0	0	0	0	0	2	
	5:00 AM	0	0	0	0	0	0	0	1	0	1	1	0	0	0	1	0	0	0	0	0	2	
	5:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	5:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	5:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
AM Peak Period	6:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	6:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	6:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	6:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Midday Peak Period	10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	10:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	10:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	10:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	1:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	1:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	1:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	1:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
PM Peak Period	2:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	2:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	2:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	2:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	3:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	3:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	3:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	3:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4
	4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	4:45 PM	0	0	0	0	0	0	0	0	1	1	1	0	0	0	1	0	0	0	0	0	2	
	5:00 PM	0	0	0	0	0	0	0	1	0	1	1	0	0	0	1	0	0	0	0	0	2	
	5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	6:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	6:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	6:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	6:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	7:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	7:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	7:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	7:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Post PM Peak Period	10:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	10:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	10:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	10:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	11:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	11:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	11:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	11:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Totals		0	0	0	0	0	0	0	1	1	2	2	0	0	0	2	0	0	0	0	0	4	

Peak Hour Heavy Vehicle Volume Summary

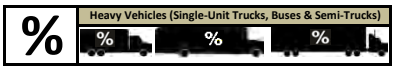
Hourly		From North (↓)					From East (←)					From South (↑)					From West (→)					Total
Time Period		0					71st St					125th Ave					71st St					Hourly
	Start Time	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Volume
AM	8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
MD	12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PM	4:15 PM	0	0	0	0	0	0	0	1	1	2	2	0	0	0	2	0	0	0	0	0	4

Intersection Traffic Volume Report

15-Minute Heavy Vehicle Percentages

71st St & 125th Ave

Count Basics			*Page 10 of 13*
Start Date:	Tuesday, August 6, 2024	Weekday	Schools Not in Session
Total Number of Hours Counted: 1		Non-Holiday	No Special Events



15-Minute Heavy Vehicle Percentages

15-Minute Time Period		From North (↓) 0					From East (←) 71st St					From South (↑) 125th Ave					From West (→) 71st St					Total Heavy Vehicle	Hourly Heavy Vehicle
	Start Time	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Percent	Percent
Pre-AM Peak Period	12:00 AM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	12:15 AM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	12:30 AM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	12:45 AM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	1:00 AM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	1:15 AM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	1:30 AM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	1:45 AM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	2:00 AM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	2:15 AM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	2:30 AM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	2:45 AM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	3:00 AM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	3:15 AM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	3:30 AM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	3:45 AM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	4:00 AM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	4:15 AM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	4:30 AM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	4:45 AM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	100.0	1.9	25.0	0.0	0.0	0.0	6.3	0.0	0.0	0.0	0.0	0.0	2.4	
	5:00 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2.6	0.0	1.8	7.1	0.0	0.0	0.0	3.3	0.0	0.0	0.0	0.0	0.0	1.8	
	5:15 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	5:30 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	5:45 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	6:00 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	6:15 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	6:30 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	6:45 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	7:00 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	7:15 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	7:30 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	7:45 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	8:00 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	8:15 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	8:30 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	8:45 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	9:00 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	9:15 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	9:30 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	9:45 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	10:00 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	10:15 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	10:30 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	10:45 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	11:00 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	11:15 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	11:30 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	11:45 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
AM Peak Period	8:00 AM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	8:15 AM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	8:30 AM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	8:45 AM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	9:00 AM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	9:15 AM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	9:30 AM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	9:45 AM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Midday Peak Period	10:00 AM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	10:15 AM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	10:30 AM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	10:45 AM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	11:00 AM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	11:15 AM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	11:30 AM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	11:45 AM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	12:00 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	12:15 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	12:30 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	12:45 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	1:00 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	1:15 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	1:30 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	1:45 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
PM Peak Period	2:00 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	2:15 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	2:30 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	2:45 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	3:00 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	3:15 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	3:30 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	3:45 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	4:00 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	4:15 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.9
	4:30 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	4:45 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	100.0	1.9	25.0	0.0	0.0	0.0	6.3	0.0	0.0	0.0	0.0	0.0	2.4	
	5:00 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2.6	0.0	1.8	7.1	0.0	0.0	0.0	3.3	0.0	0.0	0.0	0.0	0.0	1.8	
	5:15 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	5:30 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	5:45 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	6:00 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	6:15 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	6:30 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	6:45 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	7:00 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	7:15 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	7:30 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	7:45 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	8:00 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	8:15 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	8:30 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	8:45 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	9:00 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	9:15 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	9:30 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	9:45 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Post PM Peak Period	10:00 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	10:15 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	10:30 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	10:45 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	11:00 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	11:15 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	11:30 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	11:45 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.

Intersection Traffic Volume Report

15-Minute Pedestrian and Bicyclist Data

71st St & 125th Ave

Count Basics			Page 11 of 13
Start Date:	Tuesday, August 6, 2024	Weekday	Schools Not in Session
Total Number of Hours Counted: 1		Non-Holiday	No Special Events

Pedestrians and Bicyclists



15-Minute Pedestrian and Bicyclist Data

15-Minute Time Period Start Time		Crossing North Approach 0			Crossing East Approach 71st St			Crossing South Approach 125th Ave			Crossing West Approach 71st St			15-Min Totals	Hourly Sum
		Pedestrian	Bicyclist	Total	Pedestrian	Bicyclist	Total	Pedestrian	Bicyclist	Total	Pedestrian	Bicyclist	Total		
Pre-AM Peak Period	12:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	12:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	12:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	12:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	1:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	1:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	1:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	1:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	2:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	2:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	2:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	2:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	3:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	3:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	3:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	3:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	4:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	4:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	4:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	4:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	5:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	5:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	5:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	5:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
AM Peak Period	6:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	6:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	6:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	6:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
Midday Peak Period	10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	10:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	10:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	10:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	1:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	1:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	1:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	1:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
PM Peak Period	2:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	2:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	2:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	2:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	3:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	3:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	3:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	3:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	6:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	6:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	6:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	6:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	7:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	7:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	7:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	7:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
Post PM Peak Period	10:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	10:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	10:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	10:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	11:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	11:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	11:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	11:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
Totals		0	0	0	0	0	0	0	0	0	0	0	0	0	

Special Pedestrians

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

WisDOT Bureau of Planning & Economic Development
Traffic Forecasting Section
Forecast by: Brent DesRoches
Phone: (262) 548-5611
Email: brent.desroches@dot.wi.gov

Projected AM Design Hour Traffic Volumes

Indicates roundabout

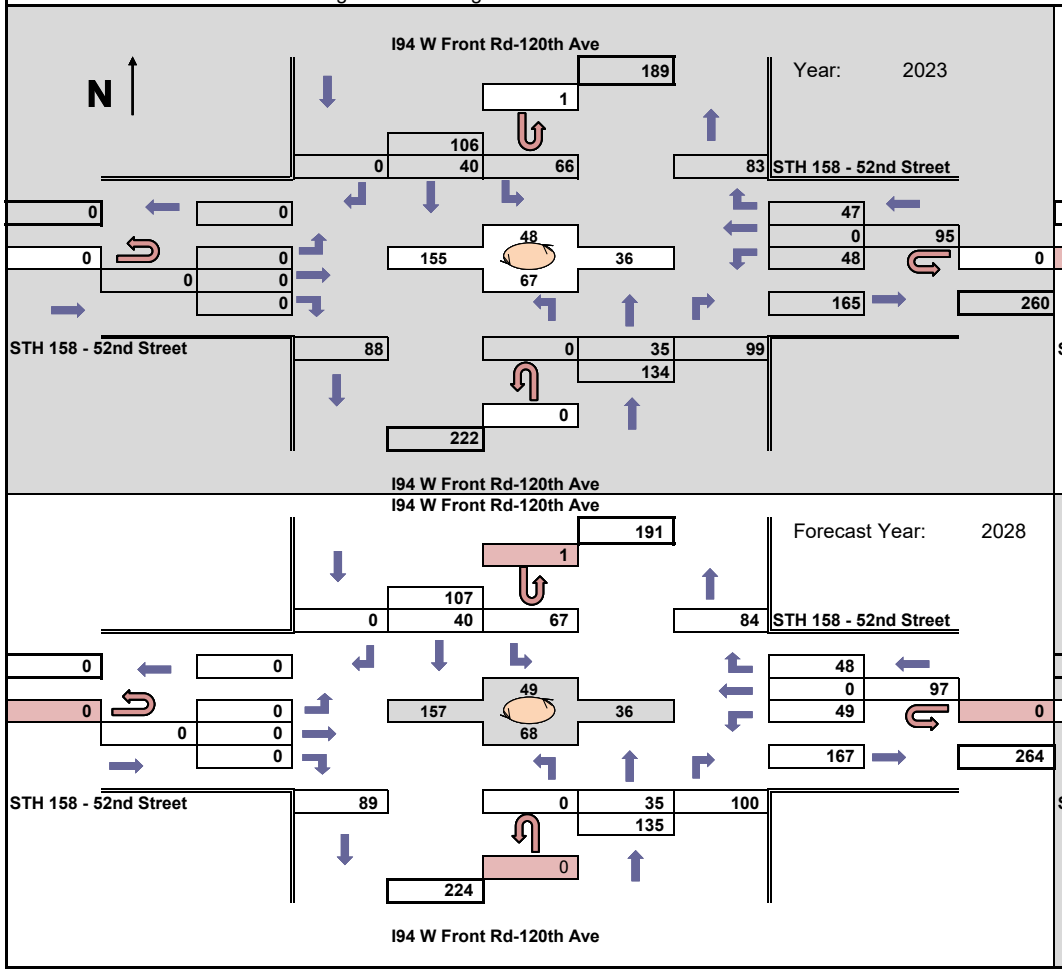
Design Hour: 6:15-7:15am

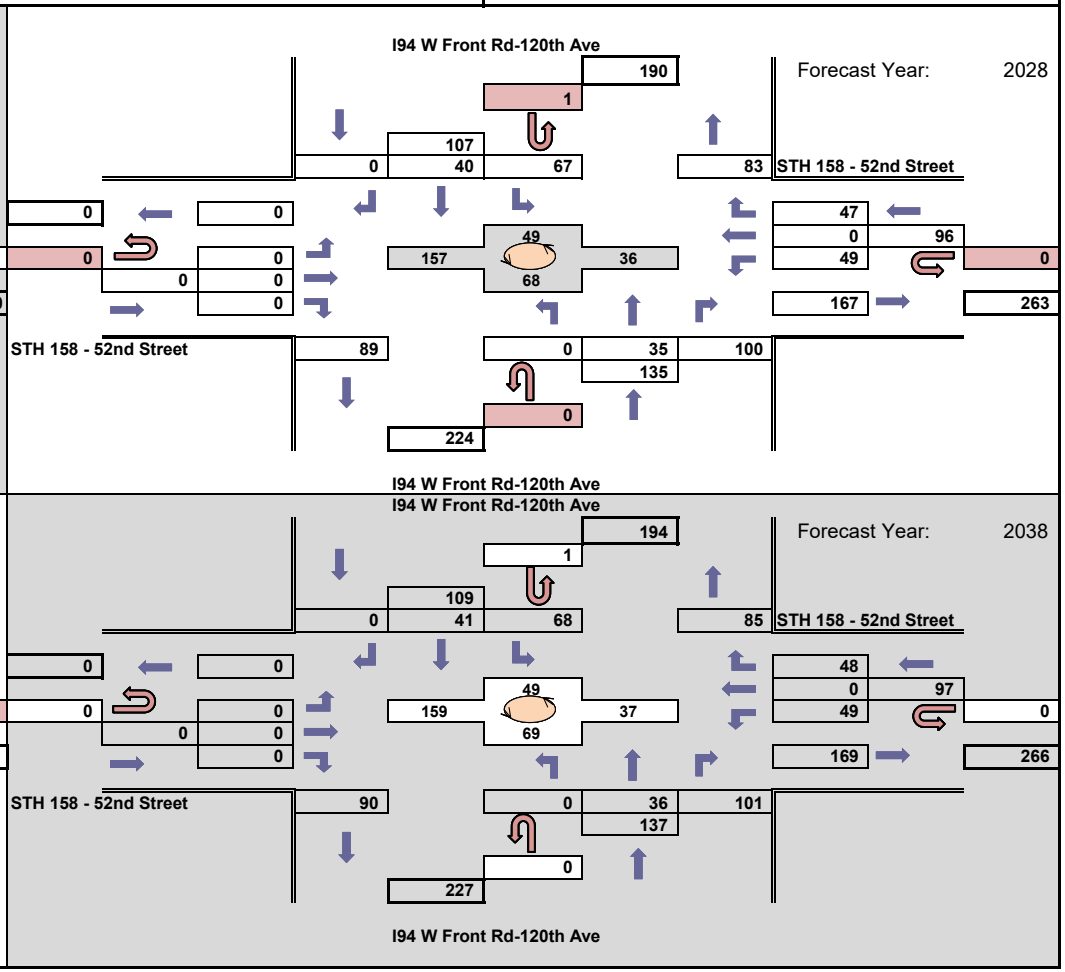
Forecast Completed: 8/1/2024

Design Hour Turning Movement Data

Project Description

Project ID(s): n/a
Route(s): STH 158
Region/COUNTY(IES): SE/KENOSHA
Location: City of Kenosha





WisDOT Bureau of Planning & Economic Development
Traffic Forecasting Section
Forecast by: Brent DesRoches
Phone: (262) 548-5611
Email: brent.desroches@dot.wi.gov

Projected Midday Design Hour Traffic Volumes

Indicates roundabout

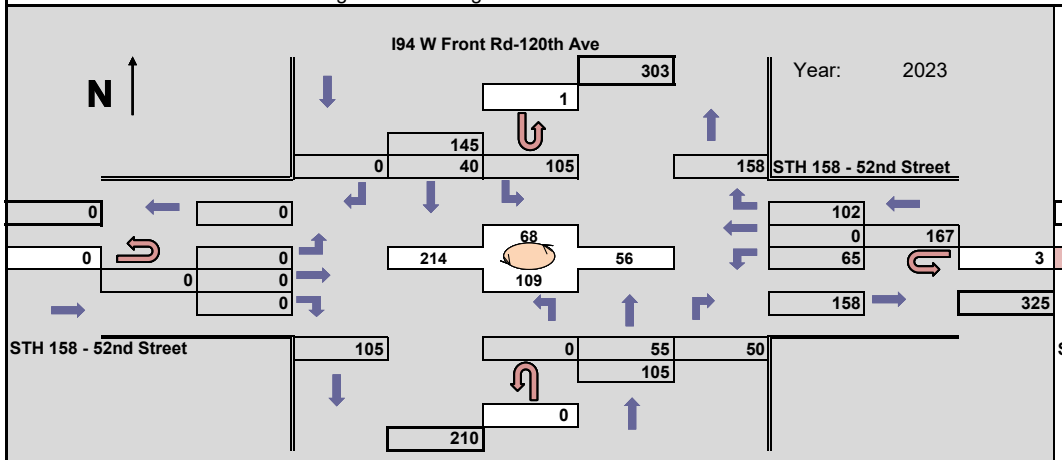
Design Hour: 10:00-11:00am

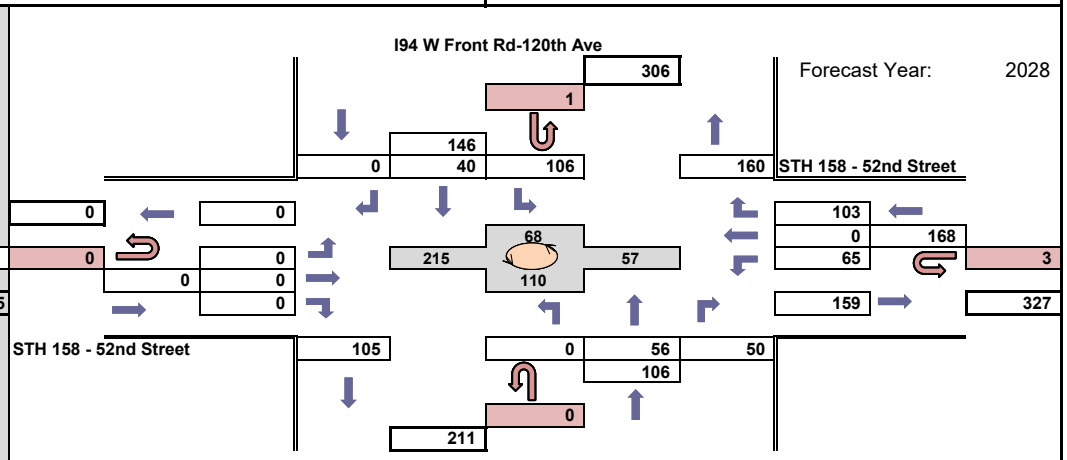
Forecast Completed: 8/1/2024

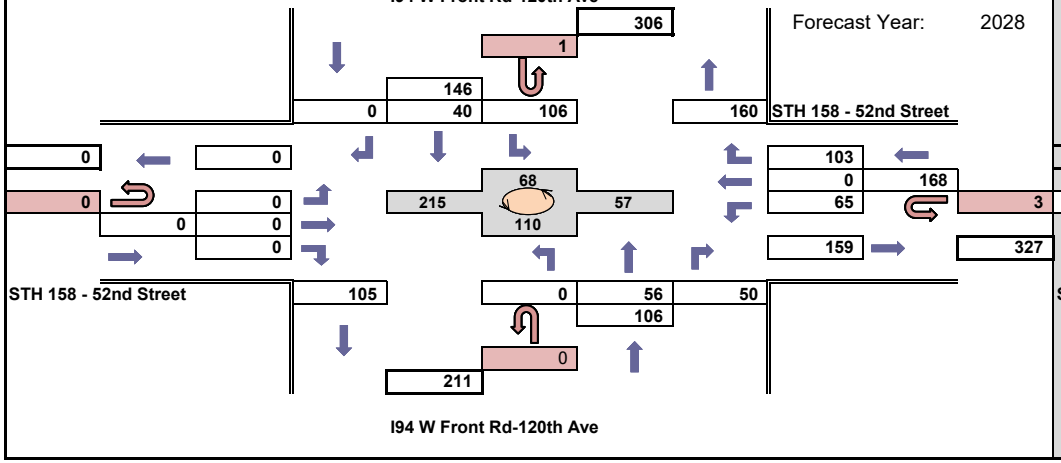
Design Hour Turning Movement Data

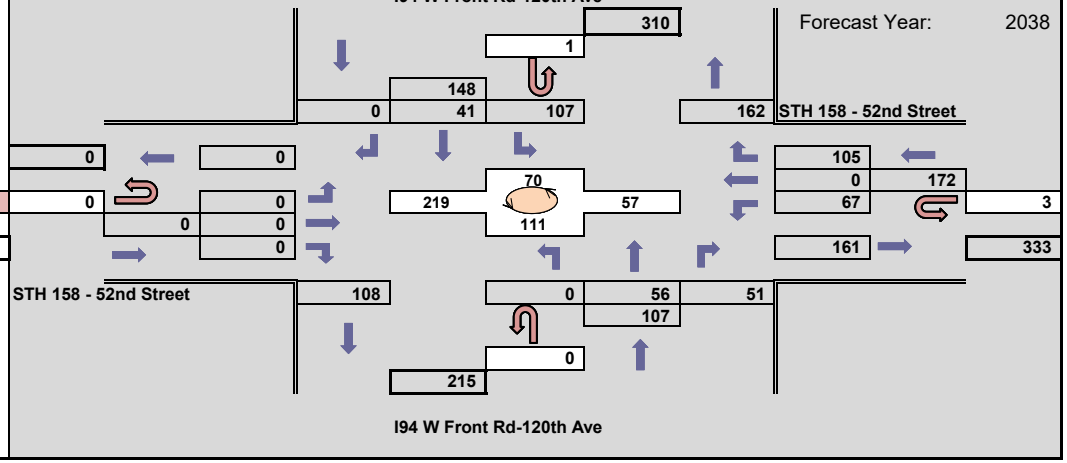
Project Description

Project ID(s): n/a
Route(s): STH 158
Region/COUNTY(IES): SE/KENOSHA
Location: City of Kenosha









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Projected PM Design Hour Traffic Volumes

Indicates roundabout

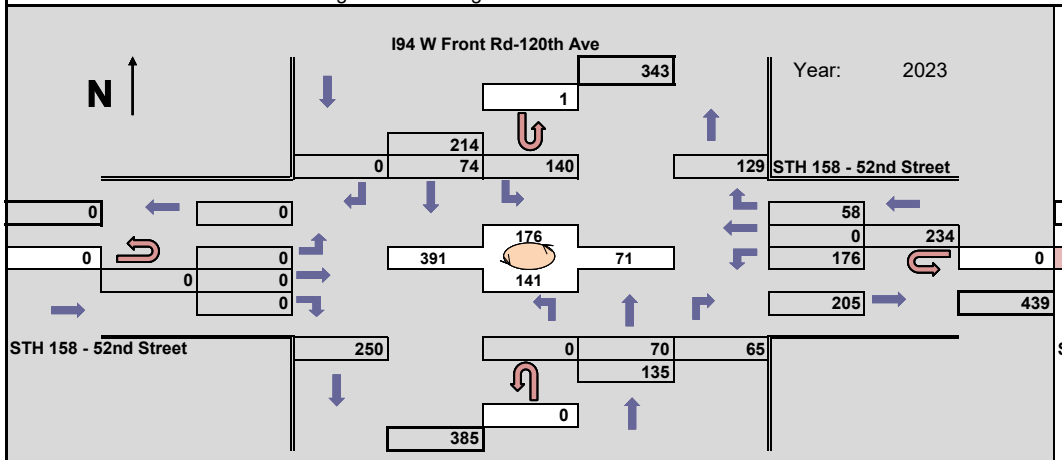
Design Hour: 4:15-5:15pm

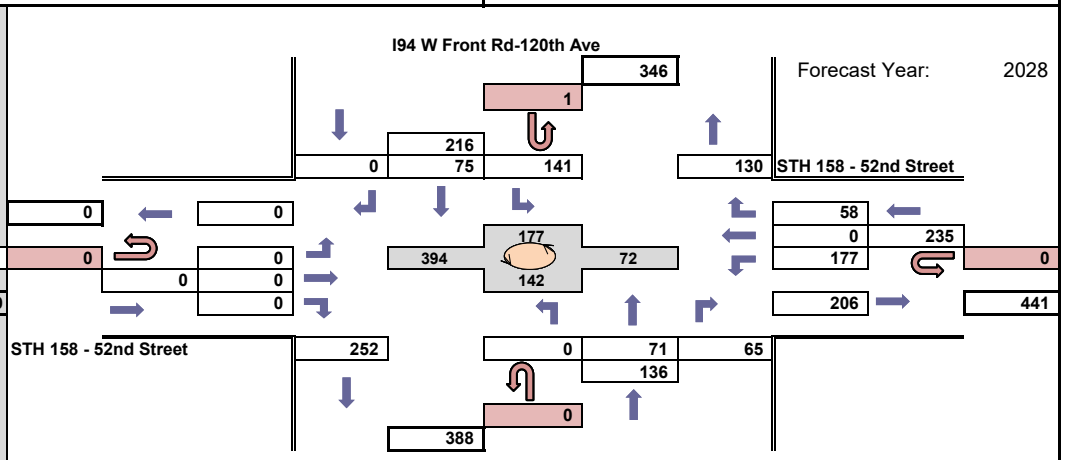
Forecast Completed: 8/1/2024

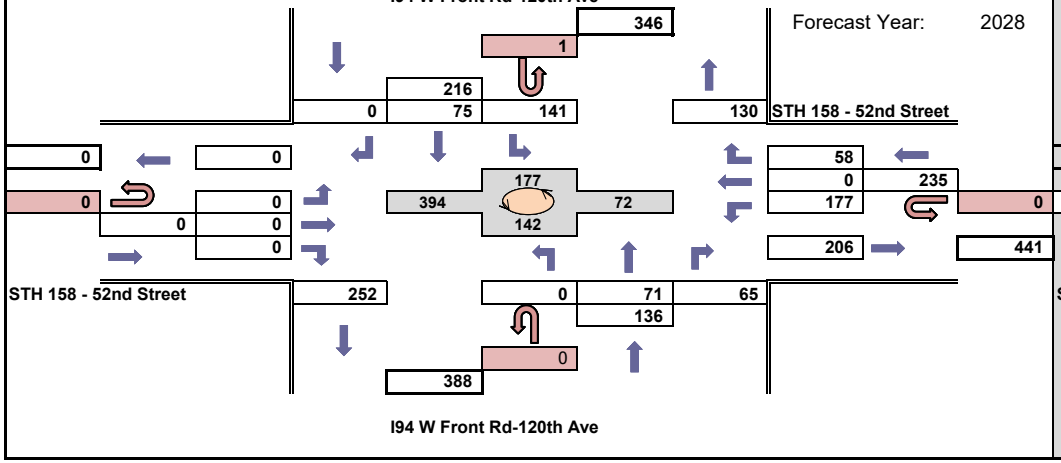
Design Hour Turning Movement Data

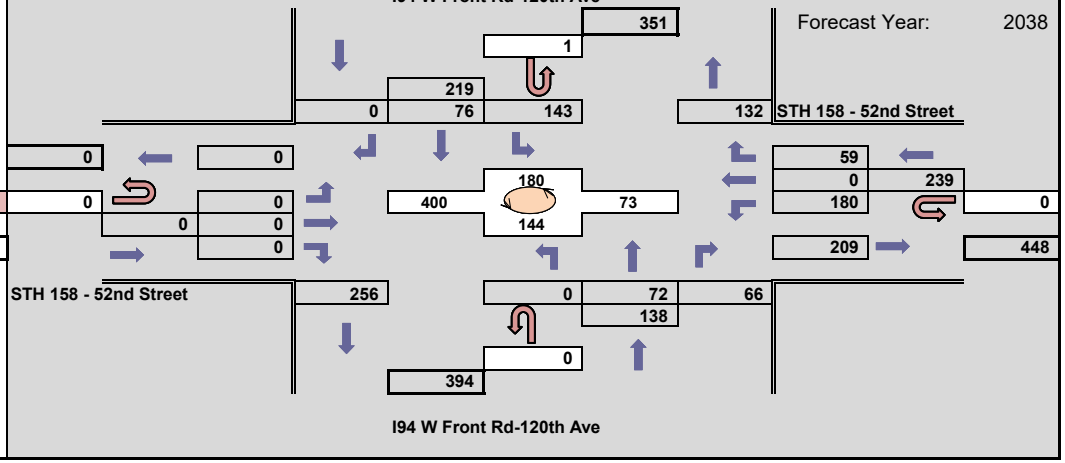
Project Description

Project ID(s): n/a
Route(s): STH 158
Region/COUNTY(IES): SE/KENOSHA
Location: City of Kenosha









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Forecast by: Brent DesRoches
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Projected Annual Average Daily Traffic Volumes

Indicates roundabout

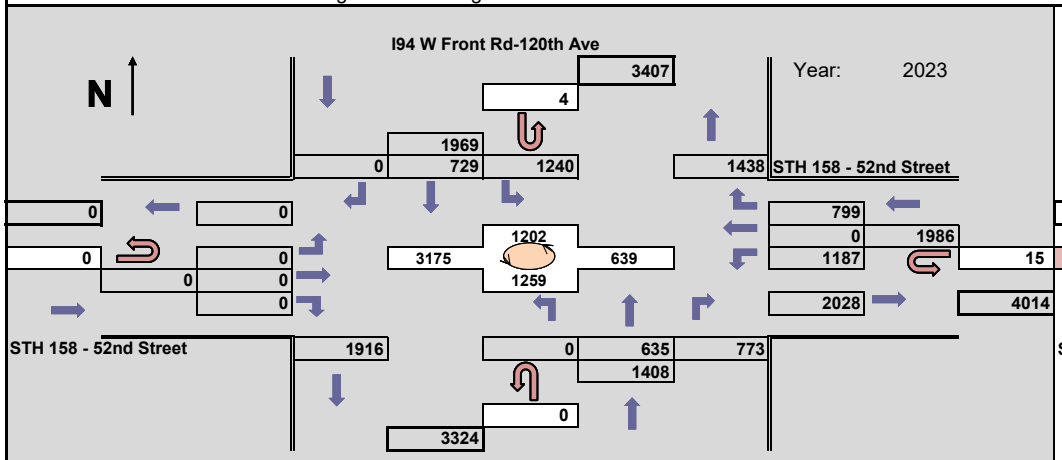
Design Hour: 24 HOUR AADT

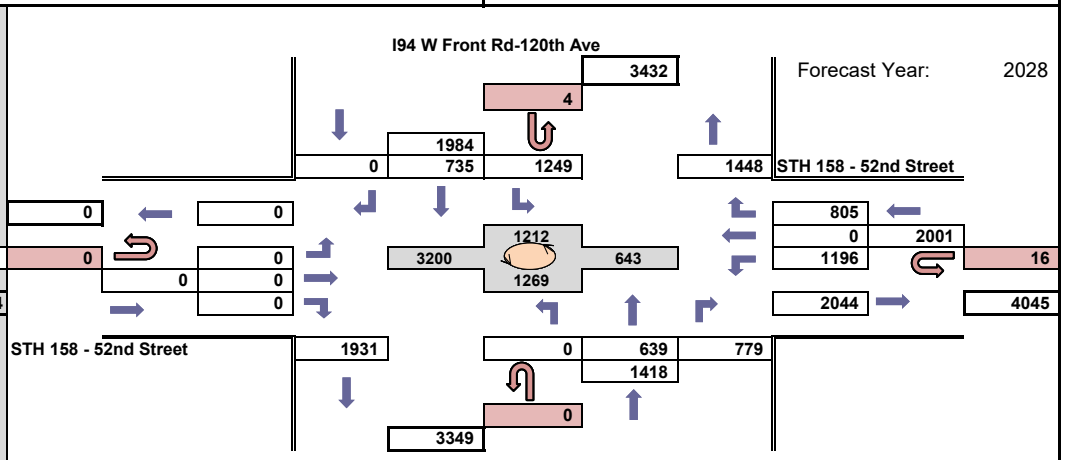
Forecast Completed: 8/1/2024

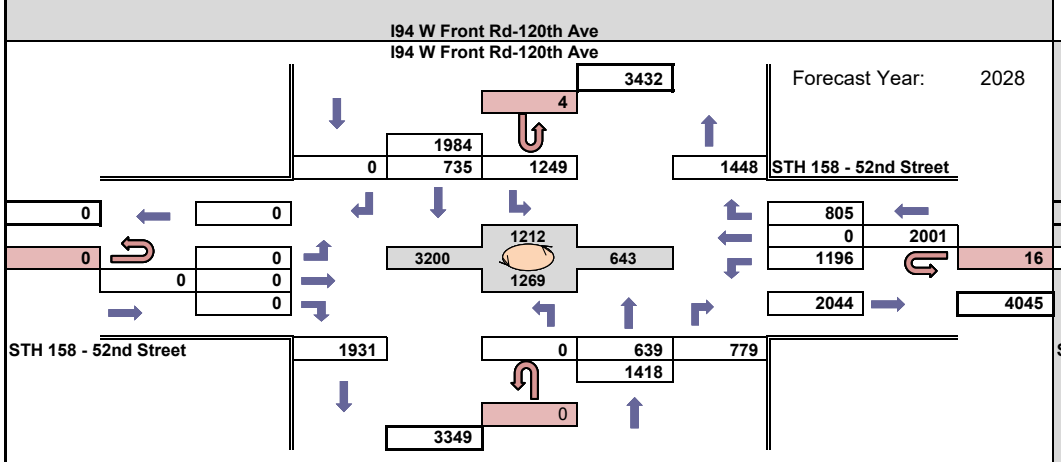
Design Hour Turning Movement Data

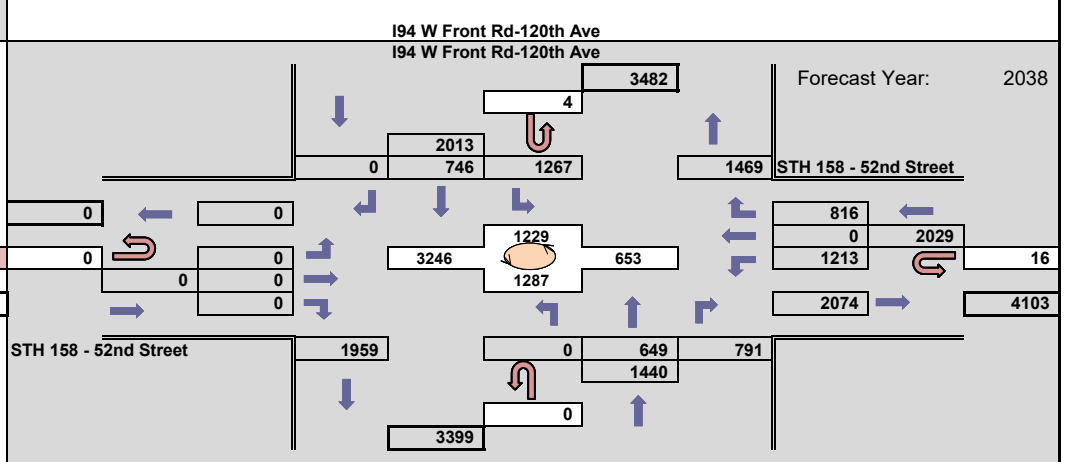
Project Description

Project ID(s): n/a
Route(s): STH 158
Region/COUNTY(IES): SE/KENOSHA
Location: City of Kenosha









WisDOT Bureau of Planning & Economic Development
Traffic Forecasting Section
Forecast by: Brent DesRoches
Phone: (262) 548-5611
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Projected AM Design Hour Traffic Volumes

Indicates roundabout

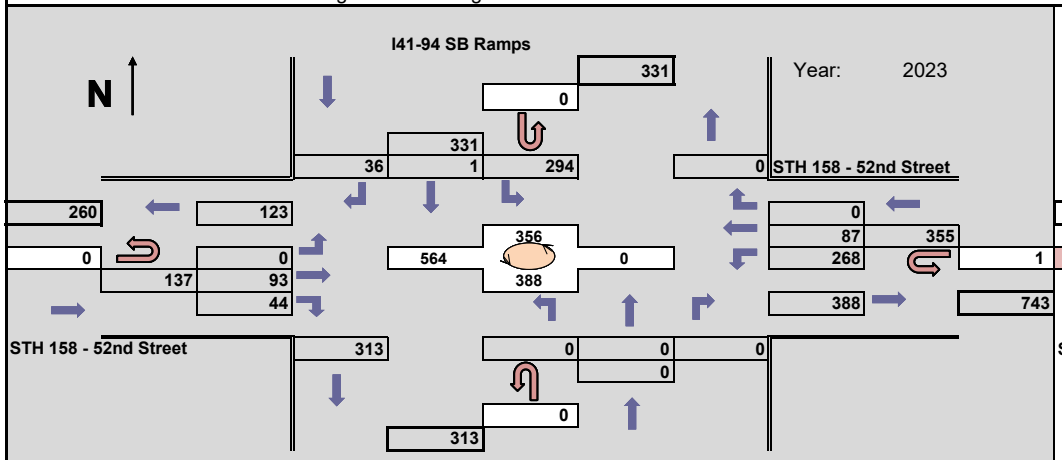
Design Hour: 7:00-8:00am

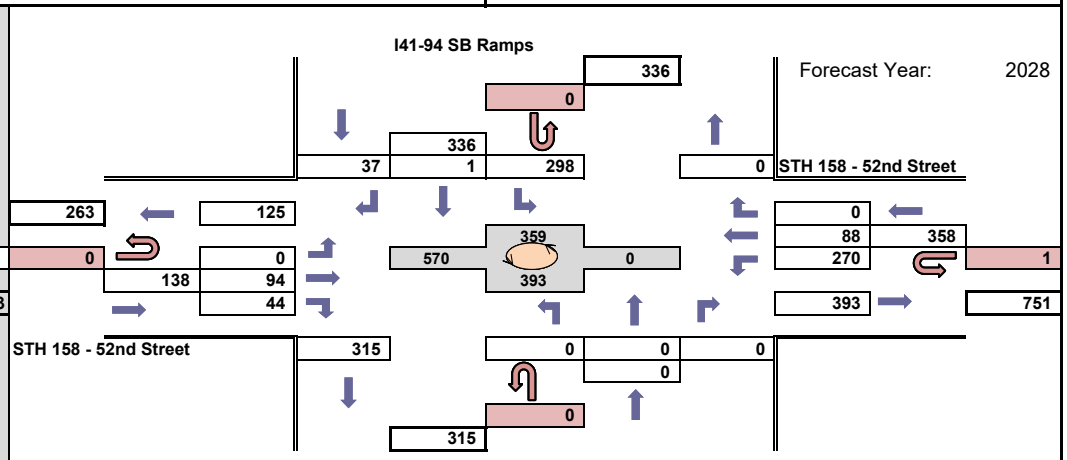
Forecast Completed: 8/1/2024

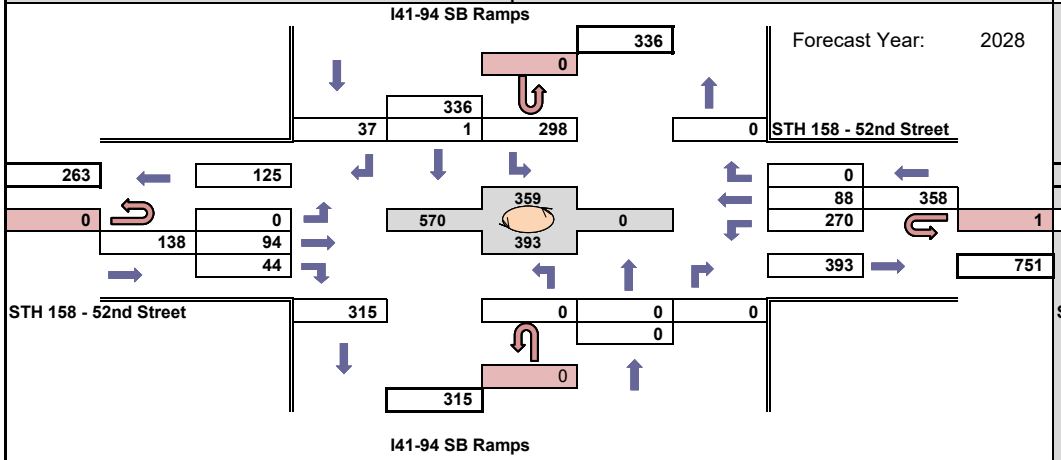
Design Hour Turning Movement Data

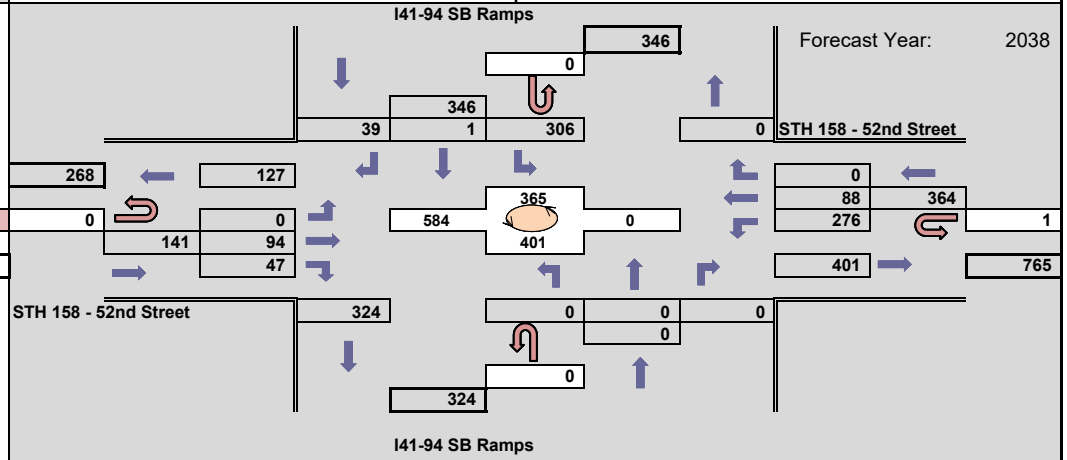
Project Description

Project ID(s): n/a
Route(s): STH 158
Region/COUNTY(IES): SE/KENOSHA
Location: City of Kenosha









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Traffic Forecasting Section
Forecast by: Brent DesRoches
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Projected Midday Design Hour Traffic Volumes

Indicates roundabout

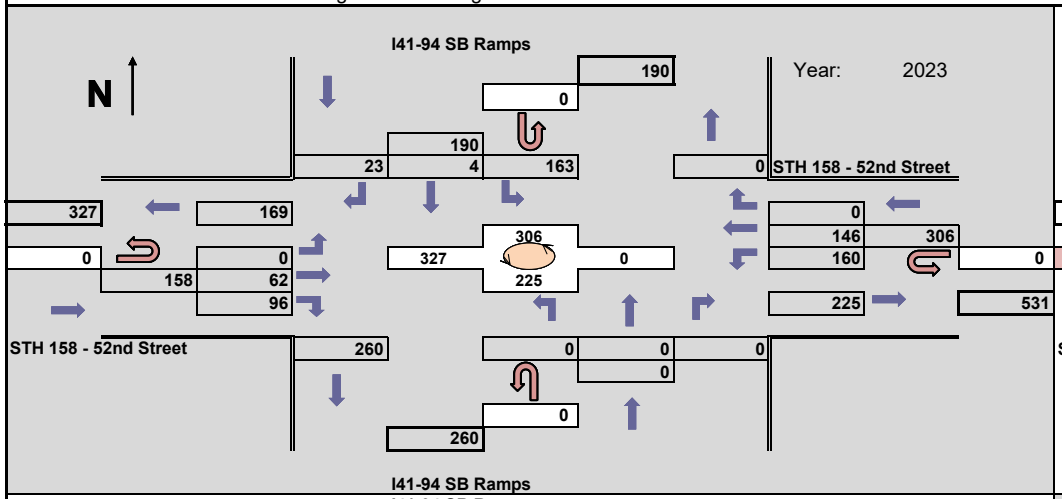
Design Hour: 10:00-11:00am

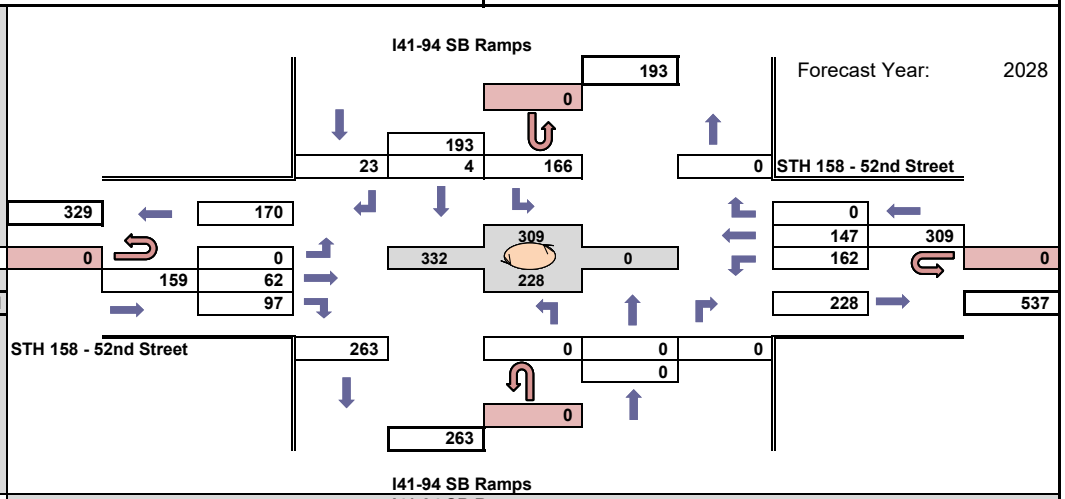
Forecast Completed: 8/1/2024

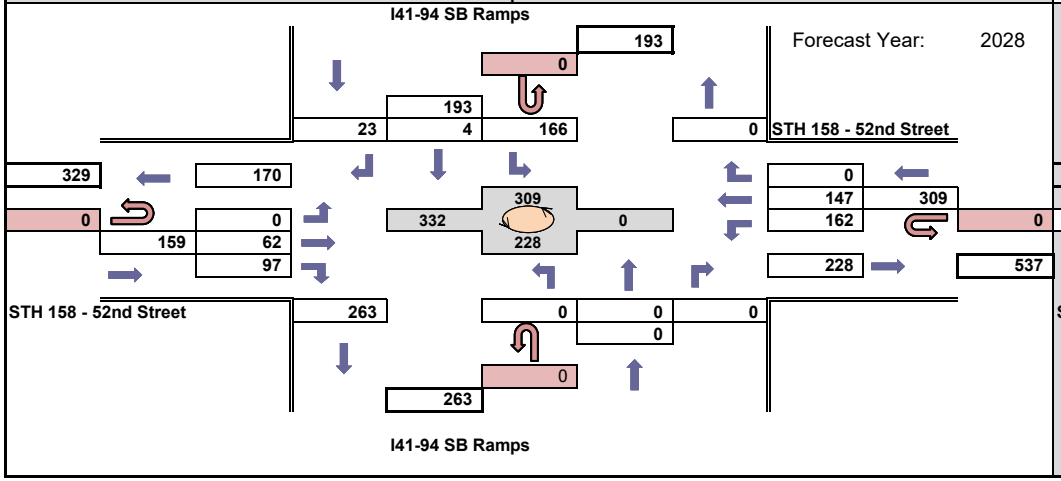
Design Hour Turning Movement Data

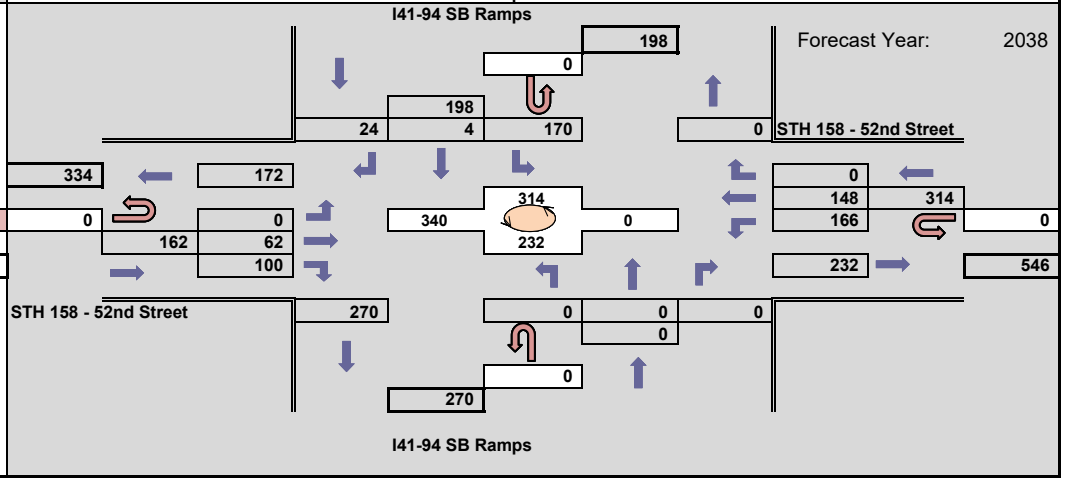
Project Description

Project ID(s): n/a
Route(s): STH 158
Region/COUNTY(IES): SE/KENOSHA
Location: City of Kenosha









WisDOT Bureau of Planning & Economic Development
Traffic Forecasting Section
Forecast by: Brent DesRoches
Phone: (262) 548-5611
Email: brent.desroches@dot.wi.gov

Projected PM Design Hour Traffic Volumes

Indicates roundabout

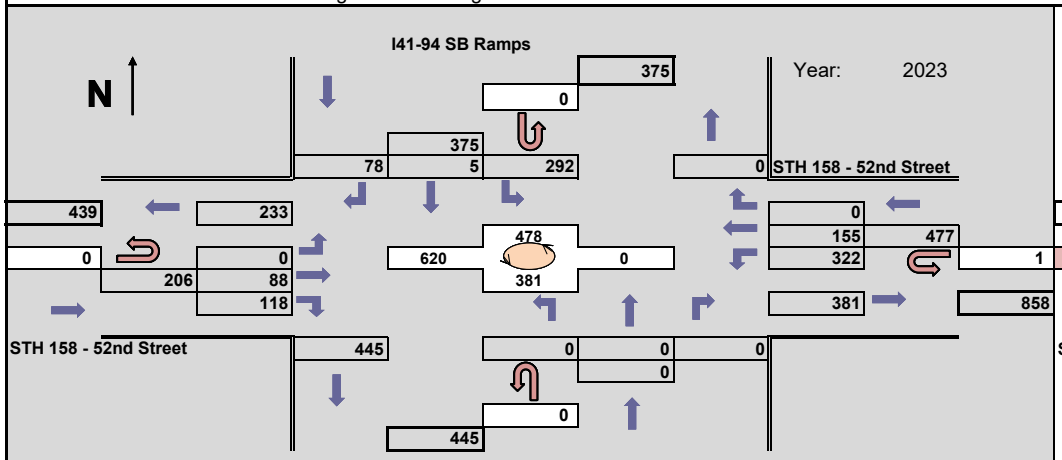
Design Hour: 4:15-5:15pm

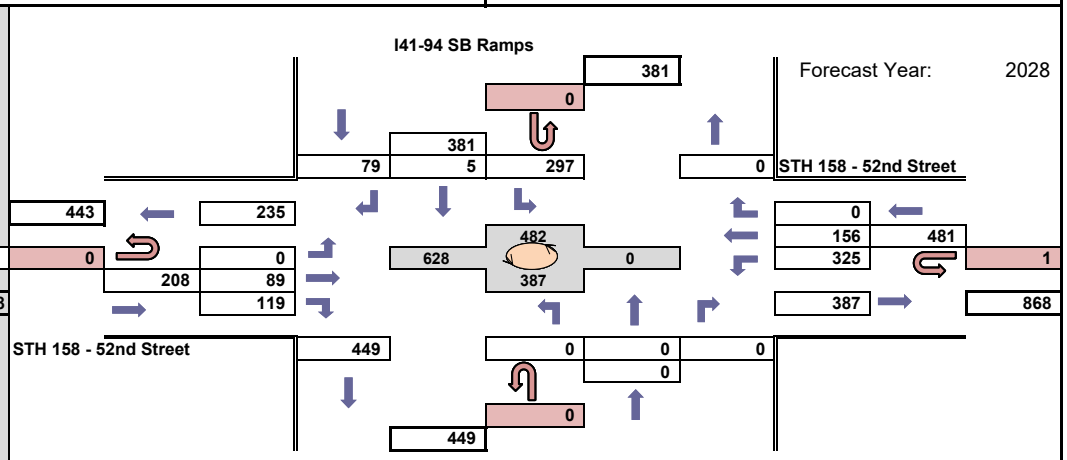
Forecast Completed: 8/1/2024

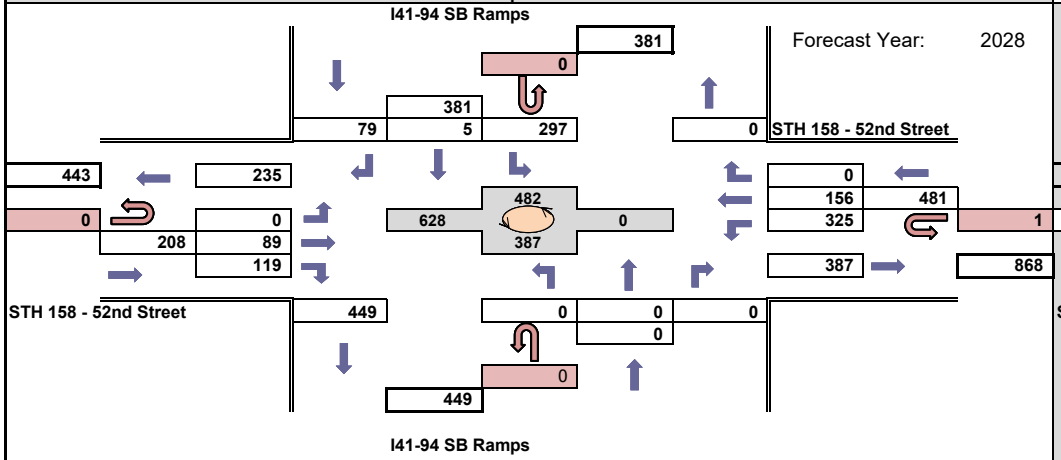
Design Hour Turning Movement Data

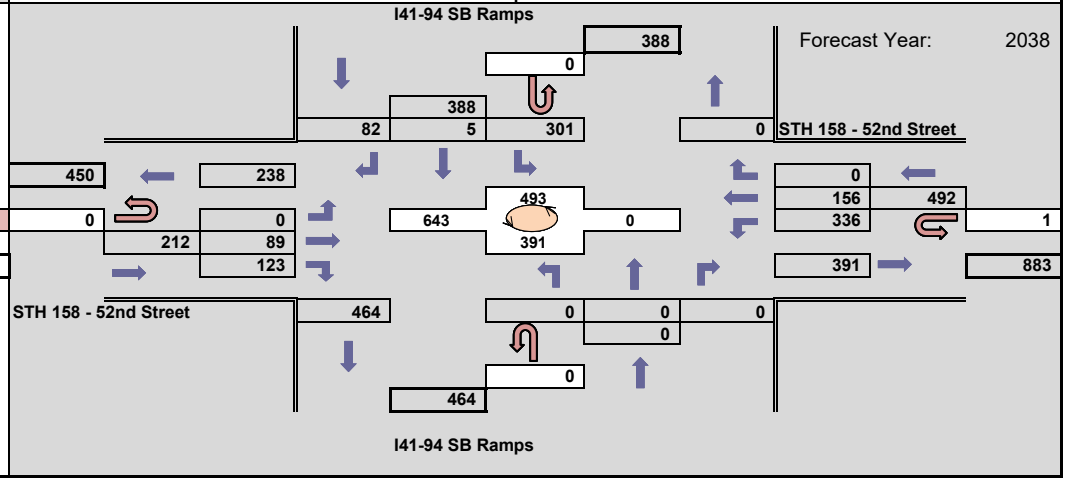
Project Description

Project ID(s): n/a
Route(s): STH 158
Region/COUNTY(IES): SE/KENOSHA
Location: City of Kenosha









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Projected Annual Average Daily Traffic Volumes

Indicates roundabout

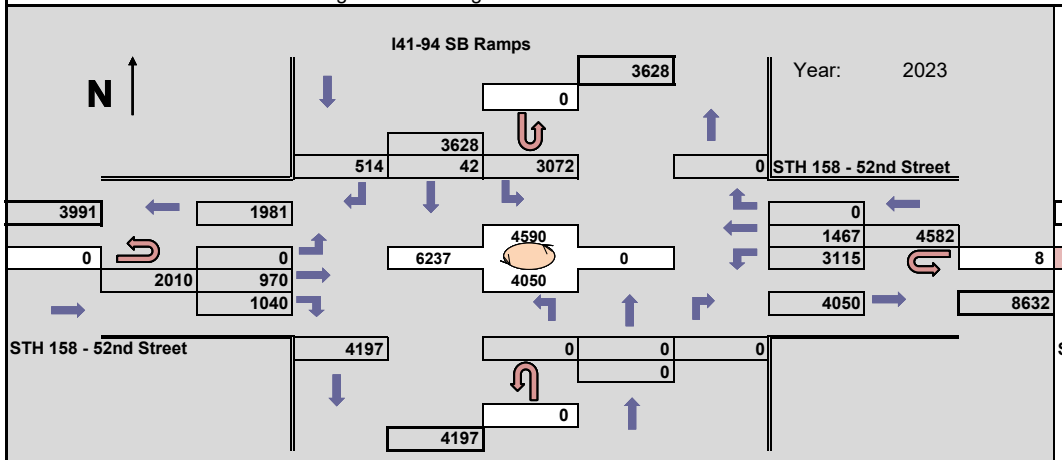
Design Hour: 24 HOUR AADT

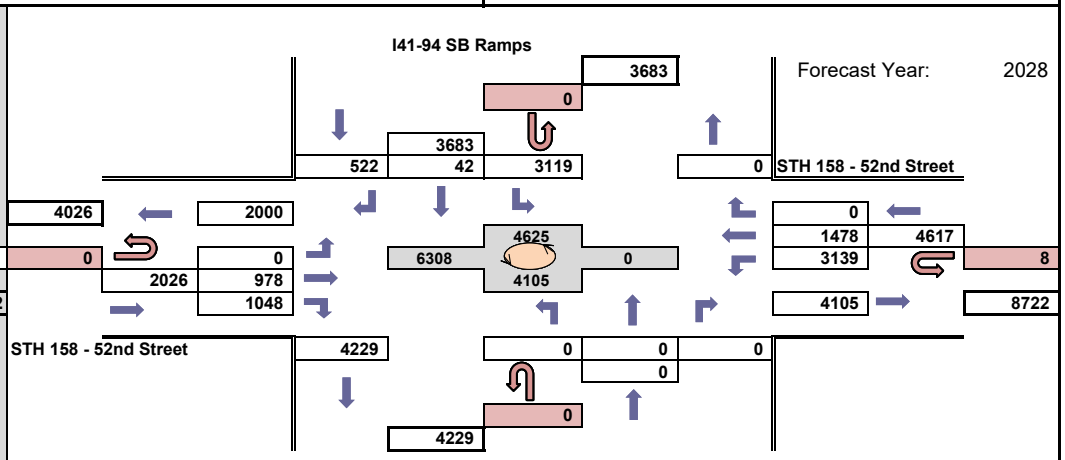
Forecast Completed: 8/1/2024

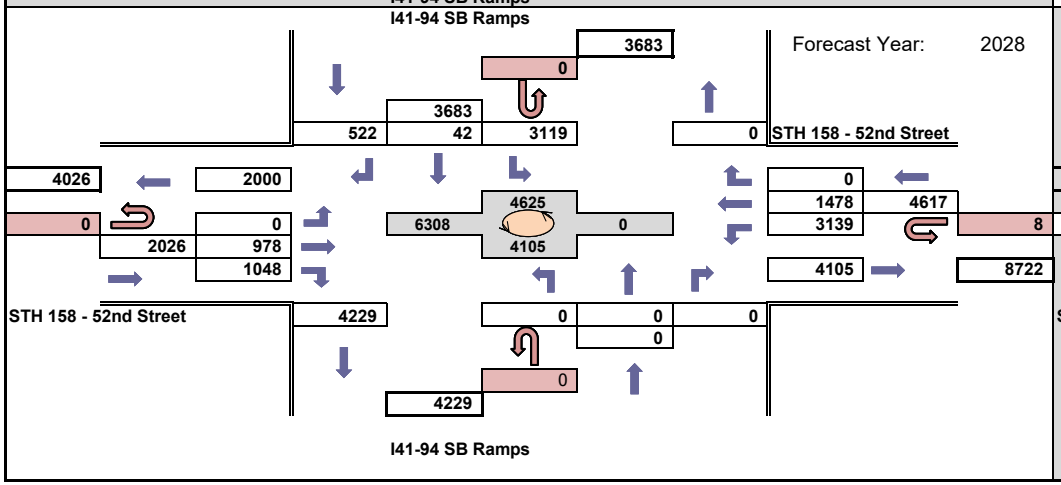
Design Hour Turning Movement Data

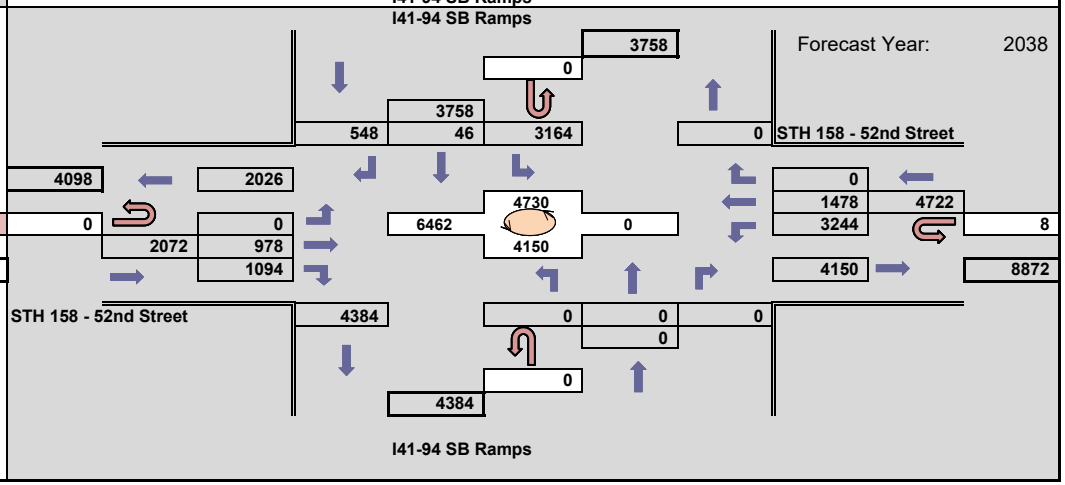
Project Description

Project ID(s): n/a
Route(s): STH 158
Region/COUNTY(IES): SE/KENOSHA
Location: City of Kenosha









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Indicates roundabout

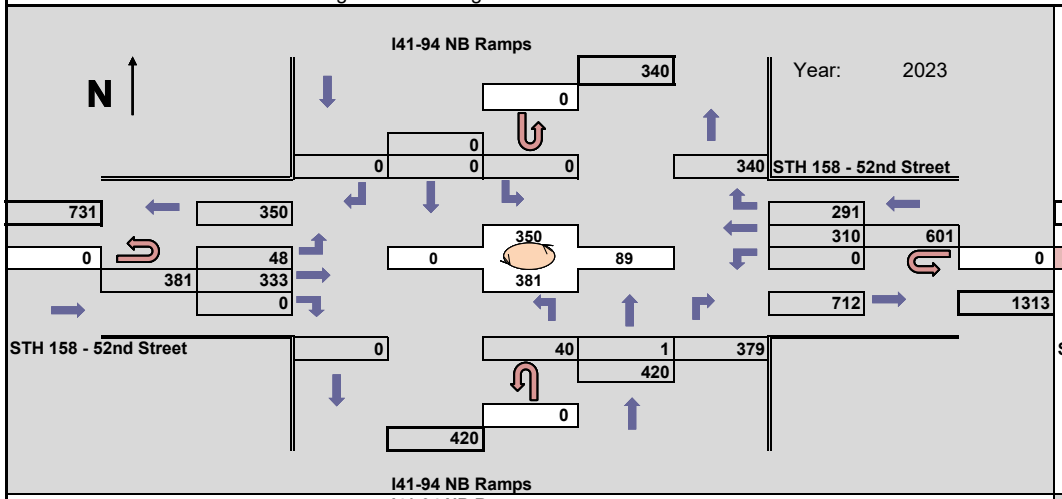
Design Hour: 7:00-8:00am

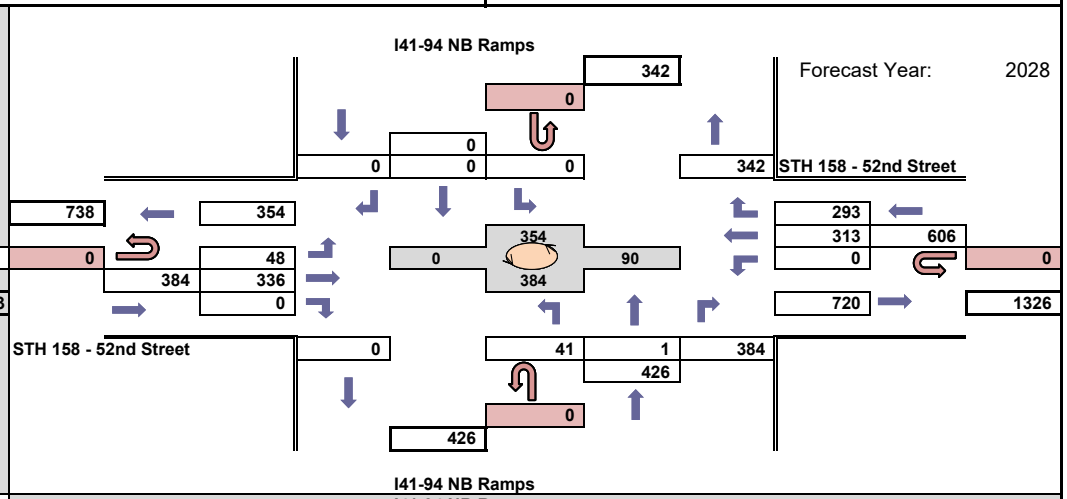
Forecast Completed: 8/1/2024

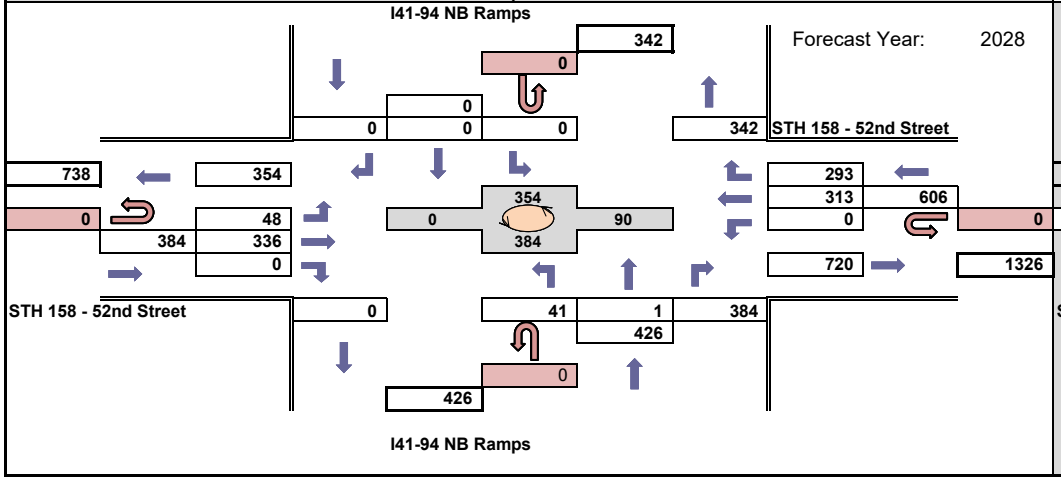
Design Hour Turning Movement Data

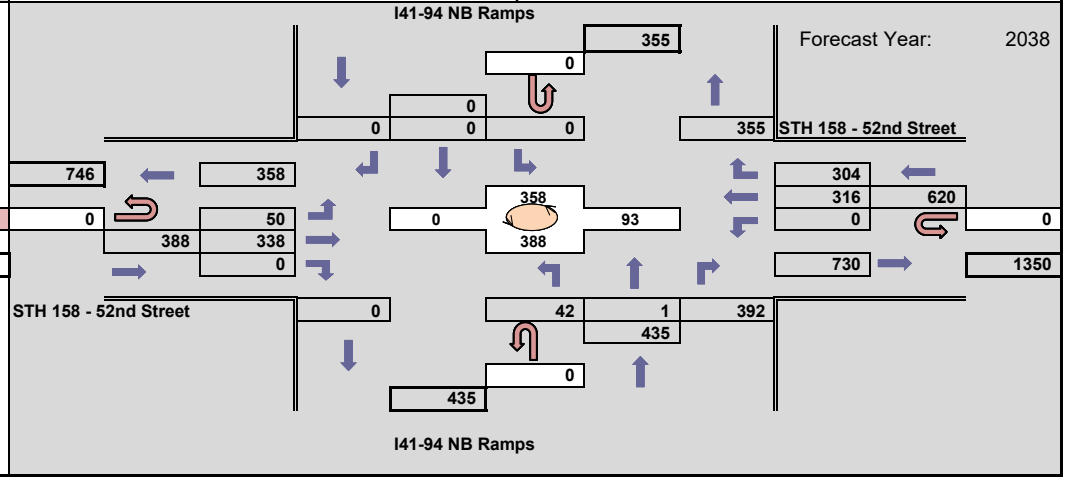
Project Description

Project ID(s): n/a
Route(s): STH 158
Region/COUNTY(IES): SE/KENOSHA
Location: City of Kenosha









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Forecast by: Brent DesRoches
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Projected Midday Design Hour Traffic Volumes

Indicates roundabout

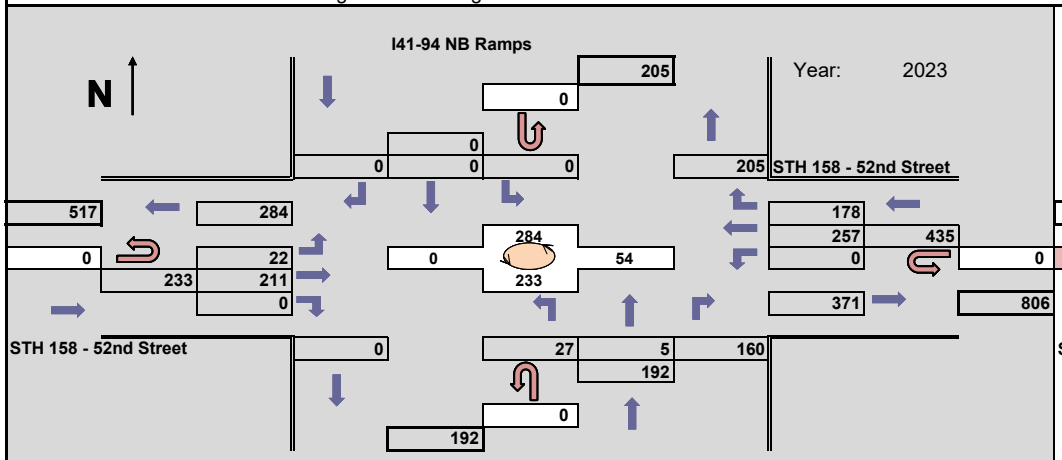
Design Hour: 12:00-1:00pm

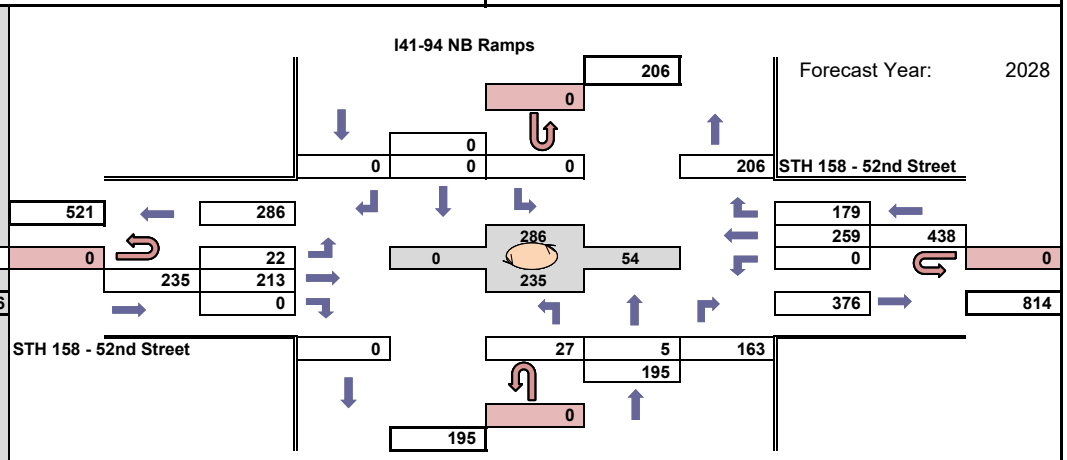
Forecast Completed: 8/1/2024

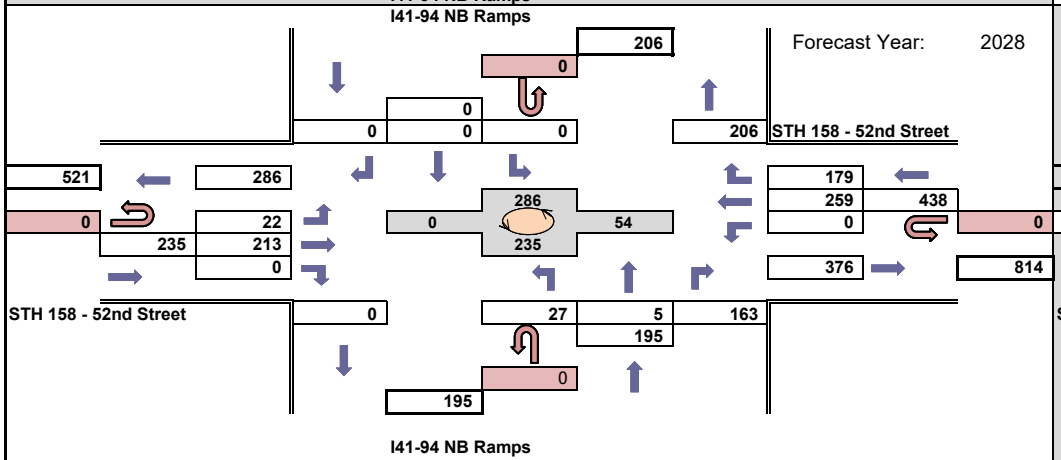
Design Hour Turning Movement Data

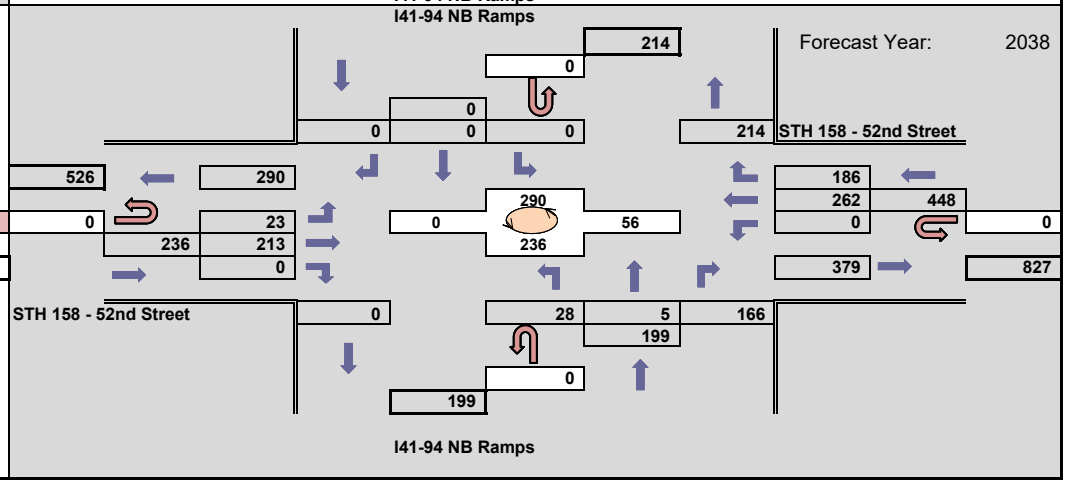
Project Description

Project ID(s): n/a
Route(s): STH 158
Region/COUNTY(IES): SE/KENOSHA
Location: City of Kenosha









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Traffic Forecasting Section
Forecast by: Brent DesRoches
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Projected PM Design Hour Traffic Volumes

Indicates roundabout

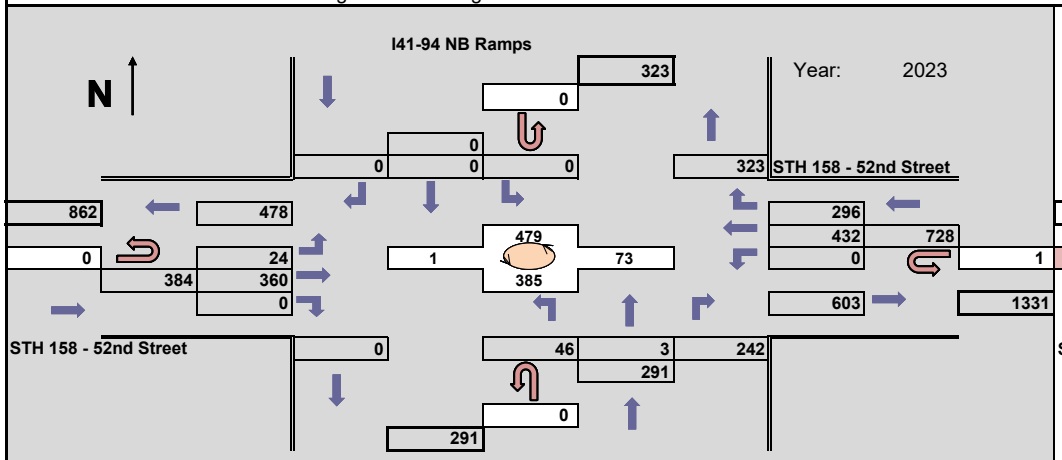
Design Hour: 4:15-5:15pm

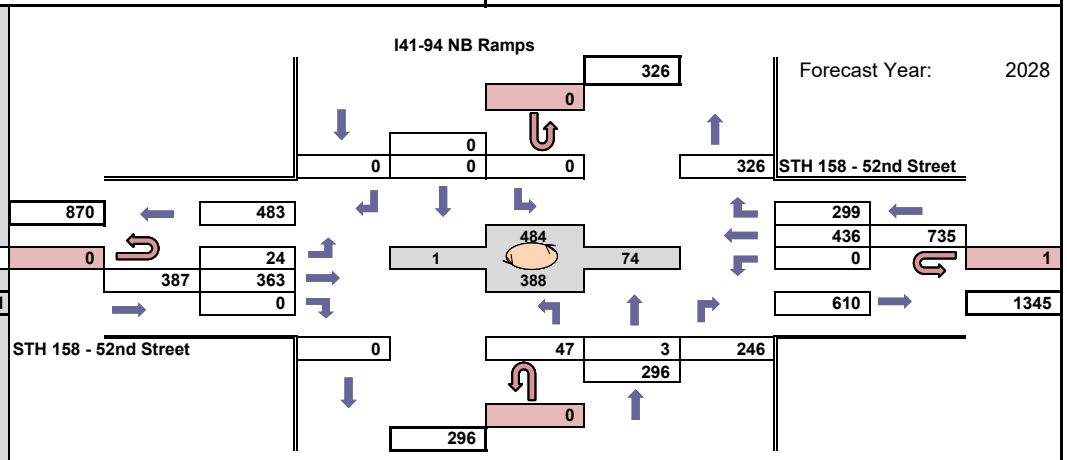
Forecast Completed: 8/1/2024

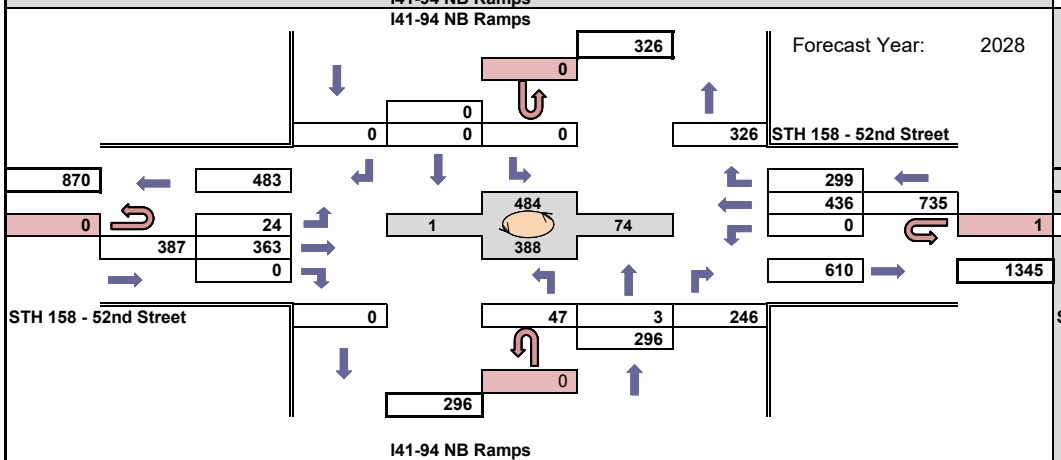
Design Hour Turning Movement Data

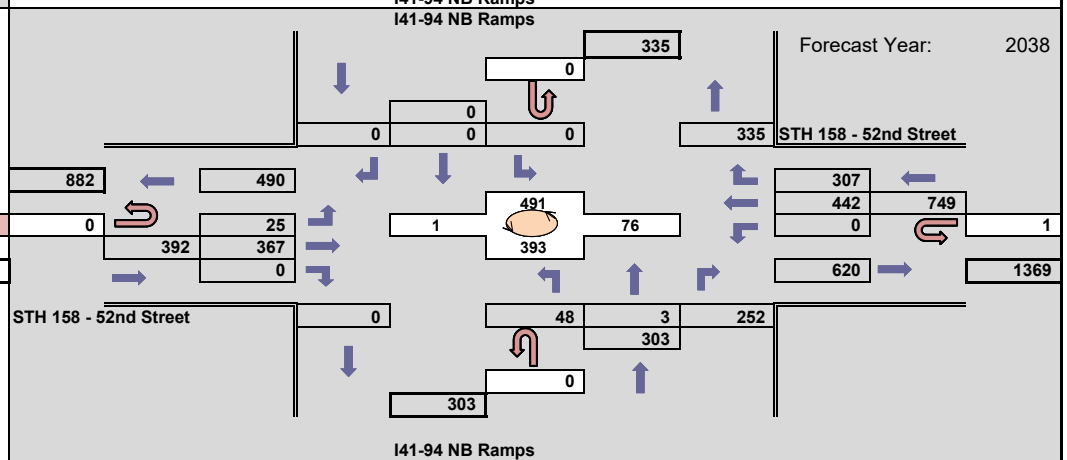
Project Description

Project ID(s): n/a
Route(s): STH 158
Region/COUNTY(IES): SE/KENOSHA
Location: City of Kenosha









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Forecast by: Brent DesRoches
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Projected Annual Average Daily Traffic Volumes

Indicates roundabout

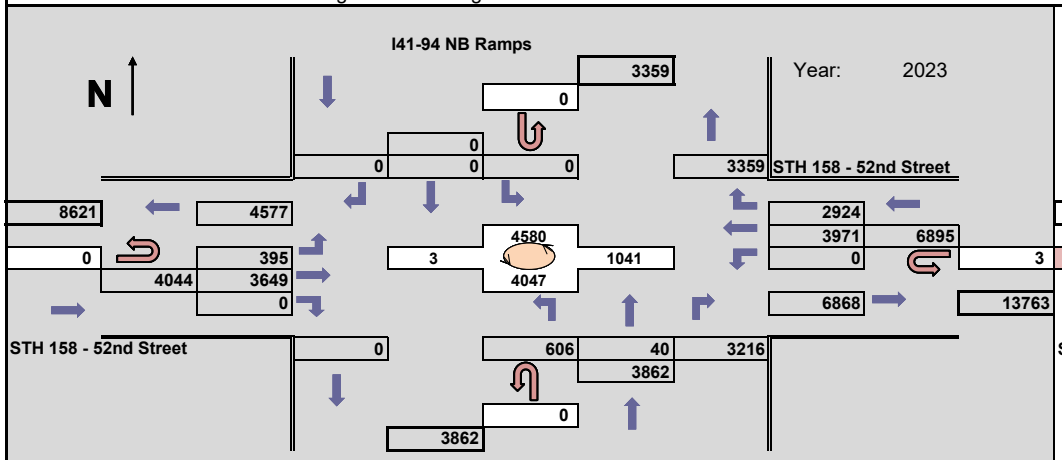
Design Hour: 24 HOUR AADT

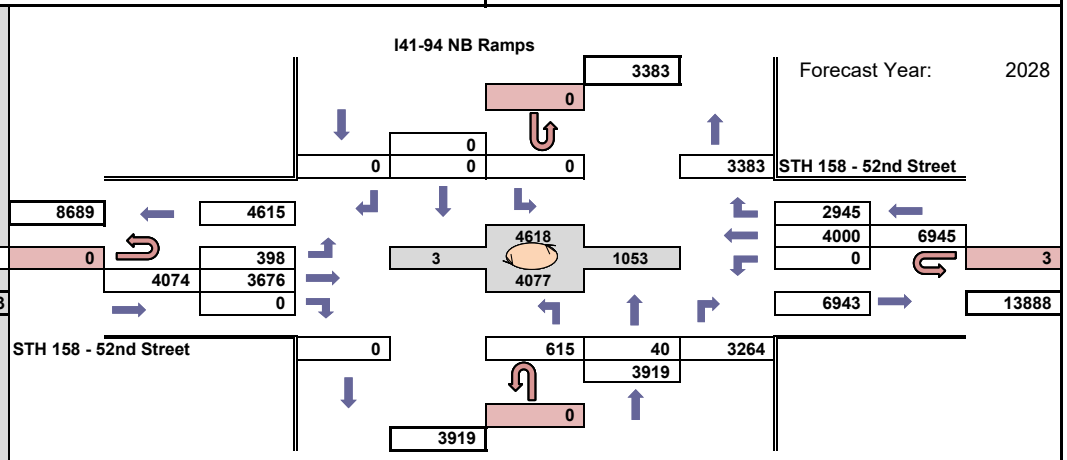
Forecast Completed: 8/1/2024

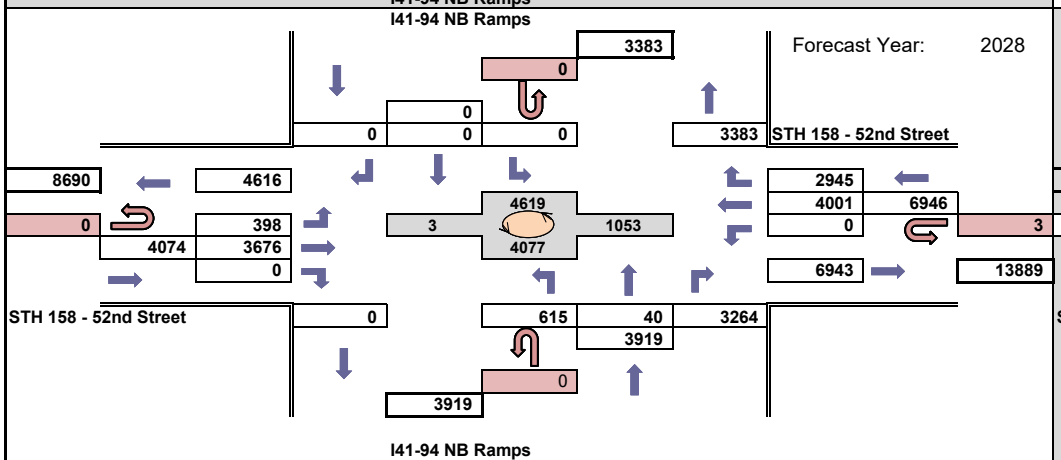
Design Hour Turning Movement Data

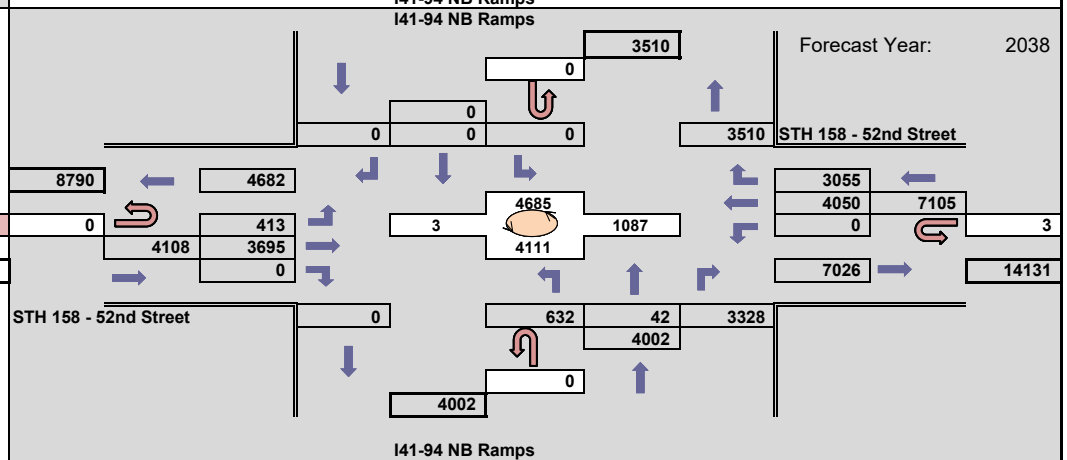
Project Description

Project ID(s): n/a
Route(s): STH 158
Region/COUNTY(IES): SE/KENOSHA
Location: City of Kenosha









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Traffic Forecasting Section
Forecast by: Brent DesRoches
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Projected AM Design Hour Traffic Volumes

Indicates roundabout

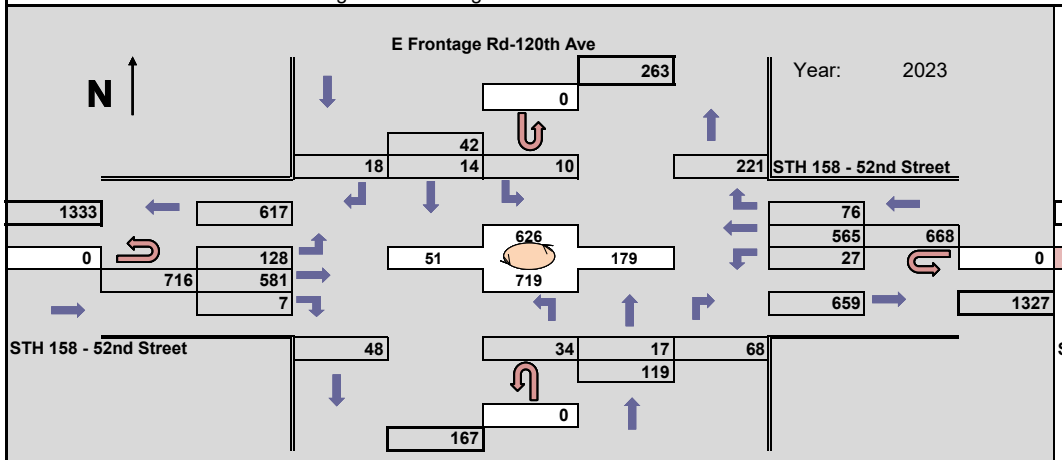
Design Hour: 7:00-8:00am

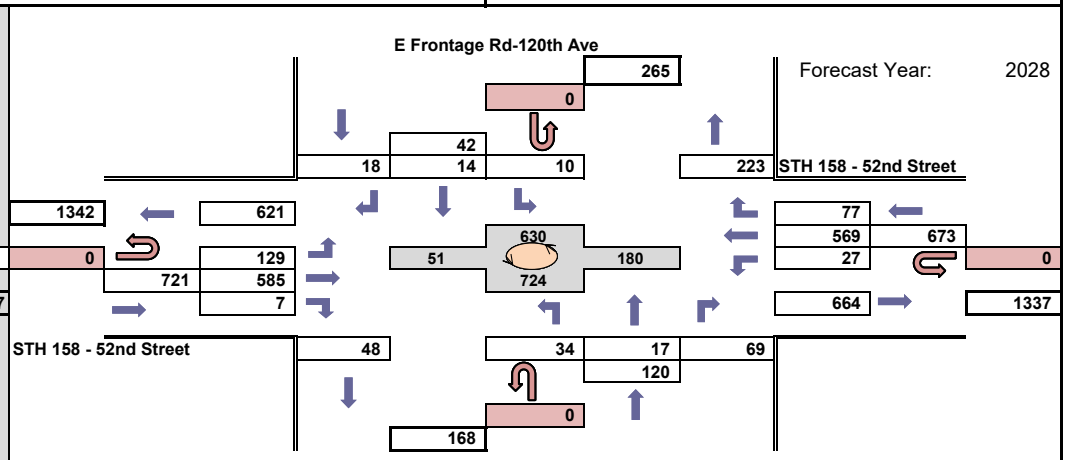
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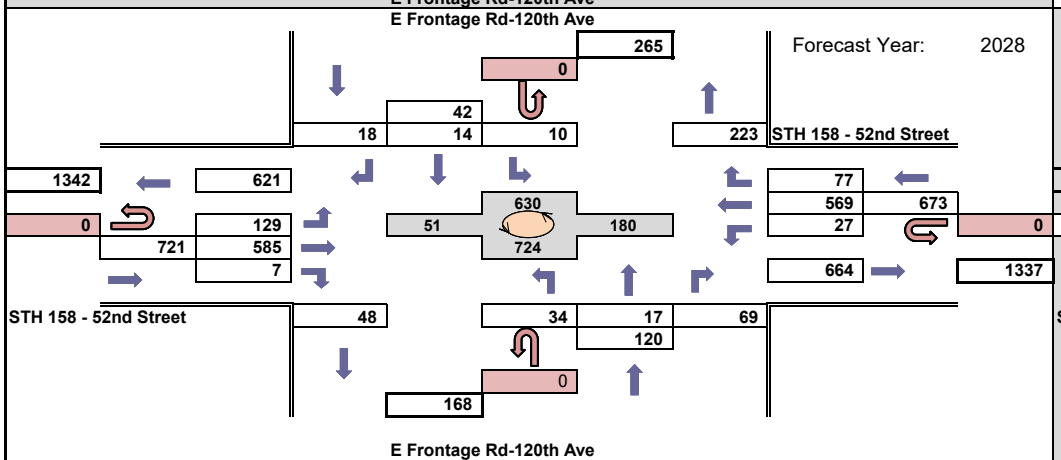
Design Hour Turning Movement Data

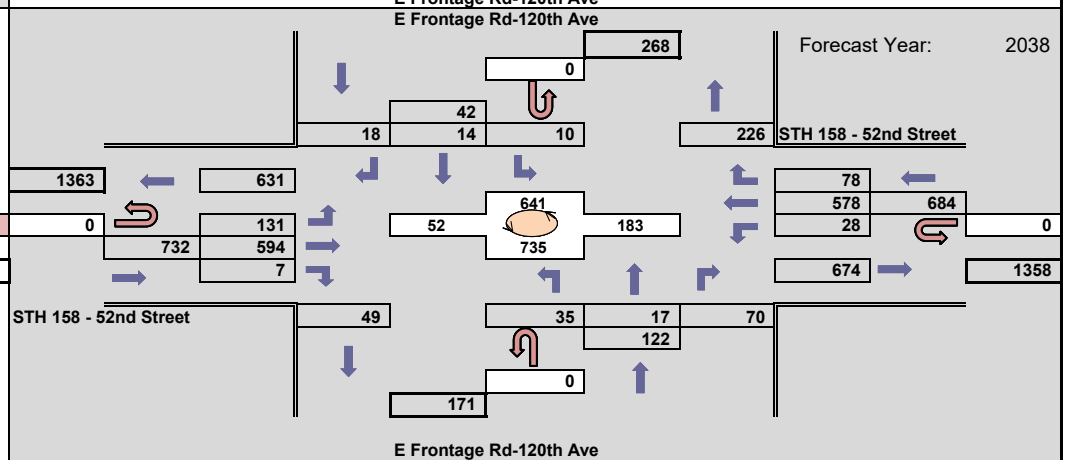
Project Description

Project ID(s): n/a
Route(s): STH 158
Region/COUNTY(IES): SE/KENOSHA
Location: City of Kenosha









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Traffic Forecasting Section
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Projected Midday Design Hour Traffic Volumes

Indicates roundabout

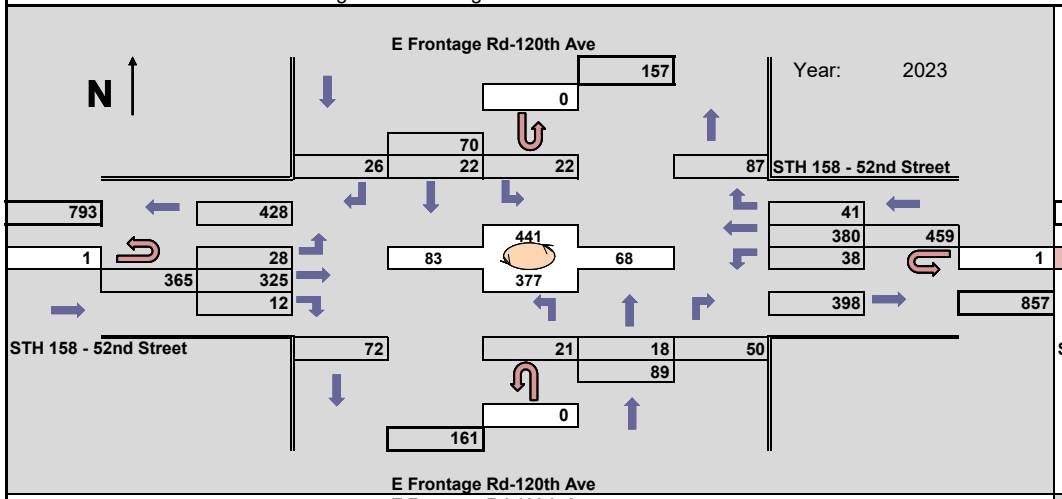
Design Hour: 12:00-1:00pm

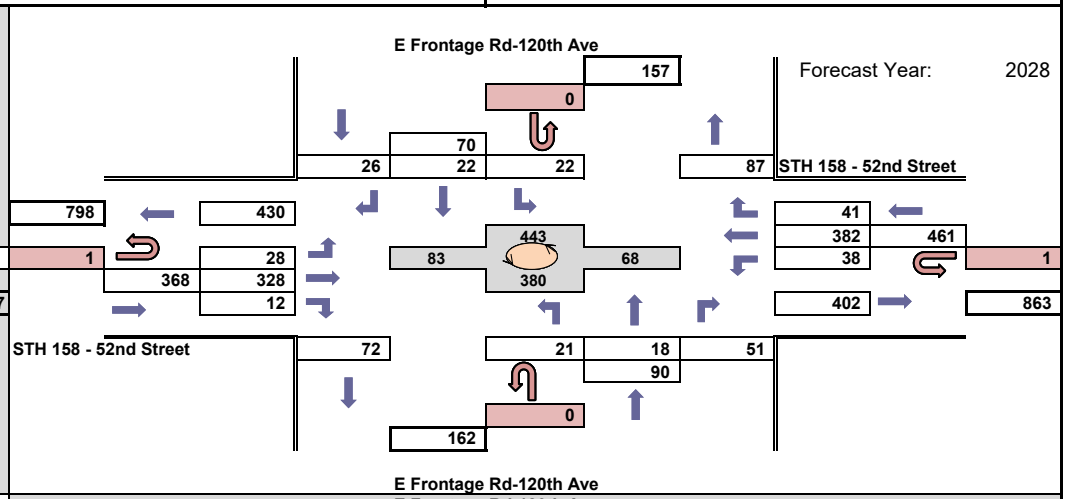
Forecast Completed: 8/1/2024

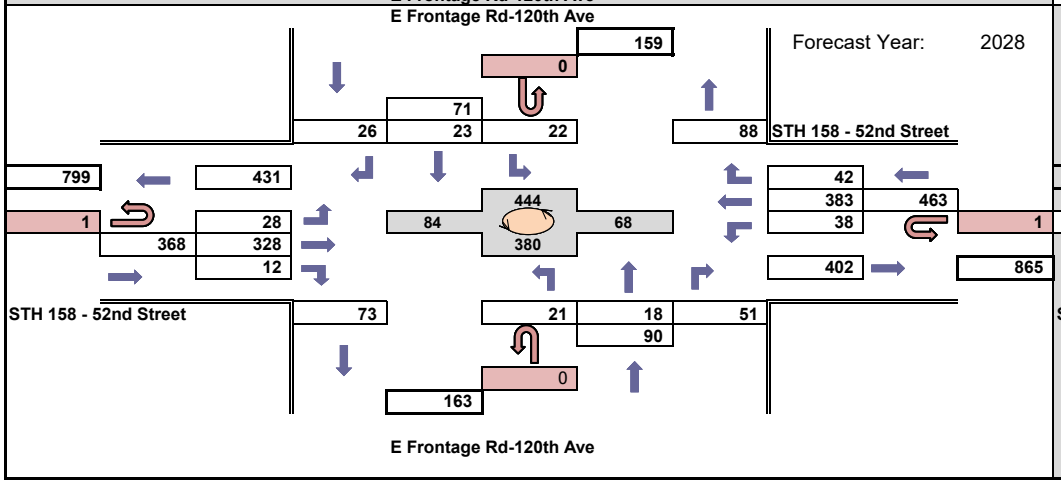
Design Hour Turning Movement Data

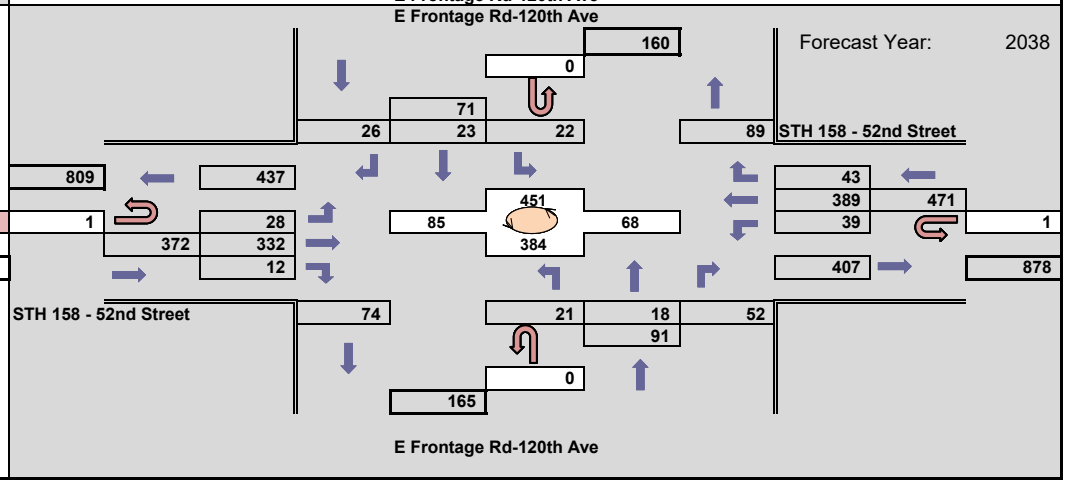
Project Description

Project ID(s): n/a
Route(s): STH 158
Region/COUNTY(IES): SE/KENOSHA
Location: City of Kenosha









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Projected PM Design Hour Traffic Volumes

Indicates roundabout

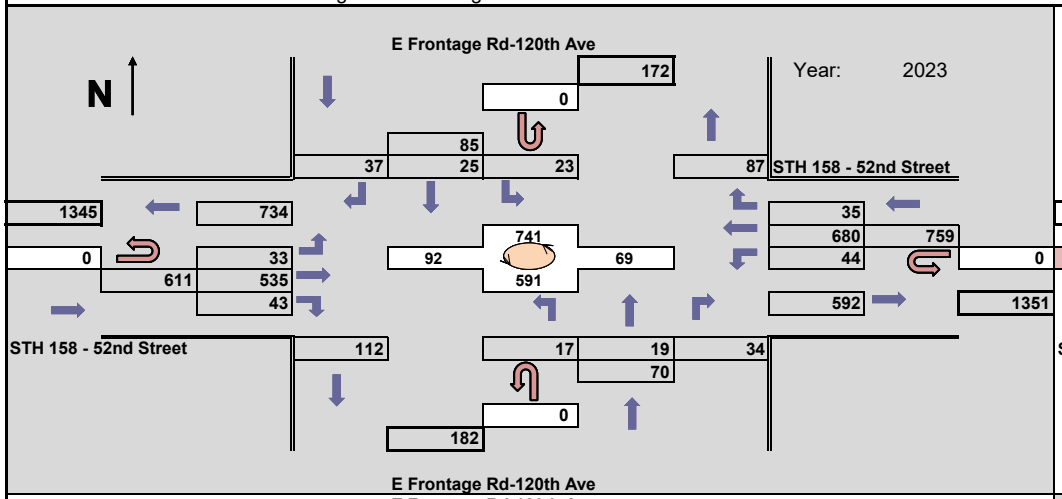
Design Hour: 4:15-5:15pm

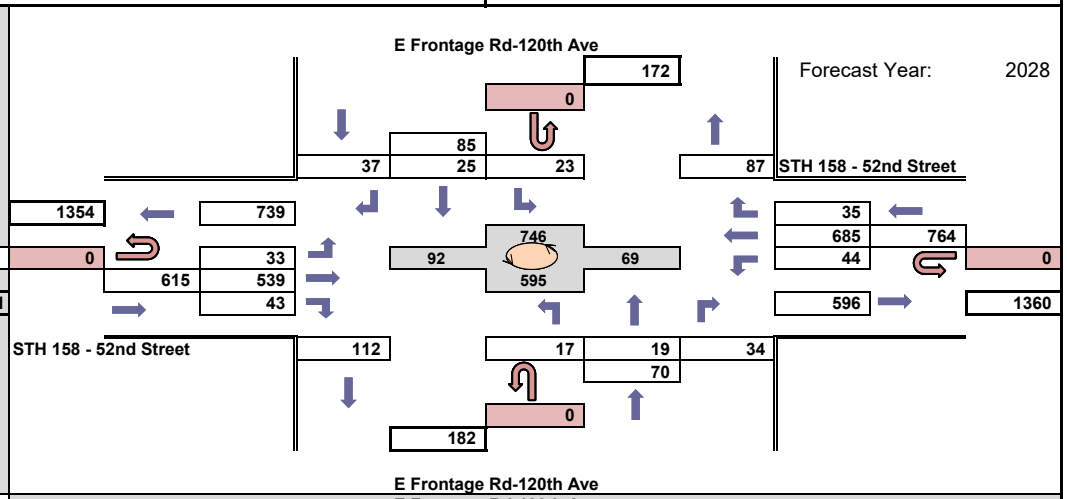
Forecast Completed: 8/1/2024

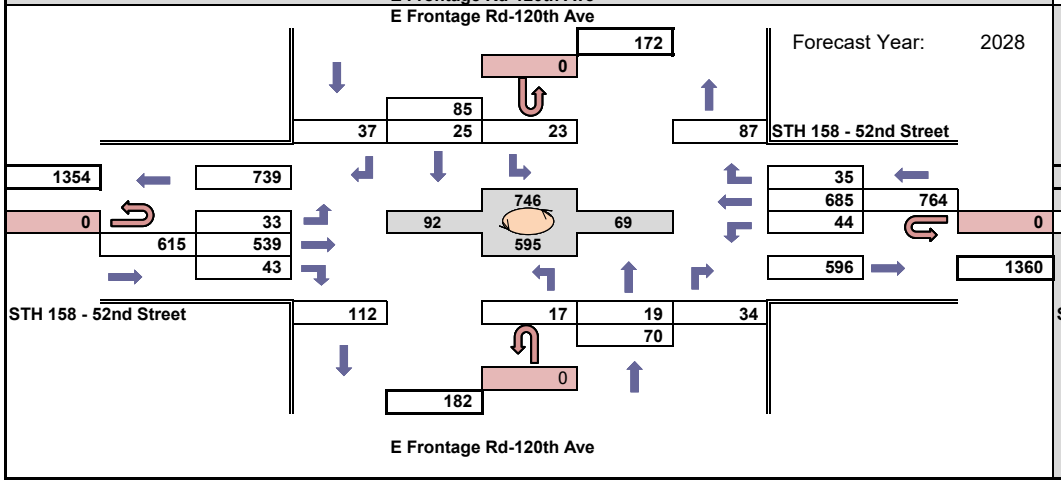
Design Hour Turning Movement Data

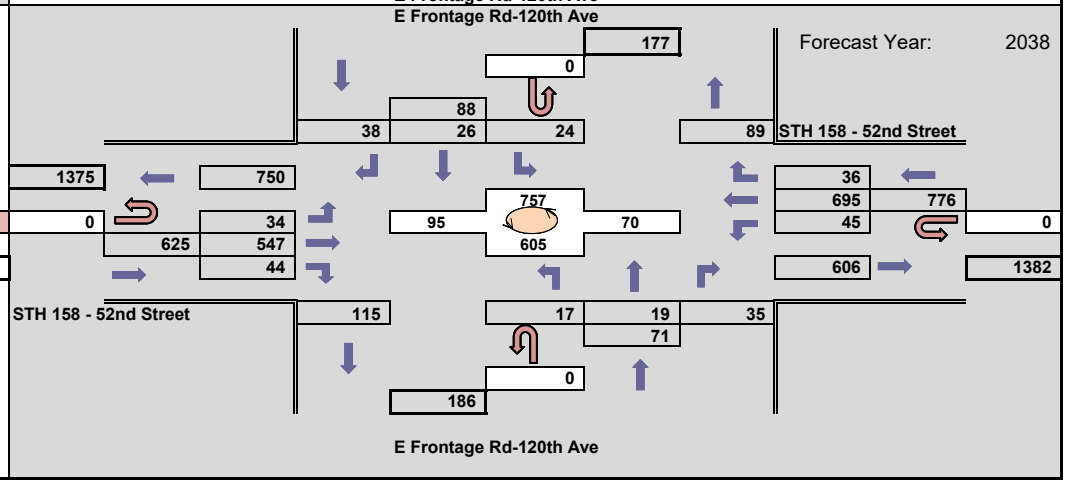
Project Description

Project ID(s): n/a
Route(s): STH 158
Region/COUNTY(IES): SE/KENOSHA
Location: City of Kenosha









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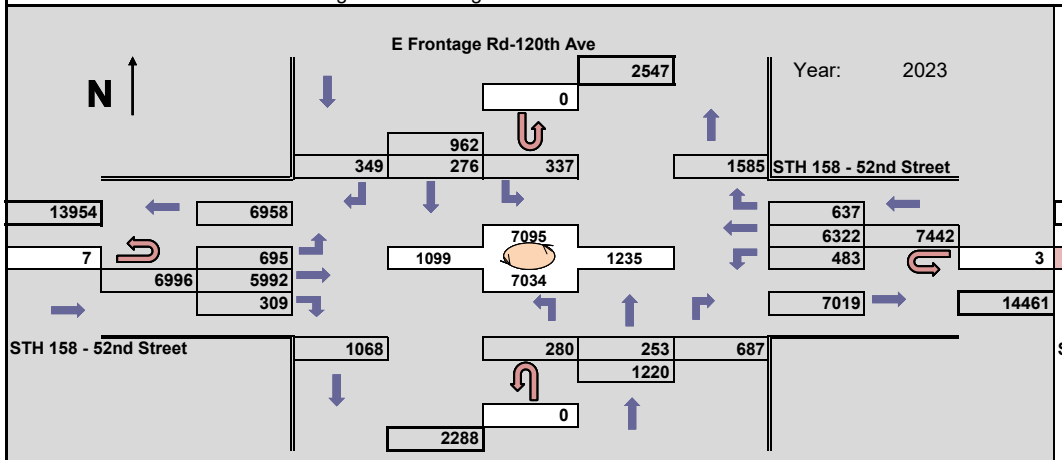
Design Hour: 24 HOUR AADT

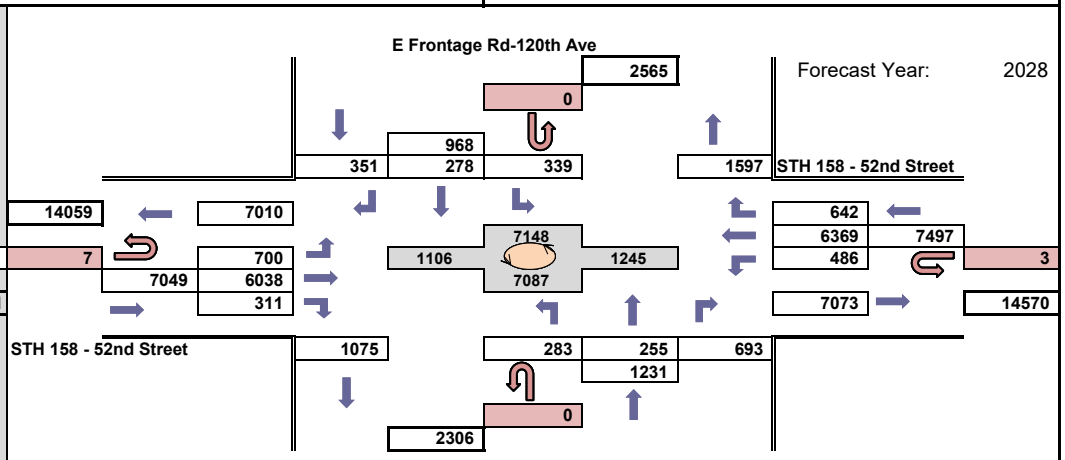
Forecast Completed: 8/1/2024

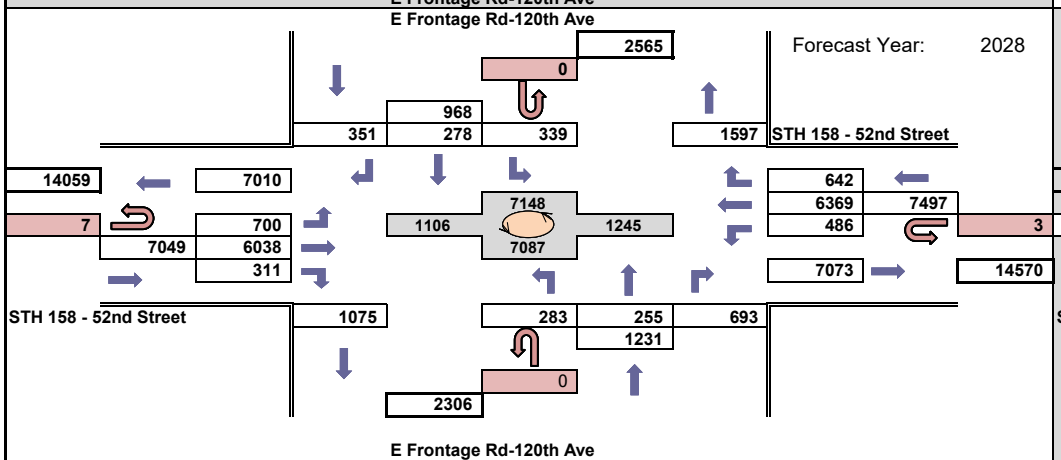
Design Hour Turning Movement Data

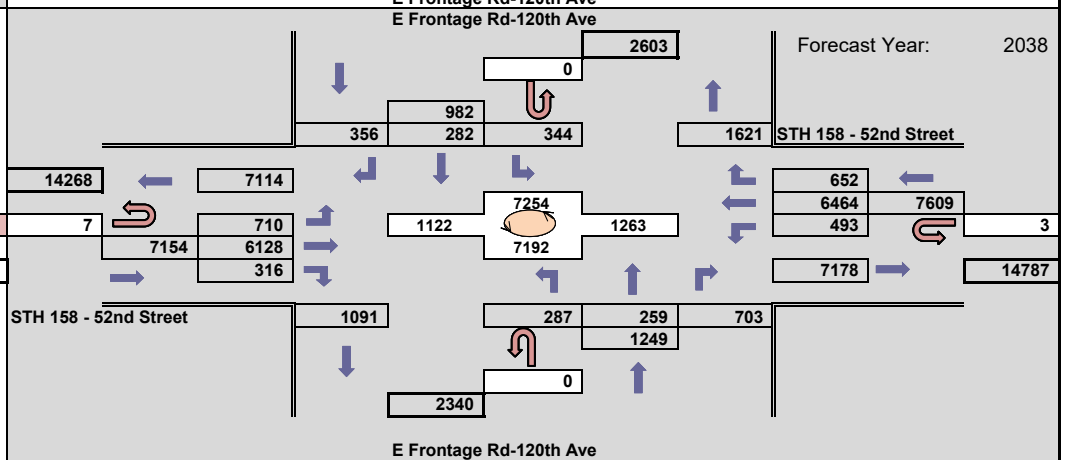
Project Description

Project ID(s): n/a
Route(s): STH 158
Region/COUNTY(IES): SE/KENOSHA
Location: City of Kenosha









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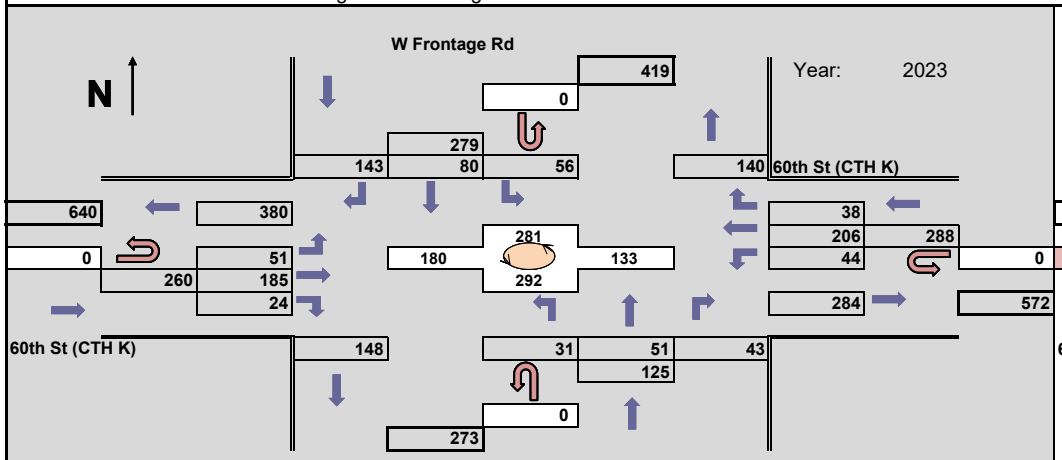
Design Hour: 4:15-5:15pm

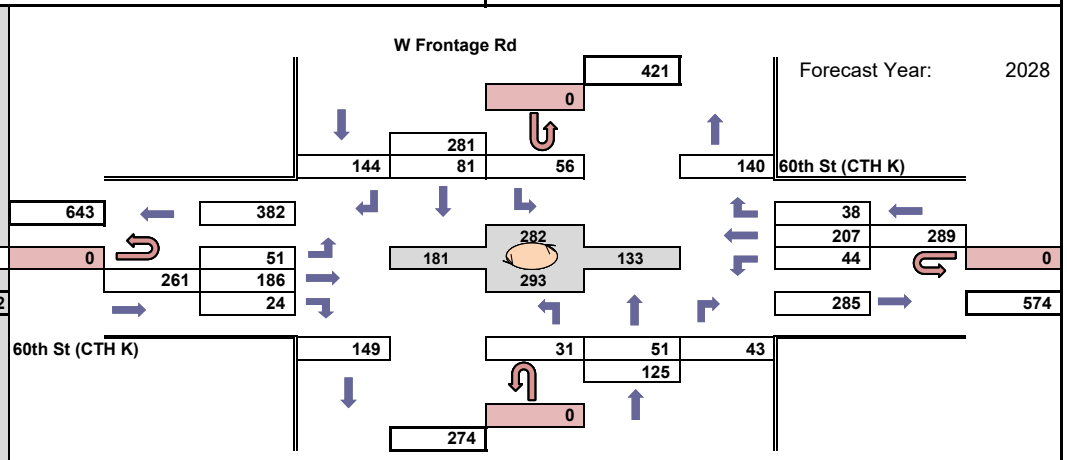
Forecast Completed: 8/1/2024

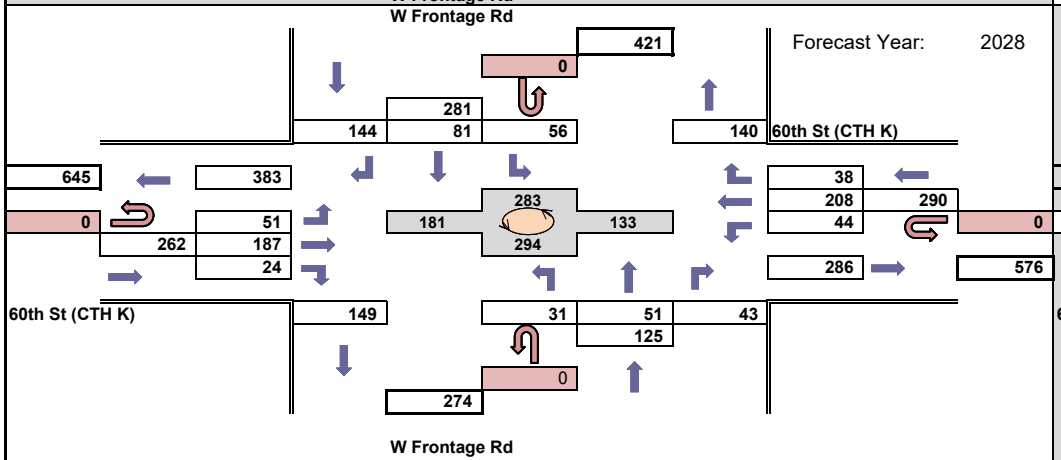
Design Hour Turning Movement Data

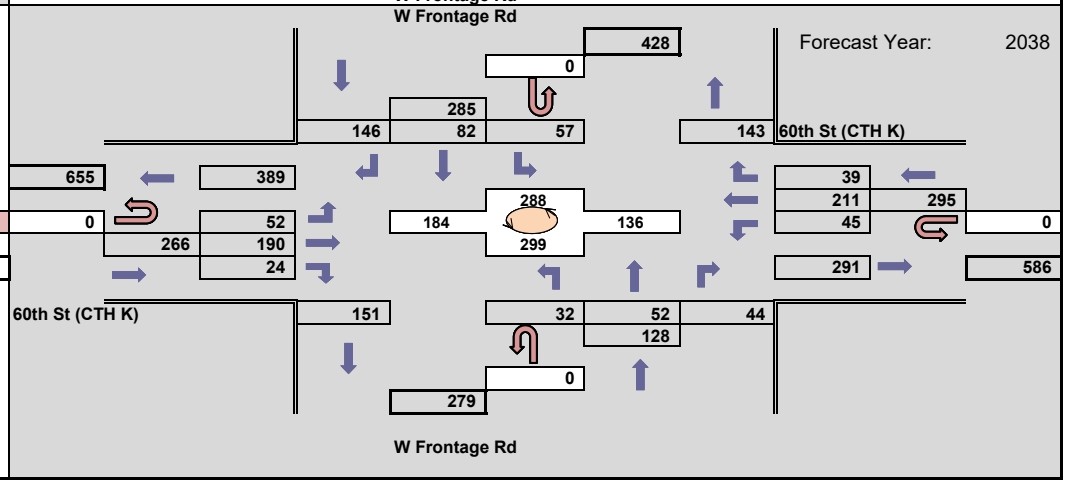
Project Description

Project ID(s): n/a
Route(s): 60th St (CTH K)
Region/COUNTY(IES): SE/KENOSHA
Location: City of Kenosha









WisDOT Bureau of Planning & Economic Development
Traffic Forecasting Section
Forecast by: Brent DesRoches
Phone: (262) 548-5611
Email: brent.desroches@dot.wi.gov

Projected Annual Average Daily Traffic Volumes

Indicates roundabout

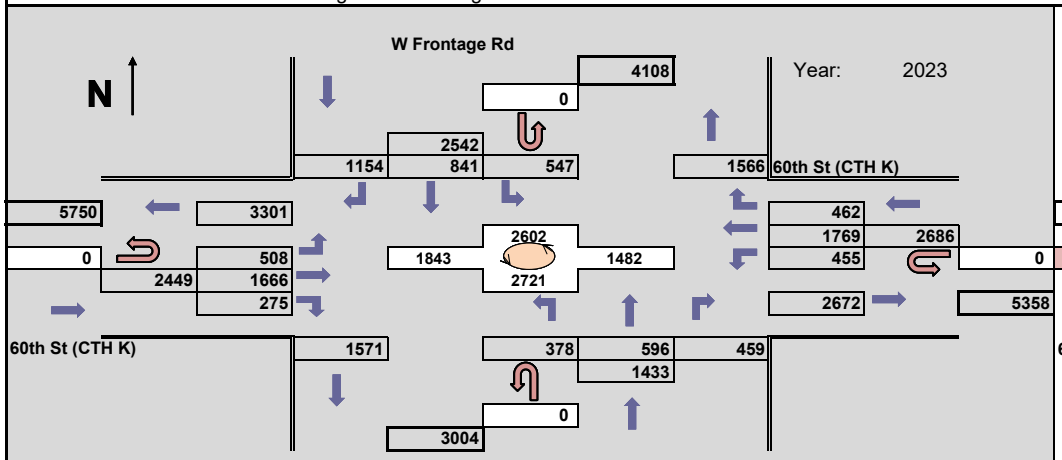
Design Hour: 24 HOUR AADT

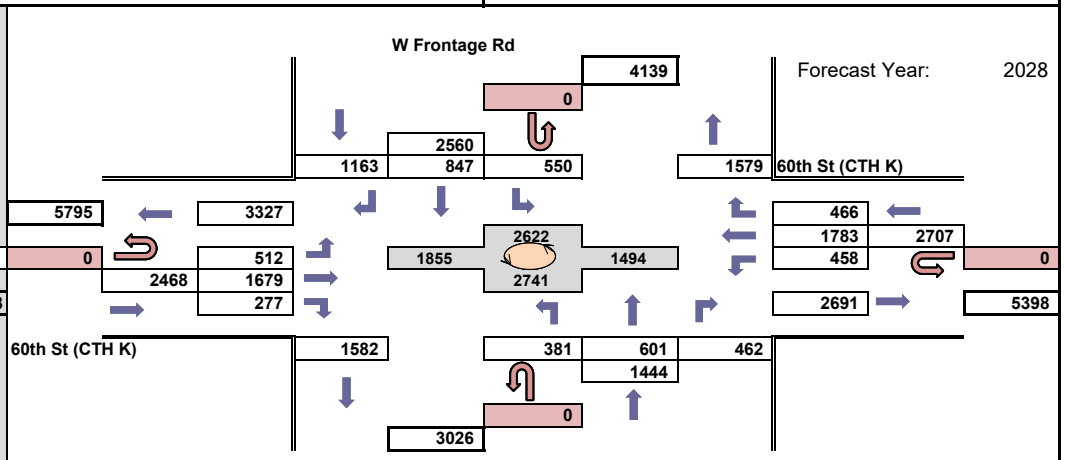
Forecast Completed: 8/1/2024

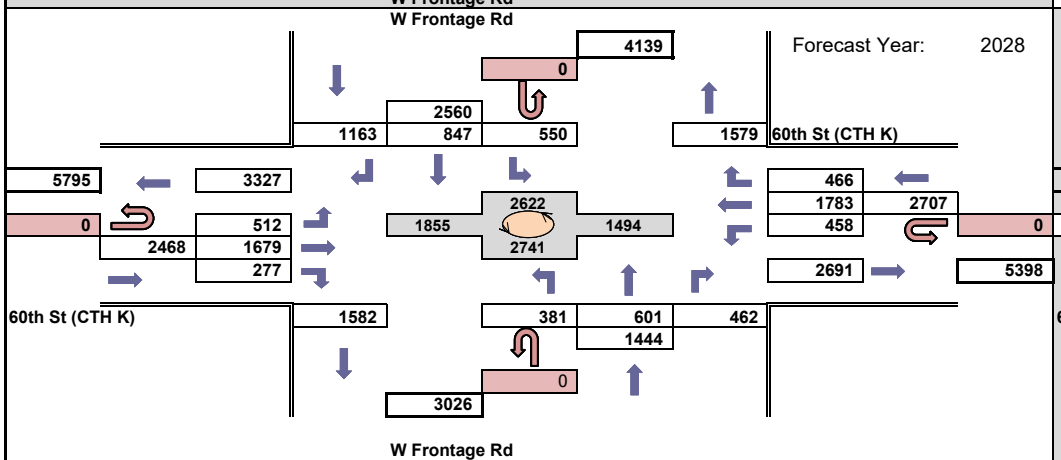
Design Hour Turning Movement Data

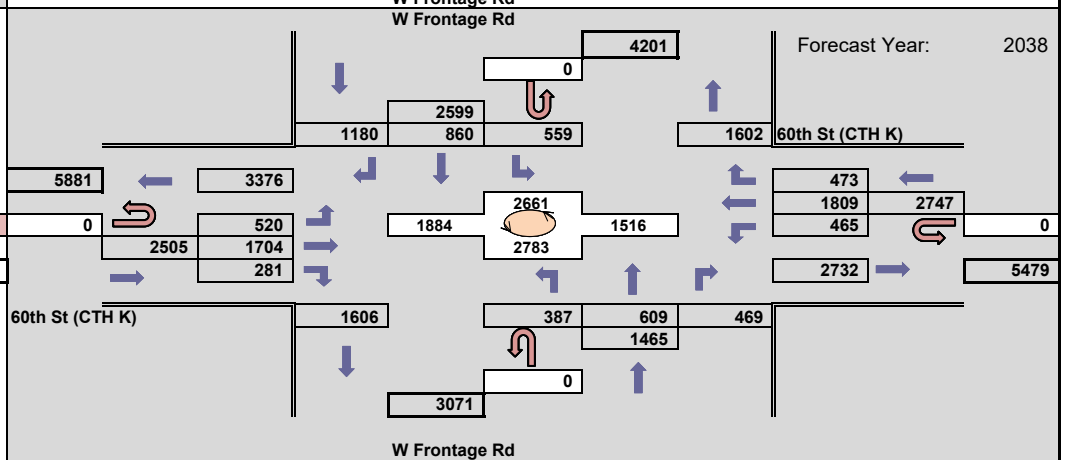
Project Description

Project ID(s): n/a
Route(s): 60th St (CTH K)
Region/COUNTY(IES): SE/KENOSHA
Location: City of Kenosha









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Indicates roundabout

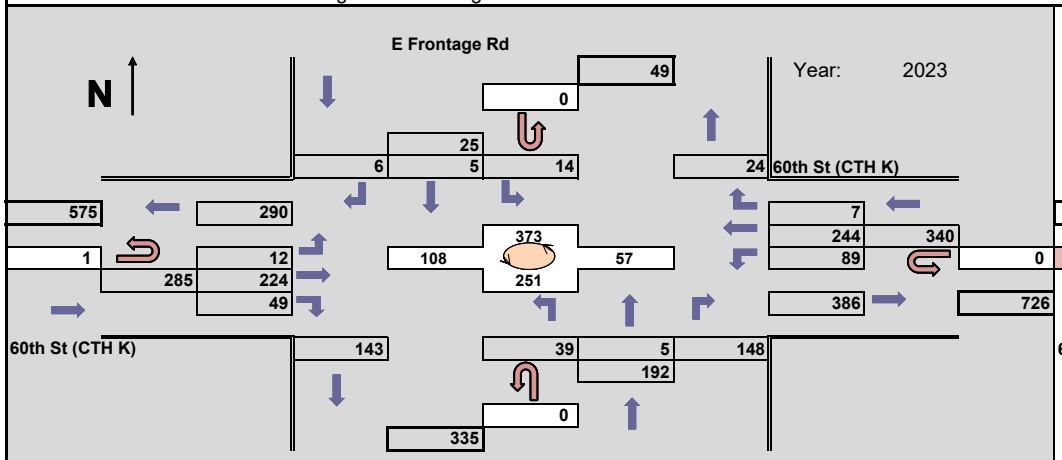
Design Hour: 4:15-5:15pm

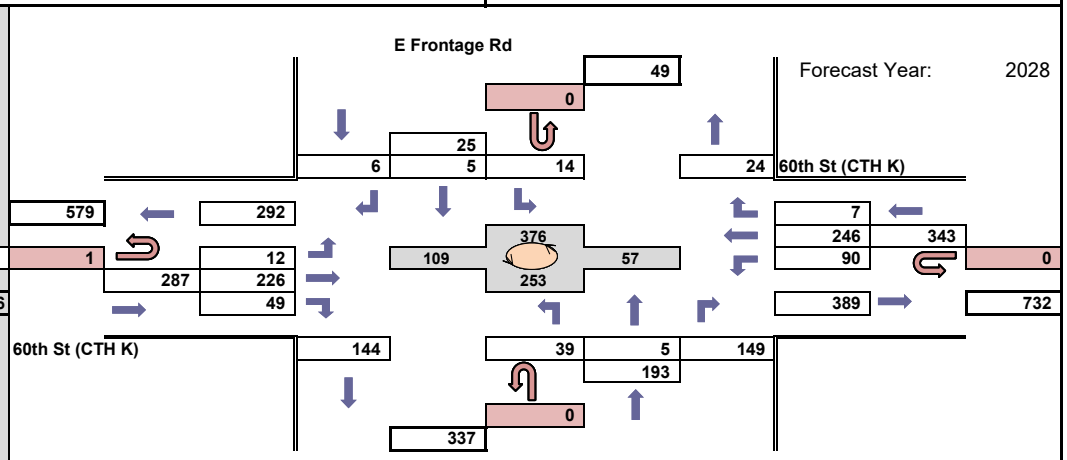
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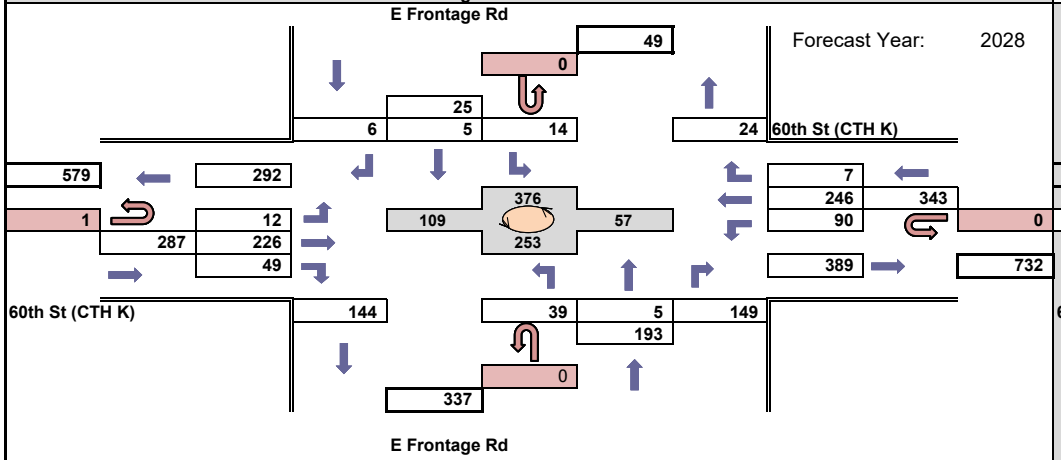
Design Hour Turning Movement Data

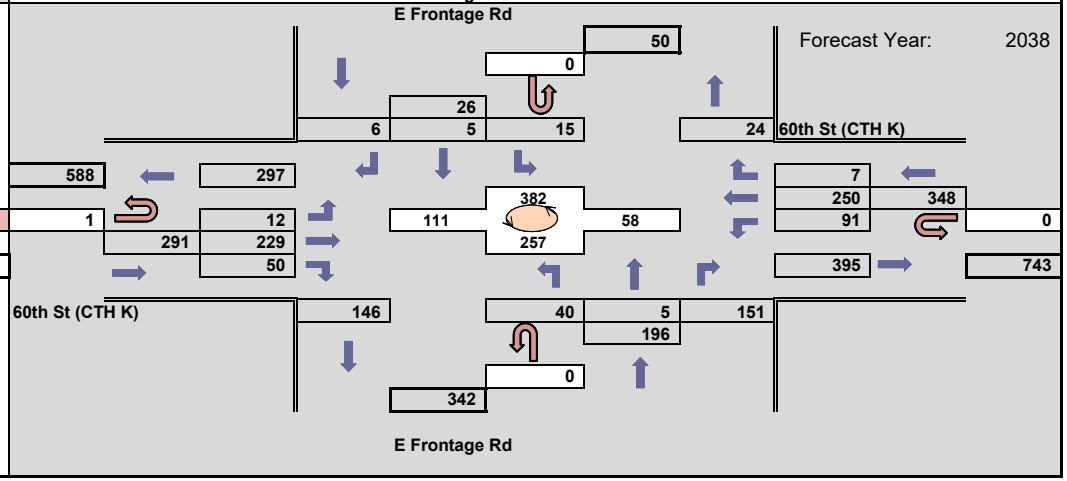
Project Description

Project ID(s): n/a
Route(s): 60th St (CTH K)
Region/COUNTY(IES): SE/KENOSHA
Location: City of Kenosha









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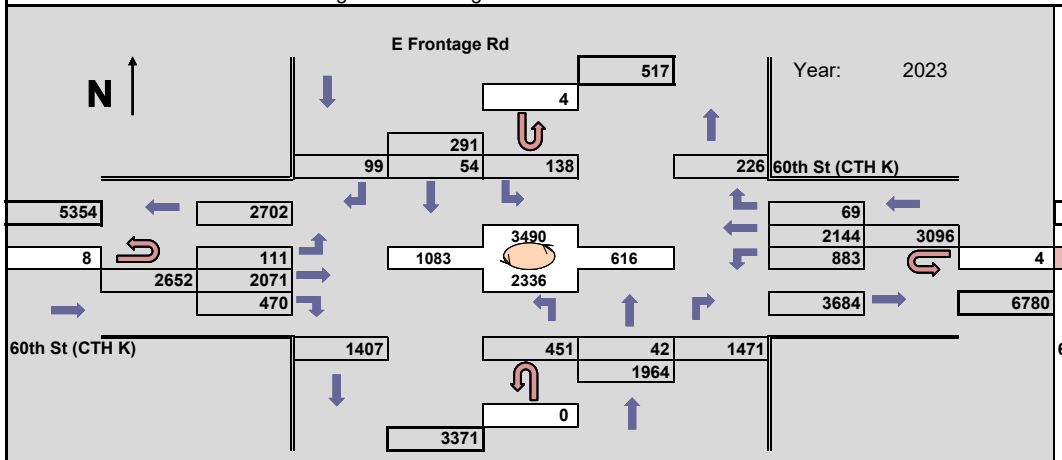
Design Hour: 24 HOUR AADT

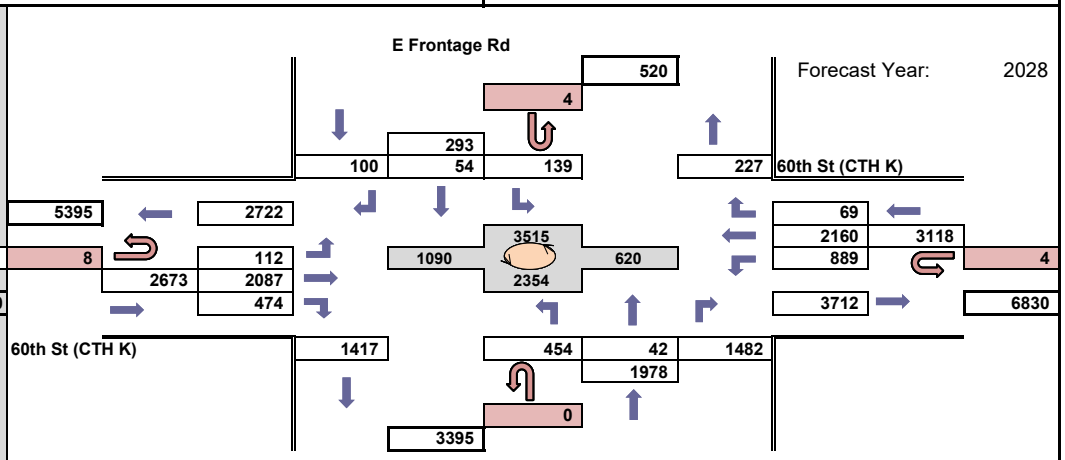
Forecast Completed: 8/1/2024

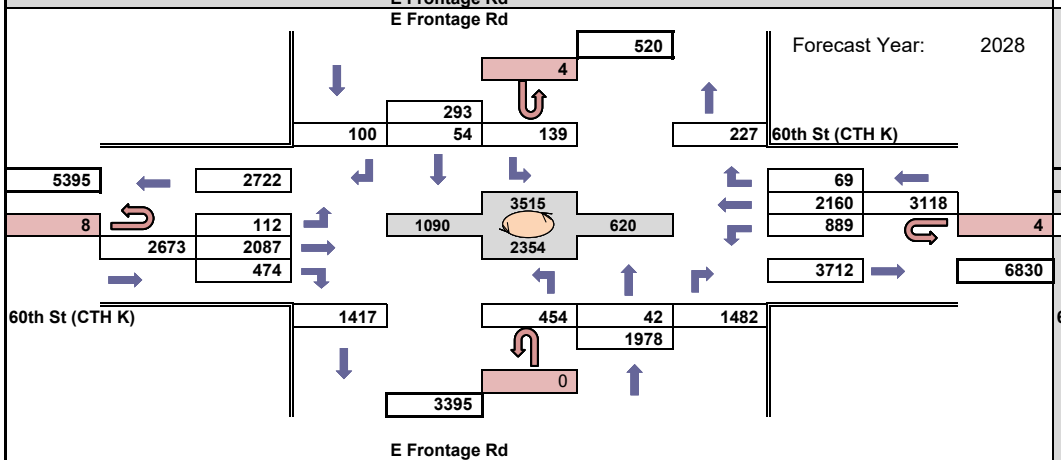
Design Hour Turning Movement Data

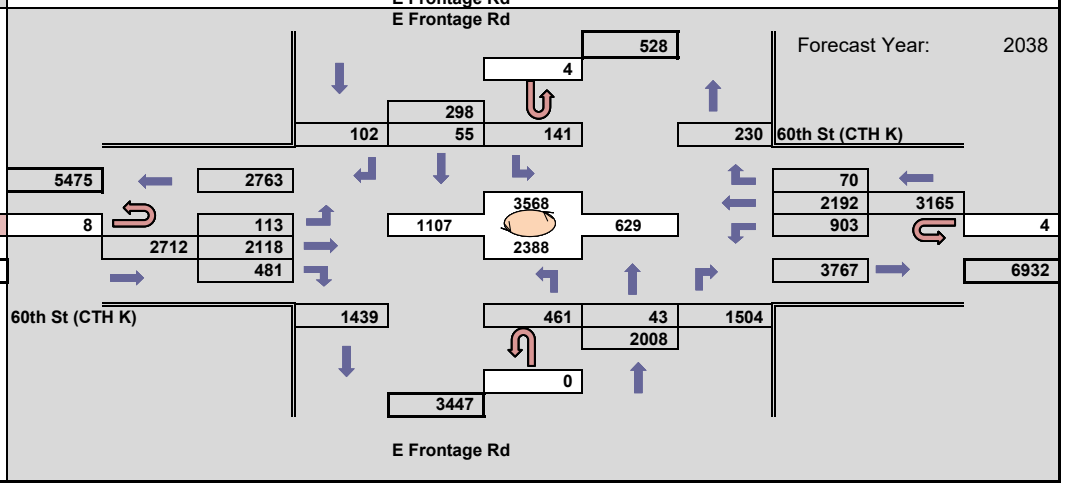
Project Description

Project ID(s): n/a
Route(s): 60th St (CTH K)
Region/COUNTY(IES): SE/KENOSHA
Location: City of Kenosha









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Projected AM Design Hour Traffic Volumes

Indicates roundabout

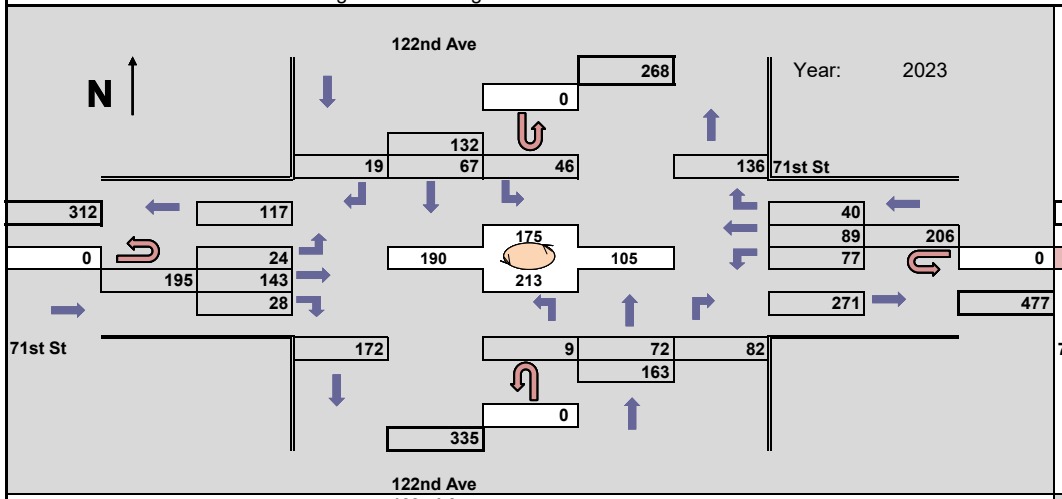
Design Hour: 7:00-8:00am

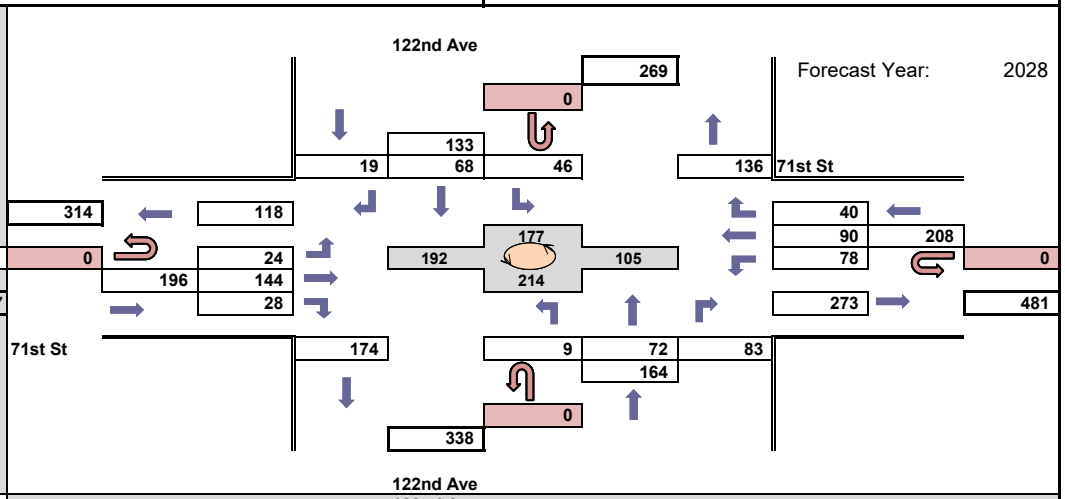
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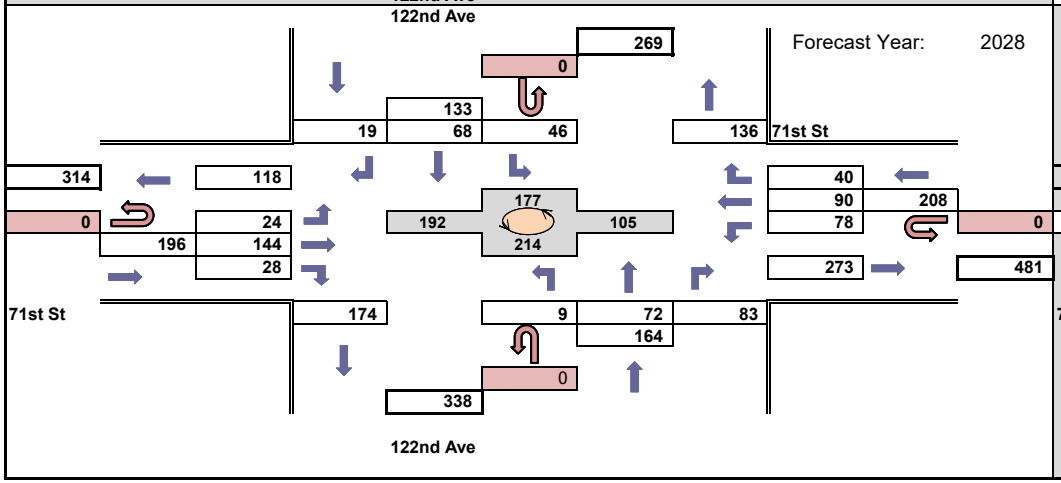
Design Hour Turning Movement Data

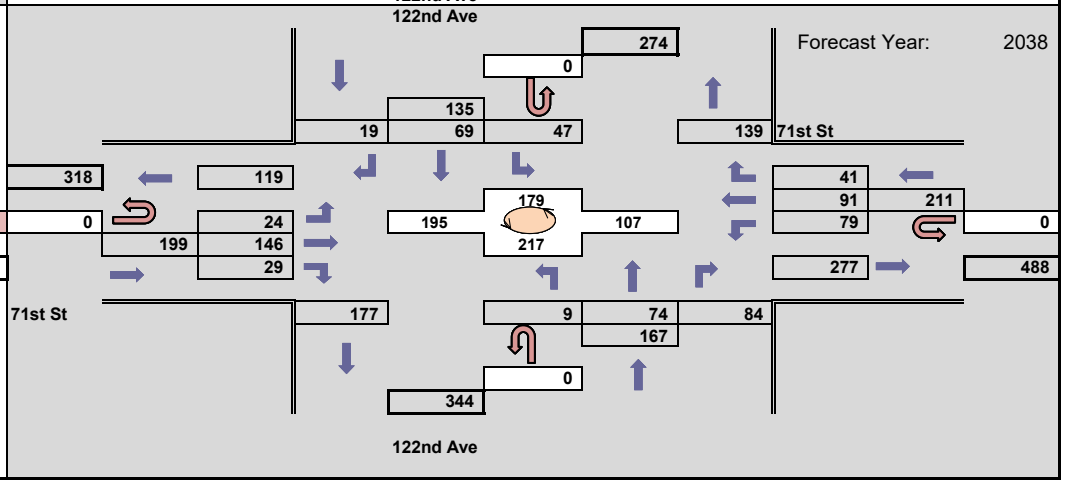
Project Description

Project ID(s): n/a
Route(s): 71st St
Region/COUNTY(IES): SE/KENOSHA
Location: City of Kenosha









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Forecast by: Brent DesRoches
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Projected Midday Design Hour Traffic Volumes

Indicates roundabout

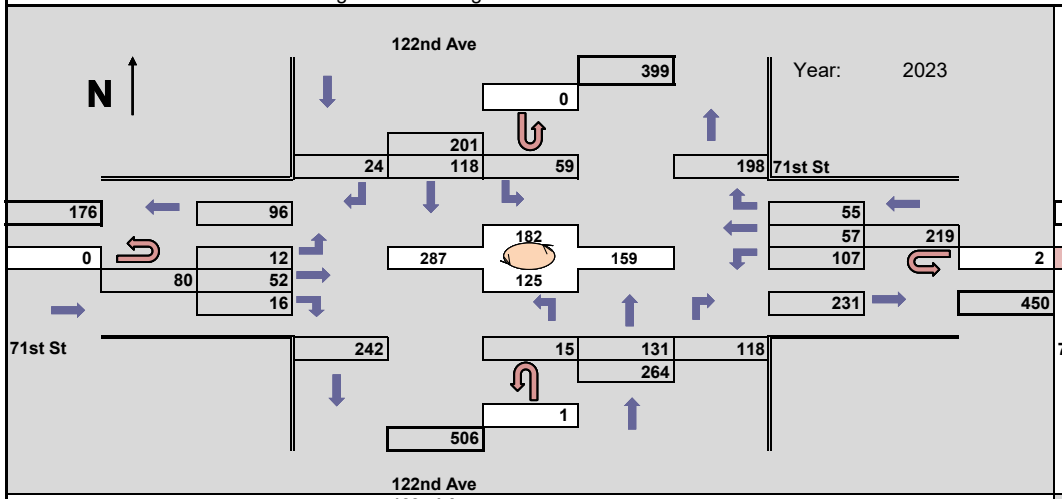
Design Hour: 12:00-1:00pm

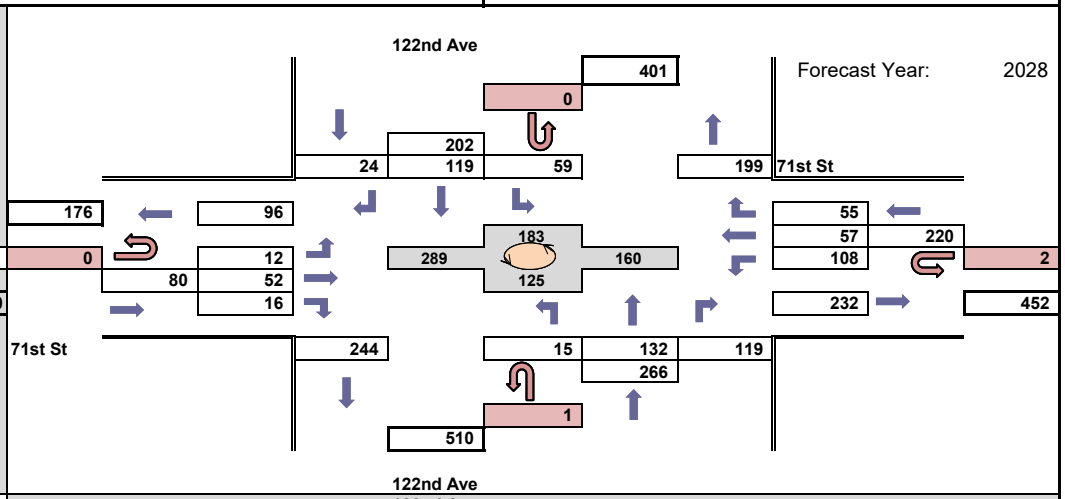
Forecast Completed: 8/1/2024

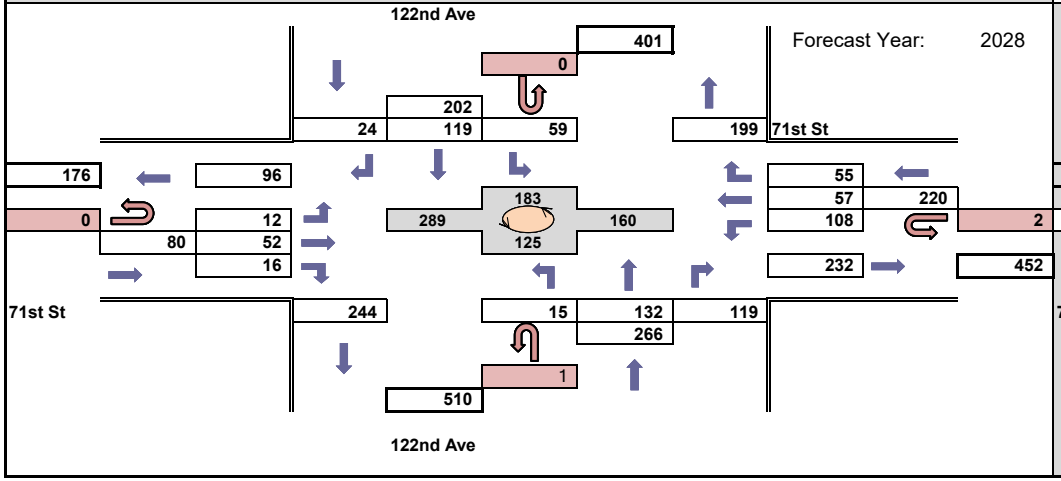
Design Hour Turning Movement Data

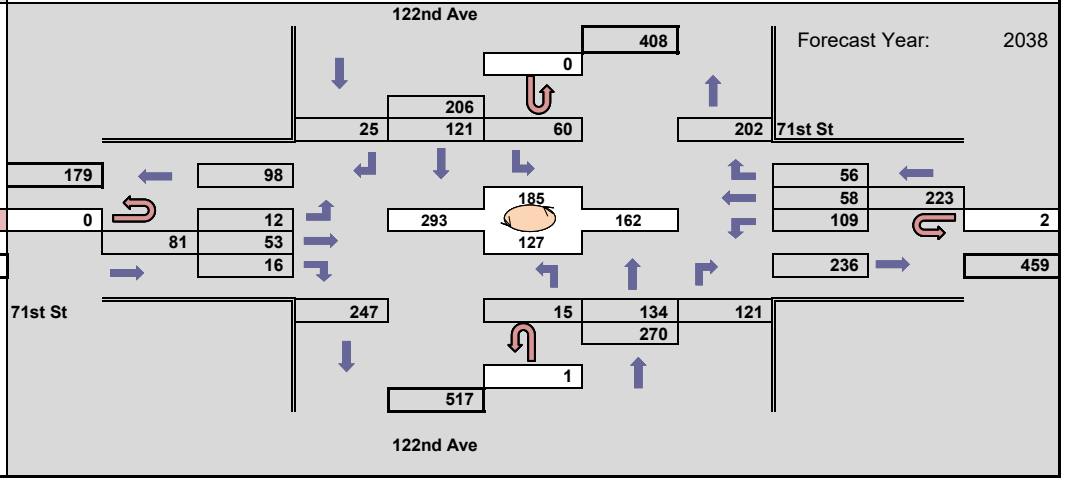
Project Description

Project ID(s): n/a
Route(s): 71st St
Region/COUNTY(IES): SE/KENOSHA
Location: City of Kenosha









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Projected PM Design Hour Traffic Volumes

Indicates roundabout

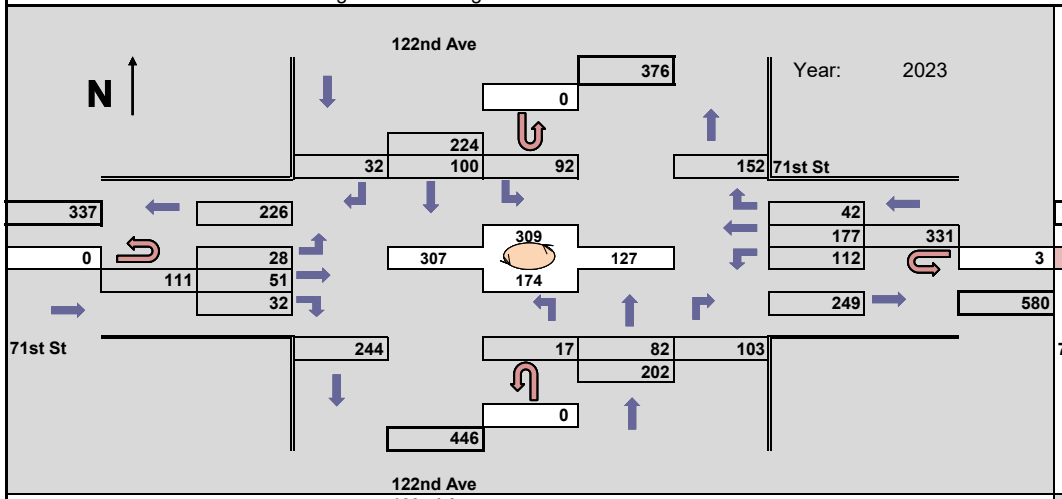
Design Hour: 4:15-5:15pm

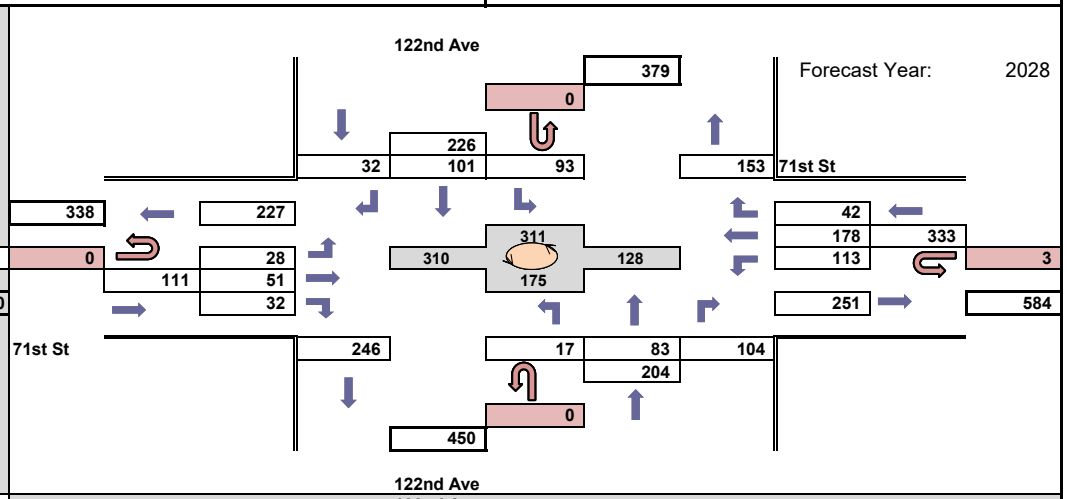
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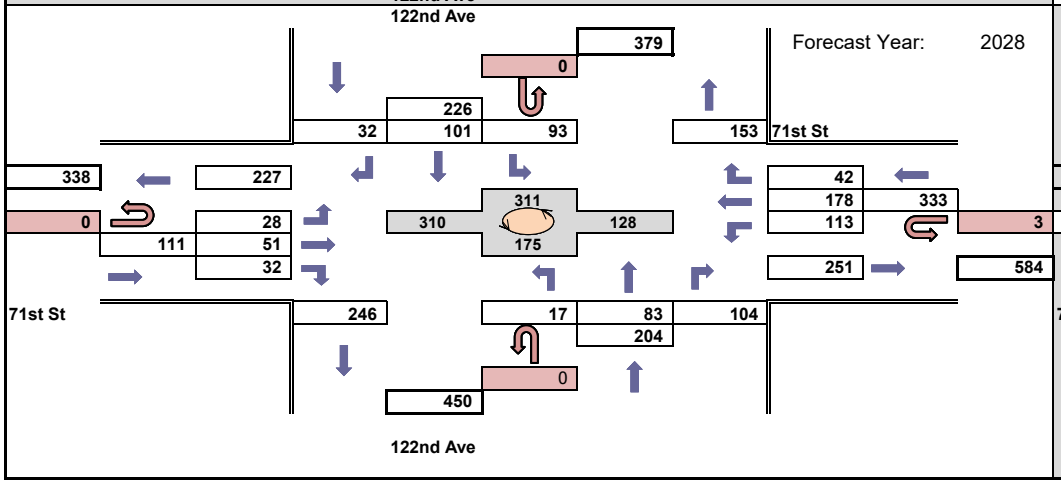
Design Hour Turning Movement Data

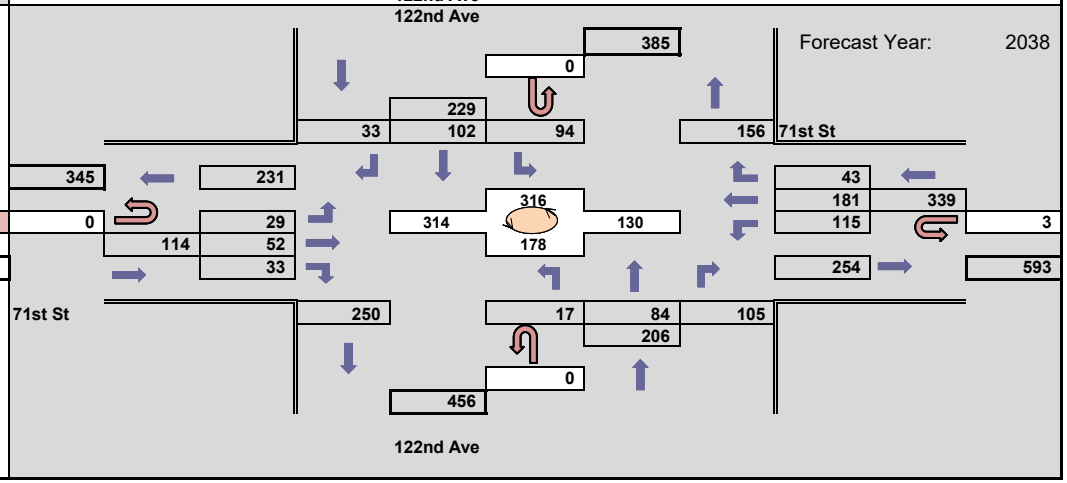
Project Description

Project ID(s): n/a
Route(s): 71st St
Region/COUNTY(IES): SE/KENOSHA
Location: City of Kenosha









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Traffic Forecasting Section
Forecast by: Brent DesRoches
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Projected Annual Average Daily Traffic Volumes

Indicates roundabout

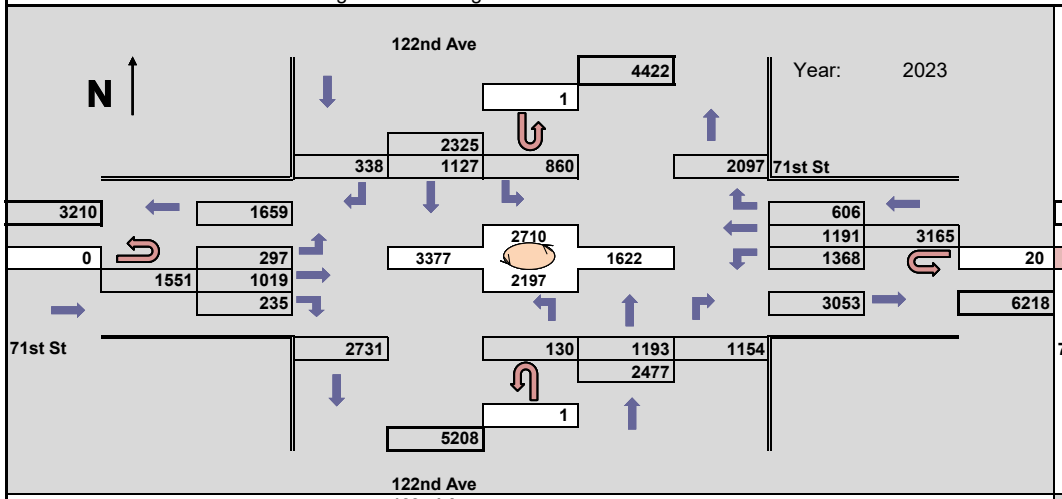
Design Hour: 24 HOUR AADT

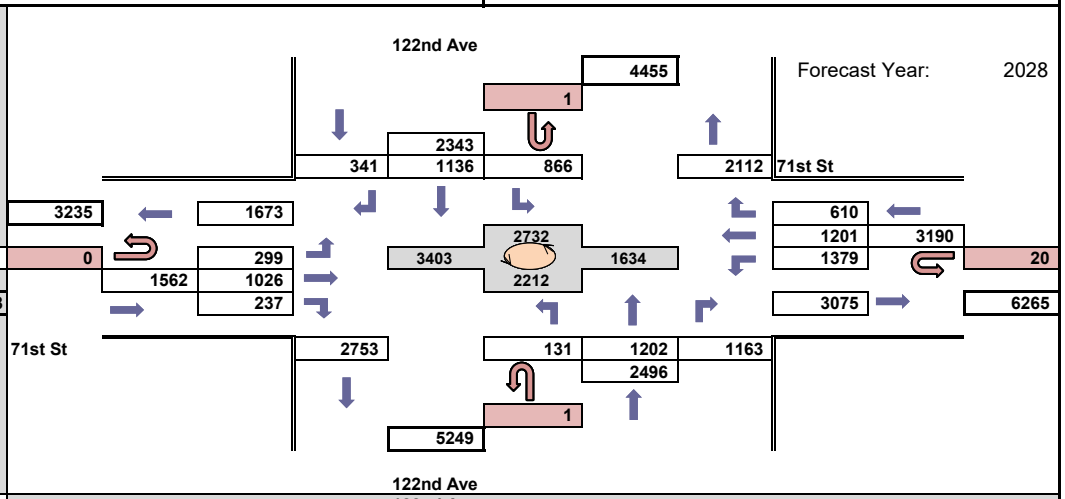
Forecast Completed: 8/1/2024

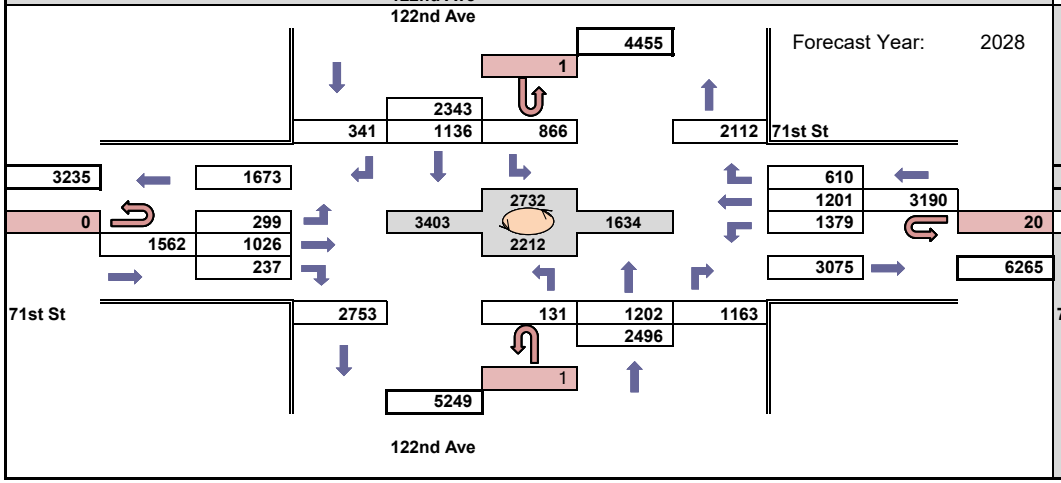
Design Hour Turning Movement Data

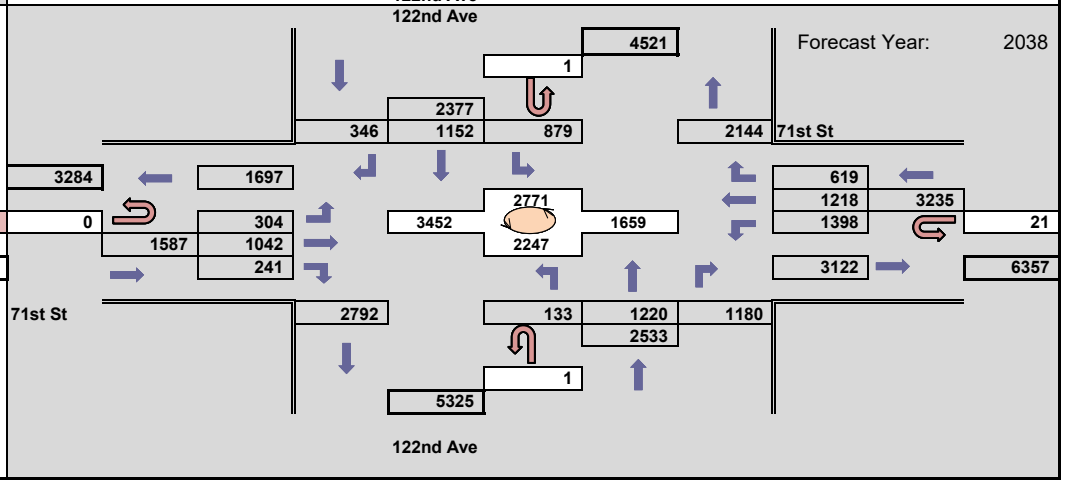
Project Description

Project ID(s): n/a
Route(s): 71st St
Region/COUNTY(IES): SE/KENOSHA
Location: City of Kenosha









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Forecast by: Brent DesRoches
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Projected AM Design Hour Traffic Volumes

Indicates roundabout

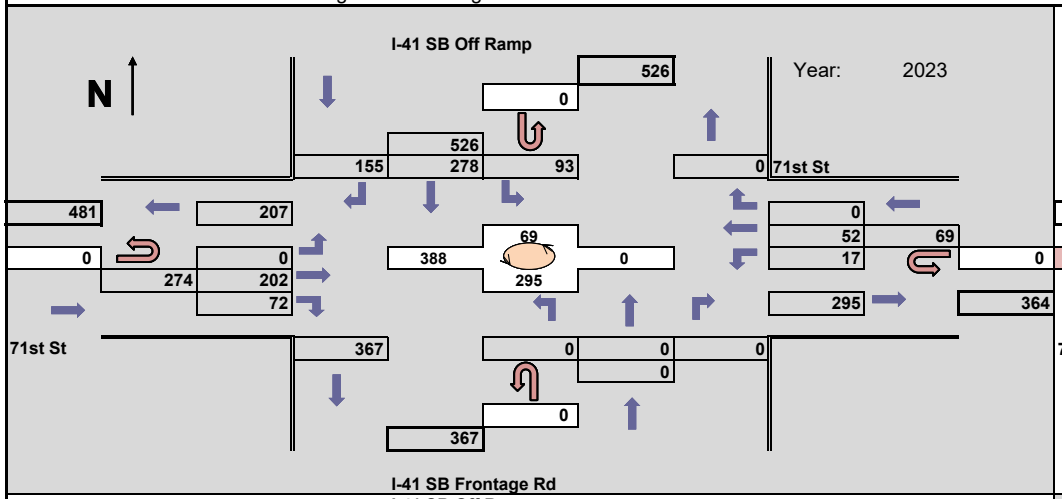
Design Hour: 7:15-8:15am

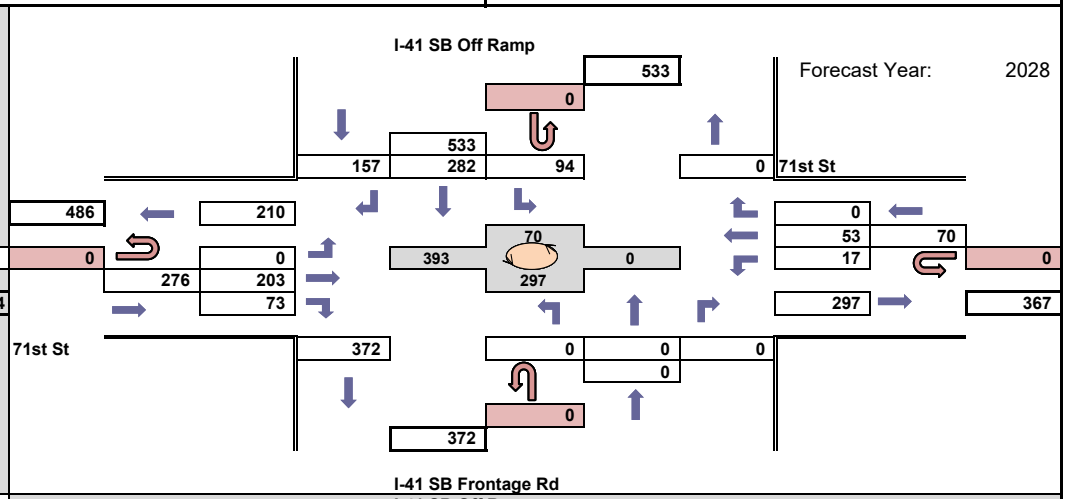
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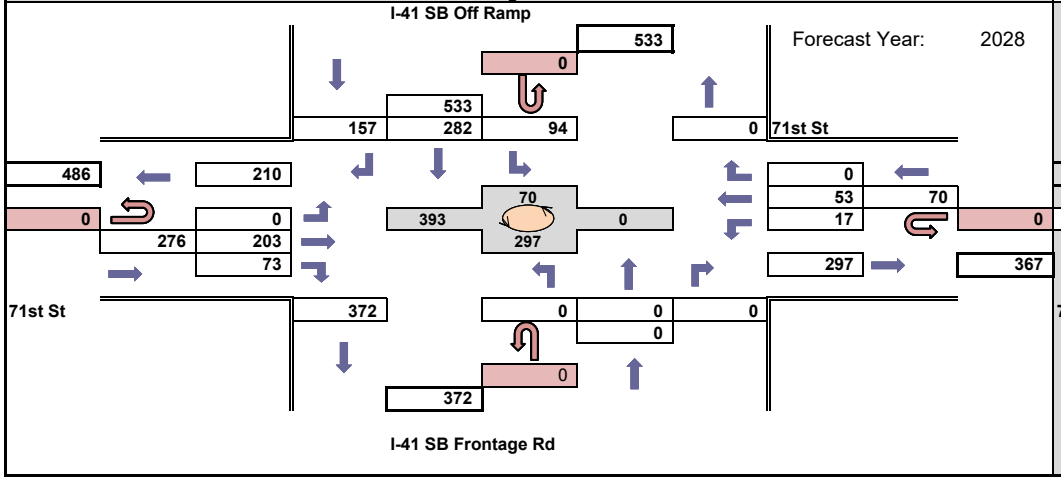
Design Hour Turning Movement Data

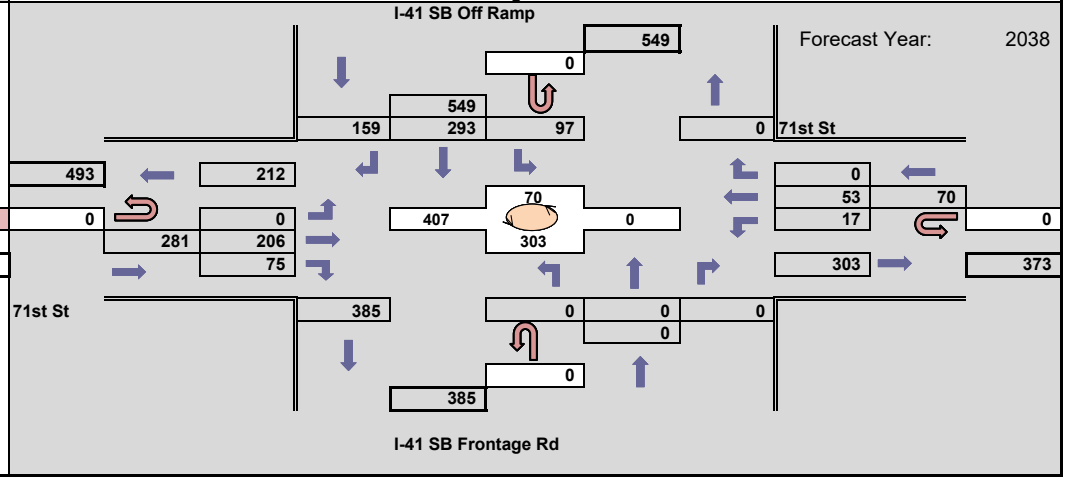
Project Description

Project ID(s): n/a
Route(s): 71st St
Region/COUNTY(IES): SE/KENOSHA
Location: City of Kenosha









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Projected Midday Design Hour Traffic Volumes

Indicates roundabout

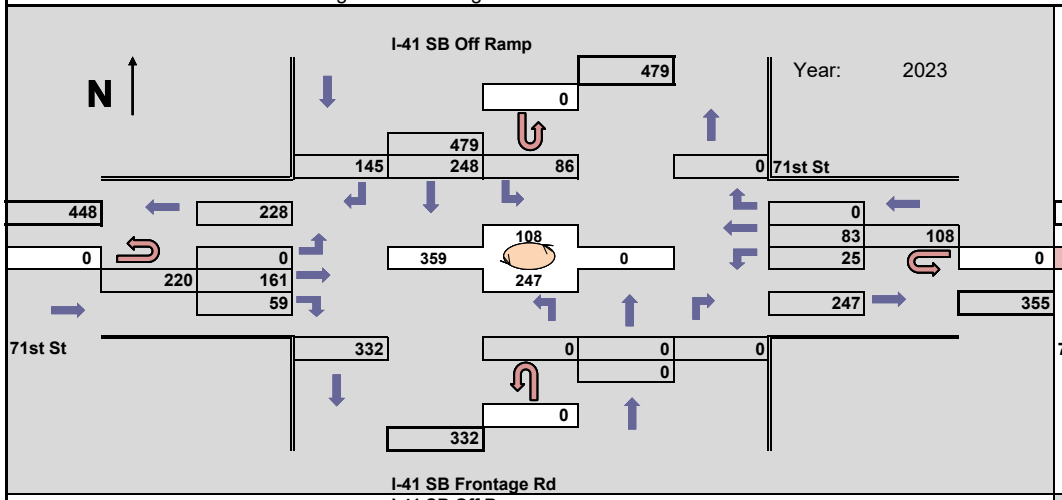
Design Hour: 12:15-1:15pm

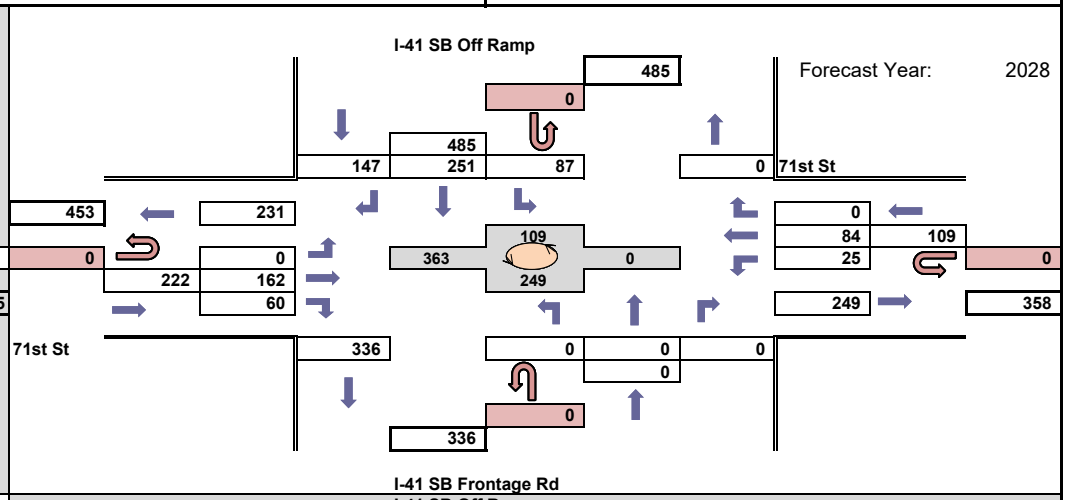
Forecast Completed: 8/1/2024

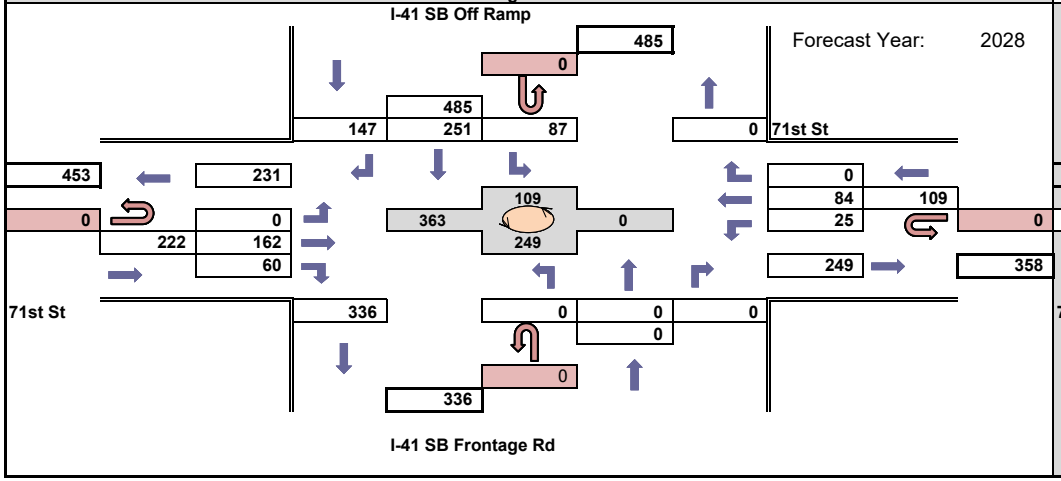
Design Hour Turning Movement Data

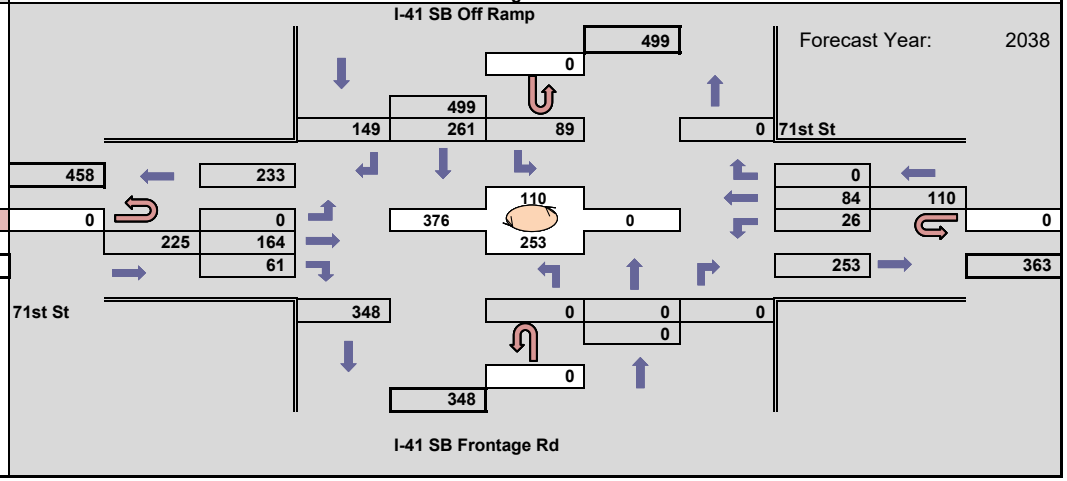
Project Description

Project ID(s): n/a
Route(s): 71st St
Region/COUNTY(IES): SE/KENOSHA
Location: City of Kenosha









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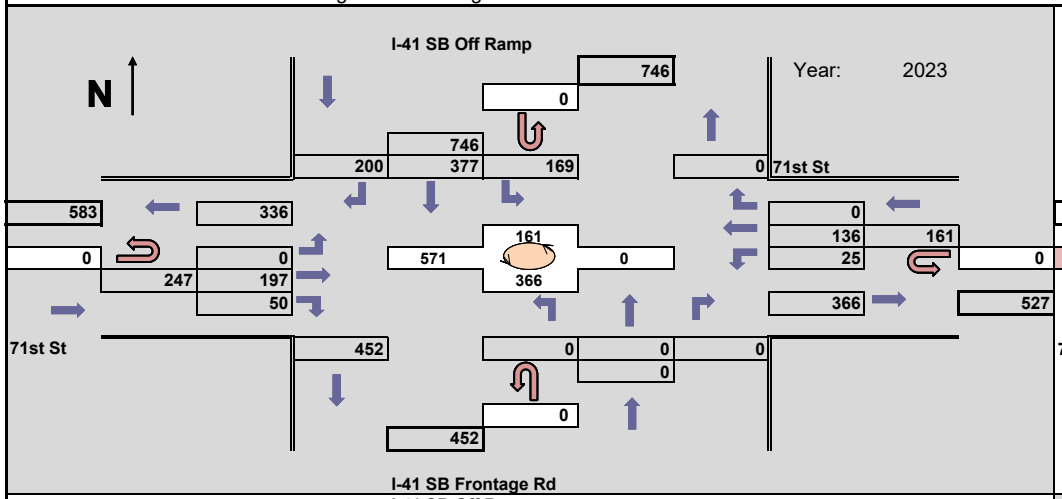
Design Hour: 4:15-5:15pm

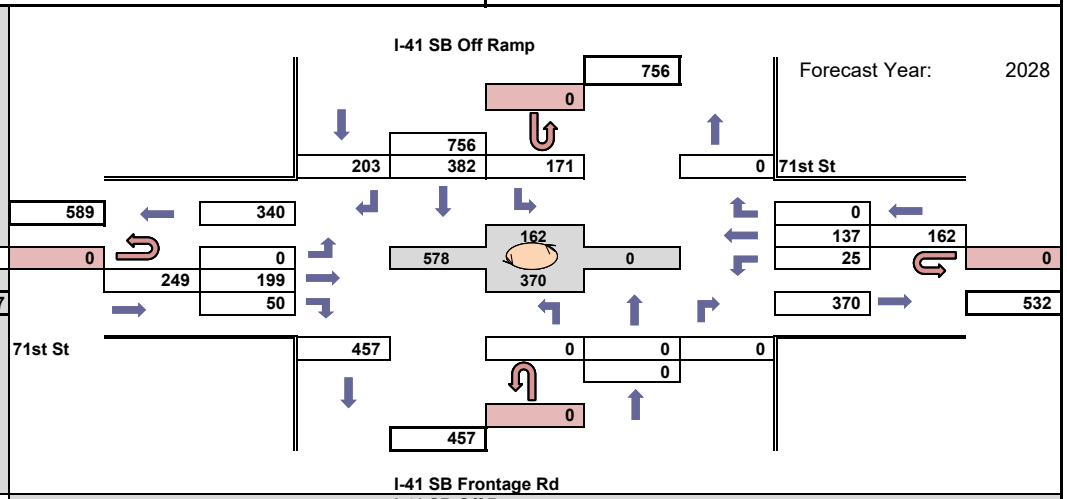
Forecast Completed: 8/1/2024

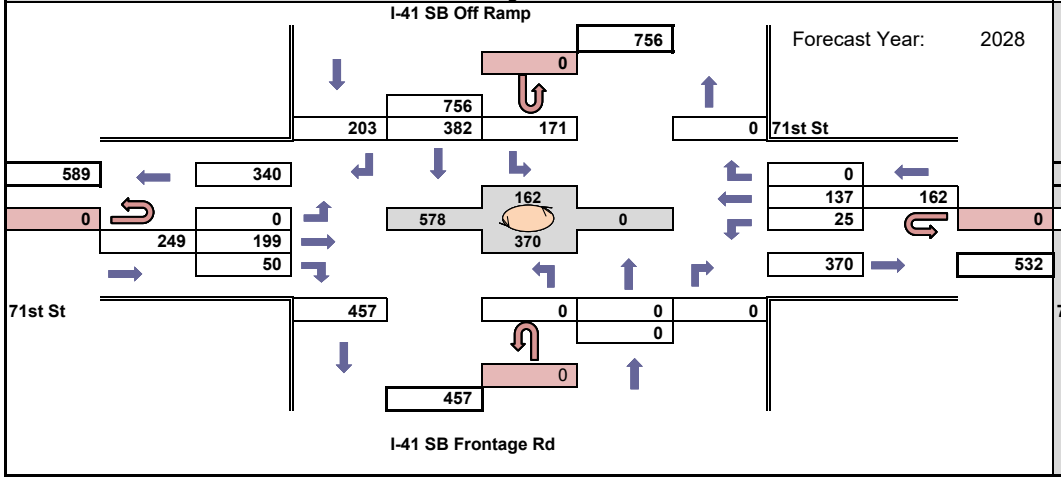
Design Hour Turning Movement Data

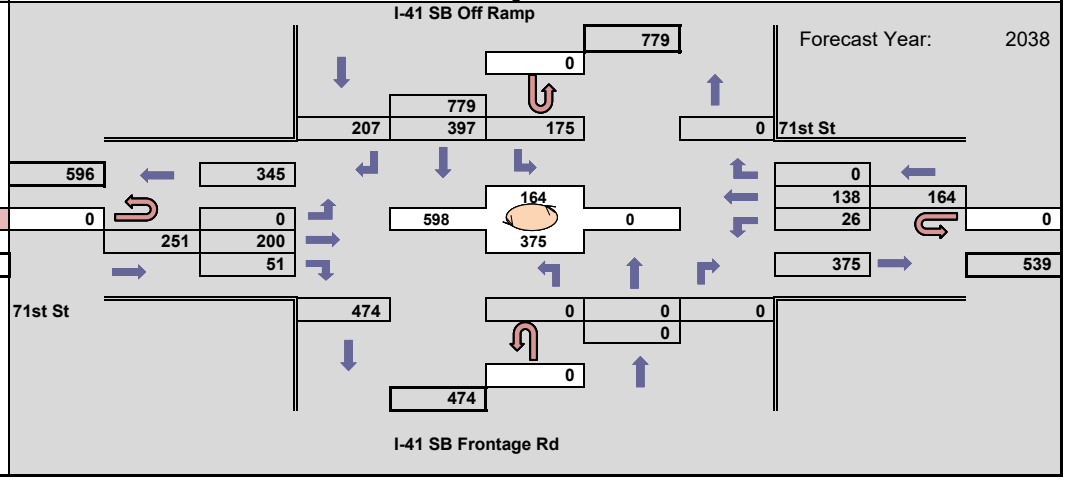
Project Description

Project ID(s): n/a
Route(s): 71st St
Region/COUNTY(IES): SE/KENOSHA
Location: City of Kenosha









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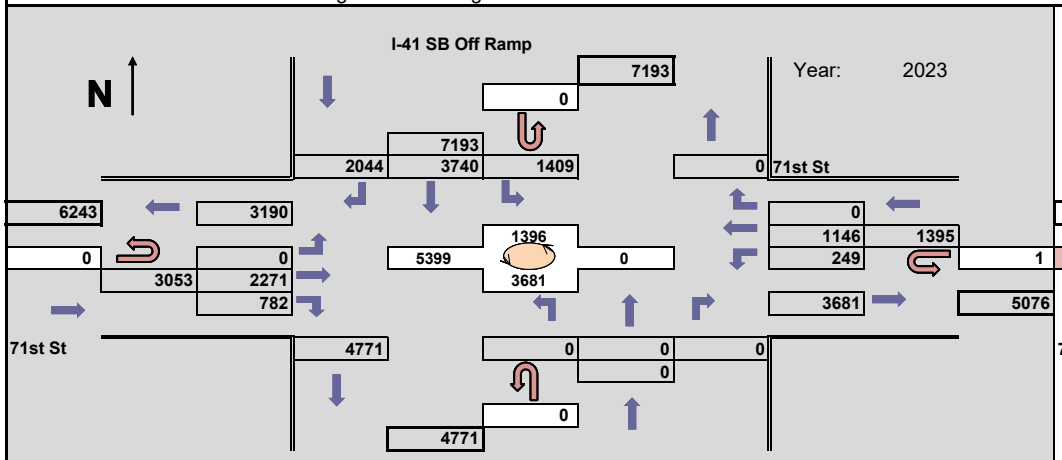
Design Hour: 24 HOUR AADT

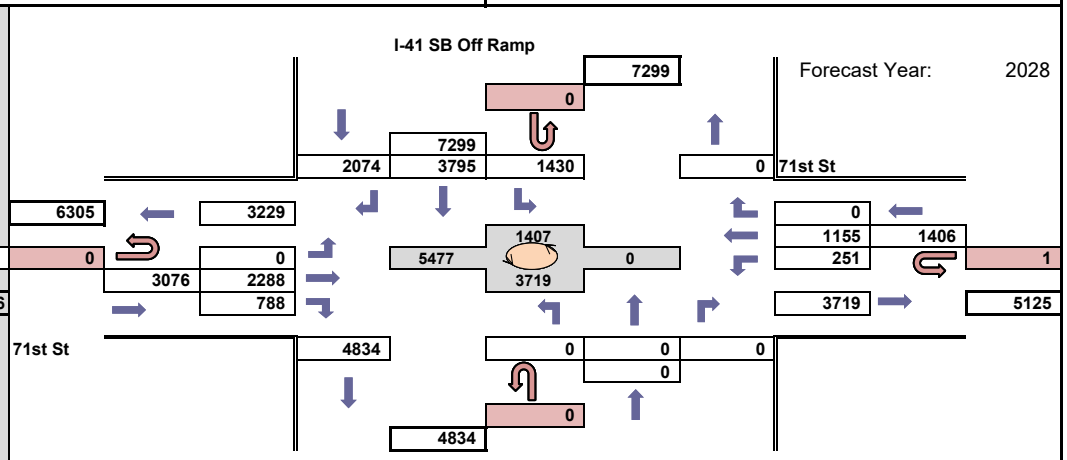
Forecast Completed: 8/1/2024

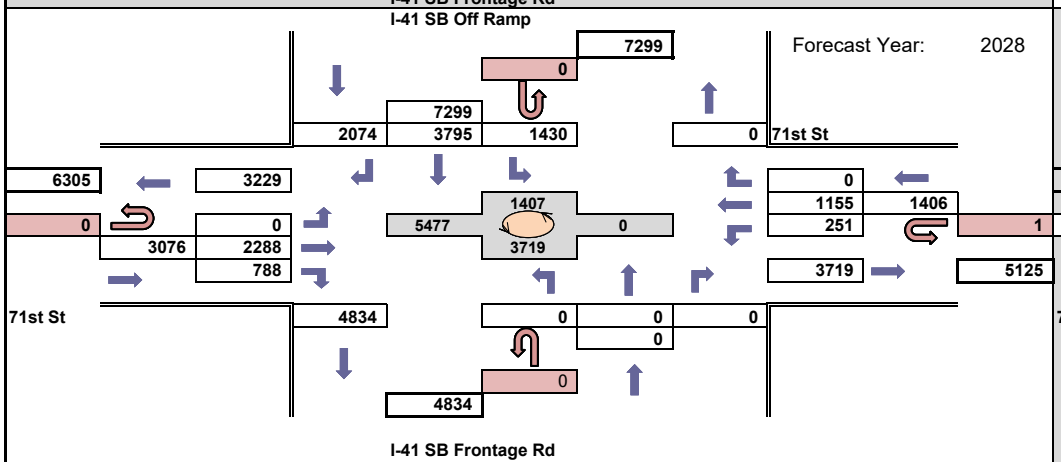
Design Hour Turning Movement Data

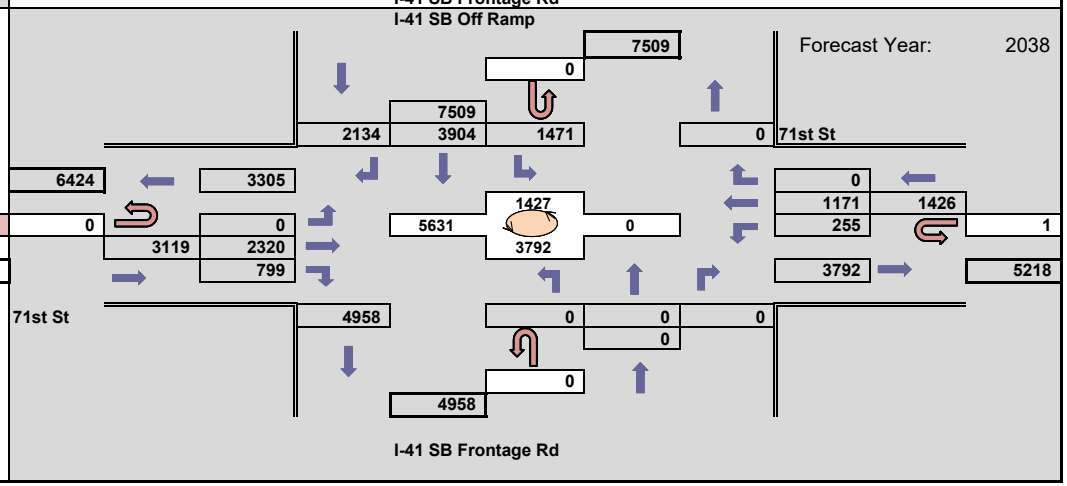
Project Description

Project ID(s): n/a
Route(s): 71st St
Region/COUNTY(IES): SE/KENOSHA
Location: City of Kenosha









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Projected AM Design Hour Traffic Volumes

Indicates roundabout

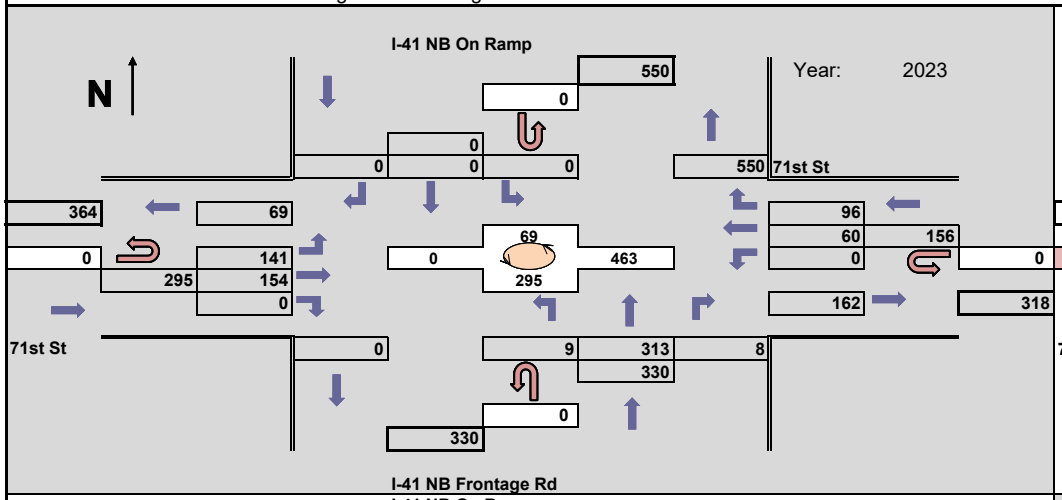
Design Hour: 7:15-8:15am

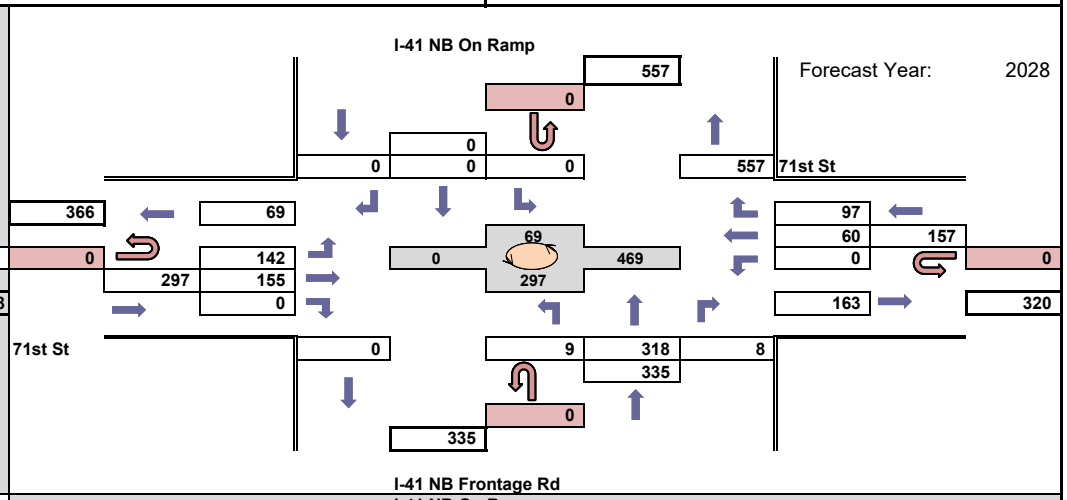
Forecast Completed: 8/1/2024

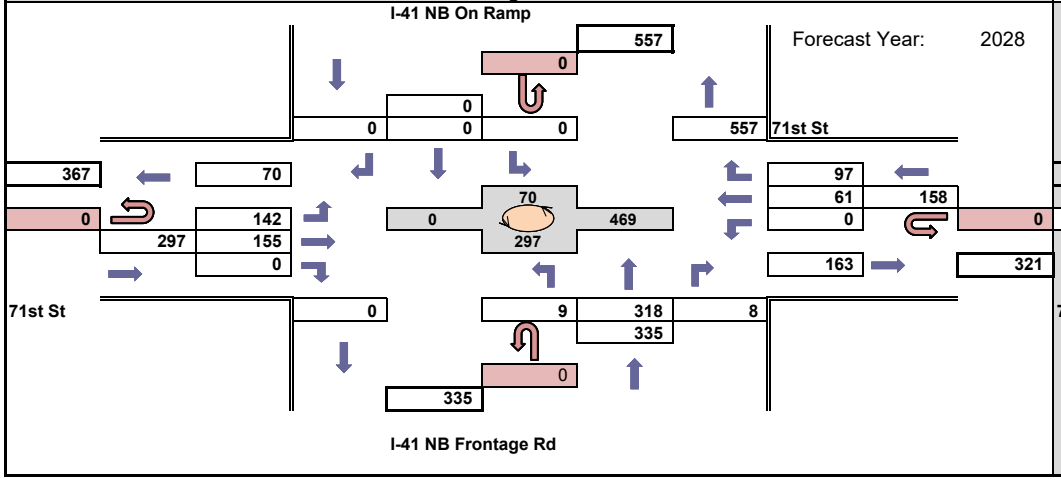
Design Hour Turning Movement Data

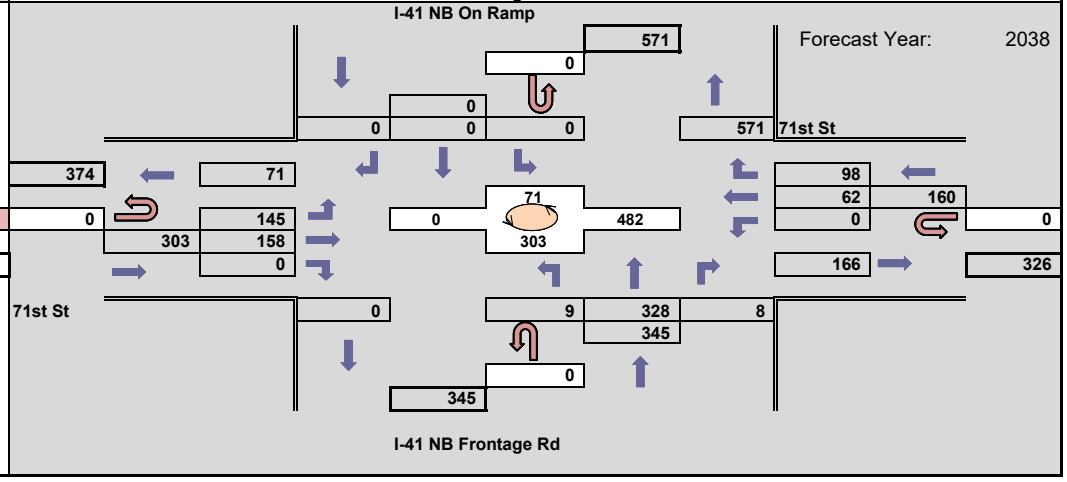
Project Description

Project ID(s): n/a
Route(s): 71st St
Region/COUNTY(IES): SE/KENOSHA
Location: City of Kenosha









WisDOT Bureau of Planning & Economic Development
Traffic Forecasting Section
Forecast by: Brent DesRoches
Phone: (262) 548-5611
Email: brent.desroches@dot.wi.gov

Projected Midday Design Hour Traffic Volumes

Indicates roundabout

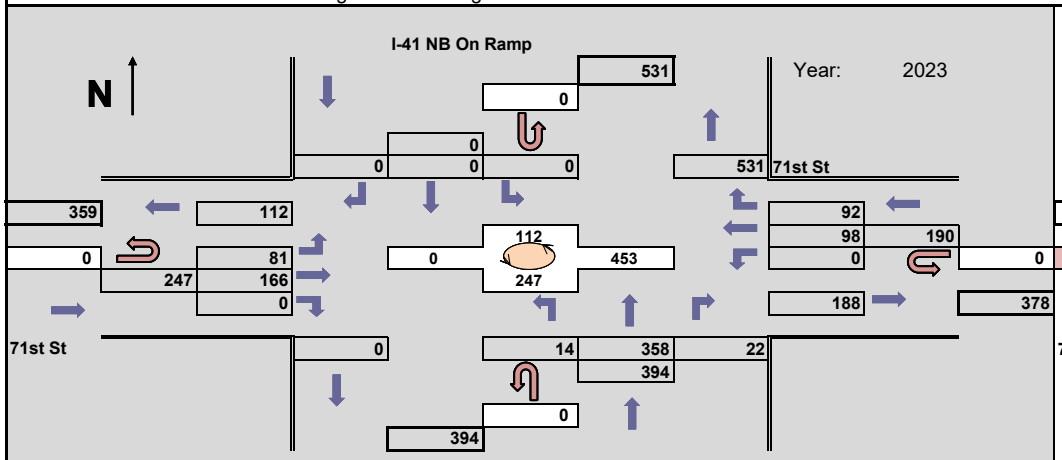
Design Hour: 11:30-12:30am

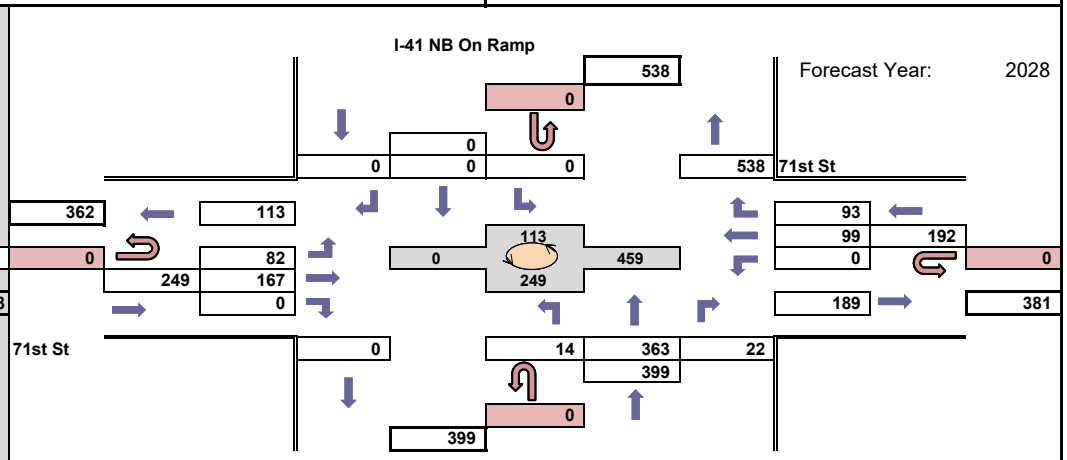
Forecast Completed: 8/1/2024

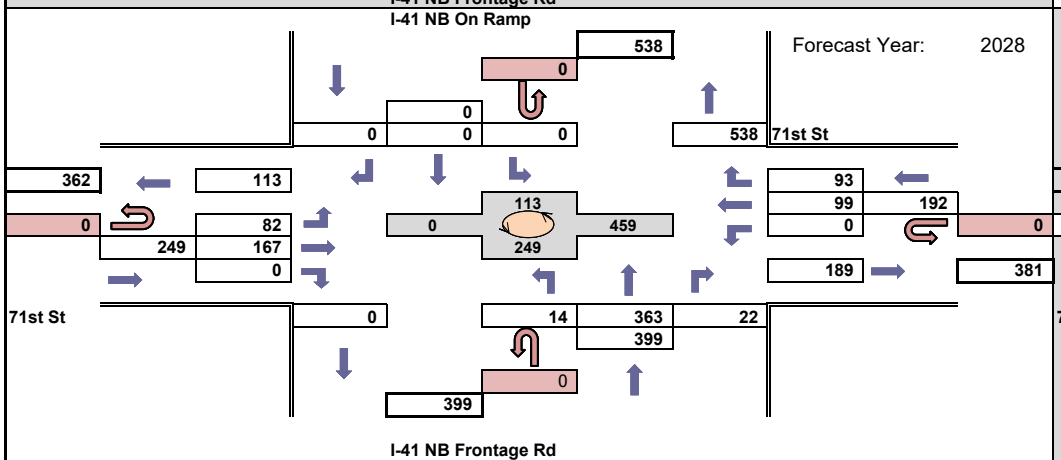
Design Hour Turning Movement Data

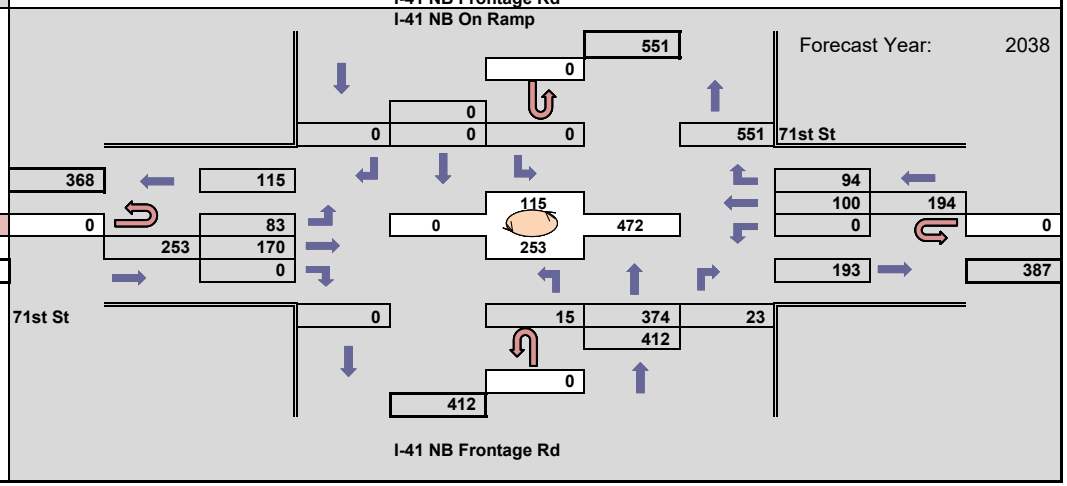
Project Description

Project ID(s): n/a
Route(s): 71st St
Region/COUNTY(IES): SE/KENOSHA
Location: City of Kenosha









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Projected PM Design Hour Traffic Volumes

Indicates roundabout

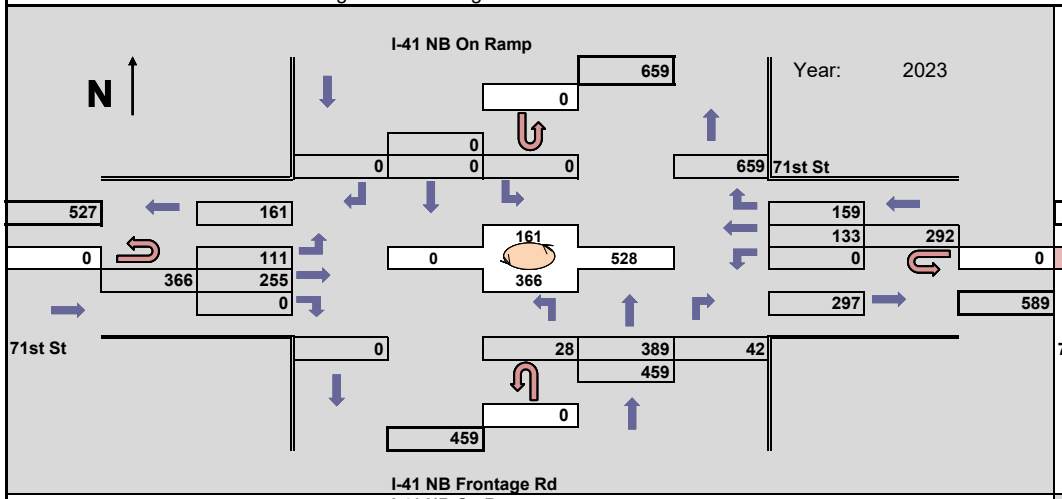
Design Hour: 4:15-5:15pm

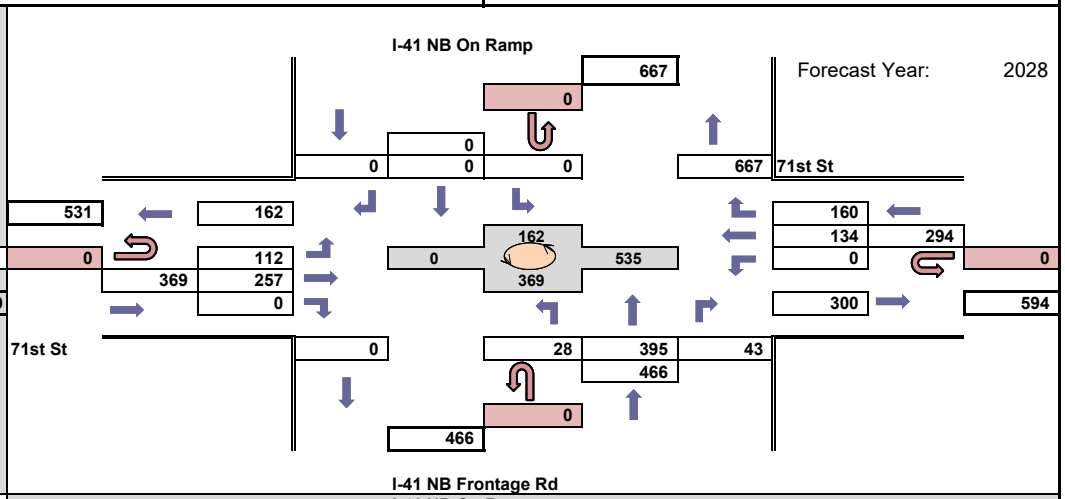
Forecast Completed: 8/1/2024

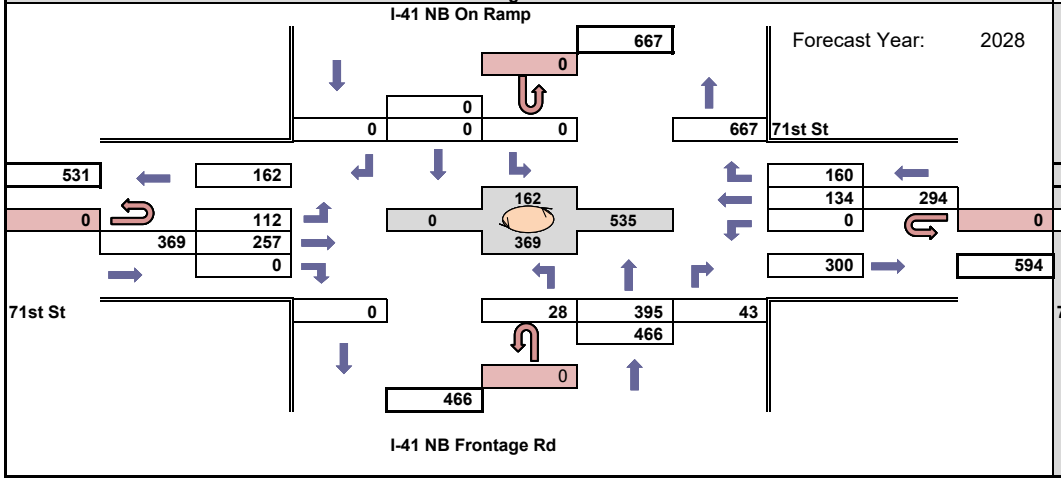
Design Hour Turning Movement Data

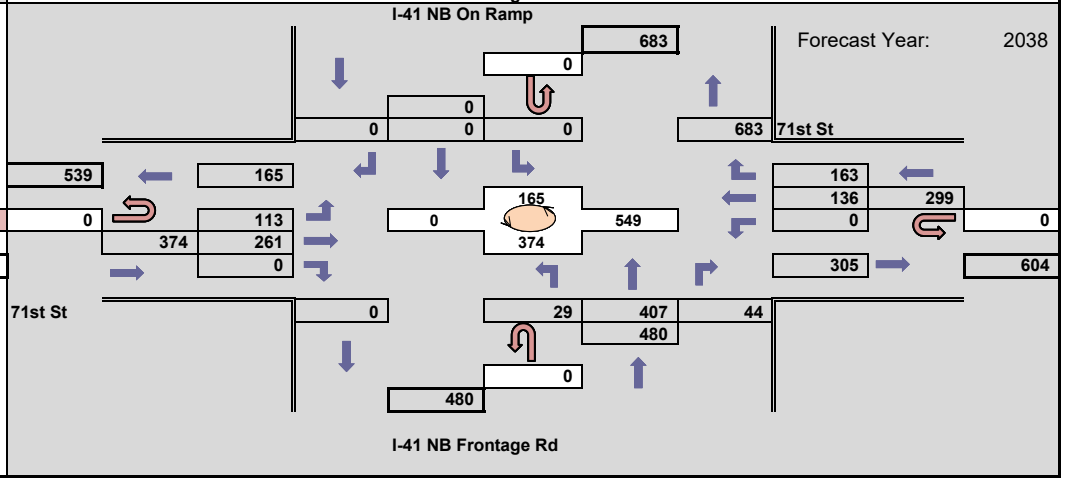
Project Description

Project ID(s): n/a
Route(s): 71st St
Region/COUNTY(IES): SE/KENOSHA
Location: City of Kenosha









WisDOT Bureau of Planning & Economic Development
Traffic Forecasting Section
Forecast by: Brent DesRoches
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Projected Annual Average Daily Traffic Volumes

Indicates roundabout

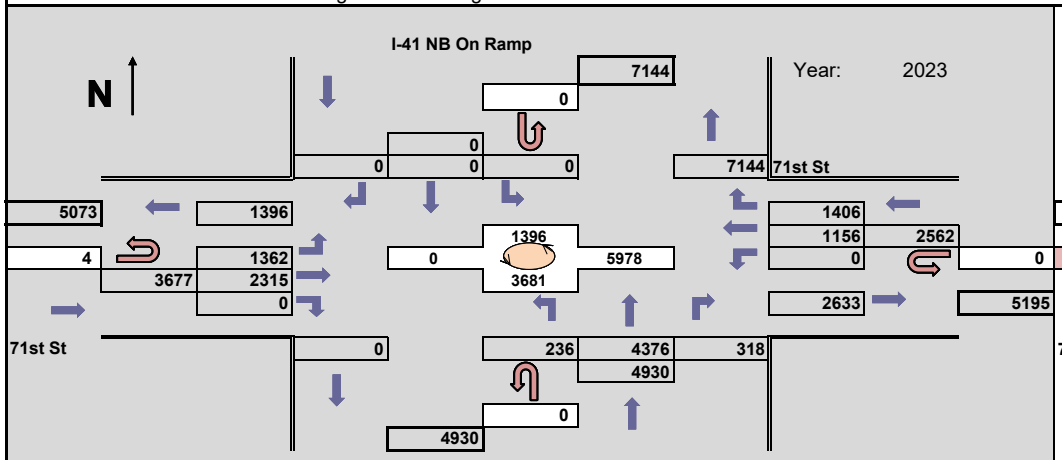
Design Hour: 24 HOUR AADT

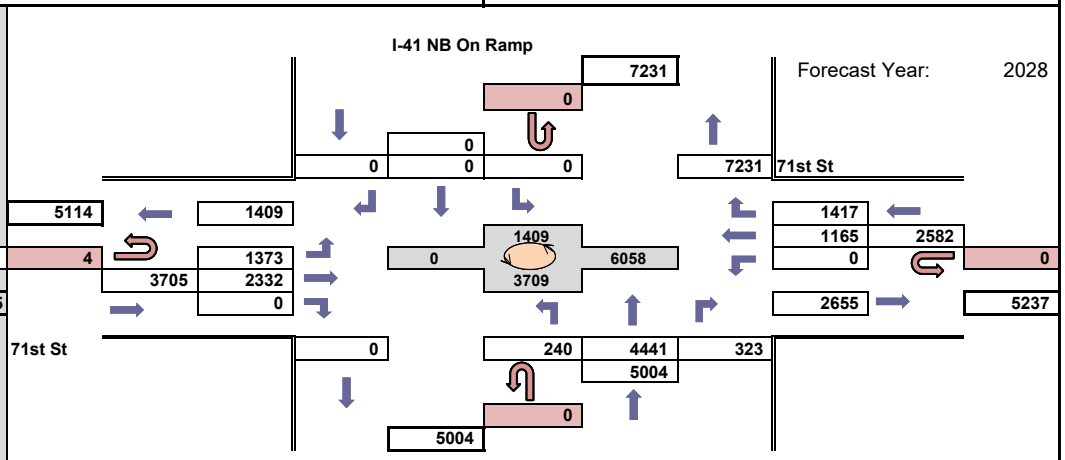
Forecast Completed: 8/1/2024

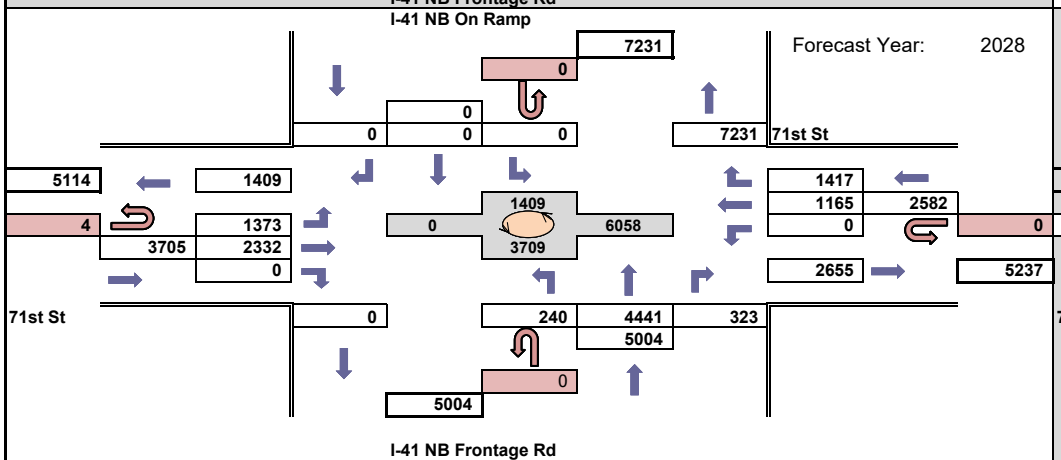
Design Hour Turning Movement Data

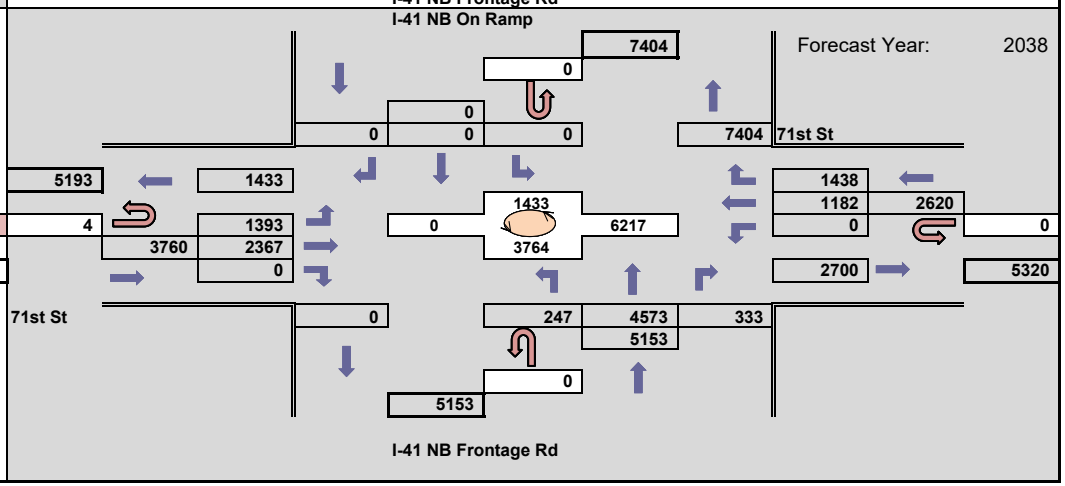
Project Description

Project ID(s): n/a
Route(s): 71st St
Region/COUNTY(IES): SE/KENOSHA
Location: City of Kenosha









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Projected PM Design Hour Traffic Volumes

Indicates roundabout

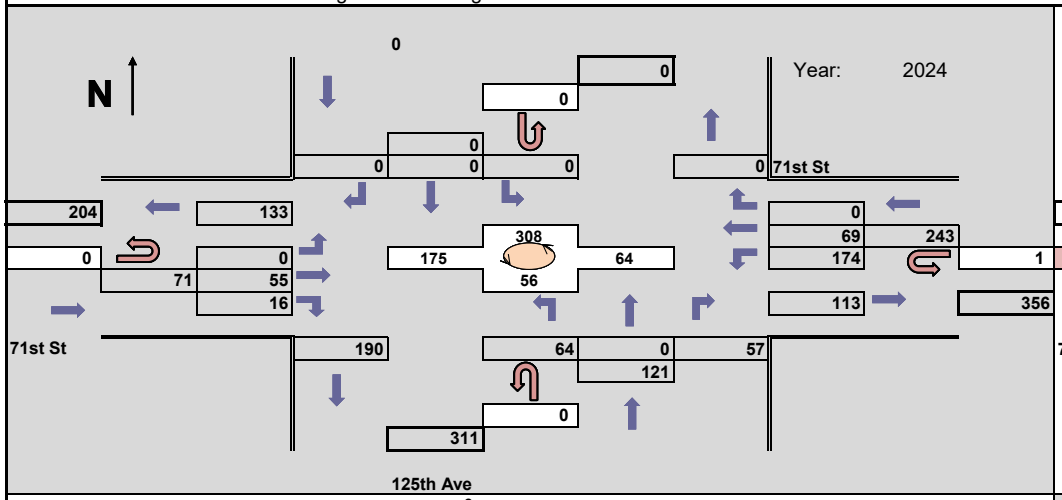
Design Hour: 4:15-5:15pm

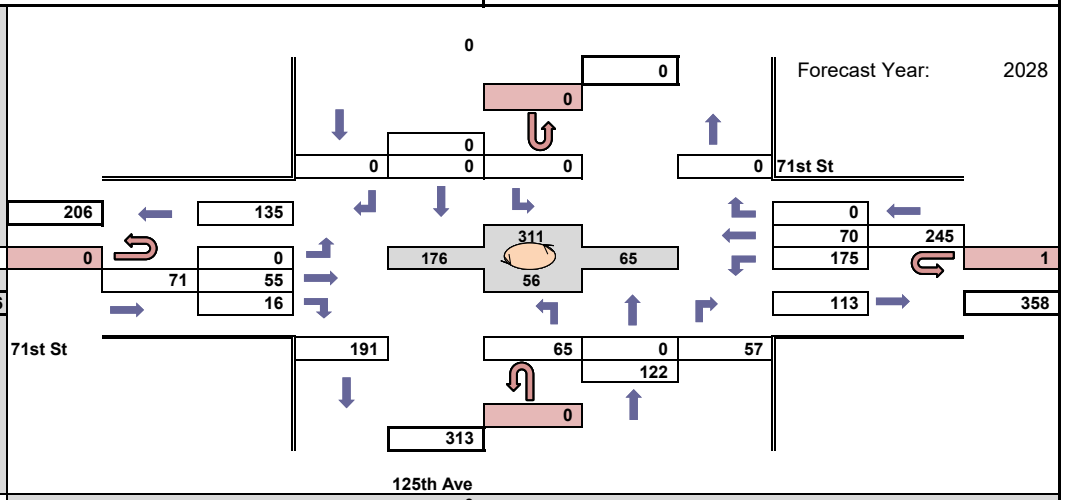
Forecast Completed: 8/12/2024

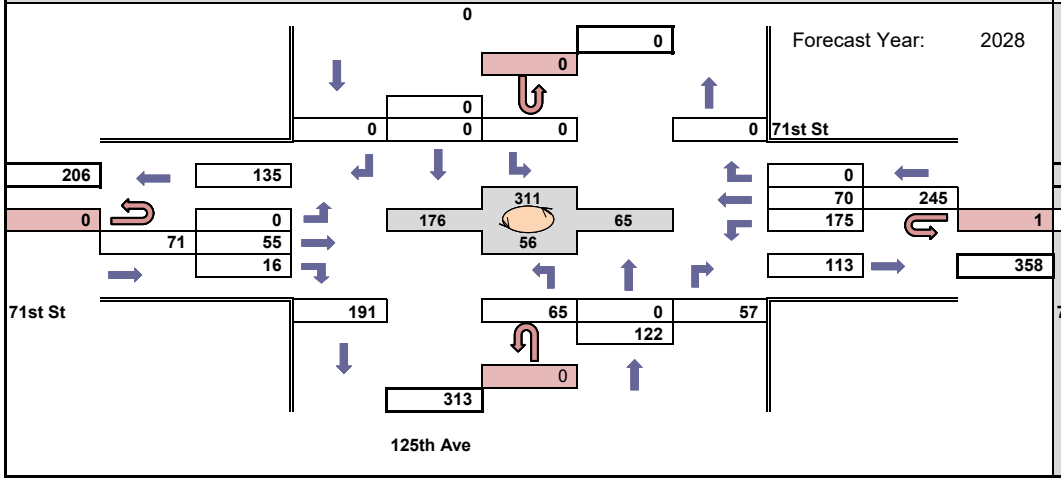
Design Hour Turning Movement Data

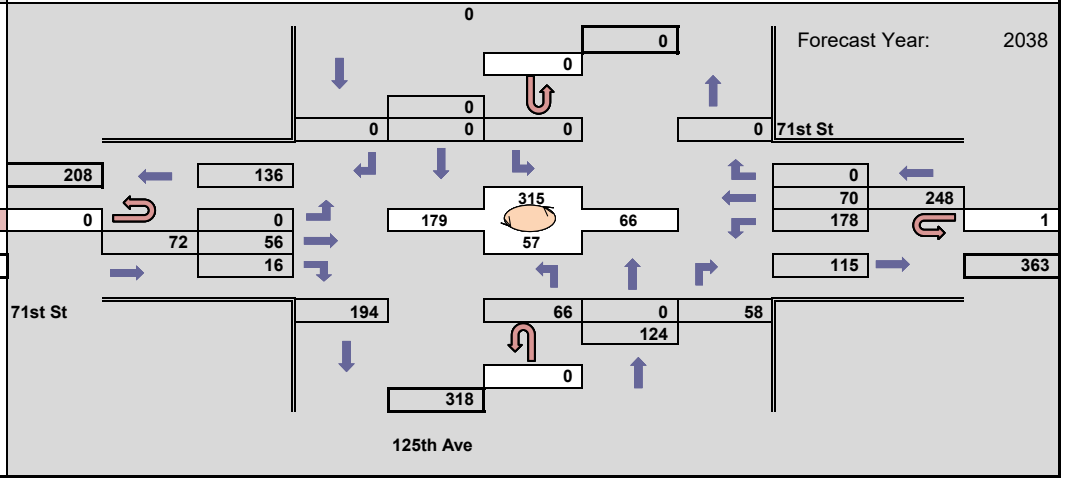
Project Description

Project ID(s): n/a
Route(s): 71st St
Region/COUNTY(IES): SE/KENOSHA
Location: City of Kenosha









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Projected Annual Average Daily Traffic Volumes

Indicates roundabout

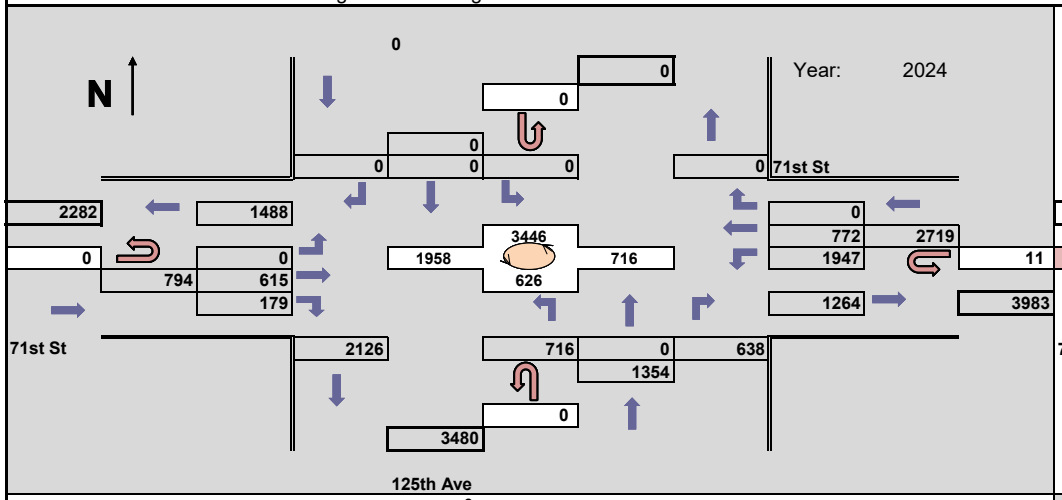
Design Hour: 24 HOUR AADT

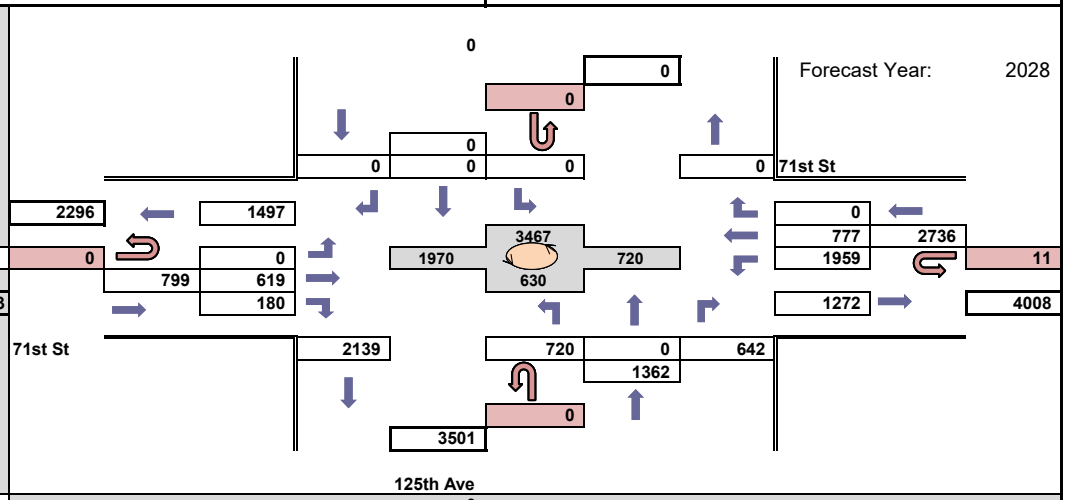
Forecast Completed: 8/12/2024

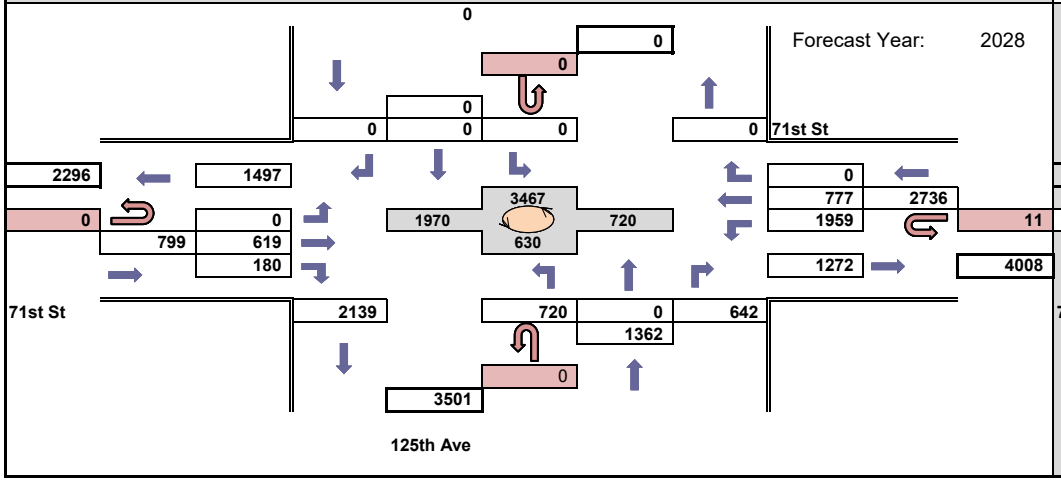
Design Hour Turning Movement Data

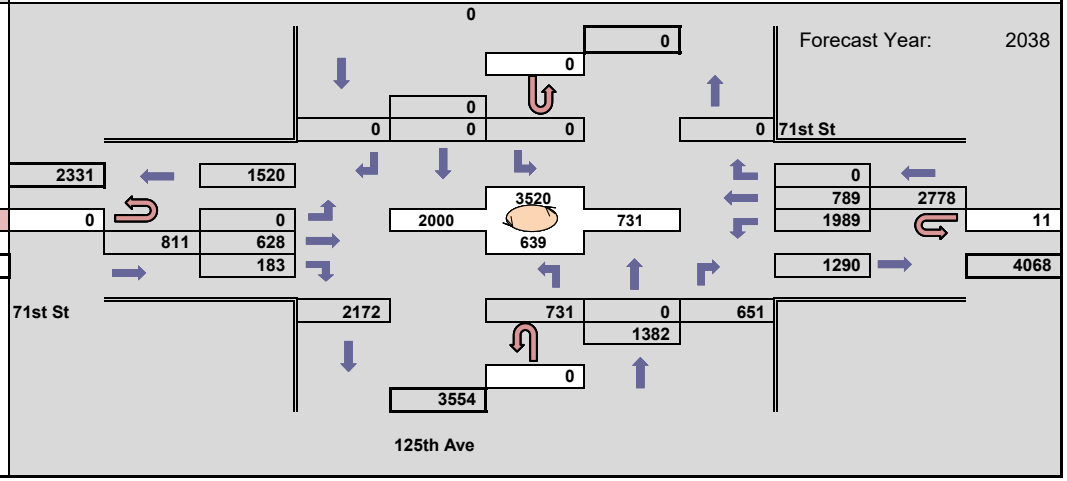
Project Description

Project ID(s): n/a
Route(s): 71st St
Region/COUNTY(IES): SE/KENOSHA
Location: City of Kenosha









Background RTOR Adjustments for Interchange Off-Ramps

Node	Intersection	Year	Scenario Type	Direction	Turn Lane Type	Adjustment Factor	Base Volume	Adjusted Volume
200	I-41 SB at STH 158	2028	Background	SB	Single	0.26	80	**21**
300	I-41 NB at STH 158	2028	Background	NB	2-Lane	0.47	385	**181**
200	I-41 SB at STH 158	2038	Background	SB	Single	0.26	90	**23**
300	I-41 NB at STH 158	2038	Background	NB	2-Lane	0.47	425	**200**
800	I-41 SB at 71st St	2028	Background	SB	Single	0.26	225	**59**
900	I-41 NB at 71st St	2028	Background	NB	Single	0.26	45	**12**
800	I-41 SB at 71st St	2038	Background	SB	Single	0.26	225	**59**
900	I-41 NB at 71st St	2038	Background	NB	Single	0.26	45	**12**

Alternative A RTOR Adjustments for Interchange Off-Ramps

Node	Intersection	Year	Scenario Type	Direction	Turn Lane Type	Adjustment Factor	Base Volume	Adjusted Volume
200	I-41 SB at STH 158	2028	Build	SB	Single	0.26	495	**129**
300	I-41 NB at STH 158	2028	Build	NB	2-Lane	0.47	385	**181**
200	I-41 SB at STH 158	2038	Build	SB	Single	0.26	505	**131**
300	I-41 NB at STH 158	2038	Build	NB	2-Lane	0.47	425	**200**
800	I-41 SB at 71st St	2028	Build	SB	Single	0.26	225	**59**
900	I-41 NB at 71st St	2028	Build	NB	Single	0.26	45	**12**
800	I-41 SB at 71st St	2038	Build	SB	Single	0.26	225	**59**
900	I-41 NB at 71st St	2038	Build	NB	Single	0.26	45	**12**

Alternative B RTOR Adjustments for Interchange Off-Ramps

Node	Intersection	Year	Scenario Type	Direction	Turn Lane Type	Adjustment Factor	Base Volume	Adjusted Volume
200	I-41 SB at STH 158	2028	Build	SB	Single	0.26	200	**52**
300	I-41 NB at STH 158	2028	Build	NB	2-Lane	0.47	385	**181**
200	I-41 SB at STH 158	2038	Build	SB	Single	0.26	210	**55**
300	I-41 NB at STH 158	2038	Build	NB	2-Lane	0.47	425	**200**
800	I-41 SB at 71st St	2028	Build	SB	Single	0.26	225	**59**
900	I-41 NB at 71st St	2028	Build	NB	Single	0.26	45	**12**
800	I-41 SB at 71st St	2038	Build	SB	Single	0.26	225	**59**
900	I-41 NB at 71st St	2038	Build	NB	Single	0.26	45	**12**

Alternative C RTOR Adjustments for Interchange Off-Ramps

Node	Intersection	Year	Scenario Type	Direction	Turn Lane Type	Adjustment Factor	Base Volume	Adjusted Volume
200	I-41 SB at STH 158	2028	Build	SB	Single	0.26	95	**25**
300	I-41 NB at STH 158	2028	Build	NB	2-Lane	0.47	385	**181**
200	I-41 SB at STH 158	2038	Build	SB	Single	0.26	105	**27**
300	I-41 NB at STH 158	2038	Build	NB	2-Lane	0.47	425	**200**
800	I-41 SB at 71st St	2028	Build	SB	Single	0.26	225	**59**
900	I-41 NB at 71st St	2028	Build	NB	Single	0.26	45	**12**
800	I-41 SB at 71st St	2038	Build	SB	Single	0.26	225	**59**
900	I-41 NB at 71st St	2038	Build	NB	Single	0.26	45	**12**

AS-BUILT 11/1/13

NOTE: RIGHT OF WAY BEYOND PAGE.

MONOTUBE STRUCTURE NUMBERS	
BASE #	STRUC. #
SB3	S-30-1109
SB6	S-30-1110
SB11	S-30-1111

NEW STR FOR SB2?

*ALL GRAY SHADED ITEMS ARE SIGNAL EQUIPMENT FROM SIGNAL #1283

CONSTRUCTION NOTES:

1. * LOCATION IS TO FRONT CENTER OF DETECTOR LOOP.
2. THE CONTRACTOR SHALL HAVE THE PULL BOXES AND CONDUIT RUNS INSPECTED 3 WORKING DAYS PRIOR TO PLACING SIGNAL CABLE INTO SYSTEM. CONTACT THE WISDOT ELECTRICAL FIELD UNIT TO MAKE ARRANGEMENTS (414) 266-1170)
3. THE LOCATIONS OF EXISTING AND PROPOSED UTILITY INSTALLATIONS ARE APPROXIMATE. THERE MAY BE OTHER UTILITY INSTALLATIONS WITHIN THE PROJECT WHICH ARE NOT SHOWN
4. THE ENGINEER SHALL ADJUST THE LOCATIONS OF ITEMS UNDER THIS CONTRACT TO AVOID CONFLICT WITH EXISTING UTILITY FACILITIES.
5. HEADS 8 & 9 MOUNT ON ASTRO BRACKETS OF MAST ARM, FOR SB2 FOR LANE CONTROL.
6. LEAVE 30' OF FIBER OPTIC CABLE COILED IN EACH INTERCONNECT PULL BOX.
7. GPS EVP TO BE FURNISHED & INSTALLED BY THE CITY OF KENOSHA

N

IH-94 NB ON RAMP

POSTED SPEED LIMIT 45 M.P.H.

STH 158

6'X20' 3 TURNS EA.

260' TO NEAR RIGHT SIGNAL 6'X20' 3 TURNS

2-2" FTMS CONDUIT PER 1032-14-72

6 CT. FOC

4" CONDUIT FOR WE ENERGIES

TYPE 9 (MONOTUBE)

MOVED TO SE CORNER

EVP DESIGNATOR

GPS → EVP DETECTOR HEAD (GPS)

→ EVP DETECTOR HEAD

IH-94 IND OFF RAMP

Installed Fiber on 9/19/18.

Installed Econolite controller and cell modem on 3/9/18.

LEGEND

- CONTROL CABINET
- NONMETALLIC CONDUIT 2", UNLESS OTHERWISE NOTED
- SIGNAL HEAD, TRAFFIC SIGNAL STANDARD, PEDESTAL BASE
- SIGNAL HEAD, TRAFFIC SIGNAL POLE, TRANSFORMER BASE
- MONOTUBE POLE, XX' ARM
- MONOTUBE BASE, POLE, 35'-55' ARM
- LOOP DETECTOR CONDUIT 1" NONMETALLIC
- LOOP DETECTOR IN 1" NONMETALLIC CONDUIT
- PULL BOX, 24" X 36"
- PULL BOX, 24" X 42"
- LUMINAIRE, TRAFFIC POLE, TRANSFORMER BASE
- SIGNAL HEAD NUMBER
- RED CIRCULAR INDICATOR
- YELLOW CIRCULAR INDICATOR
- GREEN CIRCULAR INDICATOR
- RED ARROW
- YELLOW ARROW
- GREEN ARROW
- YIELD SIGN

NOTE: ALL LENSES ARE 12-INCH GRAYSHADE REPRESENTS EXISTING OR PROPOSED FTMS AND SIGNAL FACILITIES

TRAFFIC CONTROL SIGNAL
IH-94 NB RAMPS & STH 158
TOWN OF SOMERS
KENOSHA COUNTY

SIGNAL NO. S1282 CONTROLLER Econolite

WISCONSIN DEPARTMENT OF TRANSPORTATION

APPROVAL RECOMMENDED Date 2/24/2011 Elizabeth S. Schneider PE REGION TRAFFIC ENGINEER

APPROVED Date 3/4/11 Joanna L. Bush STATE TRAFFIC ENGINEER

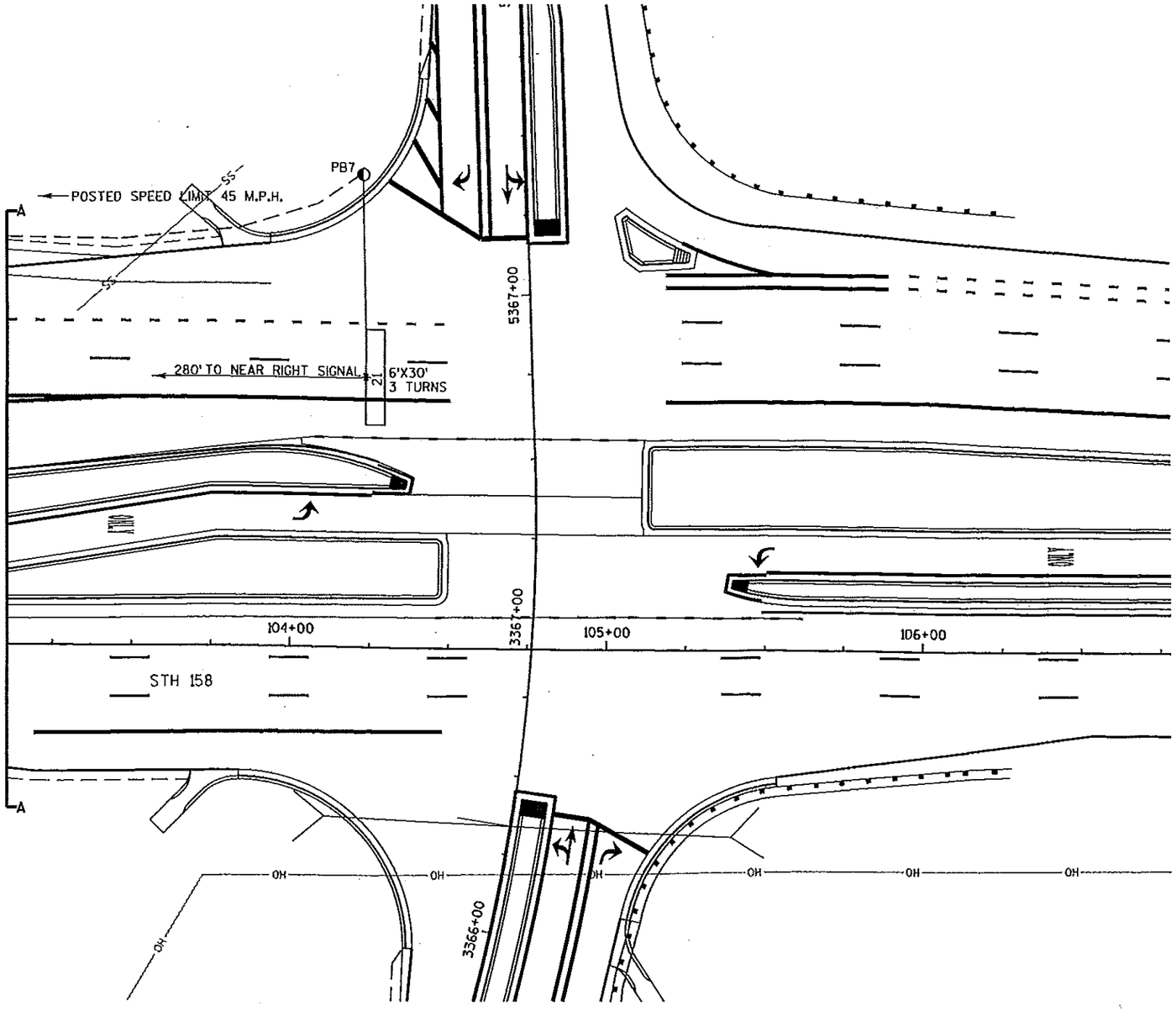
REGION CONTACT: E. SCHNEIDER
DESIGNED BY: B. WEINFURT
REVISED BY:

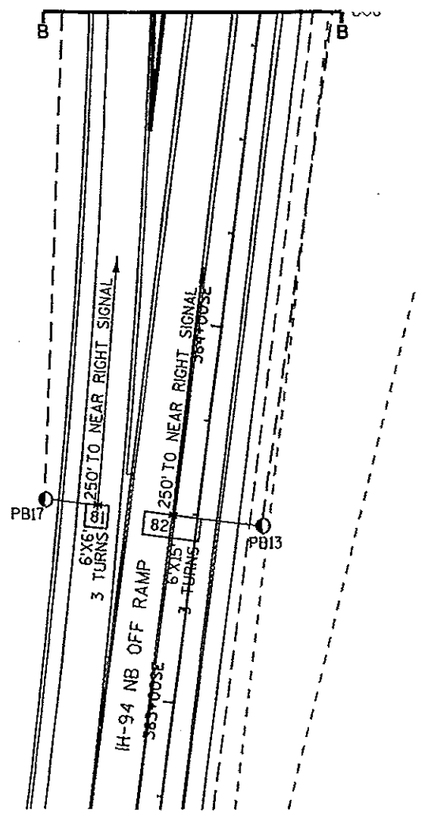
PAGE 1 OF 3

2-24-11

PROJECT NO: 1032-14-71	HWY: IH-94	COUNTY: KENOSHA	TRAFFIC SIGNAL PLAN	SHEET E

FILE NAME : J:\projects\d2_10321494\SIG\S1282\S1282_A.dgn PLOT DATE : 24-FEB-2011 10:07 PLOT BY : MSCCXV PLOT NAME : PLOT SCALE : 40:1 WISDOT/CADDS SHEET 42





N

2

TRAFFIC CONTROL SIGNAL
IH-94 NB RAMPS & STH 158
TOWN OF SOMERS
KENOSHA COUNTY

SIGNAL NO. S1282

REGION CONTACT: E. SCHNEIDER
DESIGNED BY:
REVISED BY: B. WENFURT

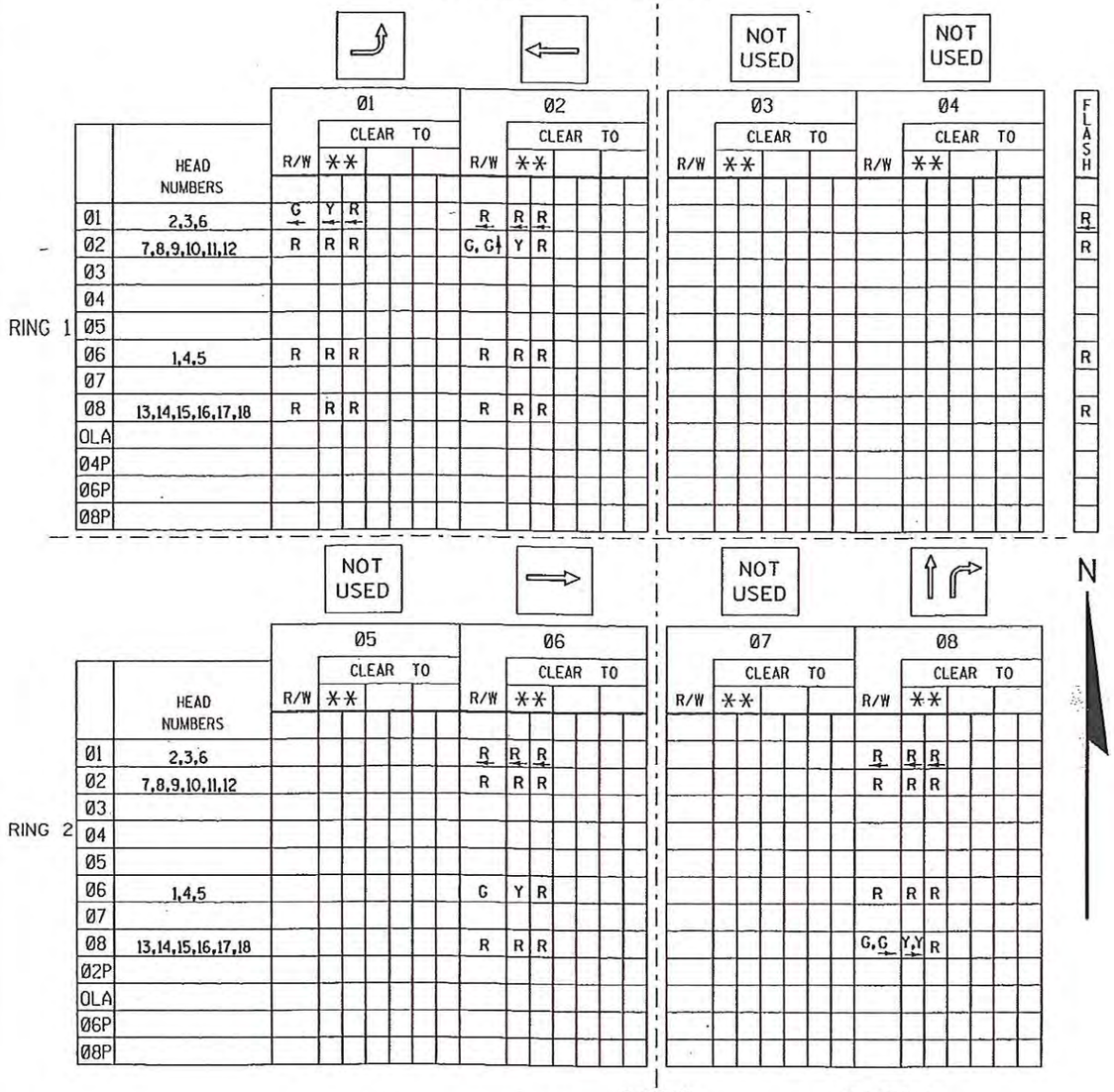
PAGE 2 OF 3

PROJECT NO: 1032-14-71	HWY: IH-94	COUNTY: KENOSHA	TRAFFIC SIGNAL PLAN	SHEET	E

FILE NAME : J:\projects\d2_10321494\SIG\S1282\S1282_A.dgn PLOT DATE : 24-FEB-2011 10:08 PLOT BY : MSCCXV PLOT NAME : PLOT SCALE : 40:1 WISDOT/CADDS SHEET 42

2

SEQUENCE OF OPERATION



DETECTOR LOGIC

DETECTOR NUMBER	AMPLIFIER CHANNEL NUMBER	DETECTOR OPERATION: CALLS AND EXTENDS	DETECTOR OPERATION: CALLS ONLY	DETECTOR OPERATION: EXTENDS ONLY	PHASE CALLED	PHASE EXTENDED	DETECTOR DISCONNECT PHASE	CALLING DELAY	EXTENSION STRETCH	SIZE	NUMBER OF TURNS
11	1	X			1	1				6X20	3
12	1	X			1	1				6X20	3
13	2	X			1	1				6X20	3
14	2	X			1	1				6X20	3
21	3	X			2	2				6X30	3
61	4	X			6	6				6X20	3
81	5			X		8			X	6X6	3
82	5			X		8			X	6X15	3
83	6	X			8	8				6X20	3
84	6	X			8	8				6X20	3
85	7	X			8	8		X		6X20	3
86	7	X			8	8		X		6X20	3
87	8	X			8	8				6X20	3
88	8	X			8	8				6X20	3

CONTROLLER LOGIC

PHASE NUMBER	PHASE LOCKING	DUAL ENTRY W / Ø	PHASE RECALL	PHASE ACTIVE
1		6		X
2	X	6	MIN.	X
3				
4				X
5				
6	X	2	MIN.	X
7				
8				X

OVERLAPS

O.L. "A" =
O.L. "B" =
O.L. "C" =
O.L. "D" =

EMERGENCY VEHICLE PREEMPTION SEQUENCE

EMERGENCY VEHICLE PREEMPTIVE	CHANNEL A	CHANNEL B	CHANNEL D
MOVEMENT	← →	↱ →	↑ ↱
PHASE	2+6	1+6	8
TYPE	INFRARED GPS	INFRARED GPS	INFRARED GPS

TYPE OF INTERCONNECT COMMUNICATION	
NONE	
TBC	
CLOSED LOOP TWISTED PAIR*	
CLOSED LOOP FIBER OPTIC*	X
FIBER OPTIC, SINGLE MODE	
RADIO	
*LOCATION OF MASTER CONTROLLER NO:	S1282
SIGNAL SYSTEM #:	SS-0113

TYPE OF PRE-EMPT	
NONE	X
RAILROAD	
EMERGENCY VEHICLE	X
3M/OPTICOM	X
TOMAR	
HARDWIRE	
OTHER (GPS)	X
LIFT BRIDGE	
QUEUE DETECTOR	

TYPE OF LIGHTING	
BY OTHER AGENCY	
IN TRAFFIC SIGNAL CABINET	
IN SEPARATE DOT LIGHTING CABINET	X

CHART 1

PHASE ON	NONCONFLICTING PHASE ALLOWED TO TIME CONCURRENTLY	PHASES IN CONFLICT WITH PHASE ON
1	6	2,8
2	6	1,8
3		
4		
5		
6	1 OR 2	8
7		
8	NONE	1,2,6

GENERAL NOTES:

1. ANY ACTUATED PHASE FOR WHICH THERE IS NO CALL SHALL BE SKIPPED.
2. WHEN ONE PHASE IS ON ALONE, ANY NONCONFLICTING PHASE MAY START TIMING CONCURRENTLY WITHOUT A CLEARANCE INTERVAL. (SEE CHART 1 AT LEFT.)

IH-94 NB RAMPS & STH 158
TOWN OF SOMERS
KENOSHA COUNTY

SIGNAL NO. S1282
CONTROLLER TYPE: Econolite
DATE 02-2011 PAGE NO. 3 OF 3

2-24-11 SAW 2/24/11 ESS

PROJECT NO: 1032-14-71	HWY: IH-94	COUNTY: KENOSHA	SEQUENCE OF OPERATIONS	SHEET E

FILE NAME : J:\projects\d2_10321494\SIG\S1282\S1282_A.dgn PLOT DATE : 24-FEB-2011 10:08 PLOT BY : MSCCXV PLOT NAME : PLOT SCALE : 40:1 WISDOT/CADDS SHEET 42

Timing Cover Sheet for Signal: S1282 HWY: 94 and STH 158

Date:	9/19/2018	Changes Made By:	D. Wolford
Signal No	S1282	Highway:	94
County:	KEN	Local Hwy:	NB RAMPS
Controller:	ECONOLITE	Location:	STH 158
School:	None	Ped:	None

Pre-emption

Preemption:	Type:	Phases:
Emergency-Emitter	3M Opticom	2+6, 1+6, 8

Municipal Id: None
EVP Contact:
Community: City of Kenosha
Contact Phone:
Email:

Coordination

System No: SS0113
Coordination Type: None
Comm Type: Cell Modem

Controller IP Address: 172.22.80.115
Comments:

	Length	Split 1	Split 2	Split 3	Split 4
Cycle 1=					
Cycle 2=					
Cycle 3=					
Cycle 4=					

Cabinet Type: TS1

☐ Battery Backup

Part of a Local System: No

Local Contact:
Phone Number:

Overlaps

Overlap A = Phases:
Overlap B = Phases:
Overlap C = Phases:
Overlap D = Phases:

Turn Operations

Phases with

FYA TOD	☐		Phase Omit	☐	
5 Section Head	☐		Dynamic FYA	☐	
Lead/Lag	☐		Split Phase	☐	

Detector Timing

Dilemma Zone: No Bike Detection ☐ Detection Type(s): Loop,

Detector Number	81	82	85	86	87	88								
Stretch	5.0	5.0												
Right Turn Delay			16.0	16.0	16.0	16.0								
Left Turn Delay														

Unique Features

Signal S1282 IP Addresses

Signal No	I-	Hwy	Local_Hwy	Location	County	Gateway:	Subnet Mask:
S1282	I	94	NB RAMPS	STH 158	KEN	172.22.80.1	255.255.255.0

IP Device:	IP Address:
Controller (Cobalt)	172.22.80.115
MMU (EDI)	172.22.80.116
Switch (Ruggedcom)	172.16.19.28

Timing Changes Log for Signal S1282 on Hwy 94 in KENOSHA County

STH 158

Date Computer Changed	Date Change Made in Field	Timing Change	Reason for Change	Change By	Temp Timing
09/19/18	9/19/2018	Input fiber IP parameters	Fiber connection completed	D. Wolford	No
06/25/18	6/25/2018	Set Use Added Initial to Yes for Phases 2 & 6	Enable density settings for Phases 2 & 6	D. Wolford	No
03/16/18	3/9/2018	Added Cell Modem and changed controller to an Econolite.	Part of Foxconn diversion route.	D. Brantner	No
01/19/17	1/19/2017	Updated timing to current standards	Timing and operation review	D. Dedrick	No
10/01/15	10/1/2015	Updated database to match controller. Adjusted timing parameters. Set to run free based on volumes and Synchro.	Better operation.	D. Dedrick	No
12/12/13	12/12/2013	Initial Turn On	New Signal Installation	J. Bruggeman	No

Kenosha (S30-0755 - S30-1414) - S30-1282 - IH-94 NB Ramps & STH 158

Configuration Phase Sequence

Controller Sequence (MM)1-1-1

Hardware Alternate Sequence Enable: No

Phase Ring Sequence.....(Note: Sequences identical to the prior one are not printed)

	01	02	03	04	05	06	07	08	09	10	11	12	13	14	15	16
	C	C	C	C	C	C	C	C	C	C	C	C	C	C	C	C
Sequence 1																
Ring 1	1	2	3	4	9	10	13	14	.	.	.	.	.	.	.	.
Ring 2	5	6	7	8	11	12	15	16	.	.	.	.	.	.	.	.
Sequence 2																
Ring 1	2	1	3	4	10	9	13	14	.	.	.	.	.	.	.	.
Ring 2	5	6	7	8	11	12	15	16	.	.	.	.	.	.	.	.
Sequence 3																
Ring 1	1	2	4	3	9	10	14	13	.	.	.	.	.	.	.	.
Ring 2	5	6	7	8	11	12	15	16	.	.	.	.	.	.	.	.
Sequence 4																
Ring 1	2	1	4	3	10	9	14	13	.	.	.	.	.	.	.	.
Ring 2	5	6	7	8	11	12	15	16	.	.	.	.	.	.	.	.
Sequence 5																
Ring 1	1	2	3	4	9	10	13	14	.	.	.	.	.	.	.	.
Ring 2	6	5	7	8	12	11	15	16	.	.	.	.	.	.	.	.
Sequence 6																
Ring 1	2	1	3	4	10	9	13	14	.	.	.	.	.	.	.	.
Ring 2	6	5	7	8	12	11	15	16	.	.	.	.	.	.	.	.
Sequence 7																
Ring 1	1	2	4	3	9	10	14	13	.	.	.	.	.	.	.	.
Ring 2	6	5	7	8	12	11	15	16	.	.	.	.	.	.	.	.
Sequence 8																
Ring 1	2	1	4	3	10	9	14	13	.	.	.	.	.	.	.	.
Ring 2	6	5	7	8	12	11	15	16	.	.	.	.	.	.	.	.
Sequence 9																
Ring 1	1	2	3	4	9	10	13	14	.	.	.	.	.	.	.	.
Ring 2	5	6	8	7	11	12	16	15	.	.	.	.	.	.	.	.
Sequence 10																
Ring 1	2	1	3	4	10	9	13	14	.	.	.	.	.	.	.	.
Ring 2	5	6	8	7	11	12	16	15	.	.	.	.	.	.	.	.
Sequence 11																
Ring 1	1	2	4	3	9	10	14	13	.	.	.	.	.	.	.	.
Ring 2	5	6	8	7	11	12	16	15	.	.	.	.	.	.	.	.
Sequence 12																
Ring 1	2	1	4	3	10	9	14	13	.	.	.	.	.	.	.	.
Ring 2	5	6	8	7	11	12	16	15	.	.	.	.	.	.	.	.
Sequence 13																
Ring 1	1	2	3	4	9	10	13	14	.	.	.	.	.	.	.	.
Ring 2	6	5	8	7	12	11	16	15	.	.	.	.	.	.	.	.
Sequence 14																
Ring 1	2	1	3	4	10	9	13	14	.	.	.	.	.	.	.	.
Ring 2	6	5	8	7	12	11	16	15	.	.	.	.	.	.	.	.
Sequence 15																
Ring 1	1	2	4	3	9	10	14	13	.	.	.	.	.	.	.	.
Ring 2	6	5	8	7	12	11	16	15	.	.	.	.	.	.	.	.
Sequence 16																
Ring 1	2	1	4	3	10	9	14	13	.	.	.	.	.	.	.	.
Ring 2	6	5	8	7	12	11	16	15	.	.	.	.	.	.	.	.

Phases In Use / Exclusive PED (MM)1-2

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Phases in Use	X	X				X		X								
Exclusive PED																

Phase Compatibility (MM)1-1-2

Phase	Compatible Phase
1	5

1	6
2	5
2	6
3	7
3	8
4	7
4	8
9	11
9	12
10	11
10	12
13	15
13	16
14	15
14	16

Phase and Overlap Descriptions

Phase	**1**	**2**	**3**	**4**	**5**	**6**	**7**	**8**	**9**	**10**	**11**	**12**	**13**	**14**	**15**	**16**
Description	EBLT	WB				EB		NB								
Overlap	**A**	**B**	**C**	**D**	**E**	**F**	**G**	**H**	**I**	**J**	**L**	**K**	**L**	**M**	**N**	**O**
Description																

Administration (MM)1-7-1

Enable CU/Cabinet Interlock CRC	No
Request Download Controller Data	No
Controller Database CRC	0000
Enable Automatic Backup to Datakey	Yes

Backup Prevent (MM)1-1-3

	Phases	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Timing /	1		.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Backup	2	.		.	.	.	.	.	.	.	.	.	.	.	.	.	.
	3	.	.		.	.	.	.	.	.	.	.	.	.	.	.	.
	4	.	.	.		.	.	.	.	.	.	.	.	.	.	.	.
	5	.	.	.	.		.	.	.	.	.	.	.	.	.	.	.
	6	.	.	.	.	.		.	.	.	.	.	.	.	.	.	.
	7	.	.	.	.	.	.		.	.	.	.	.	.	.	.	.
	8	.	.	.	.	.	.	.		.	.	.	.	.	.	.	.
	9	.	.	.	.	.	.	.	.		.	.	.	.	.	.	.
	10	.	.	.	.	.	.	.	.	.		.	.	.	.	.	.
	11	.	.	.	.	.	.	.	.	.	.		.	.	.	.	.
	12	.	.	.	.	.	.	.	.	.	.	.		.	.	.	.
	13	.	.	.	.	.	.	.	.	.	.	.	.		.	.	.
	14	.	.	.	.	.	.	.	.	.	.	.	.	.		.	.
	15	.	.	.	.	.	.	.	.	.	.	.	.	.	.		.
	16	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	

Simultaneous Gap (MM)1-1-4

	Phases	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
	1		.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
	2	.		.	.	.	X	.	.	.	.	.	.	.	.	.	.
	3	.	.		.	.	.	.	.	.	.	.	.	.	.	.	.
	4	.	.	.		.	.	.	X	.	.	.	.	.	.	.	.
	5	.	.	.	.		.	.	.	.	.	.	.	.	.	.	.
Phase	6	.	X	.	.	.		.	.	.	.	.	.	.	.	.	.
Must	7	.	.	.	.	.	.		.	.	.	.	.	.	.	.	.
Gap	8	.	.	.	X	.	.	.		.	.	.	.	.	.	.	.
With	9	.	.	.	.	.	.	.	.		.	.	.	.	.	.	.
Phase	10	.	.	.	.	.	.	.	.	.		.	.	.	.	.	.
	11	.	.	.	.	.	.	.	.	.	.		.	.	.	.	.
	12	.	.	.	.	.	.	.	.	.	.	.		.	.	.	.
	13	.	.	.	.	.	.	.	.	.	.	.	.		.	.	.
	14	.	.	.	.	.	.	.	.	.	.	.	.	.		.	.
	15	.	.	.	.	.	.	.	.	.	.	.	.	.	.		.
	16	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	
	Disable	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.

Load Switch Assignments (MMU Channel) (MM)1-3

	Phase / Overlap	Type	Dimming				Power Up				Auto		Flash Together
			Red	Yellow	Green	Dark	Auto	Red	Yellow	Dark	Red	Yellow	
1	1	V				+	X				X		X
2	2	V				+	X				X		
3	3	V				+	X				X		X
4	4	V				+	X				X		
5	5	V				-	X				X		
6	6	V				-	X				X		X
7	7	V				-	X				X		
8	8	V				-	X				X		X
9	2	P				+	X						
10	4	P				+	X						
11	6	P				-	X						
12	8	P				-	X						
13	1	O				+	X				X		X
14	2	O				-	X				X		X
15	3	O				+	X				X		
16	4	O				-	X				X		

Kenosha (S30-0755 - S30-1414) - S30-1282 - IH-94 NB Ramps & STH 158

Configuration Port 1 (SDLC)

SDLC Options (MM)1-4-1

BIU	1	2	3	4	5	6	7	8
Term and Facility Enable								
Detector Rack Enable								

Enable TS2/MMU Type Cabinet: No
Enable MMU Extended Status: No
Enable SDLC Stop Time: No
Enable 3 Critical RFE's Lockup: Yes

MMU Program (MM)1-4-2

Channel Can Serve with Channel	
Channel 1	**Channel 2**

Color Check Enable (MM)1-4-3

Enable Color Check: Yes

MMU Channel	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Green																
Yellow																
Red																

Secondary To Secondary Addressing (MM)1-4-4

ID	1	2	3	4	5	6	7	8	MMU
Term and Facility Enable									

ID	1	2	3	4	5	6	7	8	Diag
Detector Rack Enable									

Diagonstics (Test Fixture) Enable: No

Kenosha (S30-0755 - S30-1414) - S30-1282 - IH-94 NB Ramps & STH 158

Configuration Communications

Ethernet Port Configuration (MM)1-5-1

Controller IP: 172.22.80.115
Subnet Mask: 255.255.255.0
Default Gateway IP: 172.22.80.1
Server IP: 172.20.3.22

NTCIP Parameters (MM)1-5-5

Backup Time: 0
UDP Port: 501
Ethernet Priority: 1
Port 2 Priority: 4
Port 3A Priority: 2
Port 3B Priority: 3

Port Configuration (MM)1-5-2 to 1-5-4

Port	2 (C50S)	3A (C21S)	3B (C22S)
Protocol	NTCIP	NTCIP	Terminal
Enable	Yes	Yes	No
Data Rate	19.2K	19.2K	1200
Data Parity Stop	8 N 1	8 N 1	8 0 1
Modem Setup String	None	None	None
User String			
Comm Port Address	1	1	0
System Detector 9-1	0	0	0
Telemetry Response Delay	0.0	0.0	0.0
Duplex Half/Full	Full	Full	Full
Flow Control	Yes	Yes	Yes
AB3418 NTCIP Group Address	0	0	0
AB3418 NTCIP Single Flag Enable	No	No	No
RTS to CTS Delay	0.0	0.0	3.0
RTS Turn Off Delay	0.0	0.0	2.0
Droupout Time	10	10	10
Early RTS	No	No	No
Telemetry Mode	FSK	FSK	FSK
Rail Road	0	0	0
Rail Road Line	0	0	0
ATCS Group	0	0	0
Wayside Device	0	0	0
ATCS Device	0	0	0
Wayside SubNode	0	0	0
ATCS SubNode	0	0	0

ECPIP Parameters (MM)1-5-6

Controller Address: 0
Expanded System Detector Address: 0

Local System Detector

Local System Detector	Number

Kenosha (S30-0755 - S30-1414) - S30-1282 - IH-94 NB Ramps & STH 158

Configuration Logging/Display

Event Logging (MM)1-6-1

Critical RFE's	Yes	3 Critical RFE's in 24 Hours	Yes
MMU Flash Faults	Yes	Local Flash Faults	Yes
Non-Critical RFE's (Det/Test)	Yes	Detector Errors	Yes
Coordination Errors	Yes	Controller Download	Yes
Preempt	Yes	TSP	Yes
Power On/Off	Yes	Low Battery	Yes
Access	Yes	Data Change	Yes
Online/Offline	Yes		

Alarm Log	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Enable Logging	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X

Display Options (MM)1-7-2

Key Click Enable:	Yes
Backlight Enable:	Yes
LED Mode:	Single Color
Main Status Display Mode:	Basic
Screen Format:	Advanced
Trans Mode Pop-up Disable:	No

Sign On (MM)8-5

Sign On Message Line 1: INTERSECTION NAME:
Sign On Message Line 2: SE WisDOT Database 150828

Kenosha (S30-0755 - S30-1414) - S30-1282 - IH-94 NB Ramps & STH 158

Controller Timing Plan (MM)2-1
Plan 1

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Direction	EBLT	WB				EB		NB								
Min Green	8	15	0	0	0	15	0	10	0	0	0	0	0	0	0	0
BK Min Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
CS Min Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Delay Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Walk	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Walk 2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Walk Max	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Ped Clear	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Ped Clear 2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Ped Clear Max	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Ped CO	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Vehicle Ext	1.5	4.2	0.0	0.0	0.0	4.3	0.0	1.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Vehicle Ext 2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Max 1	25	40	0	0	0	40	0	30	0	0	0	0	0	0	0	0
Max 2	0	0	0	0	0	0	0	120	0	0	0	0	0	0	0	0
Max 3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
DYM Max	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
DYM Stp	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Yellow	3.5	4.3	3.5	3.5	3.5	4.3	3.5	3.6	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Red Clear	2.2	2.7	0.0	0.0	0.0	2.7	0.0	3.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Red Max	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Red Revert	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
ACT B4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
SEC/ACT	0.0	2.3	0.0	0.0	0.0	2.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Max Int	8	28	0	0	0	26	0	10	0	0	0	0	0	0	0	0
Time B4	25	28	0	0	0	26	0	30	0	0	0	0	0	0	0	0
Cars Wt	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
STPT Duc	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Time To Reduce	0	12	0	0	0	14	0	0	0	0	0	0	0	0	0	0
Min Gap	1.5	2.0	0.0	0.0	0.0	2.0	0.0	1.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Kenosha (S30-0755 - S30-1414) - S30-1282 - IH-94 NB Ramps & STH 158

Controller Overlaps

Vehicle Overlaps (MM)2-2

Overlap	Type	Lag Green	Yellow	Red	Advance Green

Phases

Overlap	Phase	Included	Protect	Ped Protect	Not Overlap	Modifier	Lag X Phase	Lag 2 Phase	Flash Green

PPLT FYA

Overlap	Protected Phase	Permissive Phase	Flash Arrow Output	Flash Arrow Channel	FYA Delay	FYA Clearance	Special Function Disable

Guaranteed Minimum Time Data (MM) 2-4

Phase Time Data

Phase	Min Green	Walk	Ped Clear	Yellow	Red Clear	Overlap Green
A01	1	0	7	3.0	0.0	1
B02	1	0	7	3.0	0.0	1
C03	1	0	7	3.0	0.0	1
D04	1	0	7	3.0	0.0	1
E05	1	0	7	3.0	0.0	1
F06	1	0	7	3.0	0.0	1
G07	1	0	7	3.0	0.0	1
H08	1	0	7	3.0	0.0	1
I09	1	0	7	3.0	0.0	1
J10	1	0	7	3.0	0.0	1
K11	1	0	7	3.0	0.0	1
L12	1	0	7	3.0	0.0	1
M13	1	0	7	3.0	0.0	1
N14	1	0	7	3.0	0.0	1
O15	1	0	7	3.0	0.0	1
P16	1	0	7	3.0	0.0	1

Kenosha (S30-0755 - S30-1414) - S30-1282 - IH-94 NB Ramps & STH 158

Controller **Pedestrian Overlaps**
Pedestrian Overlaps (MM) 2-3

Included Phase	Ped Overlap

Kenosha (S30-0755 - S30-1414) - S30-1282 - IH-94 NB Ramps & STH 158

Controller Start/Fash (MM) 2-5

Startup

Phase	Phase Setting
2	G
6	G

Overlap

Flash > Mon:	No
Flash Time:	0
All Red:	6
Power Start Sequence:	1
MUTCD Enabled:	Yes
MUTCD Yellow to Green:	No

Automatic Flash

Entry Phase
2
6

Exit Phase
2
6

Overlap Exit

Flash > Mon:	No
Exit Flash Interval:	G
Minimum Auto Flash:	8
Minimumin Recall:	No
Cycle Through Phase:	No

Kenosha (S30-0755 - S30-1414) - S30-1282 - IH-94 NB Ramps & STH 158

Controller Options

Controller Options (MM)2-6-1

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Flashing Green Phase																
Guaranteed Passage																
Non Act 1																
Non Act 2																
Dual Entry		X				X										
Conditional Service																
Conditional Reservice																
Ped Reservice																
Rest In Walk																
Flashing Walk																
Ped Clear Yellow																
Ped Clear Red																
IGRN + Veh Ext																

Ped Clear Protect: On Red Revert: 2.0 MUTCD 3 Seconds Don't Walk: No

Act Pre-Time (MM)2-7

Pre-Time Mode Enable: No Free Input Enables Pre-Timed: Yes

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Pre-Timed Phase																

Phase Recall Options (MM)2-8

Plan 1

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Lock Detector		X				X										
Vehicle Recall		X				X										
Ped Recall																
Max Recall																
Soft Recall																
No Rest																
Al Calc																

Plan 2

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Lock Detector		X				X										
Vehicle Recall		X				X										
Ped Recall																
Max Recall																
Soft Recall																
No Rest																
Al Calc																

Plan 3

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Lock Detector		X				X										
Vehicle Recall		X				X										
Ped Recall																
Max Recall																
Soft Recall																
No Rest																
Al Calc																

Plan 4

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Lock Detector		X				X										

Vehicle Recall		X				X										
Ped Recall																
Max Recall																
Soft Recall																
No Rest																
AI Calc																

Kenosha (S30-0755 - S30-1414) - S30-1282 - IH-94 NB Ramps & STH 158

Coordination Options

Coordination Options (MM)3-1

Manual Pattern	254	ECPI Coord	Yes
System Source	SYS	System Format	STD
Splits In	Seconds	Offsets In	Seconds
Transition	Add	Max Select	MAXINH
Dwell/Add Time	0		
Delay Coord Walk to LZ	No	Force Off	Fixed
Offset Reference	Lead	Use Ped Time	No
Ped Recall	No	Ped Reservice	No
Local Zero Override	No	FO Added Initial Green	Yes
Re-Sync Count	3	Multisync	No

Auto Perm Minimum Green (Seconds) (MM)3-4

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Minimum Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Split Demand (MM)3-5

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Demand 1																
Demand 2																

Demand	1	2
Detector	0	0
Call Time (Sec)	0	0
Cycle Count	0	0

Kenosha (S30-0755 - S30-1414) - S30-1282 - IH-94 NB Ramps & STH 158

Preemptor

Preempt Plan (MM)4-1

Plan 1

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Overlap	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P
Track Clear Vehicle																
Track Clear Overlap																
Enable Trailing	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X
Dwell Vehicle		X				X										
Dwell Ped																
Dwell Overlap																
Cycling Vehicle																
Cycling Ped																
Cycling Overlap																
Exit Phase		X				X										
Exit Calls																
Special Funciton																

Enable	Yes	Preempt Override	No	Interlock Enable	No
Detector Lock	Yes	Delay	1	Inhibit	0
Override Flash	No	Duration	0	CLR > GRN	No
Term Overlap Asap	No	PC Through Yellow	No	Terminate Phase	No
Ped Dark	No	Track Clear Rsrv	No	Dwell Flash	Off
Linked Pmt	0	Flash Exit Color	Green	Exit Option	Off
Exit Timing Plan	0	Reservice	0	Fault Type	Hard

Ring	1	2	3	4
Free During Preempt	No	No	No	No

Timing	Walk	Ped Clr	Min Grn	Yellow	Red
Entrance	5	0	5	25.5	25.5
	Min Grn	**Ext Grn**	**Max Grn**	**Yellow**	**Red**
Track Clear	0	0	0	25.5	25.5
	Min Dwell	**Pmt Ext**	**Max Time**	**Yellow**	**Red**
Dwell / Cycle-Exit	10	5.0	0	25.5	25.5

Preempt Active Out	On	Preempt Active Dwell	No
Other Priority Preempt	On	Non-Priority Preempt	F1
Inhibit Extension Time	0.0	Ped Priority Return	Off
Veh Priority Return	Off	Queue Delay	Off
Conditional Delay	Off		

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Veh Pri Return % Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Plan 2

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Overlap	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P
Track Clear Vehicle																
Track Clear Overlap																
Enable Trailing	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X
Dwell Vehicle	X					X										
Dwell Ped																
Dwell Overlap																
Cycling Vehicle																
Cycling Ped																
Cycling Overlap																
Exit Phase		X				X										
Exit Calls																
Special Funciton																

Enable	Yes	Preempt Override	No	Interlock Enable	No
Detector Lock	Yes	Delay	1	Inhibit	0
Override Flash	No	Duration	0	CLR > GRN	No
Term Overlap Asap	No	PC Through Yellow	No	Terminate Phase	No
Ped Dark	No	Track Clear Rsrv	No	Dwell Flash	Off
Linked Pmt	0	Flash Exit Color	Green	Exit Option	Off
Exit Timing Plan	0	Reservice	0	Fault Type	Hard

Ring	1	2	3	4
Free During Preempt	No	No	No	No

Timing	Walk	Ped Clr	Min Grn	Yellow	Red
Entrance	5	0	5	25.5	25.5
	Min Grn	**Ext Grn**	**Max Grn**	**Yellow**	**Red**
Track Clear	0	0	0	25.5	25.5
	Min Dwell	**Pmt Ext**	**Max Time**	**Yellow**	**Red**
Dwell / Cycle-Exit	10	5.0	0	25.5	25.5

Preempt Active Out	On	Preempt Active Dwell	No
Other Priority Preempt	On	Non-Priority Preempt	F1
Inhibit Extension Time	0.0	Ped Priority Return	Off
Veh Priority Return	Off	Queue Delay	Off
Conditional Delay	Off		

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Veh Pri Return % Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Plan 4

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Overlap	**A**	**B**	**C**	**D**	**E**	**F**	**G**	**H**	**I**	**J**	**K**	**L**	**M**	**N**	**O**	**P**
Track Clear Vehicle																
Track Clear Overlap																
Enable Trailing	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X
Dwell Vehicle								X								
Dwell Ped																
Dwell Overlap																
Cycling Vehicle																
Cycling Ped																
Cycling Overlap																
Exit Phase								X								
Exit Calls																
Special Funciton																

Enable	Yes	Preempt Override	No	Interlock Enable	No
Detector Lock	Yes	Delay	1	Inhibit	0
Override Flash	No	Duration	0	CLR > GRN	No
Term Overlap Asap	No	PC Through Yellow	No	Terminate Phase	No
Ped Dark	No	Track Clear Rsrv	No	Dwell Flash	Off
Linked Pmt	0	Flash Exit Color	Green	Exit Option	Off
Exit Timing Plan	0	Reservice	0	Fault Type	Hard

Ring	1	2	3	4
Free During Preempt	No	No	No	No

Timing	Walk	Ped Clr	Min Grn	Yellow	Red
Entrance	5	0	5	25.5	25.5
	Min Grn	**Ext Grn**	**Max Grn**	**Yellow**	**Red**
Track Clear	0	0	0	25.5	25.5
	Min Dwell	**Pmt Ext**	**Max Time**	**Yellow**	**Red**
Dwell / Cycle-Exit	10	5.0	0	25.5	25.5

Preempt Active Out	On	Preempt Active Dwell	No
Other Priority Preempt	On	Non-Priority Preempt	F1
Inhibit Extension Time	0.0	Ped Priority Return	Off
Veh Priority Return	Off	Queue Delay	Off
Conditional Delay	Off		

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Veh Pri Return % Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Kenosha (S30-0755 - S30-1414) - S30-1282 - IH-94 NB Ramps & STH 158

Time Base Clock/Calendar
Clock/Calendar Options (MM)5-1

Enable Action Plan:	0
Sync Reference Time:	12:00 AM
Sync Reference:	Reference Time
Day Light Savings:	No
Time Reset Input Set Time:	3:30:00
Standard Time From GMT:	0

Kenosha (S30-0755 - S30-1414) - S30-1282 - IH-94 NB Ramps & STH 158

Time Base Action Plan
Action Plan (MM)5-2

Action Plan - 99

Pattern	255 - FLSH	Override System	No
Timing Plan	0	Sequence	0
Veh Det Plan	0	Detector Log	None
Flash	Yes	Red Rest	No
Veh Det Diag Plan	0	Ped Det Diag Plan	0
Diming Enable	No	Veh Priority Return	No
Ped Priority Return	No	Queue Delay	No
Prempt Cond Delay	No		

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Ped Recall																
Walk 2																
Veh Ext 2																
Veh Recall																
Max Recall																
Max 2																
Max 3																
CS Inhibit																
Omit																

Special Function								
Auxilliary Function								

	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15
LP 1-15															
LP 16-30															
LP 31-45															
LP 46-60															
LP 61-75															
LP 76-90															
LP 91-100															

Action Plan - 100

Pattern	254 - FREE	Override System	No
Timing Plan	0	Sequence	0
Veh Det Plan	0	Detector Log	None
Flash	No	Red Rest	No
Veh Det Diag Plan	0	Ped Det Diag Plan	0
Diming Enable	No	Veh Priority Return	No
Ped Priority Return	No	Queue Delay	No
Prempt Cond Delay	No		

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Ped Recall																
Walk 2																
Veh Ext 2																
Veh Recall																
Max Recall																
Max 2																
Max 3																
CS Inhibit																
Omit																
Special Function																
Auxilliary Function																

	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15
LP 1-15															
LP 16-30															
LP 31-45															
LP 46-60															
LP 61-75															
LP 76-90															
LP 91-100															

Kenosha (S30-0755 - S30-1414) - S30-1282 - IH-94 NB Ramps & STH 158

Detectors

Detectors Page 1

Vehicle Detectors Setup (MM)6-1

Vehicle Plan	Detector Number	Called	Type
1	1	1	N
1	2	2	N
1	3	3	N
1	4	4	N
1	5	5	N
1	6	6	N
1	7	7	N
1	8	8	N
2	1	1	N
2	2	2	N
2	3	3	N
2	4	4	N
2	5	5	N
2	6	6	N
2	7	7	N
2	8	8	N
3	1	1	N
3	2	2	N
3	3	3	N
3	4	4	N
3	5	5	N
3	6	6	N
3	7	7	N
3	8	8	N
4	1	1	N
4	2	2	N
4	3	3	N
4	4	4	N
4	5	5	N
4	6	6	N
4	7	7	N
4	8	8	N

Vehicle Detector Setup (MM)6-2 continued

Detector Number	Type	TS2 Detector	Detector Description
1	N-NTCIP	Yes	
2	N-NTCIP	Yes	
3	N-NTCIP	Yes	
4	N-NTCIP	Yes	
5	N-NTCIP	Yes	
6	N-NTCIP	Yes	
7	N-NTCIP	Yes	
8	N-NTCIP	Yes	
9	N-NTCIP	Yes	
10	N-NTCIP	Yes	
11	N-NTCIP	Yes	
12	N-NTCIP	Yes	
13	N-NTCIP	Yes	
14	N-NTCIP	Yes	
15	N-NTCIP	Yes	
16	N-NTCIP	Yes	
17	N-NTCIP	Yes	
18	N-NTCIP	Yes	
19	N-NTCIP	Yes	
20	N-NTCIP	Yes	
21	N-NTCIP	Yes	
22	N-NTCIP	Yes	

23	N-NTCIP	Yes	
24	N-NTCIP	Yes	
25	N-NTCIP	Yes	
26	N-NTCIP	Yes	
27	N-NTCIP	Yes	
28	N-NTCIP	Yes	
29	N-NTCIP	Yes	
30	N-NTCIP	Yes	
31	N-NTCIP	Yes	
32	N-NTCIP	Yes	
33	N-NTCIP	Yes	
34	N-NTCIP	Yes	
35	N-NTCIP	Yes	
36	N-NTCIP	Yes	
37	N-NTCIP	Yes	
38	N-NTCIP	Yes	
39	N-NTCIP	Yes	
40	N-NTCIP	Yes	
41	N-NTCIP	Yes	
42	N-NTCIP	Yes	
43	N-NTCIP	Yes	
44	N-NTCIP	Yes	
45	N-NTCIP	Yes	
46	N-NTCIP	Yes	
47	N-NTCIP	Yes	
48	N-NTCIP	Yes	
49	N-NTCIP	Yes	
50	N-NTCIP	Yes	
51	N-NTCIP	Yes	
52	N-NTCIP	Yes	
53	N-NTCIP	Yes	
54	N-NTCIP	Yes	
55	N-NTCIP	Yes	
56	N-NTCIP	Yes	
57	N-NTCIP	Yes	
58	N-NTCIP	Yes	
59	N-NTCIP	Yes	
60	N-NTCIP	Yes	
61	N-NTCIP	Yes	
62	N-NTCIP	Yes	
63	N-NTCIP	Yes	
64	N-NTCIP	Yes	

Vehicle Detector Setup (MM)6-2 continued

Det Num	Veh Det Plan	Phase	ECPI Log	Call Option	Delay Time	Ext Option	Extend Time / Passage Time	Queue Lim / Discon. Time	Use Added Initial	Cross Switch Phase	Lock In	NTCIP Vol.	NTCIP Occ.	Pmt Queue Delay
1	1	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
1	2	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
1	3	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
1	4	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
2	1	0	No	Yes	0.0	Passage	0.0	0	Yes	0	None	No	No	No
2	2	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
2	3	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
2	4	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
3	1	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
3	2	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
3	3	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
3	4	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
4	1	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
4	2	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
4	3	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
4	4	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
5	1	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
5	2	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
5	3	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
5	4	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No

6	1	0	No	Yes	0.0	Passage	0.0	0	Yes	0	None	No	No	No
6	2	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
6	3	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
6	4	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
7	1	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
7	2	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
7	3	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
7	4	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
8	1	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
8	2	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
8	3	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
8	4	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
9	1	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
9	2	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
9	3	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
9	4	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
10	1	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
10	2	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
10	3	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
10	4	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
11	1	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
11	2	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
11	3	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
11	4	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
12	1	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
12	2	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
12	3	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
12	4	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
13	1	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
13	2	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
13	3	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
13	4	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
14	1	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
14	2	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
14	3	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
14	4	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
15	1	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
15	2	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
15	3	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
15	4	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
16	1	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
16	2	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
16	3	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
16	4	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
17	1	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
17	2	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
17	3	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
17	4	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
18	1	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
18	2	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
18	3	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
18	4	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
19	1	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
19	2	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
19	3	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
19	4	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
20	1	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
20	2	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
20	3	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
20	4	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
21	1	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
21	2	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
21	3	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
21	4	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
22	1	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
22	2	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
22	3	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
22	4	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No

23	1	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
23	2	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
23	3	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
23	4	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
24	1	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
24	2	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
24	3	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
24	4	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
25	1	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
25	2	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
25	3	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
25	4	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
26	1	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
26	2	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
26	3	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
26	4	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
27	1	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
27	2	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
27	3	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
27	4	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
28	1	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
28	2	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
28	3	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
28	4	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
29	1	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
29	2	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
29	3	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
29	4	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
30	1	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
30	2	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
30	3	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
30	4	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
31	1	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
31	2	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
31	3	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
31	4	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
32	1	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
32	2	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
32	3	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
32	4	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
33	1	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
33	2	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
33	3	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
33	4	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
34	1	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
34	2	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
34	3	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
34	4	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
35	1	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
35	2	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
35	3	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
35	4	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
36	1	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
36	2	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
36	3	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
36	4	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
37	1	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
37	2	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
37	3	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
37	4	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
38	1	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
38	2	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
38	3	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
38	4	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
39	1	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
39	2	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
39	3	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
39	4	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No

40	1	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
40	2	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
40	3	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
40	4	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
41	1	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
41	2	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
41	3	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
41	4	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
42	1	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
42	2	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
42	3	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
42	4	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
43	1	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
43	2	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
43	3	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
43	4	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
44	1	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
44	2	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
44	3	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
44	4	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
45	1	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
45	2	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
45	3	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
45	4	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
46	1	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
46	2	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
46	3	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
46	4	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
47	1	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
47	2	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
47	3	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
47	4	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
48	1	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
48	2	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
48	3	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
48	4	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
49	1	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
49	2	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
49	3	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
49	4	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
50	1	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
50	2	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
50	3	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
50	4	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
51	1	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
51	2	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
51	3	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
51	4	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
52	1	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
52	2	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
52	3	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
52	4	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
53	1	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
53	2	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
53	3	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
53	4	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
54	1	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
54	2	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
54	3	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
54	4	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
55	1	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
55	2	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
55	3	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
55	4	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
56	1	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
56	2	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
56	3	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
56	4	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No

57	1	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
57	2	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
57	3	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
57	4	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
58	1	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
58	2	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
58	3	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
58	4	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
59	1	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
59	2	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
59	3	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
59	4	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
60	1	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
60	2	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
60	3	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
60	4	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
61	1	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
61	2	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
61	3	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
61	4	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
62	1	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
62	2	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
62	3	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
62	4	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
63	1	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
63	2	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
63	3	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
63	4	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
64	1	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
64	2	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
64	3	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
64	4	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No

Ped Detector Options (MM)6-3

Phase Ped Detector (Econolite)

Detector	Call Phase															
	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
1	X	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
2	.	X	.	.	.	.	.	.	.	.	.	.	.	.	.	.
3	.	.	X	.	.	.	.	.	.	.	.	.	.	.	.	.
4	.	.	.	X	.	.	.	.	.	.	.	.	.	.	.	.
5	.	.	.	.	X	.	.	.	.	.	.	.	.	.	.	.
6	.	.	.	.	.	X	.	.	.	.	.	.	.	.	.	.
7	.	.	.	.	.	.	X	.	.	.	.	.	.	.	.	.
8	.	.	.	.	.	.	.	X	.	.	.	.	.	.	.	.
9	.	.	.	.	.	.	.	.	X	.	.	.	.	.	.	.
10	.	.	.	.	.	.	.	.	.	X	.	.	.	.	.	.
11	.	.	.	.	.	.	.	.	.	.	X	.	.	.	.	.
12	.	.	.	.	.	.	.	.	.	.	.	X	.	.	.	.
13	.	.	.	.	.	.	.	.	.	.	.	.	X	.	.	.
14	.	.	.	.	.	.	.	.	.	.	.	.	.	X	.	.
15	.	.	.	.	.	.	.	.	.	.	.	.	.	.	X	.
16	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	X

As Built 12/1/13

LEGEND

- CONTROL CABINET
- NONMETALLIC CONDUIT 2", UNLESS OTHERWISE NOTED
- SIGNAL HEAD, TRAFFIC SIGNAL STANDARD, PEDESTAL BASE
- (XX) SIGNAL HEAD, TRAFFIC SIGNAL POLE, TRANSFORMER BASE
- (XX) MONOTUBE BASE, POLE, 35'-55' ARM
- LOOP DETECTOR CONDUIT 1" NONMETALLIC
- LOOP DETECTOR IN 1" NONMETALLIC CONDUIT
- PULL BOX, 24" X 36"
- PULL BOX, 24" X 42"
- SIGNAL HEAD NUMBER

NOTE: RIGHT OF WAY BEYOND PAGE.

MONOTUBE STRUCTURE NUMBERS	
BASE #	STRUC. #
SB1	S-30-1112
SB3	S-30-1114
SB7	S-30-1113

CONSTRUCTION NOTES:

1. * LOCATION IS TO FRONT CENTER OF DETECTOR LOOP.
2. THE CONTRACTOR SHALL HAVE THE PULL BOXES AND CONDUIT RUNS INSPECTED 3 WORKING DAYS PRIOR TO PLACING SIGNAL CABLE INTO SYSTEM. CONTACT THE WISDOT ELECTRICAL FIELD UNIT TO MAKE ARRANGEMENTS (414) 266-1170
3. THE LOCATIONS OF EXISTING AND PROPOSED UTILITY INSTALLATIONS ARE APPROXIMATE. THERE MAY BE OTHER UTILITY INSTALLATIONS WITHIN THE PROJECT WHICH ARE NOT SHOWN
4. THE ENGINEER SHALL ADJUST THE LOCATIONS OF ITEMS UNDER THIS CONTRACT TO AVOID CONFLICT WITH EXISTING UTILITY FACILITIES.
5. LEAVE 30' OF FIBER OPTIC CABLE COILED IN EACH INTERCONNECT PULL BOX.
6. GPS EVP TO BE FURNISHED & INSTALLED BY THE CITY OF KENOSHA

N

POSTED SPEED LIMIT 45 M.P.H.

IH-94 SB CRAWP

IH-94 SB ON RAMP

STH 158

4-6'X20' 3 TURNS EA.

6'X20' 3 TURNS

260' TO NEAR RIGHT SIGNAL

200' TO NEAR RIGHT SIGNAL

6'X30' 3 TURNS

4- 6'X20' 3 TURNS EA.

2-2" FTMS CONDUIT PER 1032-14-72

6 CT. FOC

PB1 PB2 PB3 PB4 PB5 PB6 PB7 PB8 PB9 PB10 PB12 PB13 PB14 PB15

SB1 SB2 SB3 SB4 SB5 SB6 SB7 SB8 SB11

CB1

ICPB16 ICPB18 ICPB16A

367+00NW 366+00SW 365+00SW 366+00 367+00

98+00 99+00 100+00

EVP DESIGNATOR

GPS EVP DETECTOR HEAD (GPS)

EVP DETECTOR HEAD

- (R) RED CIRCULAR INDICATOR
- (Y) YELLOW CIRCULAR INDICATOR
- (G) GREEN CIRCULAR INDICATOR
- (R) RED ARROW
- (Y) YELLOW ARROW
- (G) GREEN ARROW
- LUMINAIRE, TRAFFIC POLE, TRANSFORMER BASE
- Y YIELD SIGN
- LANE DESIGNATION FOR INFO ONLY

NOTE: ALL LENSES ARE 12-INCH GRAYSHADE REPRESENTS EXISTING OR PROPOSED FTMS AND SIGNAL FACILITIES

Installed Econolite controller and cell modem on 3/9/18.

TRAFFIC CONTROL SIGNAL

IH-94 SB RAMPS & STH 158
TOWN OF SOMERS
KENOSHA COUNTY

SIGNAL NO. S1283 CONTROLLER Econolite

WISCONSIN DEPARTMENT OF TRANSPORTATION

APPROVAL RECOMMENDED Date 2/24/2011 Elizabeth S. Schneider PE REGION TRAFFIC ENGINEER

APPROVED Date 3/4/11 Joanna L. Bush STATE TRAFFIC ENGINEER

REGION CONTACT: E. SCHNEIDER
DESIGNED BY: B. WENFURT
REVISED BY:

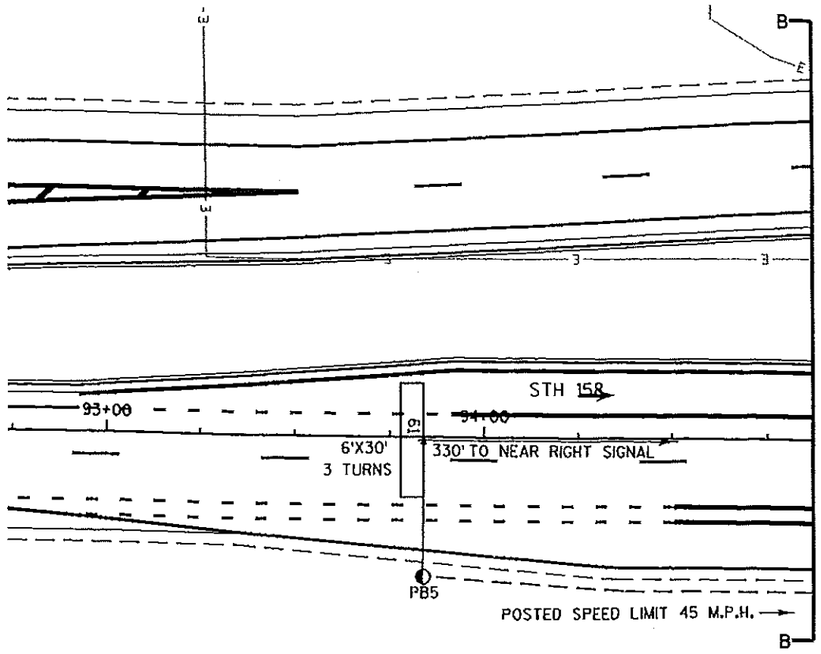
PAGE 1 OF 3

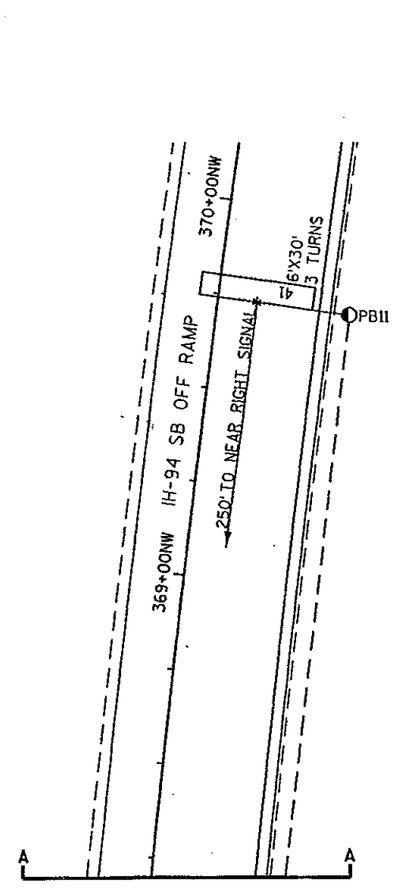
2-24-11 ESW

PROJECT NO: 1032-14-71	HWY: IH-94	COUNTY: KENOSHA	TRAFFIC SIGNAL PLAN	SHEET E

FILE NAME : J:\projects\d2_10321494\SIG\S1283\S1283_A.dgn PLOT DATE : 24-FEB-2011 10:11 PLOT BY : MSCCXV PLOT NAME : PLOT SCALE : 40:1 WISDOT/CADDS SHEET

2





TRAFFIC CONTROL SIGNAL
IH-94 SB RAMPS & STH 158
TOWN OF SOMERS
KENOSHA COUNTY

SIGNAL NO. S1283

REGION CONTACT: E. SCHNEIDER
DESIGNED BY: B. WERFURT
REVISED BY:

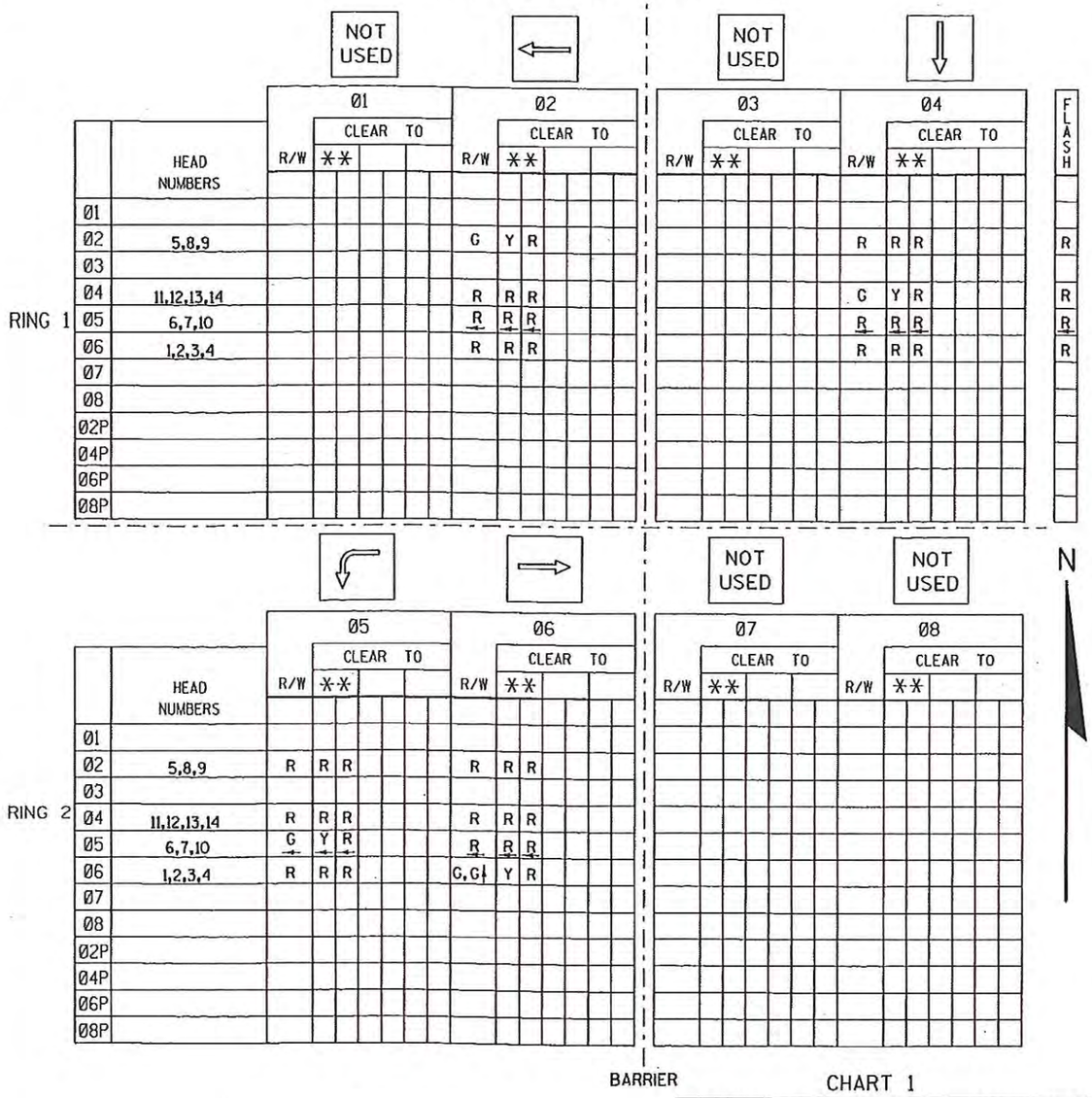
PAGE 2 OF 3

PROJECT NO: 1032-14-71	HWY: IH-94	COUNTY: KENOSHA	TRAFFIC SIGNAL PLAN	SHEET	E

FILE NAME : J:\projects\d2_10321494\SIG\S1283\S1283_A.dgn PLOT DATE : 24-FEB-2011 10:11 PLOT BY : MSCCXV PLOT NAME : PLOT SCALE : 40:1 WISDOT/CADDS SHEET 22

2

SEQUENCE OF OPERATION



DETECTOR LOGIC

DETECTOR NUMBER	AMPLIFIER CHANNEL NUMBER	DETECTOR OPERATION: CALLS AND EXTENDS	DETECTOR OPERATION: CALLS ONLY	DETECTOR OPERATION: EXTENDS ONLY	PHASE CALLED	PHASE EXTENDED	DETECTOR DISCONNECT PHASE	CALLING DELAY	EXTENSION STRETCH	SIZE	NUMBER OF TURNS
21	1	X			2	2				6X20	3
41	2			X		4			X	6X30	3
42	3	X			4	4				6X20	3
43	3	X			4	4				6X20	3
44	4	X			4	4				6X20	3
45	4	X			4	4				6X20	3
51	5	X			5	5				6X20	3
52	5	X			5	5				6X20	3
53	6	X			5	5				6X20	3
54	6	X			5	5				6X20	3
61	7	X			6	6				6X30	3
62	7	X			6	6				6X30	3

CONTROLLER LOGIC

PHASE NUMBER	PHASE LOCKING	DUAL ENTRY Y / N	PHASE RECALL	PHASE ACTIVE
1				
2	X	6	MIN.	X
3				
4				X
5		2		X
6	X	2	MIN.	X
7				
8				X

OVERLAPS

O.L. "A" =
O.L. "B" =
O.L. "C" =
O.L. "D" =

EMERGENCY VEHICLE PREEMPTION SEQUENCE

EMERGENCY VEHICLE PREEMPTOR	CHANNEL A	CHANNEL B	CHANNEL C
MOVEMENT	← ↖	← →	↓
PHASE	2+5	2+6	4
TYPE	INFRARED GPS	INFRARED GPS	INFRARED GPS

TYPE OF INTERCONNECT COMMUNICATION	
NONE	
TBC	
CLOSED LOOP TWISTED PAIR*	
CLOSED LOOP FIBER OPTIC*	
FIBER OPTIC, SINGLE MODE	x
RADIO	
*LOCATION OF MASTER CONTROLLER NO:	S-1282
SIGNAL SYSTEM #:	SS-0113

TYPE OF PRE-EMPT	
NONE	x
RAILROAD	
EMERGENCY VEHICLE	X
3M/OPTICOM	X
TOMAR	
HARDWIRE	
OTHER (GPS)	X
LIFT BRIDGE	
QUEUE DETECTOR	

TYPE OF LIGHTING	
BY OTHER AGENCY	
IN TRAFFIC SIGNAL CABINET	
IN SEPARATE DOT LIGHTING CABINET	x

CHART 1

PHASE ON	NONCONFLICTING PHASE ALLOWED TO TIME CONCURRENTLY	PHASES IN CONFLICT WITH PHASE ON
1		
2	5 OR 6	4
3		
4	NONE	2,5,6
5	2	4,6
6	2	4,5
7		
8		

GENERAL NOTES:

1. ANY ACTUATED PHASE FOR WHICH THERE IS NO CALL SHALL BE SKIPPED.
2. WHEN ONE PHASE IS ON ALONE, ANY NONCONFLICTING PHASE MAY START TIMING CONCURRENTLY WITHOUT A CLEARANCE INTERVAL. (SEE CHART 1 AT LEFT.)

IH-94 SB RAMPS & STH 158
TOWN OF SOMERS
KENOSHA COUNTY

SIGNAL NO. S1283
CONTROLLER TYPE: Econolite
DATE 02-11 PAGE NO. 3 OF 3

2-24-11 2124/11 888 Sfb

PROJECT NO: 1032-14-71	HWY: IH-94	COUNTY: KENOSHA	SEQUENCE OF OPERATIONS	SHEET	E

FILE NAME : J:\projects\d2_10321494\SIG\S1283\S1283_A.dgn PLOT DATE : 24-FEB-2011 10:11 PLOT BY : MSCCXV PLOT NAME : PLOT SCALE : 40:1 WISDOT/CADDS SHEET 42

Timing Cover Sheet for Signal: S1283 HWY: 94 and STH 158

Date:	9/19/2018	Changes Made By:	D. Wolford
Signal No	S1283	Highway:	94
County:	KEN	Local Hwy:	SB RAMPS
Controller:	ECONOLITE	Location:	STH 158
School:	None	Ped:	None

Pre-emption

Preemption:	Type:	Phases:
Emergency-Emitter	3M Opticom	2+5, 2+6, 4

Municipal Id: None
EVP Contact:
Community: City of Kenosha
Contact Phone:
Email:

Coordination

System No: SS0113
Coordination Type: None
Comm Type: Cell Modem

Controller IP Address: 172.22.80.110
Comments:

	Length	Split 1	Split 2	Split 3	Split 4
Cycle 1=					
Cycle 2=					
Cycle 3=					
Cycle 4=					

Cabinet Type: TS1

☐ Battery Backup

Part of a Local System: No

Local Contact:
Phone Number:

Overlaps

Overlap A = Phases:
Overlap B = Phases:
Overlap C = Phases:
Overlap D = Phases:

Turn Operations

Phases with

FYA TOD	☐		Phase Omit	☐	
5 Section Head	☐		Dynamic FYA	☐	
Lead/Lag	☐		Split Phase	☐	

Detector Timing

Dilemma Zone: Yes Bike Detection ☐ Detection Type(s): Loop,

Detector Number	41													
Stretch	5.0													
Right Turn Delay														
Left Turn Delay														

Unique Features

Signal S1283 IP Addresses

Signal No	I-	Hwy	Local_Hwy	Location	County	Gateway:	Subnet Mask:
S1283	I	94	SB RAMPS	STH 158	KEN	172.22.80.1	255.255.255.0

IP Device:	IP Address:
Controller (Cobalt)	172.22.80.110
MMU (EDI)	172.22.80.111
Switch (Ruggedcom)	172.16.19.29

Timing Changes Log for Signal S1283 on Hwy 94 in KENOSHA County

STH 158

Date Computer Changed	Date Change Made in Field	Timing Change	Reason for Change	Change By	Temp Timing
09/19/18	9/19/2018	Input fiber IP parameters	Fiber connection completed	D. Wolford	No
08/20/18	8/17/2018	Change dual entry to Phases 2 & 5; Remove min recall from Phase 6	Favor more dominant movement of WB left over EB thru	D. Wolford	No
06/25/18	6/25/2018	Set Use Added Initial to Yes for Phases 2 & 6	Enable density settings for Phases 2 & 6	D. Wolford	No
03/16/18	3/9/2018	Added Cell Modem and changed controller to an Econolite.	Part of Foxconn diversion route.	D. Brantner	No
01/19/17	1/19/2017	Updated timing to current standards	Timing and operation review	D. Dedrick	No
10/01/15	10/1/2015	Updated database to match controller. Adjusted timing parameters. Set to run free based on volumes and Synchro.	Better operation.	D. Dedrick	No
05/28/15	5/28/2015	Placed min recall on phase 5 and removed min recall on phase 6. Phase 6 remains on locking memory.	Citizen complaint, better matches traffic volume	D. Dedrick	No
09/23/14	9/23/2014	Increased phase 5 passage and max. green.	Improve operation. (Trucks causing Phase 5 gap out.)	E. Lloyd-Weis	No
05/01/14		Changed coordination to ph. 2+5	Minimal eastbound through traffic, complaints on long wait times for WB LT	J. Bruggeman	No
12/12/13	12/12/2013	Initial Turn On	New signal installation	J. Bruggeman	No

Kenosha (S30-0755 - S30-1414) - S30-1283 - IH-94 SB Ramps & STH 158

Configuration Phase Sequence

Controller Sequence (MM)1-1-1

Hardware Alternate Sequence Enable: No

Phase Ring Sequence.....(Note: Sequences identical to the prior one are not printed)

	01	02	03	04	05	06	07	08	09	10	11	12	13	14	15	16
	C	C	C	C	C	C	C	C	C	C	C	C	C	C	C	C
Sequence 1																
Ring 1	1	2	3	4	9	10	13	14	.	.	.	.	.	.	.	.
Ring 2	5	6	7	8	11	12	15	16	.	.	.	.	.	.	.	.
Sequence 2																
Ring 1	2	1	3	4	10	9	13	14	.	.	.	.	.	.	.	.
Ring 2	5	6	7	8	11	12	15	16	.	.	.	.	.	.	.	.
Sequence 3																
Ring 1	1	2	4	3	9	10	14	13	.	.	.	.	.	.	.	.
Ring 2	5	6	7	8	11	12	15	16	.	.	.	.	.	.	.	.
Sequence 4																
Ring 1	2	1	4	3	10	9	14	13	.	.	.	.	.	.	.	.
Ring 2	5	6	7	8	11	12	15	16	.	.	.	.	.	.	.	.
Sequence 5																
Ring 1	1	2	3	4	9	10	13	14	.	.	.	.	.	.	.	.
Ring 2	6	5	7	8	12	11	15	16	.	.	.	.	.	.	.	.
Sequence 6																
Ring 1	2	1	3	4	10	9	13	14	.	.	.	.	.	.	.	.
Ring 2	6	5	7	8	12	11	15	16	.	.	.	.	.	.	.	.
Sequence 7																
Ring 1	1	2	4	3	9	10	14	13	.	.	.	.	.	.	.	.
Ring 2	6	5	7	8	12	11	15	16	.	.	.	.	.	.	.	.
Sequence 8																
Ring 1	2	1	4	3	10	9	14	13	.	.	.	.	.	.	.	.
Ring 2	6	5	7	8	12	11	15	16	.	.	.	.	.	.	.	.
Sequence 9																
Ring 1	1	2	3	4	9	10	13	14	.	.	.	.	.	.	.	.
Ring 2	5	6	8	7	11	12	16	15	.	.	.	.	.	.	.	.
Sequence 10																
Ring 1	2	1	3	4	10	9	13	14	.	.	.	.	.	.	.	.
Ring 2	5	6	8	7	11	12	16	15	.	.	.	.	.	.	.	.
Sequence 11																
Ring 1	1	2	4	3	9	10	14	13	.	.	.	.	.	.	.	.
Ring 2	5	6	8	7	11	12	16	15	.	.	.	.	.	.	.	.
Sequence 12																
Ring 1	2	1	4	3	10	9	14	13	.	.	.	.	.	.	.	.
Ring 2	5	6	8	7	11	12	16	15	.	.	.	.	.	.	.	.
Sequence 13																
Ring 1	1	2	3	4	9	10	13	14	.	.	.	.	.	.	.	.
Ring 2	6	5	8	7	12	11	16	15	.	.	.	.	.	.	.	.
Sequence 14																
Ring 1	2	1	3	4	10	9	13	14	.	.	.	.	.	.	.	.
Ring 2	6	5	8	7	12	11	16	15	.	.	.	.	.	.	.	.
Sequence 15																
Ring 1	1	2	4	3	9	10	14	13	.	.	.	.	.	.	.	.
Ring 2	6	5	8	7	12	11	16	15	.	.	.	.	.	.	.	.
Sequence 16																
Ring 1	2	1	4	3	10	9	14	13	.	.	.	.	.	.	.	.
Ring 2	6	5	8	7	12	11	16	15	.	.	.	.	.	.	.	.

Phases In Use / Exclusive PED (MM)1-2

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Phases in Use		X		X	X	X										
Exclusive PED																

Phase Compatibility (MM)1-1-2

Phase	Compatible Phase
1	5

1	6
2	5
2	6
3	7
3	8
4	7
4	8
9	11
9	12
10	11
10	12
13	15
13	16
14	15
14	16

Phase and Overlap Descriptions

Phase	**1**	**2**	**3**	**4**	**5**	**6**	**7**	**8**	**9**	**10**	**11**	**12**	**13**	**14**	**15**	**16**
Description		WB		SB	WBLT	EB										
Overlap	**A**	**B**	**C**	**D**	**E**	**F**	**G**	**H**	**I**	**J**	**L**	**K**	**L**	**M**	**N**	**O**
Description																

Administration (MM)1-7-1

Enable CU/Cabinet Interlock CRC	No
Request Download Controller Data	No
Controller Database CRC	0000
Enable Automatic Backup to Datakey	Yes

Backup Prevent (MM)1-1-3

Timing / Backup	Phases	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
	1		.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
	2	.		.	.	.	.	.	.	.	.	.	.	.	.	.	.
	3	.	.		.	.	.	.	.	.	.	.	.	.	.	.	.
	4	.	.	.		.	.	.	.	.	.	.	.	.	.	.	.
	5	.	.	.	.		.	.	.	.	.	.	.	.	.	.	.
	6	.	.	.	.	.		.	.	.	.	.	.	.	.	.	.
	7	.	.	.	.	.	.		.	.	.	.	.	.	.	.	.
	8	.	.	.	.	.	.	.		.	.	.	.	.	.	.	.
	9	.	.	.	.	.	.	.	.		.	.	.	.	.	.	.
	10	.	.	.	.	.	.	.	.	.		.	.	.	.	.	.
	11	.	.	.	.	.	.	.	.	.	.		.	.	.	.	.
	12	.	.	.	.	.	.	.	.	.	.	.		.	.	.	.
	13	.	.	.	.	.	.	.	.	.	.	.	.		.	.	.
	14	.	.	.	.	.	.	.	.	.	.	.	.	.		.	.
	15	.	.	.	.	.	.	.	.	.	.	.	.	.	.		.
	16	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	

Simultaneous Gap (MM)1-1-4

Phase Must Gap With Phase	Phases	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
	1		.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
	2	.		.	.	.	X	.	.	.	.	.	.	.	.	.	.
	3	.	.		.	.	.	.	.	.	.	.	.	.	.	.	.
	4	.	.	.		.	.	.	X	.	.	.	.	.	.	.	.
	5	.	.	.	.		.	.	.	.	.	.	.	.	.	.	.
	6	.	X	.	.	.		.	.	.	.	.	.	.	.	.	.
	7	.	.	.	.	.	.		.	.	.	.	.	.	.	.	.
	8	.	.	.	X	.	.	.		.	.	.	.	.	.	.	.
	9	.	.	.	.	.	.	.	.		.	.	.	.	.	.	.
	10	.	.	.	.	.	.	.	.	.		.	.	.	.	.	.
	11	.	.	.	.	.	.	.	.	.	.		.	.	.	.	.
	12	.	.	.	.	.	.	.	.	.	.	.		.	.	.	.
	13	.	.	.	.	.	.	.	.	.	.	.	.		.	.	.
	14	.	.	.	.	.	.	.	.	.	.	.	.	.		.	.
	15	.	.	.	.	.	.	.	.	.	.	.	.	.	.		.
	16	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	
	Disable	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.

Load Switch Assignments (MMU Channel) (MM)1-3

	Phase / Overlap	Type	Dimming				Power Up				Auto		Flash Together
			Red	Yellow	Green	Dark	Auto	Red	Yellow	Dark	Red	Yellow	
1	1	V				+	X				X		X
2	2	V				+	X				X		
3	3	V				+	X				X		X
4	4	V				+	X				X		
5	5	V				-	X				X		
6	6	V				-	X				X		X
7	7	V				-	X				X		
8	8	V				-	X				X		X
9	2	P				+	X						
10	4	P				+	X						
11	6	P				-	X						
12	8	P				-	X						
13	1	O				+	X				X		X
14	2	O				-	X				X		X
15	3	O				+	X				X		
16	4	O				-	X				X		

Kenosha (S30-0755 - S30-1414) - S30-1283 - IH-94 SB Ramps & STH 158

Configuration Port 1 (SDLC)

SDLC Options (MM)1-4-1

BIU	1	2	3	4	5	6	7	8
Term and Facility Enable								
Detector Rack Enable								

Enable TS2/MMU Type Cabinet: No
Enable MMU Extended Status: No
Enable SDLC Stop Time: No
Enable 3 Critical RFE's Lockup: Yes

MMU Program (MM)1-4-2

Channel Can Serve with Channel	
Channel 1	**Channel 2**

Color Check Enable (MM)1-4-3

Enable Color Check: Yes

MMU Channel	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Green																
Yellow																
Red																

Secondary To Secondary Addressing (MM)1-4-4

ID	1	2	3	4	5	6	7	8	MMU
Term and Facility Enable									

ID	1	2	3	4	5	6	7	8	Diag
Detector Rack Enable									

Diagonstics (Test Fixture) Enable: No

Kenosha (S30-0755 - S30-1414) - S30-1283 - IH-94 SB Ramps & STH 158

Configuration Communications

Ethernet Port Configuration (MM)1-5-1

Controller IP: 172.22.80.110
Subnet Mask: 255.255.255.0
Default Gateway IP: 172.22.80.1
Server IP: 172.20.3.22

NTCIP Parameters (MM)1-5-5

Backup Time: 0
UDP Port: 501
Ethernet Priority: 1
Port 2 Priority: 4
Port 3A Priority: 2
Port 3B Priority: 3

Port Configuration (MM)1-5-2 to 1-5-4

Port	2 (C50S)	3A (C21S)	3B (C22S)
Protocol	NTCIP	NTCIP	Terminal
Enable	Yes	Yes	No
Data Rate	19.2K	19.2K	1200
Data Parity Stop	8 N 1	8 N 1	8 0 1
Modem Setup String	None	None	None
User String			
Comm Port Address	1	1	0
System Detector 9-1	0	0	0
Telemetry Response Delay	0.0	0.0	0.0
Duplex Half/Full	Full	Full	Full
Flow Control	Yes	Yes	Yes
AB3418 NTCIP Group Address	0	0	0
AB3418 NTCIP Single Flag Enable	No	No	No
RTS to CTS Delay	0.0	0.0	3.0
RTS Turn Off Delay	0.0	0.0	2.0
Droupout Time	10	10	10
Early RTS	No	No	No
Telemetry Mode	FSK	FSK	FSK
Rail Road	0	0	0
Rail Road Line	0	0	0
ATCS Group	0	0	0
Wayside Device	0	0	0
ATCS Device	0	0	0
Wayside SubNode	0	0	0
ATCS SubNode	0	0	0

ECPIP Parameters (MM)1-5-6

Controller Address: 0
Expanded System Detector Address: 0

Local System Detector

Local System Detector	Number

Kenosha (S30-0755 - S30-1414) - S30-1283 - IH-94 SB Ramps & STH 158

Configuration Logging/Display

Event Logging (MM)1-6-1

Critical RFE's	Yes	3 Critical RFE's in 24 Hours	Yes
MMU Flash Faults	Yes	Local Flash Faults	Yes
Non-Critical RFE's (Det/Test)	Yes	Detector Errors	Yes
Coordination Errors	Yes	Controller Download	Yes
Preempt	Yes	TSP	Yes
Power On/Off	Yes	Low Battery	Yes
Access	Yes	Data Change	Yes
Online/Offline	Yes		

Alarm Log	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Enable Logging	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X

Display Options (MM)1-7-2

Key Click Enable:	Yes
Backlight Enable:	Yes
LED Mode:	Single Color
Main Status Display Mode:	Basic
Screen Format:	Advanced
Trans Mode Pop-up Disable:	No

Sign On (MM)8-5

Sign On Message Line 1: INTERSECTION NAME:
Sign On Message Line 2: SE WisDOT Database 150828

Kenosha (S30-0755 - S30-1414) - S30-1283 - IH-94 SB Ramps & STH 158

Controller Timing Plan (MM)2-1
Plan 1

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Direction		WB		SB	WBLT	EB										
Min Green	0	10	0	10	8	10	0	0	0	0	0	0	0	0	0	0
BK Min Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
CS Min Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Delay Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Walk	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Walk 2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Walk Max	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Ped Clear	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Ped Clear 2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Ped Clear Max	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Ped CO	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Vehicle Ext	0.0	3.9	0.0	1.5	3.0	3.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Vehicle Ext 2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Max 1	0	40	0	30	25	40	0	0	0	0	0	0	0	0	0	0
Max 2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Max 3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
DYM Max	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
DYM Stp	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Yellow	3.5	4.3	3.5	3.6	3.5	4.3	3.5	3.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Red Clear	0.0	2.3	0.0	3.6	2.2	2.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Red Max	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Red Revert	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
ACT B4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
SEC/ACT	0.0	2.4	0.0	0.0	0.0	2.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Max Int	0	26	0	10	8	20	0	0	0	0	0	0	0	0	0	0
Time B4	0	26	0	30	25	20	0	0	0	0	0	0	0	0	0	0
Cars Wt	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
STPT Duc	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Time To Reduce	0	14	0	0	0	20	0	0	0	0	0	0	0	0	0	0
Min Gap	0.0	2.0	0.0	1.5	1.5	2.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Kenosha (S30-0755 - S30-1414) - S30-1283 - IH-94 SB Ramps & STH 158

Controller Overlaps

Vehicle Overlaps (MM)2-2

Overlap	Type	Lag Green	Yellow	Red	Advance Green

Phases

Overlap	Phase	Included	Protect	Ped Protect	Not Overlap	Modifier	Lag X Phase	Lag 2 Phase	Flash Green

PPLT FYA

Overlap	Protected Phase	Permissive Phase	Flash Arrow Output	Flash Arrow Channel	FYA Delay	FYA Clearance	Special Function Disable

Guaranteed Minimum Time Data (MM) 2-4

Phase Time Data

Phase	Min Green	Walk	Ped Clear	Yellow	Red Clear	Overlap Green
A01	1	0	7	3.0	0.0	1
B02	1	0	7	3.0	0.0	1
C03	1	0	7	3.0	0.0	1
D04	1	0	7	3.0	0.0	1
E05	1	0	7	3.0	0.0	1
F06	1	0	7	3.0	0.0	1
G07	1	0	7	3.0	0.0	1
H08	1	0	7	3.0	0.0	1
I09	1	0	7	3.0	0.0	1
J10	1	0	7	3.0	0.0	1
K11	1	0	7	3.0	0.0	1
L12	1	0	7	3.0	0.0	1
M13	1	0	7	3.0	0.0	1
N14	1	0	7	3.0	0.0	1
O15	1	0	7	3.0	0.0	1
P16	1	0	7	3.0	0.0	1

Kenosha (S30-0755 - S30-1414) - S30-1283 - IH-94 SB Ramps & STH 158

Controller **Pedestrian Overlaps**
Pedestrian Overlaps (MM) 2-3

Included Phase	Ped Overlap

Kenosha (S30-0755 - S30-1414) - S30-1283 - IH-94 SB Ramps & STH 158

Controller Start/Fash (MM) 2-5

Startup

Phase	Phase Setting
2	G
6	G

Overlap

Flash > Mon:	No
Flash Time:	0
All Red:	6
Power Start Sequence:	1
MUTCD Enabled:	Yes
MUTCD Yellow to Green:	No

Automatic Flash

Entry Phase
2
6

Exit Phase
2
6

Overlap Exit

Flash > Mon:	No
Exit Flash Interval:	G
Minimum Auto Flash:	8
Minimumin Recall:	No
Cycle Through Phase:	No

Kenosha (S30-0755 - S30-1414) - S30-1283 - IH-94 SB Ramps & STH 158

Controller Options

Controller Options (MM)2-6-1

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Flashing Green Phase																
Guaranteed Passage																
Non Act 1																
Non Act 2																
Dual Entry		X			X											
Conditional Service																
Conditional Reservice																
Ped Reservice																
Rest In Walk																
Flashing Walk																
Ped Clear Yellow																
Ped Clear Red																
IGRN + Veh Ext																

Ped Clear Protect: On Red Revert: 2.0 MUTCD 3 Seconds Don't Walk: No

Act Pre-Time (MM)2-7

Pre-Time Mode Enable: No Free Input Enables Pre-Timed: Yes

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Pre-Timed Phase																

Phase Recall Options (MM)2-8

Plan 1

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Lock Detector		X				X										
Vehicle Recall		X														
Ped Recall																
Max Recall																
Soft Recall																
No Rest																
AI Calc																

Plan 2

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Lock Detector		X				X										
Vehicle Recall		X				X										
Ped Recall																
Max Recall																
Soft Recall																
No Rest																
AI Calc																

Plan 3

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Lock Detector		X				X										
Vehicle Recall		X				X										
Ped Recall																
Max Recall																
Soft Recall																
No Rest																
AI Calc																

Plan 4

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Lock Detector		X				X										

Vehicle Recall		X				X										
Ped Recall																
Max Recall																
Soft Recall																
No Rest																
AI Calc																

Kenosha (S30-0755 - S30-1414) - S30-1283 - IH-94 SB Ramps & STH 158

Coordination Options

Coordination Options (MM)3-1

Manual Pattern	254	ECPI Coord	Yes
System Source	SYS	System Format	STD
Splits In	Seconds	Offsets In	Seconds
Transition	Add	Max Select	MAXINH
Dwell/Add Time	0		
Delay Coord Walk to LZ	No	Force Off	Fixed
Offset Reference	Lead	Use Ped Time	No
Ped Recall	No	Ped Reservice	No
Local Zero Override	No	FO Added Initial Green	Yes
Re-Sync Count	3	Multisync	No

Auto Perm Minimum Green (Seconds) (MM)3-4

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Minimum Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Split Demand (MM)3-5

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Demand 1																
Demand 2																

Demand	1	2
Detector	0	0
Call Time (Sec)	0	0
Cycle Count	0	0

Kenosha (S30-0755 - S30-1414) - S30-1283 - IH-94 SB Ramps & STH 158

Preemptor

Preempt Plan (MM)4-1

Plan 1

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Overlap	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P
Track Clear Vehicle																
Track Clear Overlap																
Enable Trailing	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X
Dwell Vehicle		X			X											
Dwell Ped																
Dwell Overlap																
Cycling Vehicle																
Cycling Ped																
Cycling Overlap																
Exit Phase		X				X										
Exit Calls																
Special Funciton																

Enable	Yes	Preempt Override	No	Interlock Enable	No
Detector Lock	Yes	Delay	1	Inhibit	0
Override Flash	No	Duration	0	CLR > GRN	No
Term Overlap Asap	No	PC Through Yellow	No	Terminate Phase	No
Ped Dark	No	Track Clear Rsrv	No	Dwell Flash	Off
Linked Pmt	0	Flash Exit Color	Green	Exit Option	Off
Exit Timing Plan	0	Reservice	0	Fault Type	Hard

Ring	1	2	3	4
Free During Preempt	No	No	No	No

Timing	Walk	Ped Clr	Min Grn	Yellow	Red
Entrance	5	0	5	25.5	25.5
	Min Grn	**Ext Grn**	**Max Grn**	**Yellow**	**Red**
Track Clear	0	0	0	25.5	25.5
	Min Dwell	**Pmt Ext**	**Max Time**	**Yellow**	**Red**
Dwell / Cycle-Exit	10	5.0	0	25.5	25.5

Preempt Active Out	On	Preempt Active Dwell	No
Other Priority Preempt	On	Non-Priority Preempt	F1
Inhibit Extension Time	0.0	Ped Priority Return	Off
Veh Priority Return	Off	Queue Delay	Off
Conditional Delay	Off		

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Veh Pri Return % Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Plan 2

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Overlap	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P
Track Clear Vehicle																
Track Clear Overlap																
Enable Trailing	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X
Dwell Vehicle		X				X										
Dwell Ped																
Dwell Overlap																
Cycling Vehicle																
Cycling Ped																
Cycling Overlap																
Exit Phase		X				X										
Exit Calls																
Special Funciton																

Enable	Yes	Preempt Override	No	Interlock Enable	No
Detector Lock	Yes	Delay	1	Inhibit	0
Override Flash	No	Duration	0	CLR > GRN	No
Term Overlap Asap	No	PC Through Yellow	No	Terminate Phase	No
Ped Dark	No	Track Clear Rsrv	No	Dwell Flash	Off
Linked Pmt	0	Flash Exit Color	Green	Exit Option	Off
Exit Timing Plan	0	Reservice	0	Fault Type	Hard

Ring	1	2	3	4
Free During Preempt	No	No	No	No

Timing	Walk	Ped Clr	Min Grn	Yellow	Red
Entrance	5	0	5	25.5	25.5
	Min Grn	**Ext Grn**	**Max Grn**	**Yellow**	**Red**
Track Clear	0	0	0	25.5	25.5
	Min Dwell	**Pmt Ext**	**Max Time**	**Yellow**	**Red**
Dwell / Cycle-Exit	10	5.0	0	25.5	25.5

Preempt Active Out	On	Preempt Active Dwell	No
Other Priority Preempt	On	Non-Priority Preempt	F1
Inhibit Extension Time	0.0	Ped Priority Return	Off
Veh Priority Return	Off	Queue Delay	Off
Conditional Delay	Off		

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Veh Pri Return % Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Plan 3

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Overlap	**A**	**B**	**C**	**D**	**E**	**F**	**G**	**H**	**I**	**J**	**K**	**L**	**M**	**N**	**O**	**P**
Track Clear Vehicle																
Track Clear Overlap																
Enable Trailing	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X
Dwell Vehicle				X												
Dwell Ped																
Dwell Overlap																
Cycling Vehicle																
Cycling Ped																
Cycling Overlap																
Exit Phase				X												
Exit Calls																
Special Funciton																

Enable	Yes	Preempt Override	No	Interlock Enable	No
Detector Lock	Yes	Delay	1	Inhibit	0
Override Flash	No	Duration	0	CLR > GRN	No
Term Overlap Asap	No	PC Through Yellow	No	Terminate Phase	No
Ped Dark	No	Track Clear Rsrv	No	Dwell Flash	Off
Linked Pmt	0	Flash Exit Color	Green	Exit Option	Off
Exit Timing Plan	0	Reservice	0	Fault Type	Hard

Ring	1	2	3	4
Free During Preempt	No	No	No	No

Timing	Walk	Ped Clr	Min Grn	Yellow	Red
Entrance	5	0	5	25.5	25.5
	Min Grn	**Ext Grn**	**Max Grn**	**Yellow**	**Red**
Track Clear	0	0	0	25.5	25.5
	Min Dwell	**Pmt Ext**	**Max Time**	**Yellow**	**Red**
Dwell / Cycle-Exit	10	5.0	0	25.5	25.5

Preempt Active Out	On	Preempt Active Dwell	No
Other Priority Preempt	On	Non-Priority Preempt	F1
Inhibit Extension Time	0.0	Ped Priority Return	Off
Veh Priority Return	Off	Queue Delay	Off
Conditional Delay	Off		

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Veh Pri Return % Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Kenosha (S30-0755 - S30-1414) - S30-1283 - IH-94 SB Ramps & STH 158

Time Base Clock/Calendar
Clock/Calendar Options (MM)5-1

Enable Action Plan:	0
Sync Reference Time:	12:00 AM
Sync Reference:	Reference Time
Day Light Savings:	No
Time Reset Input Set Time:	3:30:00
Standard Time From GMT:	0

Kenosha (S30-0755 - S30-1414) - S30-1283 - IH-94 SB Ramps & STH 158

Time Base Action Plan
Action Plan (MM)5-2

Action Plan - 99

Pattern	255 - FLSH	Override System	No
Timing Plan	0	Sequence	0
Veh Det Plan	0	Detector Log	None
Flash	Yes	Red Rest	No
Veh Det Diag Plan	0	Ped Det Diag Plan	0
Diming Enable	No	Veh Priority Return	No
Ped Priority Return	No	Queue Delay	No
Prempt Cond Delay	No		

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Ped Recall																
Walk 2																
Veh Ext 2																
Veh Recall																
Max Recall																
Max 2																
Max 3																
CS Inhibit																
Omit																

Special Function								
Auxilliary Function								

	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15
LP 1-15															
LP 16-30															
LP 31-45															
LP 46-60															
LP 61-75															
LP 76-90															
LP 91-100															

Action Plan - 100

Pattern	254 - FREE	Override System	No
Timing Plan	0	Sequence	0
Veh Det Plan	0	Detector Log	None
Flash	No	Red Rest	No
Veh Det Diag Plan	0	Ped Det Diag Plan	0
Diming Enable	No	Veh Priority Return	No
Ped Priority Return	No	Queue Delay	No
Prempt Cond Delay	No		

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Ped Recall																
Walk 2																
Veh Ext 2																
Veh Recall																
Max Recall																
Max 2																
Max 3																
CS Inhibit																
Omit																
Special Function																
Auxilliary Function																

	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15
LP 1-15															
LP 16-30															
LP 31-45															
LP 46-60															
LP 61-75															
LP 76-90															
LP 91-100															

Kenosha (S30-0755 - S30-1414) - S30-1283 - IH-94 SB Ramps & STH 158

Detectors

Detectors Page 1

Vehicle Detectors Setup (MM)6-1

Vehicle Plan	Detector Number	Called	Type
1	1	1	N
1	2	2	N
1	3	3	N
1	4	4	N
1	5	5	N
1	6	6	N
1	7	7	N
1	8	8	N
2	1	1	N
2	2	2	N
2	3	3	N
2	4	4	N
2	5	5	N
2	6	6	N
2	7	7	N
2	8	8	N
3	1	1	N
3	2	2	N
3	3	3	N
3	4	4	N
3	5	5	N
3	6	6	N
3	7	7	N
3	8	8	N
4	1	1	N
4	2	2	N
4	3	3	N
4	4	4	N
4	5	5	N
4	6	6	N
4	7	7	N
4	8	8	N

Vehicle Detector Setup (MM)6-2 continued

Detector Number	Type	TS2 Detector	Detector Description
1	N-NTCIP	Yes	
2	N-NTCIP	Yes	
3	N-NTCIP	Yes	
4	N-NTCIP	Yes	
5	N-NTCIP	Yes	
6	N-NTCIP	Yes	
7	N-NTCIP	Yes	
8	N-NTCIP	Yes	
9	N-NTCIP	Yes	
10	N-NTCIP	Yes	
11	N-NTCIP	Yes	
12	N-NTCIP	Yes	
13	N-NTCIP	Yes	
14	N-NTCIP	Yes	
15	N-NTCIP	Yes	
16	N-NTCIP	Yes	
17	N-NTCIP	Yes	
18	N-NTCIP	Yes	
19	N-NTCIP	Yes	
20	N-NTCIP	Yes	
21	N-NTCIP	Yes	
22	N-NTCIP	Yes	

23	N-NTCIP	Yes	
24	N-NTCIP	Yes	
25	N-NTCIP	Yes	
26	N-NTCIP	Yes	
27	N-NTCIP	Yes	
28	N-NTCIP	Yes	
29	N-NTCIP	Yes	
30	N-NTCIP	Yes	
31	N-NTCIP	Yes	
32	N-NTCIP	Yes	
33	N-NTCIP	Yes	
34	N-NTCIP	Yes	
35	N-NTCIP	Yes	
36	N-NTCIP	Yes	
37	N-NTCIP	Yes	
38	N-NTCIP	Yes	
39	N-NTCIP	Yes	
40	N-NTCIP	Yes	
41	N-NTCIP	Yes	
42	N-NTCIP	Yes	
43	N-NTCIP	Yes	
44	N-NTCIP	Yes	
45	N-NTCIP	Yes	
46	N-NTCIP	Yes	
47	N-NTCIP	Yes	
48	N-NTCIP	Yes	
49	N-NTCIP	Yes	
50	N-NTCIP	Yes	
51	N-NTCIP	Yes	
52	N-NTCIP	Yes	
53	N-NTCIP	Yes	
54	N-NTCIP	Yes	
55	N-NTCIP	Yes	
56	N-NTCIP	Yes	
57	N-NTCIP	Yes	
58	N-NTCIP	Yes	
59	N-NTCIP	Yes	
60	N-NTCIP	Yes	
61	N-NTCIP	Yes	
62	N-NTCIP	Yes	
63	N-NTCIP	Yes	
64	N-NTCIP	Yes	

Vehicle Detector Setup (MM)6-2 continued

Det Num	Veh Det Plan	Phase	ECPI Log	Call Option	Delay Time	Ext Option	Extend Time / Passage Time	Queue Lim / Discon. Time	Use Added Initial	Cross Switch Phase	Lock In	NTCIP Vol.	NTCIP Occ.	Pmt Queue Delay
1	1	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
1	2	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
1	3	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
1	4	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
2	1	0	No	Yes	0.0	Passage	0.0	0	Yes	0	None	No	No	No
2	2	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
2	3	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
2	4	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
3	1	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
3	2	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
3	3	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
3	4	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
4	1	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
4	2	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
4	3	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
4	4	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
5	1	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
5	2	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
5	3	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
5	4	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No

6	1	0	No	Yes	0.0	Passage	0.0	0	Yes	0	None	No	No	No
6	2	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
6	3	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
6	4	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
7	1	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
7	2	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
7	3	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
7	4	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
8	1	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
8	2	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
8	3	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
8	4	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
9	1	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
9	2	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
9	3	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
9	4	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
10	1	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
10	2	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
10	3	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
10	4	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
11	1	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
11	2	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
11	3	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
11	4	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
12	1	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
12	2	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
12	3	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
12	4	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
13	1	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
13	2	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
13	3	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
13	4	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
14	1	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
14	2	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
14	3	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
14	4	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
15	1	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
15	2	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
15	3	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
15	4	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
16	1	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
16	2	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
16	3	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
16	4	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
17	1	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
17	2	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
17	3	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
17	4	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
18	1	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
18	2	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
18	3	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
18	4	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
19	1	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
19	2	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
19	3	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
19	4	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
20	1	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
20	2	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
20	3	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
20	4	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
21	1	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
21	2	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
21	3	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
21	4	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
22	1	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
22	2	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
22	3	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
22	4	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No

23	1	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
23	2	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
23	3	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
23	4	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
24	1	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
24	2	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
24	3	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
24	4	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
25	1	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
25	2	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
25	3	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
25	4	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
26	1	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
26	2	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
26	3	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
26	4	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
27	1	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
27	2	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
27	3	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
27	4	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
28	1	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
28	2	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
28	3	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
28	4	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
29	1	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
29	2	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
29	3	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
29	4	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
30	1	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
30	2	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
30	3	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
30	4	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
31	1	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
31	2	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
31	3	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
31	4	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
32	1	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
32	2	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
32	3	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
32	4	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
33	1	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
33	2	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
33	3	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
33	4	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
34	1	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
34	2	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
34	3	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
34	4	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
35	1	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
35	2	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
35	3	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
35	4	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
36	1	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
36	2	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
36	3	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
36	4	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
37	1	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
37	2	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
37	3	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
37	4	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
38	1	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
38	2	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
38	3	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
38	4	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
39	1	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
39	2	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
39	3	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
39	4	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No

40	1	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
40	2	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
40	3	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
40	4	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
41	1	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
41	2	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
41	3	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
41	4	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
42	1	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
42	2	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
42	3	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
42	4	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
43	1	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
43	2	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
43	3	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
43	4	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
44	1	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
44	2	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
44	3	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
44	4	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
45	1	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
45	2	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
45	3	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
45	4	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
46	1	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
46	2	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
46	3	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
46	4	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
47	1	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
47	2	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
47	3	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
47	4	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
48	1	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
48	2	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
48	3	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
48	4	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
49	1	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
49	2	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
49	3	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
49	4	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
50	1	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
50	2	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
50	3	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
50	4	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
51	1	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
51	2	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
51	3	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
51	4	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
52	1	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
52	2	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
52	3	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
52	4	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
53	1	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
53	2	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
53	3	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
53	4	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
54	1	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
54	2	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
54	3	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
54	4	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
55	1	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
55	2	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
55	3	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
55	4	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
56	1	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
56	2	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
56	3	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
56	4	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No

57	1	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
57	2	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
57	3	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
57	4	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
58	1	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
58	2	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
58	3	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
58	4	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
59	1	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
59	2	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
59	3	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
59	4	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
60	1	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
60	2	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
60	3	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
60	4	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
61	1	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
61	2	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
61	3	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
61	4	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
62	1	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
62	2	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
62	3	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
62	4	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
63	1	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
63	2	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
63	3	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
63	4	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
64	1	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
64	2	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
64	3	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
64	4	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No

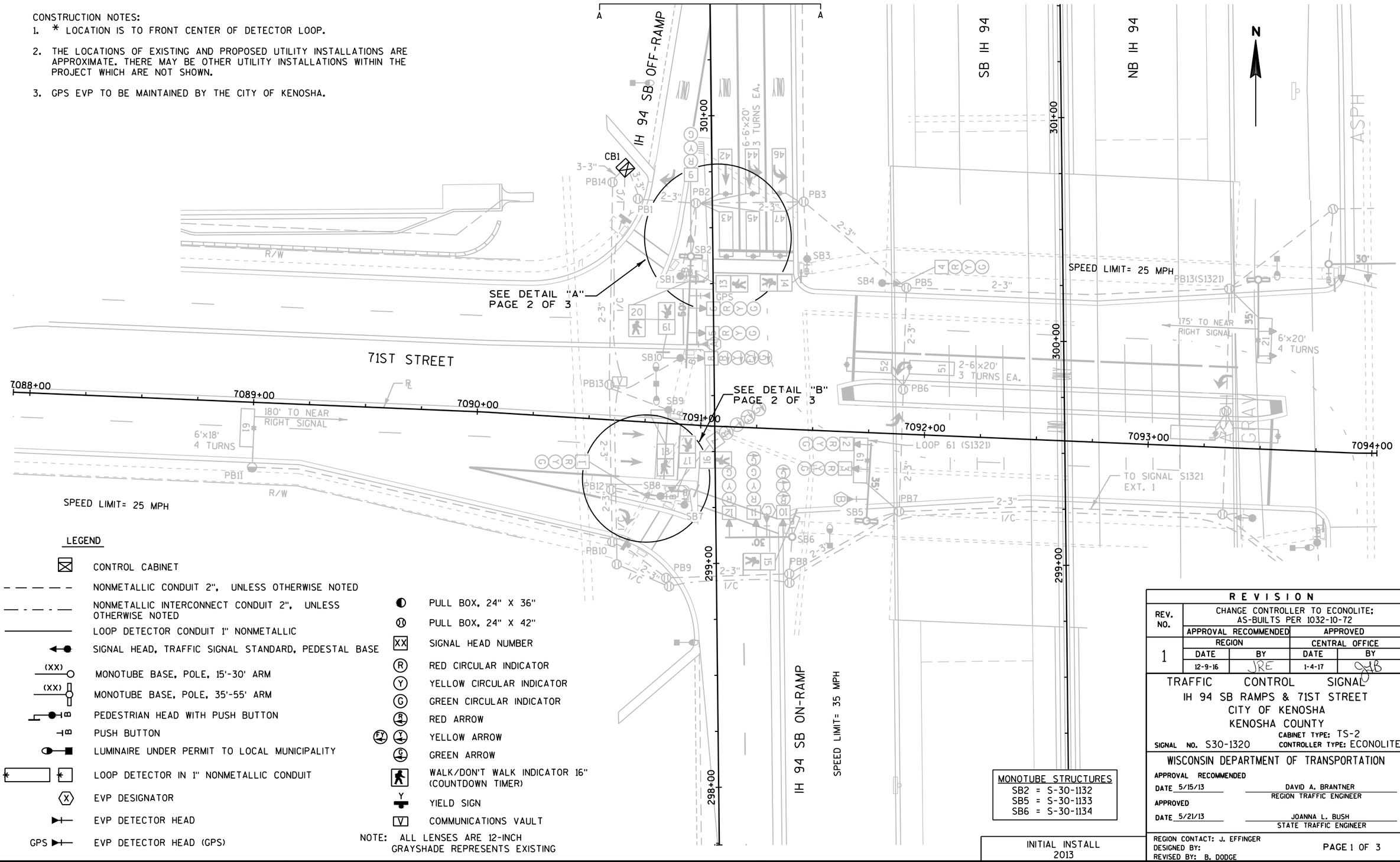
Ped Detector Options (MM)6-3

Phase Ped Detector (Econolite)

Detector	Call Phase															
	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
1	X	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
2	.	X	.	.	.	.	.	.	.	.	.	.	.	.	.	.
3	.	.	X	.	.	.	.	.	.	.	.	.	.	.	.	.
4	.	.	.	X	.	.	.	.	.	.	.	.	.	.	.	.
5	.	.	.	.	X	.	.	.	.	.	.	.	.	.	.	.
6	.	.	.	.	.	X	.	.	.	.	.	.	.	.	.	.
7	.	.	.	.	.	.	X	.	.	.	.	.	.	.	.	.
8	.	.	.	.	.	.	.	X	.	.	.	.	.	.	.	.
9	.	.	.	.	.	.	.	.	X	.	.	.	.	.	.	.
10	.	.	.	.	.	.	.	.	.	X	.	.	.	.	.	.
11	.	.	.	.	.	.	.	.	.	.	X	.	.	.	.	.
12	.	.	.	.	.	.	.	.	.	.	.	X	.	.	.	.
13	.	.	.	.	.	.	.	.	.	.	.	.	X	.	.	.
14	.	.	.	.	.	.	.	.	.	.	.	.	.	X	.	.
15	.	.	.	.	.	.	.	.	.	.	.	.	.	.	X	.
16	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	X

CONSTRUCTION NOTES:

1. * LOCATION IS TO FRONT CENTER OF DETECTOR LOOP.
2. THE LOCATIONS OF EXISTING AND PROPOSED UTILITY INSTALLATIONS ARE APPROXIMATE. THERE MAY BE OTHER UTILITY INSTALLATIONS WITHIN THE PROJECT WHICH ARE NOT SHOWN.
3. GPS EVP TO BE MAINTAINED BY THE CITY OF KENOSHA.



LEGEND

- CONTROL CABINET
- NONMETALLIC CONDUIT 2", UNLESS OTHERWISE NOTED
- NONMETALLIC INTERCONNECT CONDUIT 2", UNLESS OTHERWISE NOTED
- LOOP DETECTOR CONDUIT 1" NONMETALLIC
- SIGNAL HEAD, TRAFFIC SIGNAL STANDARD, PEDESTAL BASE
- (XX) MONOTUBE BASE, POLE, 15'-30' ARM
- (XX) MONOTUBE BASE, POLE, 35'-55' ARM
- PEDESTRIAN HEAD WITH PUSH BUTTON
- PUSH BUTTON
- LUMINAIRE UNDER PERMIT TO LOCAL MUNICIPALITY
- LOOP DETECTOR IN 1" NONMETALLIC CONDUIT
- (X) EVP DESIGNATOR
- EVP DETECTOR HEAD
- GPS EVP DETECTOR HEAD (GPS)
- PULL BOX, 24" X 36"
- PULL BOX, 24" X 42"
- XX SIGNAL HEAD NUMBER
- (R) RED CIRCULAR INDICATOR
- (Y) YELLOW CIRCULAR INDICATOR
- (G) GREEN CIRCULAR INDICATOR
- RA RED ARROW
- YA YELLOW ARROW
- GA GREEN ARROW
- WALK/DON'T WALK INDICATOR 16" (COUNTDOWN TIMER)
- Y YIELD SIGN
- V COMMUNICATIONS VAULT

NOTE: ALL LENSES ARE 12-INCH
GRAYSHADE REPRESENTS EXISTING

MONOTUBE STRUCTURES
SB2 = S-30-1132
SB5 = S-30-1133
SB6 = S-30-1134

INITIAL INSTALL 2013

REVISION				
REV. NO.	CHANGE CONTROLLER TO ECONOLITE; AS-BUILTS PER 1032-10-72			
	APPROVAL RECOMMENDED		APPROVED	
1	REGION		CENTRAL OFFICE	
	DATE	BY	DATE	BY
	12-9-16	JRE	1-4-17	JAB

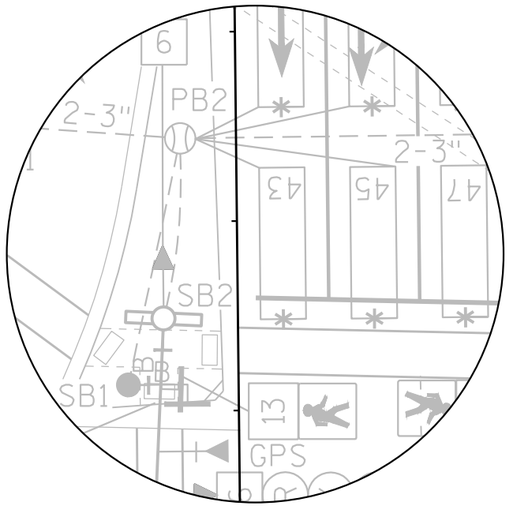
TRAFFIC CONTROL SIGNAL
IH 94 SB RAMPS & 71ST STREET
CITY OF KENOSHA
KENOSHA COUNTY
CABINET TYPE: TS-2
SIGNAL NO. S30-1320 CONTROLLER TYPE: ECONOLITE

WISCONSIN DEPARTMENT OF TRANSPORTATION
APPROVAL RECOMMENDED
DATE 5/15/13 DAVID A. BRANTNER, REGION TRAFFIC ENGINEER
APPROVED
DATE 5/21/13 JOANNA L. BUSH, STATE TRAFFIC ENGINEER

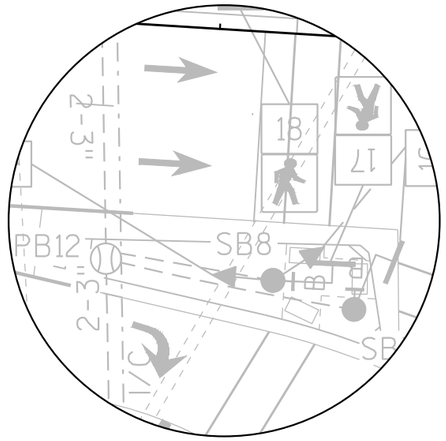
REGION CONTACT: J. EFFINGER
DESIGNED BY:
REVISED BY: B. DODGE
PAGE 1 OF 3

PROJECT NO: 3700-20-31	HWY: IH 94/STH 50	COUNTY: KENOSHA	TRAFFIC SIGNAL PLAN	SHEET	E

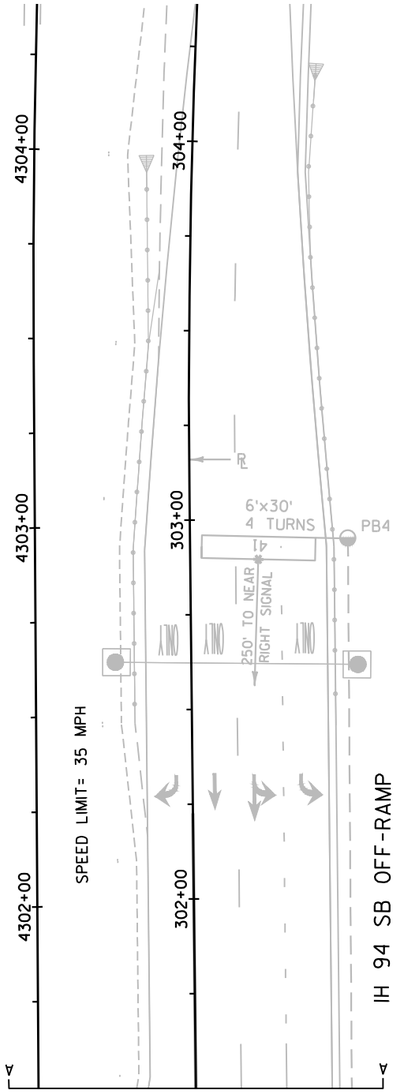
FILE NAME : N:\PDS\C3D\CAD\00820300\SIG\S30-1320\S30-1320_A.DWG
LAYOUT NAME - S30-1320_A_PG1
PLOT DATE : 1/6/2017 2:18 PM PLOT BY : VANDE LEEST, CYNTHIA PLOT NAME : PLOT SCALE : 1:40_XREF

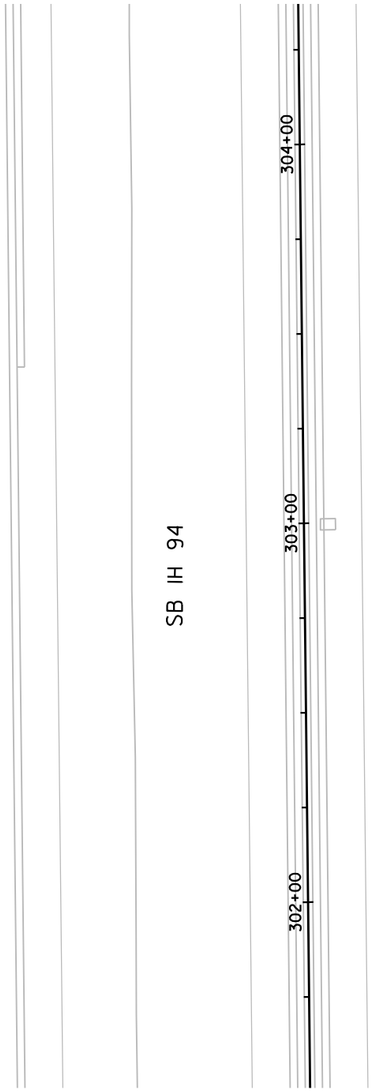


DETAIL "A"
SCALE: 1:20



DETAIL "B"
SCALE: 1:20





N

TRAFFIC CONTROL SIGNAL
IH 94 SB RAMPS & 71ST STREET
CITY OF KENOSHA
KENOSHA COUNTY

SIGNAL NO. S30-1320

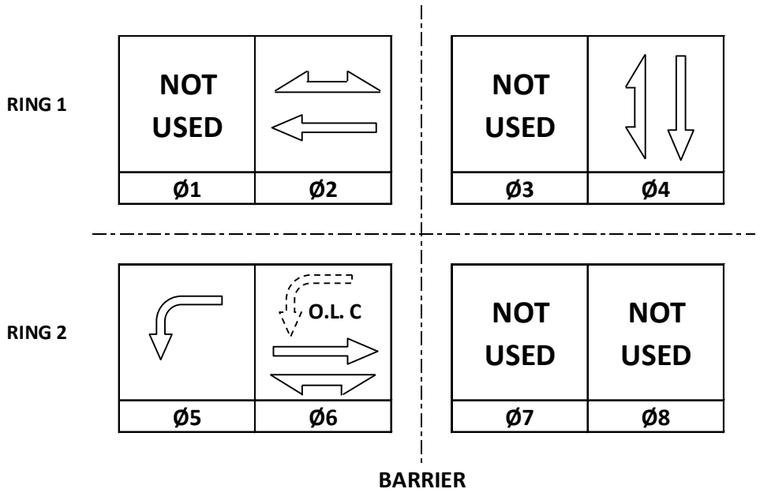
REGION CONTACT: J. EFFINGER
DESIGNED BY:
REVISED BY: B. DODGE

PAGE 2 OF 3

PROJECT NO: 3700-20-31	HWY: IH 94/STH 50	COUNTY: KENOSHA	TRAFFIC SIGNAL PLAN	SHEET	E

FILE NAME : N:\PDS\C3D\CAD\00820300\SIG\S30-1320\S30-1320_A.DWG
LAYOUT NAME - S30-1320_A_PG2
PLOT DATE : 1/6/2017 2:18 PM
PLOT BY : VANDE LEEST, CYNTHIA
PLOT NAME :
PLOT SCALE : 1:40
_XREF

	HEAD NUMBERS	FLASH
Ø1		
Ø2	4,5,6	R
Ø3		
Ø4	9,10,11,12	R, R ←
Ø5	7,8	-
Ø6	1,2,3	R
Ø7		
Ø8		
Ø2P	13,14	
Ø4P	17,18,19,20	
Ø6P	15,16	
Ø8P		
OLA		
OLB		
OLC	7,8	R ←
OLD		





CONTROLLER LOGIC

PHASE NUMBER	PHASE LOCKING	DUAL ENTRY W / Ø	PHASE RECALL	PHASE ACTIVE
1				
2	X	6	MIN	X
3				
4				X
5		2		X
6	X	2	MIN	X
7				
8				

EMERGENCY VEHICLE PREEMPTION SEQUENCE

EMERGENCY VEHICLE PREEMPTOR	A	B	C
MOVEMENT	←	←	↓
PHASE	2+5	6+2	4

AFTER PREEMPTION SEQUENCE 2+5 OR 6+2, CONTROLLER SHALL RETURN TO PHASES 2+6.
AFTER PREEMPTION SEQUENCE 4, CONTROLLER SHALL RETURN TO PHASE 4.

TYPE OF INTERCONNECT/COMMUNICATION	
NONE	
CLOSED LOOP	
TWISTED PAIR	
FIBER OPTIC*	
FIBER OPTIC (ETHERNET)	X
RADIO	
CELL MODEM	

TYPE OF COORDINATION	
NONE	X
TBC	
TRAFFIC RESPONSIVE	
ADAPTIVE	
*LOCATION OF MASTER CONTROLLER NO: S-	
SIGNAL SYSTEM NO: SS-	

TYPE OF LIGHTING	
BY OTHER AGENCY	
IN TRAFFIC CABINET	
IN SEPARATE DOT LIGHTING CABINET	X

TYPE OF PRE-EMPT	
NONE	
RAILROAD	
EMERGENCY VEHICLE	X
GTT	X
TOMAR	
HARDWIRE	
OTHER (GPS)	X
LIFT BRIDGE	
QUEUE DETECTION	

DETECTOR LOGIC

DETECTOR INPUT	3	1	7	5	11	9	15	13
PLAN LOOP DETECTOR*(S)	21	41	42	44	46	51	61	
CALLED PHASE	2	4	4	4	4	5	6	
CALL OPTION	X		X	X	X	X	X	
DELAY TIME								
EXTENTION OPTION	X	X	X	X	X	X	X	
EXTEND TIME		X						
USE ADDED INITIAL	X						X	
CROSS SWITCH PHASE						6		

DETECTOR INPUT	19	17	23	21	27	25	31	29
PLAN LOOP DETECTOR*(S)								
CALLED PHASE								
CALL OPTION								
DELAY TIME								
EXTENTION OPTION								
EXTEND TIME								
USE ADDED INITIAL								
CROSS SWITCH PHASE								

DETECTOR INPUT	4	2	8	6	12	10	16	14
PLAN LOOP DETECTOR*(S)			43	45	47	52		
CALLED PHASE			4	4	4	5		
CALL OPTION			X	X	X	X		
DELAY TIME								
EXTENTION OPTION			X	X	X	X		
EXTEND TIME								
USE ADDED INITIAL								
CROSS SWITCH PHASE						6		

DETECTOR INPUT	20	18	24	22	28	26	32	30
PLAN LOOP DETECTOR*(S)								
CALLED PHASE								
CALL OPTION								
DELAY TIME								
EXTENTION OPTION								
EXTEND TIME								
USE ADDED INITIAL								
CROSS SWITCH PHASE								

IH 94 SB RAMPS & 71ST STREET
CITY OF KENOSHA
KENOSHA COUNTY
SIGNAL NO: S30-1320 CABINET TYPE: TS2
CONTROLLER TYPE: ECONOLITE
DATE: 12/2016 PAGE NO. 3 OF 3

PROJECT NO: 3700-20-31	HWY: IH 94/STH 50	COUNTY: KENOSHA	SEQUENCE OF OPERATIONS	SHEET NO:	E

FILE NAME : _____ PLOT DATE : _____ PLOT BY : _____ PLOT NAME : _____ PLOT SCALE : 1:1

Timing Cover Sheet for Signal: S1320 HWY: 94 and 71st St

Date:	3/18/2019	Changes Made By:	M. Cowap
Signal No:	S1320	Highway:	94
County:	KEN	Local Hwy:	SB Ramps
Controller:	ECONOLITE	Location:	71st St
School:	None	Ped:	Standard

Pre-emption

Preemption:	Type:	Phases:
Emergency-Emitter	3M Opticom	2+5;6+2;4

Municipal Id: None
EVP Contact:
Community: City of Kenosha
Contact Phone:
Email:

Coordination

System No:
Coordination Type: None
Comm Type: Fiber

Controller IP Address: 172.22.80.41
Comments:

	Length	Split 1	Split 2	Split 3	Split 4
Cycle 1=					
Cycle 2=					
Cycle 3=					
Cycle 4=					

Cabinet Type: TS2

☐ Battery Backup

Part of a Local System: No

Local Contact:
Phone Number:

Overlaps

Overlap A = Phases:
Overlap B = Phases:
Overlap C = Phases: 5,6
Overlap D = Phases:

Turn Operations

Phases with

FYA TOD	☐		Phase Omit	☐	
5 Section Head	☐		Dynamic FYA	☐	
Lead/Lag	☐		Split Phase	☐	

Detector Timing

Dilemma Zone: No Bike Detection ☐ Detection Type(s): Loop

Detector Number	41													
Stretch	*													
Right Turn Delay														
Left Turn Delay														

Unique Features

* See program for detector settings
GPS EVP equipment maintained by City of Kenosha

Signal S1320 IP Addresses

Signal No	I-	Hwy	Local_Hwy	Location	County	Gateway:	Subnet Mask:
S1320		94	SB Ramp	71st St	KEN	172.22.80.1	255.255.255.0

IP Device:	IP Address:
Controller	172.22.80.41
EDI MMU2-16LEip	172.22.80.42
Switch	172.16.19.102
Unused	172.22.80.49
Unused	172.22.80.48
Unused	172.22.80.47
Unused	172.22.80.46
Unused	172.22.80.45
Unused	172.22.80.44
Unused	172.22.80.43
Unused	172.22.80.40

Timing Changes Log for Signal S1320 on Hwy 94 in KENOSHA County

71st St

Date Computer Changed	Date Change Made in Field	Timing Change	Reason for Change	Change By	Temp Timing
08/03/18	3/18/2019	Changed timing to Econolite	EPAC controller replaced with Econolite Cobalt	M. Cowap	No
03/29/17	3/29/2017	Updated timing	Timing and operation review	D. Dedrick	No
04/23/15	4/23/2015	Configured IP settings in controller; Added switch phase to loops 51 & 52	Interconnect is complete	D. Wolford	No
10/24/13	10/28/2013	Initial Turn On	New Signal Installation	J. Bruggeman	No

Wisconsin DOT

S 30-1320 - IH 94 SB Ramps & 71st St - Econolite Type - Cobalt

Configuration Phase Sequence

Controller Sequence (MM)1-1-1

Hardware Alternate Sequence Enable: No

Phase Ring Sequence.....(Note: Sequences identical to the prior one are not printed)

	01	02	03	04	05	06	07	08	09	10	11	12	13	14	15	16
	C	C	C	C	C	C	C	C	C	C	C	C	C	C	C	C
Sequence 1																
Ring 1	1	2	3	4	9	10	13	14	.	.	.	.	.	.	.	.
Ring 2	5	6	7	8	11	12	15	16	.	.	.	.	.	.	.	.
Sequence 2																
Ring 1	2	1	3	4	10	9	13	14	.	.	.	.	.	.	.	.
Ring 2	5	6	7	8	11	12	15	16	.	.	.	.	.	.	.	.
Sequence 3																
Ring 1	1	2	4	3	9	10	14	13	.	.	.	.	.	.	.	.
Ring 2	5	6	7	8	11	12	15	16	.	.	.	.	.	.	.	.
Sequence 4																
Ring 1	2	1	4	3	10	9	14	13	.	.	.	.	.	.	.	.
Ring 2	5	6	7	8	11	12	15	16	.	.	.	.	.	.	.	.
Sequence 5																
Ring 1	1	2	3	4	9	10	13	14	.	.	.	.	.	.	.	.
Ring 2	6	5	7	8	12	11	15	16	.	.	.	.	.	.	.	.
Sequence 6																
Ring 1	2	1	3	4	10	9	13	14	.	.	.	.	.	.	.	.
Ring 2	6	5	7	8	12	11	15	16	.	.	.	.	.	.	.	.
Sequence 7																
Ring 1	1	2	4	3	9	10	14	13	.	.	.	.	.	.	.	.
Ring 2	6	5	7	8	12	11	15	16	.	.	.	.	.	.	.	.
Sequence 8																
Ring 1	2	1	4	3	10	9	14	13	.	.	.	.	.	.	.	.
Ring 2	6	5	7	8	12	11	15	16	.	.	.	.	.	.	.	.
Sequence 9																
Ring 1	1	2	3	4	9	10	13	14	.	.	.	.	.	.	.	.
Ring 2	5	6	8	7	11	12	16	15	.	.	.	.	.	.	.	.
Sequence 10																
Ring 1	2	1	3	4	10	9	13	14	.	.	.	.	.	.	.	.
Ring 2	5	6	8	7	11	12	16	15	.	.	.	.	.	.	.	.
Sequence 11																
Ring 1	1	2	4	3	9	10	14	13	.	.	.	.	.	.	.	.
Ring 2	5	6	8	7	11	12	16	15	.	.	.	.	.	.	.	.
Sequence 12																
Ring 1	2	1	4	3	10	9	14	13	.	.	.	.	.	.	.	.
Ring 2	5	6	8	7	11	12	16	15	.	.	.	.	.	.	.	.
Sequence 13																
Ring 1	1	2	3	4	9	10	13	14	.	.	.	.	.	.	.	.
Ring 2	6	5	8	7	12	11	16	15	.	.	.	.	.	.	.	.
Sequence 14																
Ring 1	2	1	3	4	10	9	13	14	.	.	.	.	.	.	.	.
Ring 2	6	5	8	7	12	11	16	15	.	.	.	.	.	.	.	.
Sequence 15																
Ring 1	1	2	4	3	9	10	14	13	.	.	.	.	.	.	.	.
Ring 2	6	5	8	7	12	11	16	15	.	.	.	.	.	.	.	.
Sequence 16																
Ring 1	2	1	4	3	10	9	14	13	.	.	.	.	.	.	.	.
Ring 2	6	5	8	7	12	11	16	15	.	.	.	.	.	.	.	.

Phases In Use / Exclusive PED (MM)1-2

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Phases in Use		X		X	X	X										
Exclusive PED																

Phase Compatibility (MM)1-1-2

Phase	Compatible Phase
1	5
1	6

2	5
2	6
3	7
3	8
4	7
4	8
9	11
9	12
10	11
10	12
13	15
13	16
14	15
14	16

Phase and Overlap Descriptions

Phase	**1**	**2**	**3**	**4**	**5**	**6**	**7**	**8**	**9**	**10**	**11**	**12**	**13**	**14**	**15**	**16**
Approach	N	N	N	N	N	N	N	N	N	N	N	N	N	N	N	N
Movement																
Associated PED																
Overlap	**A**	**B**	**C**	**D**	**E**	**F**	**G**	**H**	**I**	**J**	**L**	**K**	**L**	**M**	**N**	**O**
Approach	N	N	N	N	N	N	N	N	N	N	N	N	N	N	N	N
Movement																

Administration (MM)1-7-1

Enable CU/Cabinet Interlock CRC	No
Request Download Controller Data	No
Controller Database CRC	CB4E
Enable Automatic Backup to Datakey	Yes

Backup Prevent (MM)1-1-3

	Phases	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Timing /	1		.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Backup	2	.		.	.	.	.	.	.	.	.	.	.	.	.	.	.
	3	.	.		.	.	.	.	.	.	.	.	.	.	.	.	.
	4	.	.	.		.	.	.	.	.	.	.	.	.	.	.	.
	5	.	.	.	.		.	.	.	.	.	.	.	.	.	.	.
	6	.	.	.	.	.		.	.	.	.	.	.	.	.	.	.
	7	.	.	.	.	.	.		.	.	.	.	.	.	.	.	.
	8	.	.	.	.	.	.	.		.	.	.	.	.	.	.	.
	9	.	.	.	.	.	.	.	.		.	.	.	.	.	.	.
	10	.	.	.	.	.	.	.	.	.		.	.	.	.	.	.
	11	.	.	.	.	.	.	.	.	.	.		.	.	.	.	.
	12	.	.	.	.	.	.	.	.	.	.	.		.	.	.	.
	13	.	.	.	.	.	.	.	.	.	.	.	.		.	.	.
	14	.	.	.	.	.	.	.	.	.	.	.	.	.		.	.
	15	.	.	.	.	.	.	.	.	.	.	.	.	.	.		.
	16	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	

Simultaneous Gap (MM)1-1-4

	Phases	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
	1		.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
	2	.		.	.	.	X	.	.	.	.	.	.	.	.	.	.
	3	.	.		.	.	.	.	.	.	.	.	.	.	.	.	.
	4	.	.	.		.	.	.	.	.	.	.	.	.	.	.	.
	5	.	.	.	.		.	.	.	.	.	.	.	.	.	.	.
Phase	6	.	X	.	.	.		.	.	.	.	.	.	.	.	.	.
Must	7	.	.	.	.	.	.		.	.	.	.	.	.	.	.	.
Gap	8	.	.	.	.	.	.	.		.	.	.	.	.	.	.	.
With	9	.	.	.	.	.	.	.	.		.	.	.	.	.	.	.
Phase	10	.	.	.	.	.	.	.	.	.		.	.	.	.	.	.
	11	.	.	.	.	.	.	.	.	.	.		.	.	.	.	.
	12	.	.	.	.	.	.	.	.	.	.	.		.	.	.	.
	13	.	.	.	.	.	.	.	.	.	.	.	.		.	.	.
	14	.	.	.	.	.	.	.	.	.	.	.	.	.		.	.
	15	.	.	.	.	.	.	.	.	.	.	.	.	.	.		.
	16	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	
	Disable	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.

Load Switch Assignments (MMU Channel) (MM)1-3

	Phase / Overlap	Type	Dimming				Power Up				Auto		Flash Together
			Red	Yellow	Green	Dark	Auto	Red	Yellow	Dark	Red	Yellow	
1	1					+	X				X		X
2	2	V				+	X				X		
3	3					+	X				X		X
4	4	V				-	X				X		
5	5	V				+	X				X		
6	6	V				-	X				X		X
7	7					-	X				X		
8	8					-	X				X		X
9	2	P				+	X						
10	4	P				+	X						
11	6	P				-	X						
12	8					-	X						
13	1					+	X				X		X
14	2					-	X				X		X
15	3	O				+	X				X		
16	4					-	X				X		

Wisconsin DOT

S 30-1320 - IH 94 SB Ramps & 71st St - Econolite Type - Cobalt

Configuration Port 1 (SDLC)

SDLC Options (MM)1-4-1

BIU	1	2	3	4	5	6	7	8

Term and Facility Enable	X	X						
Detector Rack Enable	X							

Enable TS2/MMU Type Cabinet: Yes
Enable MMU Extended Status: Yes
Enable SDLC Stop Time: Yes
Enable 3 Critical RFE's Lockup: Yes

MMU Program (MM)1-4-2

Channel Can Serve with Channel	
Channel 1	**Channel 2**
2	5
2	6
2	9
2	11
2	15
4	10
4	15
5	9
5	15
6	9
6	11
6	15
9	11
9	15
11	15

Color Check Enable (MM)1-4-3
Enable Color Check: Yes

MMU Channel	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Green		X		X	X	X			X	X	X				X	
Yellow		X		X		X									X	
Red		X		X		X									X	

Secondary To Secondary Addressing (MM)1-4-4

ID	1	2	3	4	5	6	7	8	MMU
Term and Facility Enable									

ID	1	2	3	4	5	6	7	8	Diag
Detector Rack Enable									

Diagonstics (Test Fixture) Enable: No

Wisconsin DOT

S 30-1320 - IH 94 SB Ramps & 71st St - Econolite Type - Cobalt

Configuration Communications

Ethernet Port Configuration (MM)1-5-1
DHCP Enable: No
Controller IP: 172.22.80.41
Subnet Mask: 255.255.255.0
Default Gateway IP: 172.22.80.1
Server IP: 172.20.3.22

NTCIP Parameters (MM)1-5-5
Backup Time: 0
UDP Port: 501
Ethernet Priority: 1
Port 2 Priority: 4
Port 3A Priority: 2
Port 3B Priority: 3

Port Configuration (MM)1-5-2 to 1-5-4

Port	2 (C50S)	3A (C21S)	3B (C22S)
Comm Module	None	Auto	Auto
Protocol	NTCIP	NTCIP	Terminal
Enable	Yes	Yes	No
Data Rate	19.2K	19.2K	1200
Data Parity Stop	8 N 1	8 N 1	8 0 1
Modem Setup String	None	None	None
User String			
Comm Port Address	1	1	0

System Detector 9-1	0	0	0
Telemetry Response Delay	0.0	0.0	0.0
Duplex Half/Full	Full	Full	Full
Flow Control	Yes	Yes	Yes
AB3418 NTCIP Group Address	0	0	0
AB3418 NTCIP Single Flag Enable	No	No	No
RTS to CTS Delay	0.0	0.0	3.0
RTS Turn Off Delay	0.0	0.0	2.0
Droupout Time	10	10	10
Early RTS	No	No	No
Telemetry Mode	FSK	FSK	FSK
Rail Road	0	0	0
Rail Road Line	0	0	0
ATCS Group	0	0	0
Wayside Device	0	0	0
ATCS Device	0	0	0
Wayside SubNode	0	0	0
ATCS SubNode	0	0	0

ECPIP Parameters (MM)1-5-6

Controller Address: 0
Expanded System Detector Address: 0

Local System Detector

Local System Detector	Number

Wireless Configuration (MM)1-5-7

Wireless Channel Number: 1
Wireless Access Code: 327723274

Wisconsin DOT

S 30-1320 - IH 94 SB Ramps & 71st St - Econolite Type - Cobalt

Configuration Logging/Display

Event Logging (MM)1-6-1

Critical RFE's	Yes	3 Critical RFE's in 24 Hours	Yes
MMU Flash Faults	Yes	Local Flash Faults	Yes
Non-Critical RFE's (Det/Test)	Yes	Detector Errors	Yes
Coordination Errors	Yes	Controller Download	Yes
Preempt	Yes	TSP	Yes
Power On/Off	Yes	Low Battery	Yes
Access	Yes	Data Change	Yes
Online/Offline	Yes		

Alarm Log	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Enable Logging	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X

Display Options (MM)1-7-2

Key Click Enable: Yes
Switch to Graphics Mode: No
LED Mode: Single Color
Main Status Display Mode: Basic
Trans Mode Pop-up Disable: No

Sign On (MM)8-5

Sign On Message Line 1: S30-1320 IH 94 EB Ramps & 71st St
Sign On Message Line 2: WisDOT SE Region

Wisconsin DOT

S 30-1320 - IH 94 SB Ramps & 71st St - Econolite Type - Cobalt

Logic Processor Page 1
Statement Control (MM)1-8-1

LP	Statement Control

Wisconsin DOT

S 30-1320 - IH 94 SB Ramps & 71st St - Econolite Type - Cobalt

Logic Processor Page 2

Logic Statements (MM)1-8-2

Wisconsin DOT

S 30-1320 - IH 94 SB Ramps & 71st St - Econolite Type - Cobalt

Controller Timing Plan (MM)2-1
Plan 1 - ""

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Direction	N	N	N	N	N	N	N	N	N	N	N	N	N	N	N	N
Min Green	0	15	0	10	6	15	0	0	0	0	0	0	0	0	0	0
BK Min Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
CS Min Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Delay Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Walk	0	7	0	7	0	7	0	0	0	0	0	0	0	0	0	0
Walk 2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Walk Max	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Ped Clear	0	12	0	27	0	13	0	0	0	0	0	0	0	0	0	0
Ped Clear 2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Ped Clear Max	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Ped CO	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Vehicle Ext	0.0	4.9	0.0	1.5	1.5	4.9	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Vehicle Ext 2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Max 1	0	40	0	30	20	40	0	0	0	0	0	0	0	0	0	0
Max 2	0	40	0	30	20	40	0	0	0	0	0	0	0	0	0	0
Max 3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
DYM Max	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
DYM Stp	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Yellow	0.0	3.0	0.0	3.6	3.5	3.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Red Clear	0.0	2.8	0.0	2.8	2.0	2.8	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Red Max	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Red Revert	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
ACT B4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
SEC/ACT	0.0	2.6	0.0	0.0	0.0	2.6	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Max Int	0	18	0	10	6	18	0	0	0	0	0	0	0	0	0	0
Time B4	0	18	0	30	20	18	0	0	0	0	0	0	0	0	0	0
Cars Wt	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
STPT Duc	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Time To Reduce	0	22	0	0	0	22	0	0	0	0	0	0	0	0	0	0
Min Gap	0.0	2.0	0.0	1.5	1.5	2.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Plan 2 - ""

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Direction	N	N	N	N	N	N	N	N	N	N	N	N	N	N	N	N
Min Green	5	15	5	10	5	15	5	10	0	0	0	0	0	0	0	0
BK Min Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
CS Min Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Delay Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Walk	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Walk 2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Walk Max	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Ped Clear	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Ped Clear 2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Ped Clear Max	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Ped CO	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Vehicle Ext	3.0	7.0	3.0	5.0	3.0	7.0	3.0	5.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Vehicle Ext 2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Max 1	15	45	15	35	15	45	15	35	0	0	0	0	0	0	0	0
Max 2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Max 3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
DYM Max	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
DYM Stp	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Yellow	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Red Clear	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1.0
Red Max	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Red Revert	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
ACT B4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
SEC/ACT	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Max Int	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Time B4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Cars Wt	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
STPT Duc	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Time To Reduce	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Min Gap	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Plan 3 - ""

Phase	**1**	**2**	**3**	**4**	**5**	**6**	**7**	**8**	**9**	**10**	**11**	**12**	**13**	**14**	**15**	**16**
Direction	**N**	**N**	**N**	**N**	**N**	**N**	**N**	**N**	**N**	**N**	**N**	**N**	**N**	**N**	**N**	**N**
Min Green	5	15	5	10	5	15	5	10	0	0	0	0	0	0	0	0
BK Min Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
CS Min Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Delay Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Walk	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Walk 2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Walk Max	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Ped Clear	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Ped Clear 2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Ped Clear Max	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Ped CO	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Vehicle Ext	3.0	7.0	3.0	5.0	3.0	7.0	3.0	5.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Vehicle Ext 2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Max 1	15	45	15	35	15	45	15	35	0	0	0	0	0	0	0	0
Max 2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Max 3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
DYM Max	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
DYM Stp	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Yellow	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Red Clear	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1.0
Red Max	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Red Revert	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
ACT B4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
SEC/ACT	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Max Int	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Time B4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Cars Wt	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
STPT Duc	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Time To Reduce	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Min Gap	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Plan 4 - ""

Phase	**1**	**2**	**3**	**4**	**5**	**6**	**7**	**8**	**9**	**10**	**11**	**12**	**13**	**14**	**15**	**16**
Direction	**N**	**N**	**N**	**N**	**N**	**N**	**N**	**N**	**N**	**N**	**N**	**N**	**N**	**N**	**N**	**N**
Min Green	5	15	5	10	5	15	5	10	0	0	0	0	0	0	0	0
BK Min Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
CS Min Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Delay Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Walk	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Walk 2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Walk Max	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Ped Clear	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Ped Clear 2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Ped Clear Max	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Ped CO	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Vehicle Ext	3.0	7.0	3.0	5.0	3.0	7.0	3.0	5.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Vehicle Ext 2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Max 1	15	45	15	35	15	45	15	35	0	0	0	0	0	0	0	0
Max 2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Max 3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
DYM Max	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
DYM Stp	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Yellow	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Red Clear	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1.0
Red Max	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Red Revert	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
ACT B4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
SEC/ACT	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Max Int	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Time B4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Cars Wt	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
STPT Duc	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Time To Reduce	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Min Gap	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Wisconsin DOT

S 30-1320 - IH 94 SB Ramps & 71st St - Econolite Type - Cobalt

Controller Overlaps

Vehicle Overlaps (MM)2-2

Overlap	Type	Lag Green	Yellow	Red	Advance Green

Phases

Overlap	Phase	Included	Protect	Ped Protect	Not Overlap	Modifier	Lag X Phase	Lag 2 Phase	Flash Green

PPLT FYA

Overlap	Protected Left Turn	Opposing Through	Flash Arrow Output	Flash Arrow Channel	FYA Delay	FYA Clearance	Special Function Disable	Ped Protected
C	5	6	Isolate	15	0.0	0.0	0	No

Guaranteed Minimum Time Data (MM) 2-4

Phase Time Data

Phase	Min Green	Walk	Ped Clear	Yellow	Red Clear	Overlap Green
A01	1	0	7	3.0	0.0	1
B02	1	0	7	3.0	0.0	1
C03	1	0	7	3.0	0.0	1
D04	1	0	7	3.0	0.0	1
E05	1	0	7	3.0	0.0	1
F06	1	0	7	3.0	0.0	1
G07	1	0	7	3.0	0.0	1
H08	1	0	7	3.0	0.0	1
I09	1	0	7	3.0	0.0	1
J10	1	0	7	3.0	0.0	1
K11	1	0	7	3.0	0.0	1
L12	1	0	7	3.0	0.0	1
M13	1	0	7	3.0	0.0	1
N14	1	0	7	3.0	0.0	1
O15	1	0	7	3.0	0.0	1
P16	1	0	7	3.0	0.0	1

Wisconsin DOT

S 30-1320 - IH 94 SB Ramps & 71st St - Econolite Type - Cobalt

Controller Pedestrian Overlaps

Pedestrian Overlaps (MM) 2-3

Included Phase	Ped Overlap

Wisconsin DOT

S 30-1320 - IH 94 SB Ramps & 71st St - Econolite Type - Cobalt

Controller Start/Fash (MM) 2-5

Startup

Phase	Phase Setting
2	G
6	G

Overlap
C

Flash > Mon: No
Flash Time: 0
All Red: 6
Power Start Sequence: 1
MUTCD Enabled: Yes
MUTCD Yellow to Green: No

Automatic Flash

Entry Phase

Exit Phase
2
6

Overlap Exit
C

Flash > Mon: No
Exit Flash Interval: G
Minimum Auto Flash: 8
Minimumin Recall: No
Cycle Through Phase: No

Wisconsin DOT

S 30-1320 - IH 94 SB Ramps & 71st St - Econolite Type - Cobalt

Controller Options

Controller Options (MM)2-6-1

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Flashing Green Phase																
Guaranteed Passage																
Non Act 1																
Non Act 2																
Dual Entry		X		X		X										
Conditional Service																
Conditional Reservice																
Ped Reservice																
Rest In Walk																
Flashing Walk																
Ped Clear Yellow																
Ped Clear Red																
IGRN + Veh Ext																

Ped Clear Protect: On Red Revert: 2.0 MUTCD 3 Seconds Don't Walk: No

Act Pre-Time (MM)2-7

Pre-Time Mode Enable: No Free Input Enables Pre-Timed: Yes

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Pre-Timed Phase																

Phase Recall Options (MM)2-8

Plan 1

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Lock Detector		X				X										
Vehicle Recall		X				X										
Ped Recall																
Max Recall																
Soft Recall																
No Rest																
AI Calc																

Plan 2

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Lock Detector		X				X										
Vehicle Recall		X				X										
Ped Recall																
Max Recall																
Soft Recall																
No Rest																
AI Calc																

Plan 3

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Lock Detector		X				X										
Vehicle Recall		X				X										
Ped Recall																
Max Recall																
Soft Recall																
No Rest																
AI Calc																

Plan 4

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Lock Detector		X				X										
Vehicle Recall		X				X										
Ped Recall																
Max Recall																
Soft Recall																
No Rest																
AI Calc																

Wisconsin DOT

S 30-1320 - IH 94 SB Ramps & 71st St - Econolite Type - Cobalt

Coordination Options

Coordination Options (MM)3-1

Manual Pattern	Auto	ECPI Coord	Yes
System Source	TBC	System Format	STD
Splits In	Seconds	Offsets In	Seconds
Transition	Add	Max Select	MAXINH
Dwell/Add Time	0		
Delay Coord Walk to LZ	No	Force Off	Fixed
Offset Reference	Lead	Use Ped Time	No
Ped Recall	No	Ped Reservice	No
Local Zero Override	No	FO Added Initial Green	Yes
Re-Sync Count	3	Multisync	No

Auto Perm Minimum Green (Seconds) (MM)3-4

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Minimum Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Split Demand (MM)3-5

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16

Demand 1																
Demand 2																

Demand	1	2
Detector	0	0
Call Time (Sec)	0	0
Cycle Count	0	0

Wisconsin DOT

S 30-1320 - IH 94 SB Ramps & 71st St - Econolite Type - Cobalt

Coordination Pattern Data
Pattern Data (MM)3-2

Wisconsin DOT

S 30-1320 - IH 94 SB Ramps & 71st St - Econolite Type - Cobalt

Preemptor

Preempt Plan (MM)4-1

Plan 1

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Overlap	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P
Track Clear Vehicle																
Track Clear Overlap																
Enable Trailing	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X
Dwell Vehicle		X			X											
Dwell Ped																
Dwell Overlap			F1													
Cycling Vehicle																
Cycling Ped																
Cycling Overlap																
Exit Phase		X				X										
Exit Calls																
Special Funciton																

Enable	Yes	Preempt Override	No	Interlock Enable	No
Detector Lock	Yes	Delay	1	Inhibit	0
Override Flash	No	Duration	0	CLR > GRN	No
Term Overlap Asap	No	PC Through Yellow	No	Terminate Phase	No
Ped Dark	No	Track Clear Rsrv	No	Dwell Flash	Off
Linked Pmt	0	Flash Exit Color	Green	Exit Option	Off
Exit Timing Plan	0	Reservice	0	Fault Type	Hard

Ring	1	2	3	4
Free During Preempt	No	No	No	No

Timing	Walk	Ped Clr	Min Grn	Yellow	Red
Entrance	5	0	5	25.5	25.5
	Min Grn	**Ext Grn**	**Max Grn**	**Yellow**	**Red**
Track Clear	0	0	0	25.5	25.5
	Min Dwell	**Pmt Ext**	**Max Time**	**Yellow**	**Red**
Dwell / Cycle-Exit	10	5.0	0	25.5	25.5

Preempt Active Out	On	Preempt Active Dwell	No
Other Priority Preempt	On	Non-Priority Preempt	F1
Inhibit Extension Time	0.0	Ped Priority Return	Off
Veh Priority Return	Off	Queue Delay	Off
Conditional Delay	Off		

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Veh Pri Return % Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Plan 2

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Overlap	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P
Track Clear Vehicle																
Track Clear Overlap																
Enable Trailing	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X
Dwell Vehicle		X				X										
Dwell Ped																
Dwell Overlap			F1													
Cycling Vehicle																
Cycling Ped																
Cycling Overlap																
Exit Phase		X				X										
Exit Calls																
Special Funciton																

Enable	Yes	Preempt Override	No	Interlock Enable	No
Detector Lock	Yes	Delay	1	Inhibit	0
Override Flash	No	Duration	0	CLR > GRN	No
Term Overlap Asap	No	PC Through Yellow	No	Terminate Phase	No
Ped Dark	No	Track Clear Rsrv	No	Dwell Flash	Off
Linked Pmt	0	Flash Exit Color	Green	Exit Option	Off
Exit Timing Plan	0	Reservice	0	Fault Type	Hard

Ring	1	2	3	4
Free During Preempt	No	No	No	No

Timing	Walk	Ped Clr	Min Grn	Yellow	Red
Entrance	5	0	5	25.5	25.5
	Min Grn	Ext Grn	Max Grn	Yellow	Red
Track Clear	0	0	0	25.5	25.5
	Min Dwell	Pmt Ext	Max Time	Yellow	Red
Dwell / Cycle-Exit	10	5.0	0	25.5	25.5

Preempt Active Out	On	Preempt Active Dwell	No
Other Priority Preempt	On	Non-Priority Preempt	F1
Inhibit Extension Time	0.0	Ped Priority Return	Off
Veh Priority Return	Off	Queue Delay	Off
Conditional Delay	Off		

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Veh Pri Return % Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Plan 3

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Overlap	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P
Track Clear Vehicle																
Track Clear Overlap																
Enable Trailing	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X
Dwell Vehicle				X												
Dwell Ped																
Dwell Overlap																
Cycling Vehicle																
Cycling Ped																
Cycling Overlap																
Exit Phase				X												
Exit Calls																
Special Funciton																

Enable	Yes	Preempt Override	No	Interlock Enable	No
Detector Lock	Yes	Delay	1	Inhibit	0
Override Flash	No	Duration	0	CLR > GRN	No
Term Overlap Asap	No	PC Through Yellow	No	Terminate Phase	No
Ped Dark	No	Track Clear Rsrv	No	Dwell Flash	Off
Linked Pmt	0	Flash Exit Color	Green	Exit Option	Off
Exit Timing Plan	0	Reservice	0	Fault Type	Hard

Ring	1	2	3	4
Free During Preempt	No	No	No	No

Timing	Walk	Ped Clr	Min Grn	Yellow	Red

Entrance	5	0	5	25.5	25.5
	Min Grn	**Ext Grn**	**Max Grn**	**Yellow**	**Red**
Track Clear	0	0	0	25.5	25.5
	Min Dwell	**Pmt Ext**	**Max Time**	**Yellow**	**Red**
Dwell / Cycle-Exit	10	5.0	0	25.5	25.5

Preempt Active Out	On	Preempt Active Dwell	No
Other Priority Preempt	On	Non-Priority Preempt	F1
Inhibit Extension Time	0.0	Ped Priority Return	Off
Veh Priority Return	Off	Queue Delay	Off
Conditional Delay	Off		

Phase	**1**	**2**	**3**	**4**	**5**	**6**	**7**	**8**	**9**	**10**	**11**	**12**	**13**	**14**	**15**	**16**
Veh Pri Return % Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Wisconsin DOT

S 30-1320 - IH 94 SB Ramps & 71st St - Econolite Type - Cobalt

Preemptor Preempt Filtering
Enable Preempt Filtering and TSP/SCP (MM)4-2

Input	Solid	Pulsing
1	Preemption -1	...Bypassed...
2	Preemption -2	...Bypassed...
3	Preemption -3	TSP/SCP -1
4	Preemption -4	TSP/SCP -2
5	Preemption -5	TSP/SCP -3
6	Preemption -6	TSP/SCP -4
7	Preemption -7	...Bypassed...
8	Preemption -8	...Bypassed...
9	Preemption -9	...Bypassed...
10	Preemption -10	...Bypassed...

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S 30-1320 - IH 94 SB Ramps & 71st St - Econolite Type - Cobalt

Time Base Clock/Calendar
Clock/Calendar Options (MM)5-1

Enable Action Plan:	0
Sync Reference Time:	12:00 AM
Sync Reference:	Reference Time
Day Light Savings:	No
Time Reset Input Set Time:	3:30:00
Standard Time From GMT:	0

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S 30-1320 - IH 94 SB Ramps & 71st St - Econolite Type - Cobalt

Time Base Day Plan/Schedule
Day Plan (MM)5-3

Schedule (MM)5-4

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S 30-1320 - IH 94 SB Ramps & 71st St - Econolite Type - Cobalt

Time Base Exceptions
Exception Day Program (MM)5-5

Day	Fixed/Float	Month	Day of Week/Month	Week of Month/Year	Day Plan
37	FIXED	255	255	65535	255
38	FIXED	255	255	65535	255
39	FIXED	255	255	65535	255
40	FIXED	255	255	65535	255
41	FIXED	255	255	65535	255
42	FIXED	255	255	65535	255
43	FIXED	255	255	65535	255
44	FIXED	255	255	65535	255
45	FIXED	255	255	65535	255
46	FIXED	255	255	65535	255
47	FIXED	255	255	65535	255
48	FIXED	255	255	65535	255
49	FIXED	255	255	65535	255
50	FIXED	255	255	65535	255
51	FIXED	255	255	65535	255
52	FIXED	255	255	65535	255
53	FIXED	255	255	65535	255
54	FIXED	255	255	65535	255
55	FIXED	255	255	65535	255
56	FIXED	255	255	65535	255
57	FIXED	255	255	65535	255
58	FIXED	255	255	65535	255
59	FIXED	255	255	65535	255
60	FIXED	255	255	65535	255
61	FIXED	255	255	65535	255
62	FIXED	255	255	65535	255
63	FIXED	255	255	65535	255
64	FIXED	255	255	65535	255
65	FIXED	255	255	65535	255
66	FIXED	255	255	65535	255
67	FIXED	255	255	65535	255
68	FIXED	255	255	65535	255
69	FIXED	255	255	65535	255
70	FIXED	255	255	65535	255
71	FIXED	255	255	65535	255
72	FIXED	255	255	65535	255
73	FIXED	255	255	65535	255
74	FIXED	255	255	65535	255
75	FIXED	255	255	65535	255
76	FIXED	255	255	65535	255
77	FIXED	255	255	65535	255
78	FIXED	255	255	65535	255
79	FIXED	255	255	65535	255
80	FIXED	255	255	65535	255
81	FIXED	255	255	65535	255
82	FIXED	255	255	65535	255
83	FIXED	255	255	65535	255
84	FIXED	255	255	65535	255
85	FIXED	255	255	65535	255
86	FIXED	255	255	65535	255
87	FIXED	255	255	65535	255
88	FIXED	255	255	65535	255
89	FIXED	255	255	65535	255
90	FIXED	255	255	65535	255

Wisconsin DOT

S 30-1320 - IH 94 SB Ramps & 71st St - Econolite Type - Cobalt

Detectors

Detectors Page 1

Vehicle Detectors Setup (MM)6-1

Vehicle Plan	Detector Number	Called	Type

Vehicle Detector Setup (MM)6-2 continued

Detector Number	Type	TS2 Detector	Detector Description
1	N-NTCIP	Yes	Loop 41
2	N-NTCIP	Yes	
3	N-NTCIP	Yes	Loop 21
4	N-NTCIP	Yes	
5	N-NTCIP	Yes	Loop 44
6	N-NTCIP	Yes	Loop 45
7	N-NTCIP	Yes	Loop 42
8	N-NTCIP	Yes	Loop 43
9	N-NTCIP	Yes	Loop 51
10	N-NTCIP	Yes	Loop 52
11	N-NTCIP	Yes	Loop 46
12	N-NTCIP	Yes	Loop 47
13	N-NTCIP	Yes	
14	N-NTCIP	Yes	
15	N-NTCIP	Yes	Loop 61
16	N-NTCIP	Yes	
17	N-NTCIP	Yes	
18	N-NTCIP	Yes	
19	N-NTCIP	Yes	
20	N-NTCIP	Yes	
21	N-NTCIP	Yes	
22	N-NTCIP	Yes	
23	N-NTCIP	Yes	
24	N-NTCIP	Yes	
25	N-NTCIP	Yes	
26	N-NTCIP	Yes	
27	N-NTCIP	Yes	
28	N-NTCIP	Yes	
29	N-NTCIP	Yes	
30	N-NTCIP	Yes	
31	N-NTCIP	Yes	
32	N-NTCIP	Yes	
33	N-NTCIP	Yes	
34	N-NTCIP	Yes	
35	N-NTCIP	Yes	
36	N-NTCIP	Yes	
37	N-NTCIP	Yes	
38	N-NTCIP	Yes	
39	N-NTCIP	Yes	
40	N-NTCIP	Yes	
41	N-NTCIP	Yes	
42	N-NTCIP	Yes	
43	N-NTCIP	Yes	
44	N-NTCIP	Yes	
45	N-NTCIP	Yes	
46	N-NTCIP	Yes	
47	N-NTCIP	Yes	
48	N-NTCIP	Yes	
49	N-NTCIP	Yes	
50	N-NTCIP	Yes	
51	N-NTCIP	Yes	
52	N-NTCIP	Yes	
53	N-NTCIP	Yes	
54	N-NTCIP	Yes	
55	N-NTCIP	Yes	
56	N-NTCIP	Yes	
57	N-NTCIP	Yes	
58	N-NTCIP	Yes	
59	N-NTCIP	Yes	
60	N-NTCIP	Yes	
61	N-NTCIP	Yes	

62	N-NTCIP	Yes	
63	N-NTCIP	Yes	
64	N-NTCIP	Yes	

Vehicle Detector Setup (MM)6-2 continued

Det Num	Veh Det Plan	Phase	ECPI Log	Call Option	Delay Time	Ext Option	Extend Time / Passage Time	Queue Lim / Discon. Time	Use Added Initial	Cross Switch Phase	Lock In	NTCIP Vol.	NTCIP Occ.	Pmt Queue Delay
1	1	4	Yes	No	0.0	Passage	5.0	0	No	0	None	Yes	Yes	Yes
1	2	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
1	3	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
1	4	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
2	1	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
2	2	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
2	3	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
2	4	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
3	1	2	Yes	Yes	0.0	Passage	0.0	0	Yes	0	None	Yes	Yes	Yes
3	2	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
3	3	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
3	4	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
4	1	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
4	2	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
4	3	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
4	4	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
5	1	4	Yes	Yes	0.0	Passage	0.0	0	No	0	None	Yes	Yes	Yes
5	2	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
5	3	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
5	4	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
6	1	4	Yes	Yes	0.0	Passage	0.0	0	No	0	None	Yes	Yes	Yes
6	2	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
6	3	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
6	4	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
7	1	4	Yes	Yes	0.0	Passage	0.0	0	No	0	None	Yes	Yes	Yes
7	2	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
7	3	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
7	4	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
8	1	4	Yes	Yes	0.0	Passage	0.0	0	No	0	None	Yes	Yes	Yes
8	2	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
8	3	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
8	4	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
9	1	5	Yes	Yes	0.0	Passage	0.0	0	No	6	None	Yes	Yes	Yes
9	2	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
9	3	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
9	4	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
10	1	5	Yes	Yes	0.0	Passage	0.0	0	No	6	None	Yes	Yes	Yes
10	2	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
10	3	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
10	4	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
11	1	4	Yes	Yes	0.0	Passage	0.0	0	No	0	None	Yes	Yes	Yes
11	2	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
11	3	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
11	4	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
12	1	4	Yes	Yes	0.0	Passage	0.0	0	No	0	None	Yes	Yes	Yes
12	2	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
12	3	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
12	4	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
13	1	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
13	2	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
13	3	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
13	4	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
14	1	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
14	2	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
14	3	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
14	4	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
15	1	6	Yes	Yes	0.0	Passage	0.0	0	Yes	0	None	Yes	Yes	Yes
15	2	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
15	3	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
15	4	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
16	1	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
16	2	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
16	3	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No

16	4	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
17	1	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
17	2	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
17	3	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
17	4	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
18	1	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
18	2	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
18	3	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
18	4	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
19	1	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
19	2	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
19	3	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
19	4	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
20	1	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
20	2	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
20	3	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
20	4	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
21	1	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
21	2	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
21	3	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
21	4	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
22	1	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
22	2	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
22	3	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
22	4	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
23	1	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
23	2	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
23	3	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
23	4	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
24	1	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
24	2	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
24	3	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
24	4	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
25	1	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
25	2	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
25	3	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
25	4	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
26	1	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
26	2	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
26	3	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
26	4	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
27	1	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
27	2	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
27	3	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
27	4	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
28	1	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
28	2	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
28	3	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
28	4	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
29	1	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
29	2	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
29	3	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
29	4	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
30	1	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
30	2	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
30	3	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
30	4	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
31	1	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
31	2	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
31	3	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
31	4	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
32	1	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
32	2	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
32	3	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
32	4	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
33	1	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
33	2	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
33	3	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
33	4	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
34	1	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
34	2	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
34	3	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No

34	4	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
35	1	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
35	2	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
35	3	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
35	4	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
36	1	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
36	2	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
36	3	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
36	4	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
37	1	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
37	2	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
37	3	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
37	4	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
38	1	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
38	2	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
38	3	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
38	4	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
39	1	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
39	2	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
39	3	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
39	4	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
40	1	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
40	2	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
40	3	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
40	4	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
41	1	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
41	2	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
41	3	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
41	4	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
42	1	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
42	2	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
42	3	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
42	4	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
43	1	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
43	2	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
43	3	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
43	4	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
44	1	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
44	2	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
44	3	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
44	4	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
45	1	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
45	2	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
45	3	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
45	4	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
46	1	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
46	2	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
46	3	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
46	4	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
47	1	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
47	2	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
47	3	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
47	4	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
48	1	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
48	2	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
48	3	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
48	4	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
49	1	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
49	2	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
49	3	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
49	4	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
50	1	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
50	2	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
50	3	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
50	4	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
51	1	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
51	2	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
51	3	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
51	4	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
52	1	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
52	2	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
52	3	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No

52	4	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
53	1	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
53	2	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
53	3	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
53	4	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
54	1	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
54	2	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
54	3	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
54	4	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
55	1	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
55	2	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
55	3	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
55	4	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
56	1	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
56	2	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
56	3	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
56	4	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
57	1	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
57	2	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
57	3	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
57	4	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
58	1	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
58	2	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
58	3	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
58	4	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
59	1	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
59	2	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
59	3	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
59	4	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
60	1	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
60	2	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
60	3	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
60	4	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
61	1	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
61	2	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
61	3	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
61	4	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
62	1	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
62	2	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
62	3	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
62	4	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
63	1	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
63	2	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
63	3	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
63	4	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
64	1	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
64	2	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
64	3	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
64	4	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No

Ped Detector Options (MM)6-3

Phase Ped Detector (Econolite)

Detector	Call Phase															
	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
1	X	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
2	.	X	.	.	.	.	.	.	.	.	.	.	.	.	.	.
3	.	.	X	.	.	.	.	.	.	.	.	.	.	.	.	.
4	.	.	.	X	.	.	.	.	.	.	.	.	.	.	.	.
5	.	.	.	.	X	.	.	.	.	.	.	.	.	.	.	.
6	.	.	.	.	.	X	.	.	.	.	.	.	.	.	.	.
7	.	.	.	.	.	.	X	.	.	.	.	.	.	.	.	.
8	.	.	.	.	.	.	.	X	.	.	.	.	.	.	.	.
9	.	.	.	.	.	.	.	.	X	.	.	.	.	.	.	.
10	.	.	.	.	.	.	.	.	.	X	.	.	.	.	.	.
11	.	.	.	.	.	.	.	.	.	.	X	.	.	.	.	.
12	.	.	.	.	.	.	.	.	.	.	.	X	.	.	.	.
13	.	.	.	.	.	.	.	.	.	.	.	.	X	.	.	.
14	.	.	.	.	.	.	.	.	.	.	.	.	.	X	.	.

15	.	.	.	.	.	.	.	.	.	.	.	.	.	.	X	.
16	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	X

Wisconsin DOT

S 30-1320 - IH 94 SB Ramps & 71st St - Econolite Type - Cobalt

Detectors

Detectors Page 2

Log - Speed Detector Setup (MM)6-4

NTCIP Log Period: 60 ECPI Log Period: 15 Length Unit: Inch

Speed Detector	Local Detector	One/Two Detector	Vehicle Length	Trap Length	Enable Log
1	0	1	0	0	No
2	0	1	0	0	No
3	0	1	0	0	No
4	0	1	0	0	No
5	0	1	0	0	No
6	0	1	0	0	No
7	0	1	0	0	No
8	0	1	0	0	No
9	0	1	0	0	No
10	0	1	0	0	No
11	0	1	0	0	No
12	0	1	0	0	No
13	0	1	0	0	No
14	0	1	0	0	No
15	0	1	0	0	No
16	0	1	0	0	No

Vehicle Detector Diagnostics (MM)6-5

Plan	Detector	Counts	Act	Pres	Multiplier	Failed Time	Failed Call Delay
1	1	0	0	0	1	255	0
1	2	0	0	0	1	255	0
1	3	0	0	0	1	255	0
1	4	0	0	0	1	255	0
1	5	0	0	0	1	255	0
1	6	0	0	0	1	255	0
1	7	0	0	0	1	255	0
1	8	0	0	0	1	255	0
1	9	0	0	0	1	255	0
1	10	0	0	0	1	255	0
1	11	0	0	0	1	255	0
1	12	0	0	0	1	255	0
1	13	0	0	0	1	255	0
1	14	0	0	0	1	255	0
1	15	0	0	0	1	255	0
1	16	0	0	0	1	255	0
1	17	0	0	0	1	255	0
1	18	0	0	0	1	255	0
1	19	0	0	0	1	255	0
1	20	0	0	0	1	255	0
1	21	0	0	0	1	255	0
1	22	0	0	0	1	255	0
1	23	0	0	0	1	255	0
1	24	0	0	0	1	255	0
1	25	0	0	0	1	255	0
1	26	0	0	0	1	255	0
1	27	0	0	0	1	255	0
1	28	0	0	0	1	255	0
1	29	0	0	0	1	255	0
1	30	0	0	0	1	255	0
1	31	0	0	0	1	255	0

1	32	0	0	0	1	255	0
1	33	0	0	0	1	255	0
1	34	0	0	0	1	255	0
1	35	0	0	0	1	255	0
1	36	0	0	0	1	255	0
1	37	0	0	0	1	255	0
1	38	0	0	0	1	255	0
1	39	0	0	0	1	255	0
1	40	0	0	0	1	255	0
1	41	0	0	0	1	255	0
1	42	0	0	0	1	255	0
1	43	0	0	0	1	255	0
1	44	0	0	0	1	255	0
1	45	0	0	0	1	255	0
1	46	0	0	0	1	255	0
1	47	0	0	0	1	255	0
1	48	0	0	0	1	255	0
1	49	0	0	0	1	255	0
1	50	0	0	0	1	255	0
1	51	0	0	0	1	255	0
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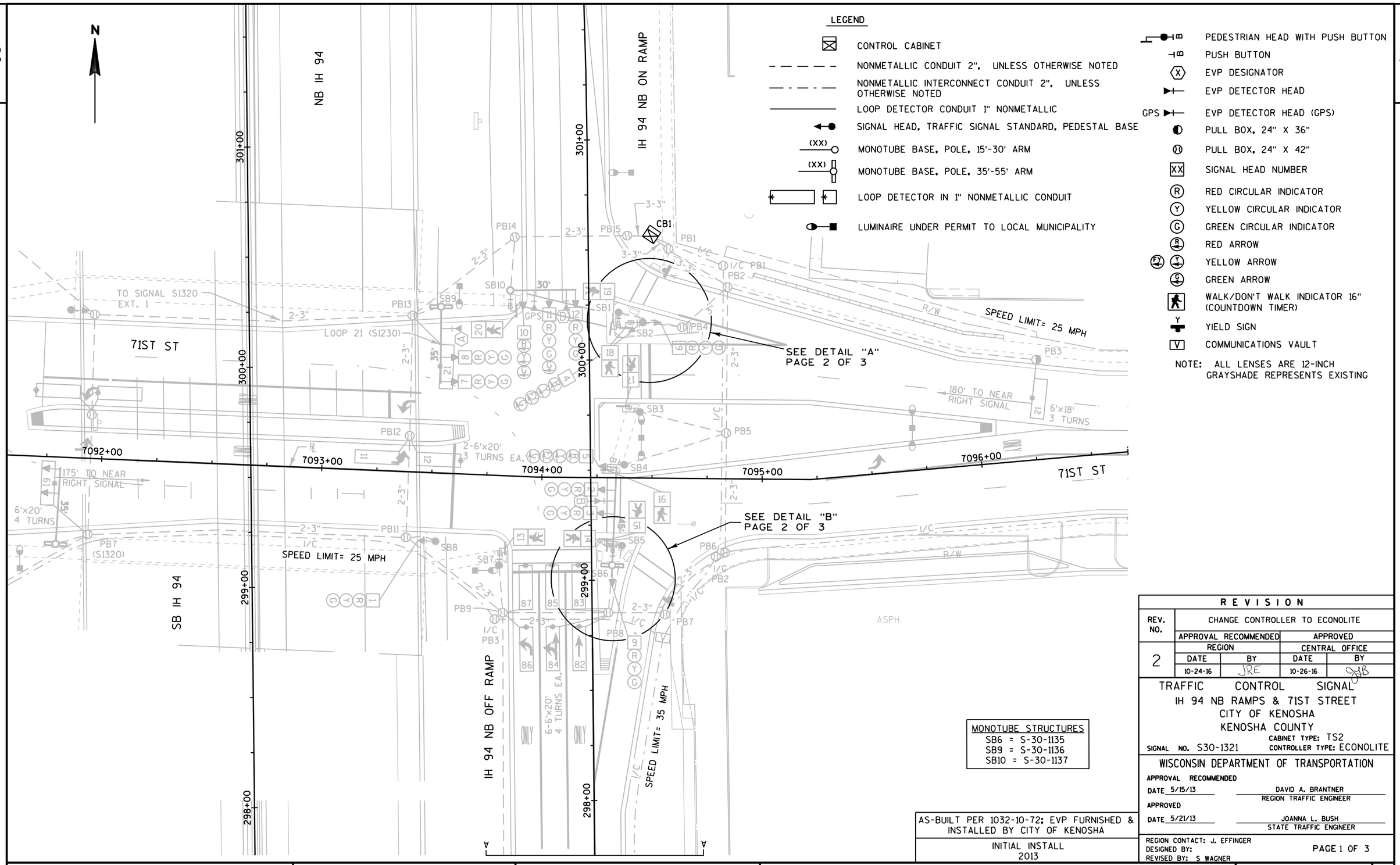
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3	46	0	0	0	1	255	0
3	47	0	0	0	1	255	0

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3	50	0	0	0	1	255	0
3	51	0	0	0	1	255	0
3	52	0	0	0	1	255	0
3	53	0	0	0	1	255	0
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3	56	0	0	0	1	255	0
3	57	0	0	0	1	255	0
3	58	0	0	0	1	255	0
3	59	0	0	0	1	255	0
3	60	0	0	0	1	255	0
3	61	0	0	0	1	255	0
3	62	0	0	0	1	255	0
3	63	0	0	0	1	255	0
3	64	0	0	0	1	255	0
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4	2	0	0	0	1	255	0
4	3	0	0	0	1	255	0
4	4	0	0	0	1	255	0
4	5	0	0	0	1	255	0
4	6	0	0	0	1	255	0
4	7	0	0	0	1	255	0
4	8	0	0	0	1	255	0
4	9	0	0	0	1	255	0
4	10	0	0	0	1	255	0
4	11	0	0	0	1	255	0
4	12	0	0	0	1	255	0
4	13	0	0	0	1	255	0
4	14	0	0	0	1	255	0
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4	29	0	0	0	1	255	0
4	30	0	0	0	1	255	0
4	31	0	0	0	1	255	0
4	32	0	0	0	1	255	0
4	33	0	0	0	1	255	0
4	34	0	0	0	1	255	0
4	35	0	0	0	1	255	0
4	36	0	0	0	1	255	0
4	37	0	0	0	1	255	0
4	38	0	0	0	1	255	0
4	39	0	0	0	1	255	0
4	40	0	0	0	1	255	0
4	41	0	0	0	1	255	0
4	42	0	0	0	1	255	0
4	43	0	0	0	1	255	0
4	44	0	0	0	1	255	0
4	45	0	0	0	1	255	0
4	46	0	0	0	1	255	0
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4	51	0	0	0	1	255	0
4	52	0	0	0	1	255	0
4	53	0	0	0	1	255	0
4	54	0	0	0	1	255	0
4	55	0	0	0	1	255	0

4	56	0	0	0	1	255	0
4	57	0	0	0	1	255	0
4	58	0	0	0	1	255	0
4	59	0	0	0	1	255	0
4	60	0	0	0	1	255	0
4	61	0	0	0	1	255	0
4	62	0	0	0	1	255	0
4	63	0	0	0	1	255	0
4	64	0	0	0	1	255	0

Pedestrian Detector Diagnotics (MM)6-6

Plan	Detector	Counts	Act	Pres	Multiplier



MONOTUBE STRUCTURES
SB6 = S-30-1135
SB9 = S-30-1136
SB10 = S-30-1137

AS-BUILT PER 1032-10-72; EVP FURNISHED & INSTALLED BY CITY OF KENOSHA

INITIAL INSTALL 2013

REVISION				
REV. NO.	CHANGE CONTROLLER TO ECONOLITE			
	APPROVAL RECOMMENDED		APPROVED	
2	REGION		CENTRAL OFFICE	
	DATE	BY	DATE	BY
	10-24-16	JRE	10-26-16	JJB

TRAFFIC CONTROL SIGNAL
IH 94 NB RAMPS & 71ST STREET
CITY OF KENOSHA
KENOSHA COUNTY
CABINET TYPE: TS2
SIGNAL NO. S30-1321 CONTROLLER TYPE: ECONOLITE

WISCONSIN DEPARTMENT OF TRANSPORTATION

APPROVAL RECOMMENDED
DATE 5/15/13 DAVID A. BRANTNER, REGION TRAFFIC ENGINEER

APPROVED
DATE 5/21/13 JOANNA L. BUSH, STATE TRAFFIC ENGINEER

REGION CONTACT: J. EFFINGER
DESIGNED BY:
REVISED BY: S WAGNER

PAGE 1 OF 3

PROJECT NO: 3700-20-31	HWY: IH 94	COUNTY: KENOSHA	TRAFFIC SIGNAL PLAN	SHEET	E

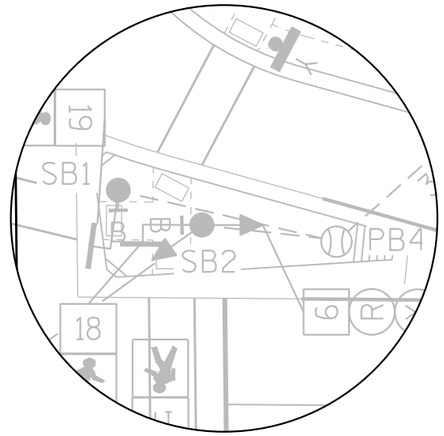
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LAYOUT NAME - S30-1321_B_PG1

PLOT DATE : 11/1/2016 8:07 AM PLOT BY : VANDE LEEST, CYNTHIA PLOT NAME : PLOT SCALE : 1 IN:40 FT

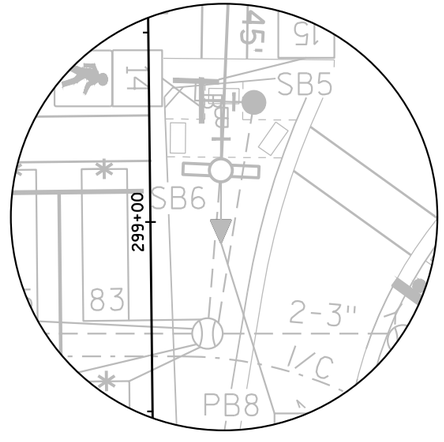
WISDOT/CADDS SHEET 42

2





DETAIL "A"
SCALE: 1:20



DETAIL "B"
SCALE: 1:20

TRAFFIC CONTROL SIGNAL
IH 94 NB RAMPS & 71ST STREET
CITY OF KENOSHA
KENOSHA COUNTY

SIGNAL NO. S30-1321

REGION CONTACT: J. EFFINGER
DESIGNED BY:
REVISED BY: S WAGNER

PAGE 2 OF 3

PROJECT NO: 3700-20-31	HWY: IH 94	COUNTY: KENOSHA	TRAFFIC SIGNAL PLAN	SHEET	E

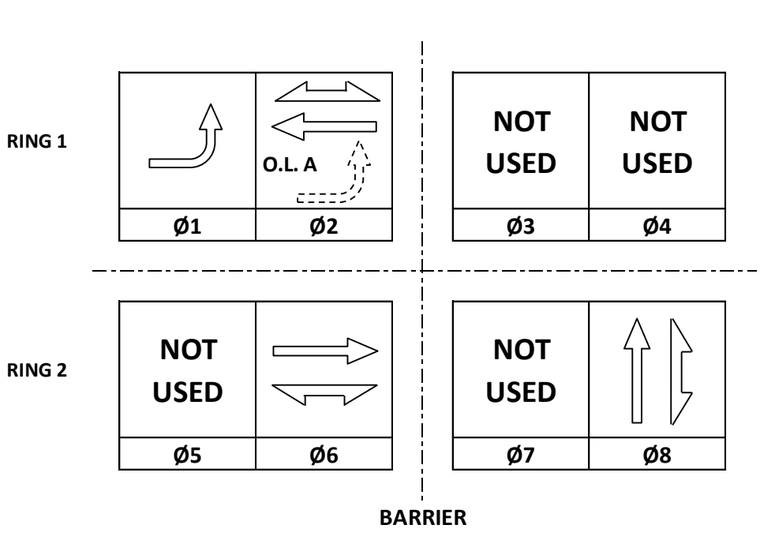
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LAYOUT NAME - S30-1321_B_PG2

PLOT DATE : 11/1/2016 8:07 AM PLOT BY : VANDE LEEST, CYNTHIAPLOT NAME :

PLOT SCALE : 1 IN:40 FT

WISDOT/CADDS SHEET 42

	HEAD NUMBERS	FLASH
Ø1	4,5	-
Ø2	6,7,8	R
Ø3		
Ø4		
Ø5		
Ø6	1,2,3	R
Ø7		
Ø8	9,10,11,12	R, R←
Ø2P	19,20	
Ø4P		
Ø6P	13,14	
Ø8P	15,16,17,18	
OLA	4,5	R←
OLB		
OLC		
OLD		





CONTROLLER LOGIC

PHASE NUMBER	PHASE LOCKING	DUAL ENTRY W / Ø	PHASE RECALL	PHASE ACTIVE
1		6		X
2	X	6	MIN	X
3				
4				
5				
6	X	2	MIN	X
7				
8				X

EMERGENCY VEHICLE PREEMPTION SEQUENCE

EMERGENCY VEHICLE PREEMPTOR	A	B	D
MOVEMENT	←	→	↑
PHASE	2+6	6+1	8

AFTER PREEMPTION SEQUENCE 2+6 OR 6+1, CONTROLLER SHALL RETURN TO PHASES 2+6.
AFTER PREEMPTION SEQUENCE 8, CONTROLLER SHALL RETURN TO PHASE 8.

TYPE OF INTERCONNECT/COMMUNICATION	
NONE	
CLOSED LOOP	
TWISTED PAIR	
FIBER OPTIC*	
FIBER OPTIC (ETHERNET)	X
RADIO	
CELL MODEM	

TYPE OF COORDINATION	
NONE	X
TBC	
TRAFFIC RESPONSIVE	
ADAPTIVE	
*LOCATION OF MASTER CONTROLLER NO: S-	
SIGNAL SYSTEM NO: SS-	

TYPE OF LIGHTING	
BY OTHER AGENCY	
IN TRAFFIC CABINET	
IN SEPARATE DOT LIGHTING CABINET	X

TYPE OF PRE-EMPT	
NONE	
RAILROAD	
EMERGENCY VEHICLE	X
GTT	X
TOMAR	
HARDWIRE	
OTHER (GPS)	X
LIFT BRIDGE	
QUEUE DETECTION	

DETECTOR LOGIC

DETECTOR INPUT	3	1	7	5	11	9	15	13
PLAN LOOP DETECTOR*(S)	11	21	61	81	82	84	86	
CALLED PHASE	1	2	6	8	8	8	8	
CALL OPTION	X	X	X		X	X	X	
DELAY TIME								
EXTENTION OPTION	X	X	X	X	X	X	X	
EXTEND TIME				X				
USE ADDED INITIAL		X	X					
CROSS SWITCH PHASE	2							

DETECTOR INPUT	19	17	23	21	27	25	31	29	DETECTOR INPUT
PLAN LOOP DETECTOR*(S)									PLAN LOOP DETECTOR*(S)
CALLED PHASE									CALLED PHASE
CALL OPTION									CALL OPTION
DELAY TIME									DELAY TIME
EXTENTION OPTION									EXTENTION OPTION
EXTEND TIME									EXTEND TIME
USE ADDED INITIAL									USE ADDED INITIAL
CROSS SWITCH PHASE									CROSS SWITCH PHASE

DETECTOR INPUT	4	2	8	6	12	10	16	14
PLAN LOOP DETECTOR*(S)	12				83	85	87	
CALLED PHASE	1				8	8	8	
CALL OPTION	X				X	X	X	
DELAY TIME								
EXTENTION OPTION	X				X	X	X	
EXTEND TIME								
USE ADDED INITIAL								
CROSS SWITCH PHASE	2							

DETECTOR INPUT	20	18	24	22	28	26	32	30	DETECTOR INPUT
PLAN LOOP DETECTOR*(S)									PLAN LOOP DETECTOR*(S)
CALLED PHASE									CALLED PHASE
CALL OPTION									CALL OPTION
DELAY TIME									DELAY TIME
EXTENTION OPTION									EXTENTION OPTION
EXTEND TIME									EXTEND TIME
USE ADDED INITIAL									USE ADDED INITIAL
CROSS SWITCH PHASE									CROSS SWITCH PHASE

IH 94 NB RAMPS & 71ST STREET
CITY OF KENOSHA
KENOSHA COUNTY

SIGNAL NO: S30-1321	CABINET TYPE: TS2
	CONTROLLER TYPE: ECONOLITE
DATE: 10/2016	PAGE NO. 3 OF 3

PROJECT NO: 3700-20-31	HWY: IH 94	COUNTY: KENOSHA	SEQUENCE OF OPERATIONS	SHEET NO: E

FILE NAME : _____ PLOT DATE : _____ PLOT BY : _____ PLOT NAME : _____ PLOT SCALE : 1:1

Timing Cover Sheet for Signal: S1321 HWY: 94 and 71st St

Date:	3/18/2019	Changes Made By:	M. Cowap
Signal No:	S1321	Highway:	94
County:	KEN	Local Hwy:	NB Ramps
Controller:	ECONOLITE	Location:	71st St
School:	None	Ped:	Standard

Pre-emption

Preemption:	Type:	Phases:
Emergency-Emitter	3M Opticom	2+6;6+1;4

Municipal Id: None
EVP Contact:
Community: City of Kenosha
Contact Phone:
Email:

Coordination

System No:
Coordination Type:
Comm Type: Fiber

Controller IP Address: 172.22.80.51
Comments:

	Length	Split 1	Split 2	Split 3	Split 4
Cycle 1=					
Cycle 2=					
Cycle 3=					
Cycle 4=					

Cabinet Type: TS2

☐ Battery Backup

Part of a Local System: No

Local Contact:
Phone Number:

Overlaps

Overlap A = Phases: 1,2
Overlap B = Phases:
Overlap C = Phases:
Overlap D = Phases:

Turn Operations

Phases with

FYA TOD	☐		Phase Omit	☐	
5 Section Head	☐		Dynamic FYA	☐	
Lead/Lag	☐		Split Phase	☐	

Detector Timing

Dilemma Zone: No Bike Detection ☐ Detection Type(s): Loop

Detector Number	81													
Stretch	*													
Right Turn Delay														
Left Turn Delay														

Unique Features

* See program for detector settings

Signal S1321 IP Addresses

Signal No	I-	Hwy	Local_Hwy	Location	County	Gateway:	Subnet Mask:
S1321		94	NB Ramps	71st St	KEN	172.22.80.1	255.255.255.0

IP Device:	IP Address:
Cobalt Controller	172.22.80.51
EDI MMU2-16LEip	172.22.80.23
Gridsmart	172.22.80.22
Switch	172.16.19.104

Timing Changes Log for Signal S1321 on Hwy 94 in KENOSHA County

71st St

Date Computer Changed	Date Change Made in Field	Timing Change	Reason for Change	Change By	Temp Timing
08/03/18	3/18/2019	Updated timing to Econolite Cobalt	Changed controller to Cobalt	M. Cowap	No
03/29/17	3/29/2017	Updated timing	Timing and operation review	D. Dedrick	No
04/23/15	4/23/2015	Configured IP settings in controller; Added switch phase to loops 11 & 12	Interconnect is complete	D. Wolford	No
10/24/13	10/28/2013	Initial Turn On	New Signal Installation	J. Bruggeman	No

Wisconsin DOT

S 30-1321 - IH-94 NB Ramps & 71st St - Econolite Type - Cobalt

Configuration Phase Sequence

Controller Sequence (MM)1-1-1

Hardware Alternate Sequence Enable: No

Phase Ring Sequence.....(Note: Sequences identical to the prior one are not printed)

	01	02	03	04	05	06	07	08	09	10	11	12	13	14	15	16
	C	C	C	C	C	C	C	C	C	C	C	C	C	C	C	C
Sequence 1																
Ring 1	1	2	3	4	9	10	13	14	.	.	.	.	.	.	.	.
Ring 2	5	6	7	8	11	12	15	16	.	.	.	.	.	.	.	.
Sequence 2																
Ring 1	2	1	3	4	10	9	13	14	.	.	.	.	.	.	.	.
Ring 2	5	6	7	8	11	12	15	16	.	.	.	.	.	.	.	.
Sequence 3																
Ring 1	1	2	4	3	9	10	14	13	.	.	.	.	.	.	.	.
Ring 2	5	6	7	8	11	12	15	16	.	.	.	.	.	.	.	.
Sequence 4																
Ring 1	2	1	4	3	10	9	14	13	.	.	.	.	.	.	.	.
Ring 2	5	6	7	8	11	12	15	16	.	.	.	.	.	.	.	.
Sequence 5																
Ring 1	1	2	3	4	9	10	13	14	.	.	.	.	.	.	.	.
Ring 2	6	5	7	8	12	11	15	16	.	.	.	.	.	.	.	.
Sequence 6																
Ring 1	2	1	3	4	10	9	13	14	.	.	.	.	.	.	.	.
Ring 2	6	5	7	8	12	11	15	16	.	.	.	.	.	.	.	.
Sequence 7																
Ring 1	1	2	4	3	9	10	14	13	.	.	.	.	.	.	.	.
Ring 2	6	5	7	8	12	11	15	16	.	.	.	.	.	.	.	.
Sequence 8																
Ring 1	2	1	4	3	10	9	14	13	.	.	.	.	.	.	.	.
Ring 2	6	5	7	8	12	11	15	16	.	.	.	.	.	.	.	.
Sequence 9																
Ring 1	1	2	3	4	9	10	13	14	.	.	.	.	.	.	.	.
Ring 2	5	6	8	7	11	12	16	15	.	.	.	.	.	.	.	.
Sequence 10																
Ring 1	2	1	3	4	10	9	13	14	.	.	.	.	.	.	.	.
Ring 2	5	6	8	7	11	12	16	15	.	.	.	.	.	.	.	.
Sequence 11																
Ring 1	1	2	4	3	9	10	14	13	.	.	.	.	.	.	.	.
Ring 2	5	6	8	7	11	12	16	15	.	.	.	.	.	.	.	.
Sequence 12																
Ring 1	2	1	4	3	10	9	14	13	.	.	.	.	.	.	.	.
Ring 2	5	6	8	7	11	12	16	15	.	.	.	.	.	.	.	.
Sequence 13																
Ring 1	1	2	3	4	9	10	13	14	.	.	.	.	.	.	.	.
Ring 2	6	5	8	7	12	11	16	15	.	.	.	.	.	.	.	.
Sequence 14																
Ring 1	2	1	3	4	10	9	13	14	.	.	.	.	.	.	.	.
Ring 2	6	5	8	7	12	11	16	15	.	.	.	.	.	.	.	.
Sequence 15																
Ring 1	1	2	4	3	9	10	14	13	.	.	.	.	.	.	.	.
Ring 2	6	5	8	7	12	11	16	15	.	.	.	.	.	.	.	.
Sequence 16																
Ring 1	2	1	4	3	10	9	14	13	.	.	.	.	.	.	.	.
Ring 2	6	5	8	7	12	11	16	15	.	.	.	.	.	.	.	.

Phases In Use / Exclusive PED (MM)1-2

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Phases in Use	X	X				X		X								
Exclusive PED																

Phase Compatibility (MM)1-1-2

Phase	Compatible Phase
1	5
1	6

2	5
2	6
3	7
3	8
4	7
4	8
9	11
9	12
10	11
10	12
13	15
13	16
14	15
14	16

Phase and Overlap Descriptions

Phase	**1**	**2**	**3**	**4**	**5**	**6**	**7**	**8**	**9**	**10**	**11**	**12**	**13**	**14**	**15**	**16**
Approach	N	N	N	N	N	N	N	N	N	N	N	N	N	N	N	N
Movement																
Associated PED																
Overlap	**A**	**B**	**C**	**D**	**E**	**F**	**G**	**H**	**I**	**J**	**L**	**K**	**L**	**M**	**N**	**O**
Approach	N	N	N	N	N	N	N	N	N	N	N	N	N	N	N	N
Movement																

Administration (MM)1-7-1

Enable CU/Cabinet Interlock CRC	No
Request Download Controller Data	No
Controller Database CRC	34C1
Enable Automatic Backup to Datakey	Yes

Backup Prevent (MM)1-1-3

	Phases	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Timing /	1		.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Backup	2	.		.	.	.	.	.	.	.	.	.	.	.	.	.	.
	3	.	.		.	.	.	.	.	.	.	.	.	.	.	.	.
	4	.	.	.		.	.	.	.	.	.	.	.	.	.	.	.
	5	.	.	.	.		.	.	.	.	.	.	.	.	.	.	.
	6	.	.	.	.	.		.	.	.	.	.	.	.	.	.	.
	7	.	.	.	.	.	.		.	.	.	.	.	.	.	.	.
	8	.	.	.	.	.	.	.		.	.	.	.	.	.	.	.
	9	.	.	.	.	.	.	.	.		.	.	.	.	.	.	.
	10	.	.	.	.	.	.	.	.	.		.	.	.	.	.	.
	11	.	.	.	.	.	.	.	.	.	.		.	.	.	.	.
	12	.	.	.	.	.	.	.	.	.	.	.		.	.	.	.
	13	.	.	.	.	.	.	.	.	.	.	.	.		.	.	.
	14	.	.	.	.	.	.	.	.	.	.	.	.	.		.	.
	15	.	.	.	.	.	.	.	.	.	.	.	.	.	.		.
	16	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	

Simultaneous Gap (MM)1-1-4

	Phases	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
	1		.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
	2	.		.	.	.	X	.	.	.	.	.	.	.	.	.	.
	3	.	.		.	.	.	.	.	.	.	.	.	.	.	.	.
	4	.	.	.		.	.	.	X	.	.	.	.	.	.	.	.
	5	.	.	.	.		.	.	.	.	.	.	.	.	.	.	.
Phase	6	.	X	.	.	.		.	.	.	.	.	.	.	.	.	.
Must	7	.	.	.	.	.	.		.	.	.	.	.	.	.	.	.
Gap	8	.	.	.	X	.	.	.		.	.	.	.	.	.	.	.
With	9	.	.	.	.	.	.	.	.		.	.	.	.	.	.	.
Phase	10	.	.	.	.	.	.	.	.	.		.	.	.	.	.	.
	11	.	.	.	.	.	.	.	.	.	.		.	.	.	.	.
	12	.	.	.	.	.	.	.	.	.	.	.		.	.	.	.
	13	.	.	.	.	.	.	.	.	.	.	.	.		.	.	.
	14	.	.	.	.	.	.	.	.	.	.	.	.	.		.	.
	15	.	.	.	.	.	.	.	.	.	.	.	.	.	.		.
	16	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	
	Disable	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.

Load Switch Assignments (MMU Channel) (MM)1-3

	Phase / Overlap	Type	Dimming				Power Up				Auto		Flash Together
			Red	Yellow	Green	Dark	Auto	Red	Yellow	Dark	Red	Yellow	
1	1	V				-	X				X		X
2	2	V				+	X				X		
3	3	V				+	X				X		X
4	4	V				+	X				X		
5	5	V				-	X				X		
6	6	V				-	X				X		X
7	7	V				-	X				X		
8	8	V				+	X				X		X
9	2	P				+	X						
10	4	P				+	X						
11	6	P				-	X						
12	8	P				-	X						
13	1	O				-	X				X		X
14	2	O				-	X				X		X
15	3	O				+	X				X		
16	4	O				-	X				X		

Wisconsin DOT

S 30-1321 - IH-94 NB Ramps & 71st St - Econolite Type - Cobalt

Configuration Port 1 (SDLC)

SDLC Options (MM)1-4-1

BIU	1	2	3	4	5	6	7	8

Term and Facility Enable	X	X						
Detector Rack Enable	X							

Enable TS2/MMU Type Cabinet: Yes
Enable MMU Extended Status: Yes
Enable SDLC Stop Time: Yes
Enable 3 Critical RFE's Lockup: Yes

MMU Program (MM)1-4-2

Channel Can Serve with Channel	
Channel 1	**Channel 2**
1	6
1	11
1	13
2	6
2	9
2	11
2	13
4	8
4	12
6	9
6	11
6	13
8	12
9	11
9	13
11	13

Color Check Enable (MM)1-4-3
Enable Color Check: Yes

MMU Channel	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Green	X	X				X		X	X		X	X	X			
Yellow		X				X		X					X			
Red		X				X		X					X			

Secondary To Secondary Addressing (MM)1-4-4

ID	1	2	3	4	5	6	7	8	MMU
Term and Facility Enable									

ID	1	2	3	4	5	6	7	8	Diag
Detector Rack Enable									

Diagonstics (Test Fixture) Enable: No

Wisconsin DOT

S 30-1321 - IH-94 NB Ramps & 71st St - Econolite Type - Cobalt

Configuration Communications

Ethernet Port Configuration (MM)1-5-1
DHCP Enable: No
Controller IP: 172.22.80.51
Subnet Mask: 255.255.255.0
Default Gateway IP: 172.22.80.1
Server IP: 172.20.3.22

NTCIP Parameters (MM)1-5-5
Backup Time: 0
UDP Port: 501
Ethernet Priority: 1
Port 2 Priority: 4
Port 3A Priority: 2
Port 3B Priority: 3

Port Configuration (MM)1-5-2 to 1-5-4

Port	2 (C50S)	3A (C21S)	3B (C22S)
Comm Module	None	Auto	Auto
Protocol	NTCIP	NTCIP	Terminal
Enable	Yes	Yes	No
Data Rate	19.2K	19.2K	1200
Data Parity Stop	8 N 1	8 N 1	8 0 1
Modem Setup String	None	None	None
User String			

Comm Port Address	1	1	0
System Detector 9-1	0	0	0
Telemetry Response Delay	0.0	0.0	0.0
Duplex Half/Full	Full	Full	Full
Flow Control	Yes	Yes	Yes
AB3418 NTCIP Group Address	0	0	0
AB3418 NTCIP Single Flag Enable	No	No	No
RTS to CTS Delay	0.0	0.0	3.0
RTS Turn Off Delay	0.0	0.0	2.0
Droupout Time	10	10	10
Early RTS	No	No	No
Telemetry Mode	FSK	FSK	FSK
Rail Road	0	0	0
Rail Road Line	0	0	0
ATCS Group	0	0	0
Wayside Device	0	0	0
ATCS Device	0	0	0
Wayside SubNode	0	0	0
ATCS SubNode	0	0	0

ECPIP Parameters (MM)1-5-6

Controller Address: 0
Expanded System Detector Address: 0

Local System Detector

Local System Detector	Number

Wireless Configuration (MM)1-5-7

Wireless Channel Number: 1
Wireless Access Code: 327723274

Wisconsin DOT

S 30-1321 - IH-94 NB Ramps & 71st St - Econolite Type - Cobalt

Configuration Logging/Display

Event Logging (MM)1-6-1

Critical RFE's	Yes	3 Critical RFE's in 24 Hours	Yes
MMU Flash Faults	Yes	Local Flash Faults	Yes
Non-Critical RFE's (Det/Test)	Yes	Detector Errors	Yes
Coordination Errors	Yes	Controller Download	Yes
Preempt	Yes	TSP	Yes
Power On/Off	Yes	Low Battery	Yes
Access	Yes	Data Change	Yes
Online/Offline	Yes		

Alarm Log	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Enable Logging	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X

Display Options (MM)1-7-2

Key Click Enable: Yes
Switch to Graphics Mode: No
LED Mode: Single Color
Main Status Display Mode: Basic
Trans Mode Pop-up Disable: No

Sign On (MM)8-5

Sign On Message Line 1: S30-1332 IH 94 NB Ramps & 71st St
Sign On Message Line 2: SE WisDOT Database

Wisconsin DOT

S 30-1321 - IH-94 NB Ramps & 71st St - Econolite Type - Cobalt

Logic Processor Page 1
Statement Control (MM)1-8-1

LP	Statement Control

Wisconsin DOT

S 30-1321 - IH-94 NB Ramps & 71st St - Econolite Type - Cobalt

Logic Processor Page 2

Logic Statements (MM)1-8-2

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S 30-1321 - IH-94 NB Ramps & 71st St - Econolite Type - Cobalt

Controller Timing Plan (MM)2-1
Plan 1 - ""

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Direction	N	N	N	N	N	N	N	N	N	N	N	N	N	N	N	N
Min Green	6	15	0	10	0	15	0	10	0	0	0	0	0	0	0	0
BK Min Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
CS Min Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Delay Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Walk	0	7	0	0	0	7	0	7	0	0	0	0	0	0	0	0
Walk 2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Walk Max	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Ped Clear	0	13	0	0	0	13	0	27	0	0	0	0	0	0	0	0
Ped Clear 2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Ped Clear Max	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Ped CO	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Vehicle Ext	1.5	1.9	0.0	1.5	0.0	4.9	0.0	1.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Vehicle Ext 2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Max 1	20	40	0	30	0	40	0	30	0	0	0	0	0	0	0	0
Max 2	20	40	0	30	0	40	0	30	0	0	0	0	0	0	0	0
Max 3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
DYM Max	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
DYM Stp	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Yellow	3.5	3.0	0.0	3.6	0.0	3.0	0.0	3.6	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Red Clear	2.0	2.6	0.0	2.9	0.0	2.6	0.0	2.9	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Red Max	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Red Revert	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
ACT B4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
SEC/ACT	0.0	2.6	0.0	0.0	0.0	0.0	0.0	2.6	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Max Int	6	18	0	10	0	18	0	10	0	0	0	0	0	0	0	0
Time B4	20	18	0	30	0	18	0	30	0	0	0	0	0	0	0	0
Cars Wt	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
STPT Duc	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Time To Reduce	0	22	0	0	0	22	0	0	0	0	0	0	0	0	0	0
Min Gap	1.5	2.0	0.0	1.5	0.0	2.0	0.0	1.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Plan 2 - ""

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Direction	N	N	N	N	N	N	N	N	N	N	N	N	N	N	N	N
Min Green	5	15	5	10	5	15	5	10	0	0	0	0	0	0	0	0
BK Min Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
CS Min Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Delay Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Walk	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Walk 2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Walk Max	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Ped Clear	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Ped Clear 2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Ped Clear Max	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Ped CO	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Vehicle Ext	3.0	7.0	3.0	5.0	3.0	7.0	3.0	5.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Vehicle Ext 2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Max 1	15	45	15	35	15	45	15	35	0	0	0	0	0	0	0	0
Max 2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Max 3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
DYM Max	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
DYM Stp	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Yellow	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Red Clear	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1.0
Red Max	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Red Revert	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
ACT B4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
SEC/ACT	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Max Int	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Time B4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Cars Wt	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
STPT Duc	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Time To Reduce	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Min Gap	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Plan 3 - ""

Phase	**1**	**2**	**3**	**4**	**5**	**6**	**7**	**8**	**9**	**10**	**11**	**12**	**13**	**14**	**15**	**16**
Direction	**N**	**N**	**N**	**N**	**N**	**N**	**N**	**N**	**N**	**N**	**N**	**N**	**N**	**N**	**N**	**N**
Min Green	5	15	5	10	5	15	5	10	0	0	0	0	0	0	0	0
BK Min Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
CS Min Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Delay Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Walk	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Walk 2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Walk Max	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Ped Clear	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Ped Clear 2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Ped Clear Max	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Ped CO	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Vehicle Ext	3.0	7.0	3.0	5.0	3.0	7.0	3.0	5.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Vehicle Ext 2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Max 1	15	45	15	35	15	45	15	35	0	0	0	0	0	0	0	0
Max 2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Max 3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
DYM Max	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
DYM Stp	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Yellow	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Red Clear	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1.0
Red Max	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Red Revert	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
ACT B4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
SEC/ACT	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Max Int	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Time B4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Cars Wt	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
STPT Duc	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Time To Reduce	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Min Gap	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Plan 4 - ""

Phase	**1**	**2**	**3**	**4**	**5**	**6**	**7**	**8**	**9**	**10**	**11**	**12**	**13**	**14**	**15**	**16**
Direction	**N**	**N**	**N**	**N**	**N**	**N**	**N**	**N**	**N**	**N**	**N**	**N**	**N**	**N**	**N**	**N**
Min Green	5	15	5	10	5	15	5	10	0	0	0	0	0	0	0	0
BK Min Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
CS Min Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Delay Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Walk	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Walk 2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Walk Max	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Ped Clear	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Ped Clear 2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Ped Clear Max	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Ped CO	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Vehicle Ext	3.0	7.0	3.0	5.0	3.0	7.0	3.0	5.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Vehicle Ext 2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Max 1	15	45	15	35	15	45	15	35	0	0	0	0	0	0	0	0
Max 2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Max 3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
DYM Max	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
DYM Stp	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Yellow	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Red Clear	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1.0
Red Max	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Red Revert	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
ACT B4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
SEC/ACT	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Max Int	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Time B4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Cars Wt	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
STPT Duc	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Time To Reduce	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Min Gap	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Wisconsin DOT

S 30-1321 - IH-94 NB Ramps & 71st St - Econolite Type - Cobalt

Controller Overlaps
Vehicle Overlaps (MM)2-2

Overlap	Type	Lag Green	Yellow	Red	Advance Green

Phases

Overlap	Phase	Included	Protect	Ped Protect	Not Overlap	Modifier	Lag X Phase	Lag 2 Phase	Flash Green

PPLT FYA

Overlap	Protected Left Turn	Opposing Through	Flash Arrow Output	Flash Arrow Channel	FYA Delay	FYA Clearance	Special Function Disable	Ped Protected
A	1	2	Isolate	13	0.0	0.0	0	No

Guaranteed Minimum Time Data (MM) 2-4
Phase Time Data

Phase	Min Green	Walk	Ped Clear	Yellow	Red Clear	Overlap Green
A01	1	0	7	3.0	0.0	1
B02	1	0	7	3.0	0.0	1
C03	1	0	7	3.0	0.0	1
D04	1	0	7	3.0	0.0	1
E05	1	0	7	3.0	0.0	1
F06	1	0	7	3.0	0.0	1
G07	1	0	7	3.0	0.0	1
H08	1	0	7	3.0	0.0	1
I09	1	0	7	3.0	0.0	1
J10	1	0	7	3.0	0.0	1
K11	1	0	7	3.0	0.0	1
L12	1	0	7	3.0	0.0	1
M13	1	0	7	3.0	0.0	1
N14	1	0	7	3.0	0.0	1
O15	1	0	7	3.0	0.0	1
P16	1	0	7	3.0	0.0	1

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S 30-1321 - IH-94 NB Ramps & 71st St - Econolite Type - Cobalt

Controller Pedestrian Overlaps
Pedestrian Overlaps (MM) 2-3

Included Phase	Ped Overlap

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S 30-1321 - IH-94 NB Ramps & 71st St - Econolite Type - Cobalt

Controller Start/Fash (MM) 2-5

Startup

Phase	Phase Setting
2	G
6	G

Overlap
A

Flash > Mon: No
Flash Time: 0
All Red: 6
Power Start Sequence: 1
MUTCD Enabled: Yes
MUTCD Yellow to Green: No

Automatic Flash

Entry Phase

Exit Phase
2
6

Overlap Exit
A

Flash > Mon: No
Exit Flash Interval: G
Minimum Auto Flash: 8
Minimumin Recall: No
Cycle Through Phase: No

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S 30-1321 - IH-94 NB Ramps & 71st St - Econolite Type - Cobalt

Controller Options

Controller Options (MM)2-6-1

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Flashing Green Phase																
Guaranteed Passage																
Non Act 1																
Non Act 2																
Dual Entry		X				X		X								
Conditional Service																
Conditional Reservice																
Ped Reservice																
Rest In Walk																
Flashing Walk																
Ped Clear Yellow																
Ped Clear Red																
IGRN + Veh Ext																

Ped Clear Protect: On Red Revert: 2.0 MUTCD 3 Seconds Don't Walk: No

Act Pre-Time (MM)2-7

Pre-Time Mode Enable: No Free Input Enables Pre-Timed: Yes

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Pre-Timed Phase																

Phase Recall Options (MM)2-8

Plan 1

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Lock Detector		X				X										
Vehicle Recall		X				X										
Ped Recall																
Max Recall																
Soft Recall																
No Rest																
AI Calc																

Plan 2

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Lock Detector		X				X										
Vehicle Recall		X				X										
Ped Recall																
Max Recall																
Soft Recall																
No Rest																
AI Calc																

Plan 3

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Lock Detector		X				X										
Vehicle Recall		X				X										
Ped Recall																
Max Recall																
Soft Recall																
No Rest																
AI Calc																

Plan 4

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Lock Detector		X				X										
Vehicle Recall		X				X										
Ped Recall																
Max Recall																
Soft Recall																
No Rest																
AI Calc																

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S 30-1321 - IH-94 NB Ramps & 71st St - Econolite Type - Cobalt

Coordination Options

Coordination Options (MM)3-1

Manual Pattern	Auto	ECPI Coord	Yes
System Source	TBC	System Format	STD
Splits In	Seconds	Offsets In	Seconds
Transition	Add	Max Select	MAXINH
Dwell/Add Time	0		
Delay Coord Walk to LZ	No	Force Off	Fixed
Offset Reference	Lead	Use Ped Time	No
Ped Recall	No	Ped Reservice	No
Local Zero Override	No	FO Added Initial Green	Yes
Re-Sync Count	3	Multisync	No

Auto Perm Minimum Green (Seconds) (MM)3-4

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Minimum Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Split Demand (MM)3-5

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16

Demand 1																
Demand 2																

Demand	1	2
Detector	0	0
Call Time (Sec)	0	0
Cycle Count	0	0

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S 30-1321 - IH-94 NB Ramps & 71st St - Econolite Type - Cobalt

Coordination Pattern Data
Pattern Data (MM)3-2

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S 30-1321 - IH-94 NB Ramps & 71st St - Econolite Type - Cobalt

Preemptor

Preempt Plan (MM)4-1

Plan 1

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Overlap	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P
Track Clear Vehicle																
Track Clear Overlap																
Enable Trailing	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X
Dwell Vehicle		X				X										
Dwell Ped																
Dwell Overlap	F1															
Cycling Vehicle																
Cycling Ped																
Cycling Overlap																
Exit Phase		X				X										
Exit Calls																
Special Funciton																

Enable	Yes	Preempt Override	Yes	Interlock Enable	No
Detector Lock	Yes	Delay	0	Inhibit	0
Override Flash	No	Duration	0	CLR > GRN	No
Term Overlap Asap	No	PC Through Yellow	No	Terminate Phase	No
Ped Dark	No	Track Clear Rsrv	No	Dwell Flash	Off
Linked Pmt	0	Flash Exit Color	Green	Exit Option	Off
Exit Timing Plan	0	Reservice	0	Fault Type	Hard

Ring	1	2	3	4
Free During Preempt	No	No	No	No

Timing	Walk	Ped Clr	Min Grn	Yellow	Red
Entrance	5	0	5	25.5	25.5
	Min Grn	Ext Grn	Max Grn	Yellow	Red
Track Clear	0	0	0	25.5	25.5
	Min Dwell	Pmt Ext	Max Time	Yellow	Red
Dwell / Cycle-Exit	10	5.0	0	25.5	25.5

Preempt Active Out	On	Preempt Active Dwell	No
Other Priority Preempt	On	Non-Priority Preempt	F1
Inhibit Extension Time	0.0	Ped Priority Return	Off
Veh Priority Return	Off	Queue Delay	Off
Conditional Delay	Off		

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Veh Pri Return % Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Plan 2

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Overlap	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P
Track Clear Vehicle																
Track Clear Overlap																
Enable Trailing	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X
Dwell Vehicle	X					X										
Dwell Ped																
Dwell Overlap	F1															
Cycling Vehicle																
Cycling Ped																
Cycling Overlap																
Exit Phase		X				X										
Exit Calls																
Special Funciton																

Enable	Yes	Preempt Override	Yes	Interlock Enable	No
Detector Lock	Yes	Delay	0	Inhibit	0
Override Flash	No	Duration	0	CLR > GRN	No
Term Overlap Asap	No	PC Through Yellow	No	Terminate Phase	No
Ped Dark	No	Track Clear Rsrv	No	Dwell Flash	Off
Linked Pmt	0	Flash Exit Color	Green	Exit Option	Off
Exit Timing Plan	0	Reservice	0	Fault Type	Hard

Ring	1	2	3	4
Free During Preempt	No	No	No	No

Timing	Walk	Ped Clr	Min Grn	Yellow	Red
Entrance	5	0	5	25.5	25.5
	Min Grn	Ext Grn	Max Grn	Yellow	Red
Track Clear	0	0	0	25.5	25.5
	Min Dwell	Pmt Ext	Max Time	Yellow	Red
Dwell / Cycle-Exit	10	5.0	0	25.5	25.5

Preempt Active Out	On	Preempt Active Dwell	No
Other Priority Preempt	On	Non-Priority Preempt	F1
Inhibit Extension Time	0.0	Ped Priority Return	Off
Veh Priority Return	Off	Queue Delay	Off
Conditional Delay	Off		

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Veh Pri Return % Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Plan 4

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Overlap	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P
Track Clear Vehicle																
Track Clear Overlap																
Enable Trailing	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X
Dwell Vehicle								X								
Dwell Ped																
Dwell Overlap																
Cycling Vehicle																
Cycling Ped																
Cycling Overlap																
Exit Phase								X								
Exit Calls																
Special Funciton																

Enable	Yes	Preempt Override	No	Interlock Enable	No
Detector Lock	Yes	Delay	1	Inhibit	0
Override Flash	No	Duration	0	CLR > GRN	No
Term Overlap Asap	No	PC Through Yellow	No	Terminate Phase	No
Ped Dark	No	Track Clear Rsrv	No	Dwell Flash	Off
Linked Pmt	0	Flash Exit Color	Green	Exit Option	Off
Exit Timing Plan	0	Reservice	0	Fault Type	Hard

Ring	1	2	3	4
Free During Preempt	No	No	No	No

Timing	Walk	Ped Clr	Min Grn	Yellow	Red

Entrance	5	0	5	25.5	25.5
	Min Grn	**Ext Grn**	**Max Grn**	**Yellow**	**Red**
Track Clear	0	0	0	25.5	25.5
	Min Dwell	**Pmt Ext**	**Max Time**	**Yellow**	**Red**
Dwell / Cycle-Exit	10	5.0	0	25.5	25.5

Preempt Active Out	On	Preempt Active Dwell	No
Other Priority Preempt	On	Non-Priority Preempt	F1
Inhibit Extension Time	0.0	Ped Priority Return	Off
Veh Priority Return	Off	Queue Delay	Off
Conditional Delay	Off		

Phase	**1**	**2**	**3**	**4**	**5**	**6**	**7**	**8**	**9**	**10**	**11**	**12**	**13**	**14**	**15**	**16**
Veh Pri Return % Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Wisconsin DOT

S 30-1321 - IH-94 NB Ramps & 71st St - Econolite Type - Cobalt

Preemptor Preempt Filtering
Enable Preempt Filtering and TSP/SCP (MM)4-2

Input	Solid	Pulsing
1	Preemption -1	TSP/SCP -1
2	Preemption -2	TSP/SCP -2
3	Preemption -3	TSP/SCP -3
4	Preemption -4	TSP/SCP -4
5	Preemption -5	TSP/SCP -5
6	Preemption -6	TSP/SCP -6
7	Preemption -7	...Bypassed...
8	Preemption -8	...Bypassed...
9	Preemption -9	...Bypassed...
10	Preemption -10	...Bypassed...

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S 30-1321 - IH-94 NB Ramps & 71st St - Econolite Type - Cobalt

Time Base Clock/Calendar
Clock/Calendar Options (MM)5-1

Enable Action Plan:	0
Sync Reference Time:	12:00 AM
Sync Reference:	Reference Time
Day Light Savings:	No
Time Reset Input Set Time:	3:30:00
Standard Time From GMT:	0

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S 30-1321 - IH-94 NB Ramps & 71st St - Econolite Type - Cobalt

Time Base Action Plan
Action Plan (MM)5-2

Action Plan - 99 - "FLASH"

Pattern	255 - FLSH	Override System	No
Timing Plan	0	Sequence	0
Veh Det Plan	0	Detector Log	None
Flash	Yes	Red Rest	No
Veh Det Diag Plan	0	Ped Det Diag Plan	0
Diming Enable	No	Veh Priority Return	No
Ped Priority Return	No	Queue Delay	No

Prempt Cond Delay No

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Ped Recall																
Walk 2																
Veh Ext 2																
Veh Recall																
Max Recall																
Max 2																
Max 3																
CS Inhibit																
Omit																

Special Function								

Auxilliary Function			

	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15
LP 1-15															
LP 16-30															
LP 31-45															
LP 46-60															
LP 61-75															
LP 76-90															
LP 91-100															

Action Plan - 100 - "FREE"

Pattern	254 - FREE	Override System	No
Timing Plan	0	Sequence	0
Veh Det Plan	0	Detector Log	None
Flash	No	Red Rest	No
Veh Det Diag Plan	0	Ped Det Diag Plan	0
Diming Enable	No	Veh Priority Return	No
Ped Priority Return	No	Queue Delay	No
Prempt Cond Delay	No		

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Ped Recall																
Walk 2																
Veh Ext 2																
Veh Recall																
Max Recall																
Max 2																
Max 3																
CS Inhibit																
Omit																
Special Function																
Auxilliary Function																

	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15
LP 1-15															
LP 16-30															
LP 31-45															
LP 46-60															
LP 61-75															
LP 76-90															
LP 91-100															

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S 30-1321 - IH-94 NB Ramps & 71st St - Econolite Type - Cobalt

Time Base Day Plan/Schedule
Day Plan (MM)5-3

Schedule (MM)5-4

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S 30-1321 - IH-94 NB Ramps & 71st St - Econolite Type - Cobalt

Time Base Exceptions
Exception Day Program (MM)5-5

Day	Fixed/Float	Month	Day of Week/Month	Week of Month/Year	Day Plan
37	FIXED	255	255	65535	255
38	FIXED	255	255	65535	255
39	FIXED	255	255	65535	255
40	FIXED	255	255	65535	255
41	FIXED	255	255	65535	255
42	FIXED	255	255	65535	255
43	FIXED	255	255	65535	255
44	FIXED	255	255	65535	255
45	FIXED	255	255	65535	255
46	FIXED	255	255	65535	255
47	FIXED	255	255	65535	255
48	FIXED	255	255	65535	255
49	FIXED	255	255	65535	255
50	FIXED	255	255	65535	255
51	FIXED	255	255	65535	255
52	FIXED	255	255	65535	255
53	FIXED	255	255	65535	255
54	FIXED	255	255	65535	255
55	FIXED	255	255	65535	255
56	FIXED	255	255	65535	255
57	FIXED	255	255	65535	255
58	FIXED	255	255	65535	255
59	FIXED	255	255	65535	255
60	FIXED	255	255	65535	255
61	FIXED	255	255	65535	255
62	FIXED	255	255	65535	255
63	FIXED	255	255	65535	255
64	FIXED	255	255	65535	255
65	FIXED	255	255	65535	255
66	FIXED	255	255	65535	255
67	FIXED	255	255	65535	255
68	FIXED	255	255	65535	255
69	FIXED	255	255	65535	255
70	FIXED	255	255	65535	255
71	FIXED	255	255	65535	255
72	FIXED	255	255	65535	255
73	FIXED	255	255	65535	255
74	FIXED	255	255	65535	255
75	FIXED	255	255	65535	255
76	FIXED	255	255	65535	255
77	FIXED	255	255	65535	255
78	FIXED	255	255	65535	255
79	FIXED	255	255	65535	255
80	FIXED	255	255	65535	255
81	FIXED	255	255	65535	255
82	FIXED	255	255	65535	255
83	FIXED	255	255	65535	255
84	FIXED	255	255	65535	255
85	FIXED	255	255	65535	255
86	FIXED	255	255	65535	255
87	FIXED	255	255	65535	255
88	FIXED	255	255	65535	255
89	FIXED	255	255	65535	255
90	FIXED	255	255	65535	255

Wisconsin DOT

S 30-1321 - IH-94 NB Ramps & 71st St - Econolite Type - Cobalt

Detectors

Detectors Page 1

Vehicle Detectors Setup (MM)6-1

Vehicle Plan	Detector Number	Called	Type
2	1	1	N
2	2	2	N
2	3	3	N
2	4	4	N
2	5	5	N
2	6	6	N
2	7	7	N
2	8	8	N
3	1	1	N
3	2	2	N
3	3	3	N
3	4	4	N
3	5	5	N
3	6	6	N
3	7	7	N
3	8	8	N
4	1	1	N
4	2	2	N
4	3	3	N
4	4	4	N
4	5	5	N
4	6	6	N
4	7	7	N
4	8	8	N

Vehicle Detector Setup (MM)6-2 continued

Detector Number	Type	TS2 Detector	Detector Description
1	N-NTCIP	Yes	Loop 21
2	N-NTCIP	Yes	
3	N-NTCIP	Yes	Loop 11
4	N-NTCIP	Yes	Loop 12
5	N-NTCIP	Yes	Loop 81
6	N-NTCIP	Yes	
7	N-NTCIP	Yes	Loop 61
8	N-NTCIP	Yes	
9	N-NTCIP	Yes	Loop 84
10	N-NTCIP	Yes	Loop 85
11	N-NTCIP	Yes	Loop 82
12	N-NTCIP	Yes	Loop 83
13	N-NTCIP	Yes	
14	N-NTCIP	Yes	
15	N-NTCIP	Yes	Loop 86
16	N-NTCIP	Yes	Loop 87
17	N-NTCIP	Yes	
18	N-NTCIP	Yes	
19	N-NTCIP	Yes	
20	N-NTCIP	Yes	
21	N-NTCIP	Yes	
22	N-NTCIP	Yes	
23	N-NTCIP	Yes	
24	N-NTCIP	Yes	
25	N-NTCIP	Yes	
26	N-NTCIP	Yes	
27	N-NTCIP	Yes	
28	N-NTCIP	Yes	
29	N-NTCIP	Yes	
30	N-NTCIP	Yes	
31	N-NTCIP	Yes	
32	N-NTCIP	Yes	
33	N-NTCIP	Yes	
34	N-NTCIP	Yes	
35	N-NTCIP	Yes	
36	N-NTCIP	Yes	
37	N-NTCIP	Yes	

38	N-NTCIP	Yes	
39	N-NTCIP	Yes	
40	N-NTCIP	Yes	
41	N-NTCIP	Yes	
42	N-NTCIP	Yes	
43	N-NTCIP	Yes	
44	N-NTCIP	Yes	
45	N-NTCIP	Yes	
46	N-NTCIP	Yes	
47	N-NTCIP	Yes	
48	N-NTCIP	Yes	
49	N-NTCIP	Yes	
50	N-NTCIP	Yes	
51	N-NTCIP	Yes	
52	N-NTCIP	Yes	
53	N-NTCIP	Yes	
54	N-NTCIP	Yes	
55	N-NTCIP	Yes	
56	N-NTCIP	Yes	
57	N-NTCIP	Yes	
58	N-NTCIP	Yes	
59	N-NTCIP	Yes	
60	N-NTCIP	Yes	
61	N-NTCIP	Yes	
62	N-NTCIP	Yes	
63	N-NTCIP	Yes	
64	N-NTCIP	Yes	

Vehicle Detector Setup (MM)6-2 continued

Det Num	Veh Det Plan	Phase	ECPI Log	Call Option	Delay Time	Ext Option	Extend Time / Passage Time	Queue Lim / Discon. Time	Use Added Initial	Cross Switch Phase	Lock In	NTCIP Vol.	NTCIP Occ.	Pmt Queue Delay
1	1	2	Yes	Yes	0.0	Passage	0.0	0	Yes	0	None	Yes	Yes	Yes
1	2	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
1	3	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
1	4	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
2	1	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
2	2	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
2	3	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
2	4	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
3	1	1	Yes	Yes	0.0	Passage	0.0	0	No	2	None	Yes	Yes	Yes
3	2	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
3	3	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
3	4	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
4	1	1	Yes	Yes	0.0	Passage	0.0	0	No	2	None	Yes	Yes	Yes
4	2	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
4	3	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
4	4	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
5	1	8	Yes	No	0.0	Passage	5.0	0	No	0	None	Yes	Yes	Yes
5	2	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
5	3	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
5	4	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
6	1	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
6	2	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
6	3	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
6	4	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
7	1	6	Yes	Yes	0.0	Passage	0.0	0	Yes	0	None	Yes	Yes	Yes
7	2	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
7	3	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
7	4	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
8	1	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
8	2	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
8	3	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
8	4	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
9	1	8	Yes	Yes	0.0	Passage	0.0	0	No	0	None	Yes	Yes	Yes
9	2	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
9	3	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
9	4	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
10	1	8	Yes	Yes	0.0	Passage	0.0	0	No	0	None	Yes	Yes	Yes
10	2	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
10	3	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No

10	4	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
11	1	8	Yes	Yes	0.0	Passage	0.0	0	No	0	None	Yes	Yes	Yes
11	2	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
11	3	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
11	4	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
12	1	8	Yes	Yes	0.0	Passage	0.0	0	No	0	None	Yes	Yes	Yes
12	2	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
12	3	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
12	4	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
13	1	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
13	2	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
13	3	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
13	4	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
14	1	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
14	2	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
14	3	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
14	4	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
15	1	8	Yes	Yes	0.0	Passage	0.0	0	No	0	None	Yes	Yes	Yes
15	2	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
15	3	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
15	4	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
16	1	8	Yes	Yes	0.0	Passage	0.0	0	No	0	None	Yes	Yes	Yes
16	2	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
16	3	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
16	4	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
17	1	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
17	2	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
17	3	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
17	4	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
18	1	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
18	2	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
18	3	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
18	4	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
19	1	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
19	2	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
19	3	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
19	4	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
20	1	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
20	2	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
20	3	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
20	4	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
21	1	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
21	2	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
21	3	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
21	4	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
22	1	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
22	2	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
22	3	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
22	4	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
23	1	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
23	2	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
23	3	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
23	4	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
24	1	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
24	2	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
24	3	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
24	4	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
25	1	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
25	2	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
25	3	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
25	4	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
26	1	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
26	2	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
26	3	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
26	4	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
27	1	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
27	2	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
27	3	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
27	4	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
28	1	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
28	2	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
28	3	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No

28	4	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
29	1	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
29	2	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
29	3	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
29	4	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
30	1	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
30	2	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
30	3	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
30	4	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
31	1	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
31	2	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
31	3	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
31	4	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
32	1	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
32	2	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
32	3	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
32	4	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
33	1	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
33	2	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
33	3	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
33	4	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
34	1	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
34	2	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
34	3	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
34	4	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
35	1	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
35	2	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
35	3	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
35	4	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
36	1	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
36	2	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
36	3	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
36	4	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
37	1	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
37	2	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
37	3	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
37	4	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
38	1	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
38	2	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
38	3	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
38	4	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
39	1	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
39	2	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
39	3	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
39	4	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
40	1	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
40	2	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
40	3	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
40	4	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
41	1	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
41	2	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
41	3	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
41	4	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
42	1	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
42	2	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
42	3	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
42	4	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
43	1	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
43	2	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
43	3	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
43	4	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
44	1	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
44	2	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
44	3	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
44	4	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
45	1	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
45	2	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
45	3	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
45	4	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
46	1	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
46	2	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
46	3	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No

46	4	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
47	1	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
47	2	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
47	3	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
47	4	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
48	1	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
48	2	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
48	3	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
48	4	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
49	1	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
49	2	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
49	3	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
49	4	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
50	1	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
50	2	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
50	3	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
50	4	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
51	1	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
51	2	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
51	3	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
51	4	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
52	1	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
52	2	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
52	3	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
52	4	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
53	1	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
53	2	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
53	3	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
53	4	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
54	1	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
54	2	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
54	3	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
54	4	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
55	1	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
55	2	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
55	3	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
55	4	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
56	1	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
56	2	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
56	3	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
56	4	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
57	1	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
57	2	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
57	3	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
57	4	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
58	1	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
58	2	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
58	3	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
58	4	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
59	1	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
59	2	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
59	3	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
59	4	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
60	1	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
60	2	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
60	3	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
60	4	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
61	1	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
61	2	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
61	3	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
61	4	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
62	1	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
62	2	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
62	3	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
62	4	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
63	1	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
63	2	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
63	3	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
63	4	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
64	1	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
64	2	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
64	3	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No

64	4	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No	

Ped Detector Options (MM)6-3

Phase Ped Detector (Econolite)

Detector	Call Phase															
	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
1	X	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
2	.	X	.	.	.	.	.	.	.	.	.	.	.	.	.	.
3	.	.	X	.	.	.	.	.	.	.	.	.	.	.	.	.
4	.	.	.	X	.	.	.	.	.	.	.	.	.	.	.	.
5	.	.	.	.	X	.	.	.	.	.	.	.	.	.	.	.
6	.	.	.	.	.	X	.	.	.	.	.	.	.	.	.	.
7	.	.	.	.	.	.	X	.	.	.	.	.	.	.	.	.
8	.	.	.	.	.	.	.	X	.	.	.	.	.	.	.	.
9	.	.	.	.	.	.	.	.	X	.	.	.	.	.	.	.
10	.	.	.	.	.	.	.	.	.	X	.	.	.	.	.	.
11	.	.	.	.	.	.	.	.	.	.	X	.	.	.	.	.
12	.	.	.	.	.	.	.	.	.	.	.	X	.	.	.	.
13	.	.	.	.	.	.	.	.	.	.	.	.	X	.	.	.
14	.	.	.	.	.	.	.	.	.	.	.	.	.	X	.	.
15	.	.	.	.	.	.	.	.	.	.	.	.	.	.	X	.
16	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	X

Wisconsin DOT

S 30-1321 - IH-94 NB Ramps & 71st St - Econolite Type - Cobalt

Detectors

Detectors Page 2

Log - Speed Detector Setup (MM)6-4

NTCIP Log Period: 60 ECPI Log Period: 15 Length Unit: Inch

Speed Detector	Local Detector	One/Two Detector	Vehicle Length	Trap Length	Enable Log
1	0	1	0	0	No
2	0	1	0	0	No
3	0	1	0	0	No
4	0	1	0	0	No
5	0	1	0	0	No
6	0	1	0	0	No
7	0	1	0	0	No
8	0	1	0	0	No
9	0	1	0	0	No
10	0	1	0	0	No
11	0	1	0	0	No
12	0	1	0	0	No
13	0	1	0	0	No
14	0	1	0	0	No
15	0	1	0	0	No
16	0	1	0	0	No

Vehicle Detector Diagnostics (MM)6-5

Plan	Detector	Counts	Act	Pres	Multiplier	Failed Time	Failed Call Delay
1	1	0	0	0	1	255	0
1	2	0	0	0	1	255	0
1	3	0	0	0	1	255	0
1	4	0	0	0	1	255	0
1	5	0	0	0	1	255	0
1	6	0	0	0	1	255	0
1	7	0	0	0	1	255	0

1	8	0	0	0	1	255	0
1	9	0	0	0	1	255	0
1	10	0	0	0	1	255	0
1	11	0	0	0	1	255	0
1	12	0	0	0	1	255	0
1	13	0	0	0	1	255	0
1	14	0	0	0	1	255	0
1	15	0	0	0	1	255	0
1	16	0	0	0	1	255	0
1	17	0	0	0	1	255	0
1	18	0	0	0	1	255	0
1	19	0	0	0	1	255	0
1	20	0	0	0	1	255	0
1	21	0	0	0	1	255	0
1	22	0	0	0	1	255	0
1	23	0	0	0	1	255	0
1	24	0	0	0	1	255	0
1	25	0	0	0	1	255	0
1	26	0	0	0	1	255	0
1	27	0	0	0	1	255	0
1	28	0	0	0	1	255	0
1	29	0	0	0	1	255	0
1	30	0	0	0	1	255	0
1	31	0	0	0	1	255	0
1	32	0	0	0	1	255	0
1	33	0	0	0	1	255	0
1	34	0	0	0	1	255	0
1	35	0	0	0	1	255	0
1	36	0	0	0	1	255	0
1	37	0	0	0	1	255	0
1	38	0	0	0	1	255	0
1	39	0	0	0	1	255	0
1	40	0	0	0	1	255	0
1	41	0	0	0	1	255	0
1	42	0	0	0	1	255	0
1	43	0	0	0	1	255	0
1	44	0	0	0	1	255	0
1	45	0	0	0	1	255	0
1	46	0	0	0	1	255	0
1	47	0	0	0	1	255	0
1	48	0	0	0	1	255	0
1	49	0	0	0	1	255	0
1	50	0	0	0	1	255	0
1	51	0	0	0	1	255	0
1	52	0	0	0	1	255	0
1	53	0	0	0	1	255	0
1	54	0	0	0	1	255	0
1	55	0	0	0	1	255	0
1	56	0	0	0	1	255	0
1	57	0	0	0	1	255	0
1	58	0	0	0	1	255	0
1	59	0	0	0	1	255	0
1	60	0	0	0	1	255	0
1	61	0	0	0	1	255	0
1	62	0	0	0	1	255	0
1	63	0	0	0	1	255	0
1	64	0	0	0	1	255	0
2	1	0	0	0	1	255	0
2	2	0	0	0	1	255	0
2	3	0	0	0	1	255	0
2	4	0	0	0	1	255	0
2	5	0	0	0	1	255	0
2	6	0	0	0	1	255	0
2	7	0	0	0	1	255	0
2	8	0	0	0	1	255	0
2	9	0	0	0	1	255	0
2	10	0	0	0	1	255	0
2	11	0	0	0	1	255	0
2	12	0	0	0	1	255	0
2	13	0	0	0	1	255	0
2	14	0	0	0	1	255	0
2	15	0	0	0	1	255	0

2	16	0	0	0	1	255	0
2	17	0	0	0	1	255	0
2	18	0	0	0	1	255	0
2	19	0	0	0	1	255	0
2	20	0	0	0	1	255	0
2	21	0	0	0	1	255	0
2	22	0	0	0	1	255	0
2	23	0	0	0	1	255	0
2	24	0	0	0	1	255	0
2	25	0	0	0	1	255	0
2	26	0	0	0	1	255	0
2	27	0	0	0	1	255	0
2	28	0	0	0	1	255	0
2	29	0	0	0	1	255	0
2	30	0	0	0	1	255	0
2	31	0	0	0	1	255	0
2	32	0	0	0	1	255	0
2	33	0	0	0	1	255	0
2	34	0	0	0	1	255	0
2	35	0	0	0	1	255	0
2	36	0	0	0	1	255	0
2	37	0	0	0	1	255	0
2	38	0	0	0	1	255	0
2	39	0	0	0	1	255	0
2	40	0	0	0	1	255	0
2	41	0	0	0	1	255	0
2	42	0	0	0	1	255	0
2	43	0	0	0	1	255	0
2	44	0	0	0	1	255	0
2	45	0	0	0	1	255	0
2	46	0	0	0	1	255	0
2	47	0	0	0	1	255	0
2	48	0	0	0	1	255	0
2	49	0	0	0	1	255	0
2	50	0	0	0	1	255	0
2	51	0	0	0	1	255	0
2	52	0	0	0	1	255	0
2	53	0	0	0	1	255	0
2	54	0	0	0	1	255	0
2	55	0	0	0	1	255	0
2	56	0	0	0	1	255	0
2	57	0	0	0	1	255	0
2	58	0	0	0	1	255	0
2	59	0	0	0	1	255	0
2	60	0	0	0	1	255	0
2	61	0	0	0	1	255	0
2	62	0	0	0	1	255	0
2	63	0	0	0	1	255	0
2	64	0	0	0	1	255	0
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3	2	0	0	0	1	255	0
3	3	0	0	0	1	255	0
3	4	0	0	0	1	255	0
3	5	0	0	0	1	255	0
3	6	0	0	0	1	255	0
3	7	0	0	0	1	255	0
3	8	0	0	0	1	255	0
3	9	0	0	0	1	255	0
3	10	0	0	0	1	255	0
3	11	0	0	0	1	255	0
3	12	0	0	0	1	255	0
3	13	0	0	0	1	255	0
3	14	0	0	0	1	255	0
3	15	0	0	0	1	255	0
3	16	0	0	0	1	255	0
3	17	0	0	0	1	255	0
3	18	0	0	0	1	255	0
3	19	0	0	0	1	255	0
3	20	0	0	0	1	255	0
3	21	0	0	0	1	255	0
3	22	0	0	0	1	255	0
3	23	0	0	0	1	255	0

3	24	0	0	0	1	255	0
3	25	0	0	0	1	255	0
3	26	0	0	0	1	255	0
3	27	0	0	0	1	255	0
3	28	0	0	0	1	255	0
3	29	0	0	0	1	255	0
3	30	0	0	0	1	255	0
3	31	0	0	0	1	255	0
3	32	0	0	0	1	255	0
3	33	0	0	0	1	255	0
3	34	0	0	0	1	255	0
3	35	0	0	0	1	255	0
3	36	0	0	0	1	255	0
3	37	0	0	0	1	255	0
3	38	0	0	0	1	255	0
3	39	0	0	0	1	255	0
3	40	0	0	0	1	255	0
3	41	0	0	0	1	255	0
3	42	0	0	0	1	255	0
3	43	0	0	0	1	255	0
3	44	0	0	0	1	255	0
3	45	0	0	0	1	255	0
3	46	0	0	0	1	255	0
3	47	0	0	0	1	255	0
3	48	0	0	0	1	255	0
3	49	0	0	0	1	255	0
3	50	0	0	0	1	255	0
3	51	0	0	0	1	255	0
3	52	0	0	0	1	255	0
3	53	0	0	0	1	255	0
3	54	0	0	0	1	255	0
3	55	0	0	0	1	255	0
3	56	0	0	0	1	255	0
3	57	0	0	0	1	255	0
3	58	0	0	0	1	255	0
3	59	0	0	0	1	255	0
3	60	0	0	0	1	255	0
3	61	0	0	0	1	255	0
3	62	0	0	0	1	255	0
3	63	0	0	0	1	255	0
3	64	0	0	0	1	255	0
4	1	0	0	0	1	255	0
4	2	0	0	0	1	255	0
4	3	0	0	0	1	255	0
4	4	0	0	0	1	255	0
4	5	0	0	0	1	255	0
4	6	0	0	0	1	255	0
4	7	0	0	0	1	255	0
4	8	0	0	0	1	255	0
4	9	0	0	0	1	255	0
4	10	0	0	0	1	255	0
4	11	0	0	0	1	255	0
4	12	0	0	0	1	255	0
4	13	0	0	0	1	255	0
4	14	0	0	0	1	255	0
4	15	0	0	0	1	255	0
4	16	0	0	0	1	255	0
4	17	0	0	0	1	255	0
4	18	0	0	0	1	255	0
4	19	0	0	0	1	255	0
4	20	0	0	0	1	255	0
4	21	0	0	0	1	255	0
4	22	0	0	0	1	255	0
4	23	0	0	0	1	255	0
4	24	0	0	0	1	255	0
4	25	0	0	0	1	255	0
4	26	0	0	0	1	255	0
4	27	0	0	0	1	255	0
4	28	0	0	0	1	255	0
4	29	0	0	0	1	255	0
4	30	0	0	0	1	255	0
4	31	0	0	0	1	255	0

4	32	0	0	0	1	255	0
4	33	0	0	0	1	255	0
4	34	0	0	0	1	255	0
4	35	0	0	0	1	255	0
4	36	0	0	0	1	255	0
4	37	0	0	0	1	255	0
4	38	0	0	0	1	255	0
4	39	0	0	0	1	255	0
4	40	0	0	0	1	255	0
4	41	0	0	0	1	255	0
4	42	0	0	0	1	255	0
4	43	0	0	0	1	255	0
4	44	0	0	0	1	255	0
4	45	0	0	0	1	255	0
4	46	0	0	0	1	255	0
4	47	0	0	0	1	255	0
4	48	0	0	0	1	255	0
4	49	0	0	0	1	255	0
4	50	0	0	0	1	255	0
4	51	0	0	0	1	255	0
4	52	0	0	0	1	255	0
4	53	0	0	0	1	255	0
4	54	0	0	0	1	255	0
4	55	0	0	0	1	255	0
4	56	0	0	0	1	255	0
4	57	0	0	0	1	255	0
4	58	0	0	0	1	255	0
4	59	0	0	0	1	255	0
4	60	0	0	0	1	255	0
4	61	0	0	0	1	255	0
4	62	0	0	0	1	255	0
4	63	0	0	0	1	255	0
4	64	0	0	0	1	255	0

Pedestrian Detector Diagnotics (MM)6-6

Plan	Detector	Counts	Act	Pres	Multiplier

2

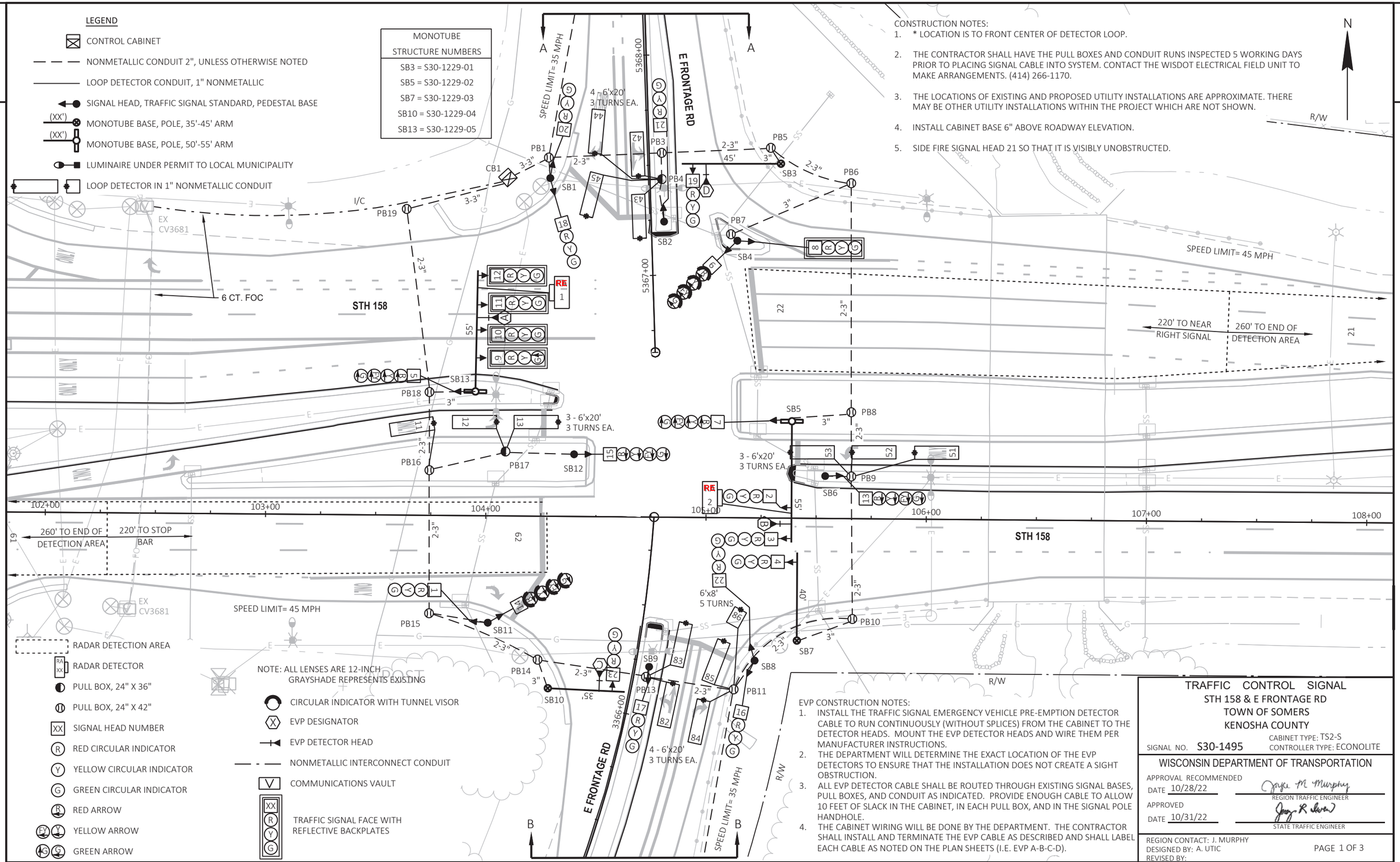
LEGEND

- CONTROL CABINET
- NONMETALLIC CONDUIT 2", UNLESS OTHERWISE NOTED
- LOOP DETECTOR CONDUIT, 1" NONMETALLIC
- SIGNAL HEAD, TRAFFIC SIGNAL STANDARD, PEDESTAL BASE
- (XX') MONOTUBE BASE, POLE, 35'-45' ARM
- (XX') MONOTUBE BASE, POLE, 50'-55' ARM
- LUMINAIRE UNDER PERMIT TO LOCAL MUNICIPALITY
- LOOP DETECTOR IN 1" NONMETALLIC CONDUIT

MONOTUBE STRUCTURE NUMBERS
SB3 = S30-1229-01
SB5 = S30-1229-02
SB7 = S30-1229-03
SB10 = S30-1229-04
SB13 = S30-1229-05

CONSTRUCTION NOTES:

1. * LOCATION IS TO FRONT CENTER OF DETECTOR LOOP.
2. THE CONTRACTOR SHALL HAVE THE PULL BOXES AND CONDUIT RUNS INSPECTED 5 WORKING DAYS PRIOR TO PLACING SIGNAL CABLE INTO SYSTEM. CONTACT THE WISDOT ELECTRICAL FIELD UNIT TO MAKE ARRANGEMENTS. (414) 266-1170.
3. THE LOCATIONS OF EXISTING AND PROPOSED UTILITY INSTALLATIONS ARE APPROXIMATE. THERE MAY BE OTHER UTILITY INSTALLATIONS WITHIN THE PROJECT WHICH ARE NOT SHOWN.
4. INSTALL CABINET BASE 6" ABOVE ROADWAY ELEVATION.
5. SIDE FIRE SIGNAL HEAD 21 SO THAT IT IS VISIBLY UNOBSTRUCTED.



EVP CONSTRUCTION NOTES:

1. INSTALL THE TRAFFIC SIGNAL EMERGENCY VEHICLE PRE-EMPTION DETECTOR CABLE TO RUN CONTINUOUSLY (WITHOUT SPLICES) FROM THE CABINET TO THE DETECTOR HEADS. MOUNT THE EVP DETECTOR HEADS AND WIRE THEM PER MANUFACTURER INSTRUCTIONS.
2. THE DEPARTMENT WILL DETERMINE THE EXACT LOCATION OF THE EVP DETECTORS TO ENSURE THAT THE INSTALLATION DOES NOT CREATE A SIGHT OBSTRUCTION.
3. ALL EVP DETECTOR CABLE SHALL BE ROUTED THROUGH EXISTING SIGNAL BASES, PULL BOXES, AND CONDUIT AS INDICATED. PROVIDE ENOUGH CABLE TO ALLOW 10 FEET OF SLACK IN THE CABINET, IN EACH PULL BOX, AND IN THE SIGNAL POLE HANDHOLE.
4. THE CABINET WIRING WILL BE DONE BY THE DEPARTMENT. THE CONTRACTOR SHALL INSTALL AND TERMINATE THE EVP CABLE AS DESCRIBED AND SHALL LABEL EACH CABLE AS NOTED ON THE PLAN SHEETS (I.E. EVP A-B-C-D).

TRAFFIC CONTROL SIGNAL
STH 158 & E FRONTAGE RD
TOWN OF SOMERS
KENOSHA COUNTY

SIGNAL NO. S30-1495
CABINET TYPE: TS2-S
CONTROLLER TYPE: ECONOLITE

WISCONSIN DEPARTMENT OF TRANSPORTATION

APPROVAL RECOMMENDED
DATE 10/28/22 — REGION TRAFFIC ENGINEER
APPROVED
DATE 10/31/22 — STATE TRAFFIC ENGINEER

REGION CONTACT: J. MURPHY
DESIGNED BY: A. UTIC
REVISED BY:

PAGE 1 OF 3

10-28-22 JMG

PROJECT NO: 3700-11-70	HWY: STH 158	COUNTY: KENOSHA	TRAFFIC SIGNAL PLAN	SHEET 47	E

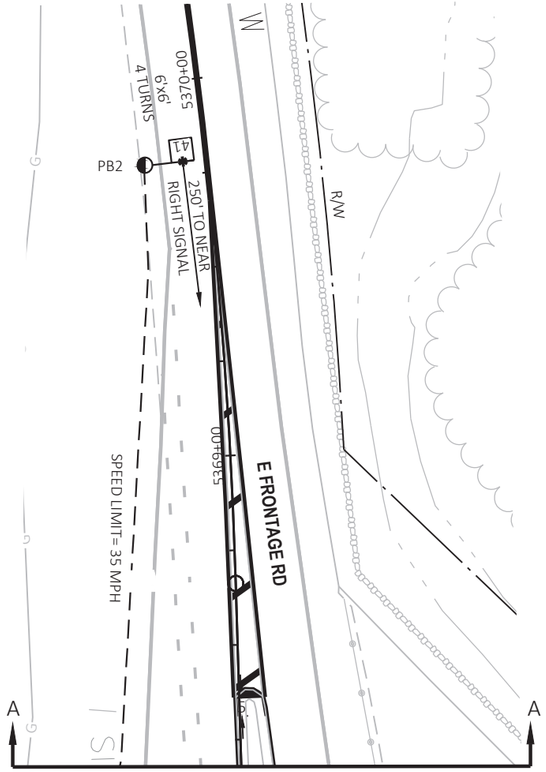
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LAYOUT NAME - S30-1495_pg1
PLOT DATE : 10/31/2022 2:40 PM
PLOT BY : UTIC, ANDY
PLOT NAME :
PLOT SCALE : 1 IN:40 FT

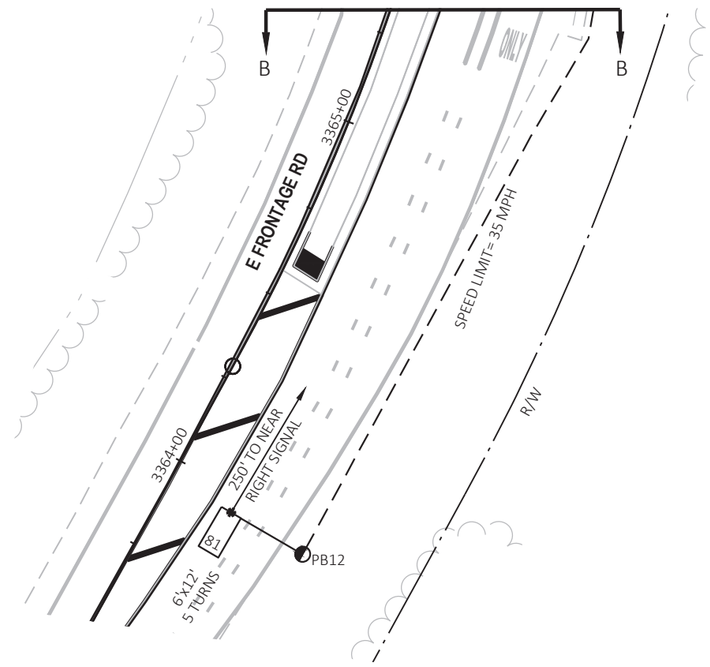
WISDOT/CADDS SHEET 42

A-331

2

N





TRAFFIC CONTROL SIGNAL
STH 158 & E FRONTAGE RD
TOWN OF SOMERS
KENOSHA COUNTY

SIGNAL NO. S30-1495

REGION CONTACT: J. MURPHY
DESIGNED BY: A. UTIC
REVISED BY:

PAGE 2 OF 3

PROJECT NO: 3700-11-70	HWY: STH 158	COUNTY: KENOSHA	TRAFFIC SIGNAL PLAN	SHEET 48	E

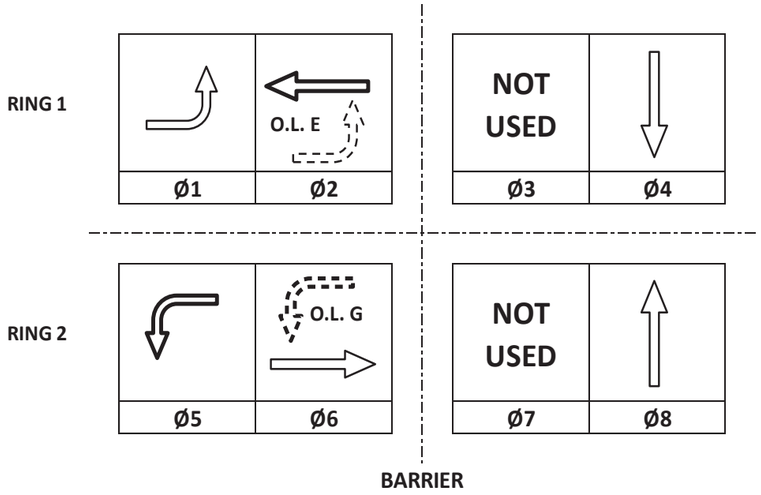
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LAYOUT NAME - S30-1495_pg2

PLOT DATE : 10/26/2022 8:11 AM PLOT BY : UTIC, ANDY PLOT NAME : PLOT SCALE : 1 IN:40 FT

WISDOT/CADDS SHEET 42

A-332

	HEAD NUMBERS	FLASH
Ø1	5,6,7	R ←
Ø2	8,9,10,11,12	R
Ø3		
Ø4	20,21,22,23	R
Ø5	13,14,15	R ←
Ø6	1,2,3,4	R
Ø7		
Ø8	16,17,18,19	R
Ø2P		
Ø4P		
Ø6P		
Ø8P		
OLE	5,6,7	-
OLF		
OLG	13,14,15	-
OLH		





CONTROLLER LOGIC

PHASE NUMBER	PHASE LOCKING	DUAL ENTRY W / Ø	PHASE RECALL	PHASE ACTIVE
1		6		X
2	X	6	MIN	X
3				
4		8		X
5		2		X
6	X	2	MIN	X
7				
8		4		X

EMERGENCY VEHICLE PREEMPTION SEQUENCE

EMERGENCY VEHICLE PREEMPTOR	A	B	C	D
MOVEMENT	← ↗	↗ →	↓ ↑	↓ ↑
PHASE	2+5	6+1	4+8	8+4

AFTER PREEMPTION SEQUENCE 2+5 OR 6+1, CONTROLLER SHALL RETURN TO PHASES 2+6.
AFTER PREEMPTION SEQUENCE 4+8 OR 8+4, CONTROLLER SHALL RETURN TO PHASES 4+8.

TYPE OF INTERCONNECT/COMMUNICATION	
NONE	
CLOSED LOOP	
TWISTED PAIR	
FIBER OPTIC*	
FIBER OPTIC (ETHERNET)	X
RADIO	
CELL MODEM	

TYPE OF COORDINATION	
NONE	
TBC	X
TRAFFIC RESPONSIVE	
ADAPTIVE	
*LOCATION OF MASTER CONTROLLER NO:	S-
SIGNAL SYSTEM NO:	SS-

TYPE OF LIGHTING	
BY OTHER AGENCY	
IN TRAFFIC CABINET	
IN SEPARATE DOT LIGHTING CABINET	X

TYPE OF PRE-EMPT	
NONE	
RAILROAD	
EMERGENCY VEHICLE	X
GTT	X
TOMAR	
HARDWIRE	
OTHER	
CONFIRMATION LIGHTS	
LIFT BRIDGE	
QUEUE DETECTION	

DETECTOR LOGIC

DETECTOR INPUT	3	1	7	5	11	9	15	13
PLAN LOOP DETECTOR*(S)	11	13	42	44	51	53	81	83
CALLED PHASE	1	1	4	4	5	5	8	8
CALL OPTION	X	X	X	X	X	X		X
DELAY TIME				X				
EXTENTION OPTION	X	X	X	X	X	X	X	X
EXTEND TIME							X	X
USE ADDED INITIAL								
CROSS SWITCH PHASE	2	2			6	6		

DETECTOR INPUT	19	17	23	21	35	33	39	37
PLAN LOOP DETECTOR*(S)	85				21	61		
CALLED PHASE	8				2	6		
CALL OPTION	X				X	X		
DELAY TIME	X							
EXTENTION OPTION	X				X	X		
EXTEND TIME								
USE ADDED INITIAL								
CROSS SWITCH PHASE								

DETECTOR INPUT	4	2	8	6	12	10	16	14
PLAN LOOP DETECTOR*(S)	12	41	43	45	52		82	84
CALLED PHASE	1		4	4	5		8	8
CALL OPTION	X		X	X	X		X	X
DELAY TIME				X				X
EXTENTION OPTION	X	X	X	X	X		X	X
EXTEND TIME		X						
USE ADDED INITIAL								
CROSS SWITCH PHASE	2				6			

DETECTOR INPUT	20	18	24	22	36	34	40	38
PLAN LOOP DETECTOR*(S)	86				22	62		
CALLED PHASE	8				2	6		
CALL OPTION	X				X	X		
DELAY TIME	X							
EXTENTION OPTION	X				X	X		
EXTEND TIME								
USE ADDED INITIAL								
CROSS SWITCH PHASE								

STH 158 & E FRONTAGE RD
TOWN OF SOMERS
KENOSHA COUNTY

SIGNAL NO: S30-1495	CABINET TYPE: TS2-S
	CONTROLLER TYPE: ECONOLITE
DATE: 11/22	PAGE NUMBER: 3 OF 3

PROJECT NO: 3700-11-70	HWY: STH 158	COUNTY: KENOSHA	SEQUENCE OF OPERATIONS	SHEET NO: 49	E

PROJECT ID:	3700-11-70
INTERSECTION:	STH 158 & E FRONTAGE RD

Signal Wire Color Coding	BLK - black	RED - red	GRN - green
	WHT - white	BLU - blue	ORG - orange

CB1 TO	AWG14 # OF CONDUCTORS	HEAD NO.	SIGNAL INDICATION WIRE COLOR									PED NEUTRAL	PED INPUT
			RED	YELLOW	GREEN	<RED>	<YELLOW>	<GREEN>	<FLASHING YELLOW>	D/WALK	WALK		
SB1	12	18	RED	ORG	GRN								
		20	RED/BLK	ORG/BLK	GRN/BLK								
SB2	7	21	RED	ORG	GRN								
SB3	7	19	RED	ORG	GRN								
SB4	12	6				RED	ORG	GRN	BLK/WHT				
		8	RED/BLK	ORG/BLK	GRN/BLK								
SB5	12	2	RED	ORG	GRN								
		3	RED	ORG	GRN								
		7				RED/BLK	ORG/BLK	GRN/BLK	BLK/WHT				
SB6	7	13				RED	ORG	GRN	BLK				
SB7	7	4	RED	ORG	GRN								
SB8	12	16	RED	ORG	GRN								
		22	RED/BLK	ORG/BLK	GRN/BLK								
SB9	7	17	RED	ORG	GRN								
SB10	7	23	RED	ORG	GRN								
SB11	12	1	RED	ORG	GRN								
		14				RED/BLK	ORG/BLK	GRN/BLK	BLK/WHT				
SB12	7	15				RED/BLK	ORG/BLK	GRN/BLK	BLK				
SB13	12	5				RED	ORG	GRN	BLK/WHT				
		9	RED/BLK	ORG/BLK				GRN/BLK					
		10	RED/BLK	ORG/BLK	GRN/BLK								
		11	RED/BLK	ORG/BLK	GRN/BLK								
		12	RED/BLK	ORG/BLK	GRN/BLK								

Equipment Grounding Conductor 10 AWG Green XLP	
From	To
CB1	SB1
SB1	SB2
SB2	SB3
SB3	SB4
SB4	SB5
SB5	SB6
SB6	SB7
SB7	SB8
SB8	SB9
SB9	SB10
SB10	SB11
SB11	SB12
SB12	SB13
SB13	CB1

Pull Box Bonding Jumper 10 AWG Green XLP	
From	To
PB1	SB1
PB3	SB2
PB4	SB2
PB5	SB3
PB6	SB3
PB7	SB4
PB8	SB5
PB9	SB6
PB10	SB7
PB11	SB8
PB13	SB9
PB14	SB10
PB15	SB11
PB16	SB13
PB17	SB12
PB18	SB13
PB19	CB1

Emergency Vehicle Preemption	
From	To
CB1	HEAD A (SB13)
CB1	HEAD B (SB7)
CB1	HEAD C (SB10)
CB1	HEAD D (SB3)

Radar Detection Cable	
From	To
CB1	RA1 (SB13)
CB1	RA2 (SB7)

*Use the white conductor in the cable assembly as the grounded conductor for all traffic signal indications
*Ensure the grounded conductor in the feeder cable and the pole cables are both 18" longer than the ungrounded conductors.
*At the signal bases, connect one terminal from the pedestrian push buttons to the color indicated in the chart. Connect the other terminal to the grounded conductor.
*Reconnect the grounding conductors wherever the circuit has been interrupted to ensure the grounding circuit is complete.

Timing Cover Sheet for Signal: S1495 HWY: 158 and E Frontage Rd

Date:	6/20/2024	Changes Made By:	J. Gates
Signal No:		Highway:	158
County:	KEN	Local Hwy:	52nd St
Controller:	ECONOLITE	Location:	E Frontage Rd
School:	None	Ped:	None

Pre-emption

Preemption:	Type:	Phases:
Emergency - Emitter	3M Opticom	2+5, 6+1, 4+8, 8+4

Municipal Id: 0663-42-13
EVP Contact: Carson Wilkinson, Fire Chief
Community:
Contact Phone: (262) 859-2277
Email: cwilkinson@somers.org

Coordination

System No:
Coordination Type: None
Comm Type: Cell Modem

Controller IP Address: 172.22.80.77
Comments:

	Length	Split 1	Split 2	Split 3	Split 4
Cycle 1=					
Cycle 2=					
Cycle 3=					
Cycle 4=					

Cabinet Type: TS2

☐ Battery Backup

Part of a Local System: No

Local Contact:
Phone Number:

Overlaps

Overlap A = Phases:
Overlap B = Phases:
Overlap C = Phases:
Overlap D = Phases:

Turn Operations

Phases with

FYA TOD	☐		Phase Omit	☐	
5 Section Head	☐		Dynamic FYA	☐	
Lead/Lag	☐		Split Phase	☐	

Detector Timing

Dilemma Zone: Bike Detection ☐ Detection Type(s): Loop, Radar

Detector Number	44	45	84	85	86	41	81							
Stretch						4.1	4.1							
Right Turn Delay	8	8	8	8	8									
Left Turn Delay														

Unique Features

Phase 1 & 5 omitted from 9PM to 5AM.

Signal S1495 IP Addresses

Signal No	I-	Hwy	Local_Hwy	Location	County	Gateway:	Subnet Mask:
S1495		158	52nd St	E Frontage Rd	KEN	172.22.80.1	255.255.255.0

IP Device:	IP Address:
Switch	172.16.19.140
Controller	172.22.80.77
Click 650	172.22.80.79

Timing Changes Log for Signal S1495 on Hwy 158 in KENOSHA County

E Frontage Rd

Date Computer Changed	Date Change Made in Field	Timing Change	Reason for Change	Change By	Temp Timing
06/20/24	6/20/2024	Update IP settings.	Controller and Click 650 connected to fiber.	J. Gates	No
10/05/23	10/5/2023	Removed Special Functions for phase 1 and 5, lanes reopened.	lanes reopened	K. Walker	No
09/27/23	9/27/2023	New signal timing.	New signal constructed under 3700-11-70.	J. Murphy	No

Wisconsin DOT

ECONOLITE

MOVING TRAFFIC FORWARD

S 30-1495 - STH 158 & E Frontage Rd - Econolite Type - Cobalt

Configuration Controller Sequence

Phase Ring Sequence and Assignment (MM) 1-1-1

Hardware Alternate Sequence Enable: No

Phase Ring Sequence.....(Note: Sequences identical to the prior one are not printed)

	01	02	03	04	05	06	07	08	09	10	11	12	13	14	15	16
Sequence 1																
Ring 1	1	2	3	4	9	10	13	14	.	.	.	.	.	.	.	.
Ring 2	5	6	7	8	11	12	15	16	.	.	.	.	.	.	.	.
Sequence 2																
Ring 1	2	1	3	4	10	9	13	14	.	.	.	.	.	.	.	.
Ring 2	5	6	7	8	11	12	15	16	.	.	.	.	.	.	.	.
Sequence 3																
Ring 1	1	2	4	3	9	10	14	13	.	.	.	.	.	.	.	.
Ring 2	5	6	7	8	11	12	15	16	.	.	.	.	.	.	.	.
Sequence 4																
Ring 1	2	1	4	3	10	9	14	13	.	.	.	.	.	.	.	.
Ring 2	5	6	7	8	11	12	15	16	.	.	.	.	.	.	.	.
Sequence 5																
Ring 1	1	2	3	4	9	10	13	14	.	.	.	.	.	.	.	.
Ring 2	6	5	7	8	12	11	15	16	.	.	.	.	.	.	.	.
Sequence 6																
Ring 1	2	1	3	4	10	9	13	14	.	.	.	.	.	.	.	.
Ring 2	6	5	7	8	12	11	15	16	.	.	.	.	.	.	.	.
Sequence 7																
Ring 1	1	2	4	3	9	10	14	13	.	.	.	.	.	.	.	.
Ring 2	6	5	7	8	12	11	15	16	.	.	.	.	.	.	.	.
Sequence 8																
Ring 1	2	1	4	3	10	9	14	13	.	.	.	.	.	.	.	.
Ring 2	6	5	7	8	12	11	15	16	.	.	.	.	.	.	.	.
Sequence 9																
Ring 1	1	2	3	4	9	10	13	14	.	.	.	.	.	.	.	.
Ring 2	5	6	8	7	11	12	16	15	.	.	.	.	.	.	.	.
Sequence 10																
Ring 1	2	1	3	4	10	9	13	14	.	.	.	.	.	.	.	.
Ring 2	5	6	8	7	11	12	16	15	.	.	.	.	.	.	.	.
Sequence 11																
Ring 1	1	2	4	3	9	10	14	13	.	.	.	.	.	.	.	.
Ring 2	5	6	8	7	11	12	16	15	.	.	.	.	.	.	.	.
Sequence 12																
Ring 1	2	1	4	3	10	9	14	13	.	.	.	.	.	.	.	.
Ring 2	5	6	8	7	11	12	16	15	.	.	.	.	.	.	.	.
Sequence 13																
Ring 1	1	2	3	4	9	10	13	14	.	.	.	.	.	.	.	.

Ring 2	**6**	**5**	**8**	**7**	**12**	**11**	**16**	**15**	.	.	.	.	.	.	.	.
Sequence 14																
Ring 1	**2**	**1**	**3**	**4**	**10**	**9**	**13**	**14**	.	.	.	.	.	.	.	.
Ring 2	**6**	**5**	**8**	**7**	**12**	**11**	**16**	**15**	.	.	.	.	.	.	.	.
Sequence 15																
Ring 1	**1**	**2**	**4**	**3**	**9**	**10**	**14**	**13**	.	.	.	.	.	.	.	.
Ring 2	**6**	**5**	**8**	**7**	**12**	**11**	**16**	**15**	.	.	.	.	.	.	.	.
Sequence 16																
Ring 1	**2**	**1**	**4**	**3**	**10**	**9**	**14**	**13**	.	.	.	.	.	.	.	.
Ring 2	**6**	**5**	**8**	**7**	**12**	**11**	**16**	**15**	.	.	.	.	.	.	.	.

Phases In Use/Exclusive Ped (MM) 1-2

Phase	**1**	**2**	**3**	**4**	**5**	**6**	**7**	**8**	**9**	**10**	**11**	**12**	**13**	**14**	**15**	**16**
Phases In Use	X	X		X	X	X		X								
Exclusive Ped																

Phase Compatibility (MM) 1-1-2

Phase	
1	5
1	6
2	5
2	6
3	7
3	8
4	7
4	8
9	11
9	12
10	11
10	12
13	15
13	16
14	15
14	16

Phase and Overlap Descriptions

Phase	**1**	**2**	**3**	**4**	**5**	**6**	**7**	**8**	**9**	**10**	**11**	**12**	**13**	**14**	**15**	**16**
Approach	E	W	N	S	W	E	N	N	N	N	N	N	N	N	N	N
Movement	L	T		T	L	T			T							
Associated PED																
Overlap	**A**	**B**	**C**	**D**	**E**	**F**	**G**	**H**	**I**	**J**	**K**	**L**	**M**	**N**	**O**	**P**
Approach	N	N	N	N	E	N	W	N	N	N	N	N	N	N	N	N
Movement					L		L									

Administration (MM) 1-7-1

Enable Controller/Cabinet Interlock CRC	No
CRC (16 bit)	6FDA
Enable Automatic Backup to Datakey	Yes

Backup Prevent (MM) 1-1-3

Timing Phases	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
1		.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
2	.		.	.	.	.	.	.	.	.	.	.	.	.	.	.
3	.	.		.	.	.	.	.	.	.	.	.	.	.	.	.
4	.	.	.		.	.	.	.	.	.	.	.	.	.	.	.
5	.	.	.	.		.	.	.	.	.	.	.	.	.	.	.
6	.	.	.	.	.		.	.	.	.	.	.	.	.	.	.
7	.	.	.	.	.	.		.	.	.	.	.	.	.	.	.
8	.	.	.	.	.	.	.		.	.	.	.	.	.	.	.
9	.	.	.	.	.	.	.	.		.	.	.	.	.	.	.
10	.	.	.	.	.	.	.	.	.		.	.	.	.	.	.
11	.	.	.	.	.	.	.	.	.	.		.	.	.	.	.
12	.	.	.	.	.	.	.	.	.	.	.		.	.	.	.
13	.	.	.	.	.	.	.	.	.	.	.	.		.	.	.
14	.	.	.	.	.	.	.	.	.	.	.	.	.		.	.
15	.	.	.	.	.	.	.	.	.	.	.	.	.	.		.
16	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	

Simultaneous Gap (MM) 1-1-4

Phase Must Gap With Phase Disable	Phases	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
	1		.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
	2	.		.	.	.	X	.	.	.	.	.	.	.	.	.	.
	3	.	.		.	.	.	.	.	.	.	.	.	.	.	.	.
	4	.	.	.		.	.	.	X	.	.	.	.	.	.	.	.
	5	.	.	.	.		.	.	.	.	.	.	.	.	.	.	.
	6	.	X	.	.	.		.	.	.	.	.	.	.	.	.	.
	7	.	.	.	.	.	.		.	.	.	.	.	.	.	.	.
	8	.	.	.	X	.	.	.		.	.	.	.	.	.	.	.
	9	.	.	.	.	.	.	.	.		.	.	.	.	.	.	.
	10	.	.	.	.	.	.	.	.	.		.	.	.	.	.	.
	11	.	.	.	.	.	.	.	.	.	.		.	.	.	.	.
	12	.	.	.	.	.	.	.	.	.	.	.		.	.	.	.
	13	.	.	.	.	.	.	.	.	.	.	.	.		.	.	.
	14	.	.	.	.	.	.	.	.	.	.	.	.	.		.	.
	15	.	.	.	.	.	.	.	.	.	.	.	.	.	.		.
	16	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	
	Disable	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.

Load Switch Assignments (MM) 1-3

	Phase / Overlap	Type	Dimming				Power Up	Auto		Flash Together
			Red	Yellow	Green	Dark		Red	Yellow	
1	1	V				-	Auto	X		X
2	2	V				-	Auto	X		
3	3	V				-	Auto	X		X
4	4	V				-	Auto	X		
5	5	V				+	Auto	X		
6	6	V				+	Auto	X		X
7	7	V				+	Auto	X		
8	8	V				+	Auto	X		X
9	2	P				-	Auto			

10	4	P				-	Auto			
11	6	P				+	Auto			
12	8	P				+	Auto			
13	1	O				-	Auto	X		X
14	2	O				+	Auto	X		X
15	3	O				-	Auto	X		
16	4	O				+	Auto	X		

Wisconsin DOT

ECONOLITE

MOVING TRAFFIC FORWARD

S 30-1495 - STH 158 & E Frontage Rd - Econolite Type - Cobalt

Configuration Port 1 (SDLC)

Port 1 SDLC (MM) 1-4-1

BIU	1	2	3	4	5	6	7	8
Term & Facility	X	X						
Detector Rack	X	X	X					

Enable TS2/MMU Type Cabinet: Yes
Enable MMU Extended Status: Yes
Enable SDLC Stop Time: Yes
Enable 3 Critical RFE's Lockup: Yes

MMU Program (MM) 1-4-2

Channel Can Serve With Channel	
Channel 1	**Channel 2**
1	5
1	6
1	11
2	5
2	6
2	9
2	11
4	8
5	9
6	9
6	11
9	11

Color Check Enable (MM) 1-4-3

Enable Color Check: Yes

MMU/LS	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Green	X	X		X	X	X		X								
Yellow	X	X		X	X	X		X	X		X					
Red	X	X		X	X	X		X								

Secondary Stations/Tests (MM) 1-4-4

ID	1	2	3	4	5	6	7	8	MMU
Term & Facility									

ID	1	2	3	4	5	6	7	8	Diag
Detector Rack									

Enable SDLC Diagnostic Test: No

Wisconsin DOT

ECONOLITE

MOVING TRAFFIC FORWARD

S 30-1495 - STH 158 & E Frontage Rd - Econolite Type - Cobalt

Configuration Communications 1 (SDLC)

Ethernet Port Configuration (MM) 1-5-1

DHCP Enable:	No
Controller IP:	172.22.80.77
Subnet Mask:	255.255.255.0
Default Gateway IP:	172.22.80.1
Server IP:	172.20.3.44

NTCIP (MM) 1-5-5

NTCIP Backup Time (Sec):	0
NTCIP UDP Port:	501
Ethernet Priority:	1
Port 2 Priority (Port C50S for 2070):	4
Port 3A Priority (Port C21S for 2070):	2
Port 3B Priority (Port C22S for 2070):	3

Port Configuration (MM) 1-5-2 to 1-5-4

Port	2 (C50S)	3A (C21S)	3B (C22S)
Comm Module	None	Auto	Auto
Protocol	NTCIP	NTCIP	TERMINAL
Enable	Yes	Yes	No
Data Rate (BPS)	19.2K	19.2K	1200
Data, Parity, Stop	8 N 1	8 N 1	8 O 1
Address	1	1	0
Telemetry Response Delay	0.0	0.0	0.0
Duplex - Half or Full	Full	Full	Full
Flow Control	Yes	Yes	Yes
Group Address	0	0	0
Single Flag Enable	Yes	Yes	Yes
RTS to CTS Delay	n/a	n/a	3.0
RTS Turn Off Delay	n/a	n/a	2.0
Dropout Time	10	10	10
Early RTS	n/a	n/a	No
Telemetry Mode	n/a	n/a	FSK
ATCS Railroad	0	n/a	n/a
ATCS Railroad Line	0	n/a	n/a
ATCS Group	0	n/a	n/a
Wayside Device	0	n/a	n/a
ATC Device	0	n/a	n/a
Wayside Subnode	0	n/a	n/a
ATC Subnode	0	n/a	n/a

ECPIP (MM) 1-5-6

Controller Address:	0
Expanded System Detector Address:	0

System Detector Assignment

System Detector	Local Detector

Wireless Configuration (MM) 1-5-7

Wireless Channel Number: 1
Wireless Access Code:

Wisconsin DOT

ECONOLITE

MOVING TRAFFIC FORWARD

S 30-1495 - STH 158 & E Frontage Rd - Econolite Type - Cobalt

Configuration Logging / Display

Event Logging (MM) 1-6-1

Critical RFE's (MMU/TF)	Yes	3 Critical Errors Within 24 Hours	Yes
MMU Flash Faults	Yes	Local Flash Fault	Yes
Non-Critical RFE's (Det/Test)	Yes	Detector Errors	Yes
Coordination Errors	Yes	Controller Download	Yes
Preemption Events	Yes	TSP Events	Yes
Power On/Off	Yes	Low Battery	Yes
Access	Yes	Data Change	Yes
Online / Offline	Yes		

Alarm Event	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Enable Logging	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X

Display Options (MM) 1-7-2

Key Click Enable:	Yes
Switch to Graphics Mode:	No
LED Mode:	Single Color
Display Mode:	Basic
Trans Mode Pop-Up Disable:	No

Sign On (MM) 8-5

Sign On Message Line 1: STH158/EFR S30 1495
Sign On Message Line 2: SE WisDOT Cobalt Database 210820

Software Modules (MM) 8-7

Application Version: 32.68.10
OS (Boot) Version: 06.17.00

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ECONOLITE

MOVING TRAFFIC FORWARD

S 30-1495 - STH 158 & E Frontage Rd - Econolite Type - Cobalt

Logic Processor Page 1

Logic Statement Control (MM) 1-8-1

Logic #	Statement Control

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ECONOLITE

MOVING TRAFFIC FORWARD

S 30-1495 - STH 158 & E Frontage Rd - Econolite Type - Cobalt

Logic Processor Page 2

Logic Statements (MM) 1-8-2

Wisconsin DOT

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MOVING TRAFFIC FORWARD

S 30-1495 - STH 158 & E Frontage Rd - Econolite Type - Cobalt

Controller Timing Plan (MM) 2-1

Plan 1 - ""

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Direction	E-L	W-T	N	S-T	W-L	E-T	N	N	N-T	N	N	N	N	N	N	N
Min Green	6	8	0	10	6	8	0	10	0	0	0	0	0	0	0	0
Bk Min Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
CS Min Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Delay Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Walk	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Walk2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Walk Max	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Ped Clear	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Ped Clear 2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Ped Clear Max	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Ped CO	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Vehicle Ext	1.5	3.3	0.0	1.5	1.5	3.3	0.0	1.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Vehicle Ext 2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Max1	20	45	0	30	20	45	0	30	0	0	0	0	0	0	0	0
Max2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Max3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
DYM Max	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Dym Step	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Yellow	3.5	4.3	0.0	4.3	3.5	4.3	0.0	4.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Red Clear	1.0	1.6	0.0	3.0	1.0	1.6	0.0	3.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Red Max	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Red Revert	2.0	2.0	0.0	2.0	2.0	2.0	0.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Act B4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Sec/Act	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Max Int	6	8	0	10	6	8	0	10	0	0	0	0	0	0	0	0
Time B4	20	8	0	30	20	8	0	30	0	0	0	0	0	0	0	0
Cars Wt	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
STPTDuc	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
TTReduc	0	19	0	0	0	19	0	0	0	0	0	0	0	0	0	0
Min Gap	1.5	2.3	0.0	1.5	1.5	2.3	0.0	1.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Wisconsin DOT

ECONOLITE

MOVING TRAFFIC FORWARD

S 30-1495 - STH 158 & E Frontage Rd - Econolite Type - Cobalt

Controller Overlaps

Vehicle Overlaps (MM) 2-2

Overlap	Type	Lag Green	Yellow	Red	Adv. Green

Phases

Overlap	Phase	Included	Protect	Ped Protect	Not Overlap	Modifier	Lag X Phases	Lag 2 Phases	Flash Green

PPLT FYA

Overlap	Protected Phase (Left Turn)	Permissive Phase (Opposing Thru)	Flashing Arrow Output	Flashing Arrow Output CH	Delay Start of FYA	Delay Start of Clearance	Action Plan SF Bit Disable	Ped Protected Enable
E	1	2	Yellow Ped	9	0.0	0.0	1	No
G	5	6	Yellow Ped	11	0.0	0.0	5	No

Guaranteed Minimum Time Data (MM) 2-4

Phase	Min Green	Walk	Ped Clear	Yellow	Red Clear	Overlap Green
A01	1	0	7	3.0	0.0	1
B02	1	0	7	3.0	0.0	1
C03	1	0	7	3.0	0.0	1
D04	1	0	7	3.0	0.0	1
E05	1	0	7	3.0	0.0	1
F06	1	0	7	3.0	0.0	1
G07	1	0	7	3.0	0.0	1
H08	1	0	7	3.0	0.0	1
I09	1	0	7	3.0	0.0	1
J10	1	0	7	3.0	0.0	1
K11	1	0	7	3.0	0.0	1
L12	1	0	7	3.0	0.0	1
M13	1	0	7	3.0	0.0	1
N14	1	0	7	3.0	0.0	1
O15	1	0	7	3.0	0.0	1
P16	1	0	7	3.0	0.0	1

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ECONOLITE

MOVING TRAFFIC FORWARD

S 30-1495 - STH 158 & E Frontage Rd - Econolite Type - Cobalt

Controller Pedestrian Overlaps
Vehicle / Pedestrian Overlaps (MM) 2-3

Included	Pedestrian Overlaps

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MOVING TRAFFIC FORWARD

S 30-1495 - STH 158 & E Frontage Rd - Econolite Type - Cobalt

Controller Start / Flash Data (MM) 2-5

Start Up

Phase	Phase Setting
1	.
2	G
3	.
4	.
5	.
6	G
7	.
8	.
9	.
10	.
11	.
12	.
13	.
14	.
15	.
16	.

Overlap
E
G

Flash Thru Mon: No
Flash Time: 0
All Red: 6
Power Start Seq: 1
MUTCD Enabled: Yes
Y->G: No

Automatic Flash

Entry
2
6

Exit
2
6

Overlap Exit
E

G

Flash Thru Mon:	No
Exit Flash:	G
Minimum Flash:	8
Mimimum Recall:	No
Cycle Through Phase:	No

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ECONOLITE

MOVING TRAFFIC FORWARD

S 30-1495 - STH 158 & E Frontage Rd - Econolite Type - Cobalt

Controller Options

Controller Options (MM) 2-6-1

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Flashing Grn Ph	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Guar Passage																
Non-Act I																
Non-Act II																
Dual Entry		X		X		X		X								
Cond Service																
Cond Reservice																
Ped Re-Service																
Rest In Walk																
Flashing Walk																
Ped Clr-Yel																
Ped Clr-Red																
IGRN + Veh Ext																

Ped Clear Protect: On Unit Red Revert: 2.0 MUTCD 3 Seconds Don't Walk: No

Pre-Timed Mode (MM) 2-7

Enable Pre-Timed Mode: No Free Input Disables Pre-Timed: No

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Pre-Timed																

Phase Recall Options (MM) 2-8

Plan # 1

	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Lock Detector		X				X										
Vehicle Recall		X				X										
Ped Recall																
Max Recall																
Soft Recall																
No Rest																
Al Calc																

Plan # 2

	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Lock Detector		X				X										
Vehicle Recall		X				X										
Ped Recall																
Max Recall																

Soft Recall															
No Rest															
AI Calc															

Plan # 3

	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Lock Detector		X				X										
Vehicle Recall		X				X										
Ped Recall																
Max Recall																
Soft Recall																
No Rest																
AI Calc																

Plan # 4

	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Lock Detector		X				X										
Vehicle Recall		X				X										
Ped Recall																
Max Recall																
Soft Recall																
No Rest																
AI Calc																

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ECONOLITE

MOVING TRAFFIC FORWARD

S 30-1495 - STH 158 & E Frontage Rd - Econolite Type - Cobalt

Coordination Options

Options (MM) 3-1

Manual Pattern	Auto	ECPI Coord	Yes
System Source	SYS	System Format	STD
Splits In	Seconds	Offsets In	Seconds
Transition	AddOnly	Max Select	MAXINH
Dwell / Add Time	0		
Delay Coord Wk-LZ	No	Force Off	Fixed
Offset Reference	Lead	Use Ped Time	No
Ped Recall	No	Ped Reservice	No
Local Zero Override	No	FO Added Ini Green	Yes
Re-sync Count	3	Multisync	No

Auto Perm Minimum Green (Seconds) (MM) 3-4

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Minimum Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Split Demand (MM) 3-5

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Demand 1																
Demand 2																

Demand	1	2
Detector	0	0
Call Time (Sec)	0	0
Cycle Count	0	0

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ECONOLITE

MOVING TRAFFIC FORWARD

S 30-1495 - STH 158 & E Frontage Rd - Econolite Type - Cobalt

Coordination Pattern Data
Coordinator Pattern Data (MM) 3-2

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MOVING TRAFFIC FORWARD

S 30-1495 - STH 158 & E Frontage Rd - Econolite Type - Cobalt

Coordination Split Pattern
Split Pattern Data (MM) 3-3

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MOVING TRAFFIC FORWARD

S 30-1495 - STH 158 & E Frontage Rd - Econolite Type - Cobalt

Preempt Plan

Preempt Plan (MM) 4-1

Preempt Plan 3

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Overlap	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P
Trk Clr Veh	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Trk Clr Overlap	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Enable Trailing	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X
Dwell Veh	.	X	.	.	X	.	.	.	.	.	.	.	.	.	.	.
Dwell Ped																
Dwell Overlap	.	.	.	.	1-F1	.	1-F1	.	.	.	.	.	.	.	.	.
Cycling Veh	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Cycling Ped																
Cycling Overlap	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Exit Phases		X				X										
Exit Calls																
Special Function																

Enable	Yes	Preempt Override	No	Interlock Enable	No
Det Lock	Yes	Delay	1	Inhibit	0
Override Flash	No	Duration	0	CLR > GRN	No
Term Ovlp Asap	No	PC Through Yel	No	Terminate Phase	No
Ped Dark	No	Track Clear Rsrv	No	Dwell Flash	Off
Linked Pmt	0	FL Exit Color	Grn	Exit Options	Off
Exit Timing Plan	0	Reservice	0	Fault Type	Hard

Ring	1	2	3	4
Free During Pmt	No	No	No	No

Timing	Walk	Ped Clr	Min Grn	Yellow	Red
Entrance	5	0	5	25.5	25.5
	Min Grn	Ext Grn	Max Grn	Yellow	Red
Track Clear	0	0	0	25.5	25.5
	Min Dwell	Pmt Ext	Max Time	Yellow	Red
Dwell / Cycle-Exit	10	5.0	0	25.5	25.5

On No

Preemption Active Out		Preempt Act Dwell	
Other - Priority Preempt	Off	Non-Priority Pmt	1-F1
Inhibit Extension Time	0.0	Ped Priority Return	Off
Veh Priority Return	Off	Queue Delay	Off
Conditional Delay	Off		

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Veh Pri Return %	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Preempt Plan 4

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Overlap	**A**	**B**	**C**	**D**	**E**	**F**	**G**	**H**	**I**	**J**	**K**	**L**	**M**	**N**	**O**	**P**
Trk Clr Veh	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Trk Clr Overlap	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Enable Trailing	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X
Dwell Veh	X	.	.	.	.	X	.	.	.	.	.	.	.	.	.	.
Dwell Ped																
Dwell Overlap	.	.	.	.	1-F1	.	1-F1	.	.	.	.	.	.	.	.	.
Cycling Veh	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Cycling Ped																
Cycling Overlap	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Exit Phases		X				X										
Exit Calls																
Special Function																

Enable	Yes	Preempt Override	No	Interlock Enable	No
Det Lock	Yes	Delay	1	Inhibit	0
Override Flash	No	Duration	0	CLR > GRN	No
Term Ovlp Asap	No	PC Through Yel	No	Terminate Phase	No
Ped Dark	No	Track Clear Rsrv	No	Dwell Flash	Off
Linked Pmt	0	FL Exit Color	Grn	Exit Options	Off
Exit Timing Plan	0	Reservice	0	Fault Type	Hard

Ring	1	2	3	4
Free During Pmt	No	No	No	No

Timing	Walk	Ped Clr	Min Grn	Yellow	Red
Entrance	5	0	5	25.5	25.5
	Min Grn	**Ext Grn**	**Max Grn**	**Yellow**	**Red**
Track Clear	0	0	0	25.5	25.5
	Min Dwell	**Pmt Ext**	**Max Time**	**Yellow**	**Red**
Dwell / Cycle-Exit	10	5.0	0	25.5	25.5

Preemption Active Out	On	Preempt Act Dwell	No
Other - Priority Preempt	Off	Non-Priority Pmt	1-F1
Inhibit Extension Time	0.0	Ped Priority Return	Off
Veh Priority Return	Off	Queue Delay	Off
Conditional Delay	Off		

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Veh Pri Return %	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Preempt Plan 5

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Overlap	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P
Trk Clr Veh	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Trk Clr Overlap	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Enable Trailing	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X
Dwell Veh	.	.	.	X	.	.	.	X	.	.	.	.	.	.	.	.
Dwell Ped																
Dwell Overlap	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Cycling Veh	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Cycling Ped																
Cycling Overlap	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Exit Phases				X				X								
Exit Calls																
Special Function																

Enable	Yes	Preempt Override	No	Interlock Enable	No
Det Lock	Yes	Delay	1	Inhibit	0
Override Flash	No	Duration	0	CLR > GRN	No
Term Ovlp Asap	No	PC Through Yel	No	Terminate Phase	No
Ped Dark	No	Track Clear Rsrv	No	Dwell Flash	Off
Linked Pmt	0	FL Exit Color	Grn	Exit Options	Off
Exit Timing Plan	0	Reservice	0	Fault Type	Hard

Ring	1	2	3	4
Free During Pmt	No	No	No	No

Timing	Walk	Ped Clr	Min Grn	Yellow	Red
Entrance	5	0	5	25.5	25.5
	Min Grn	**Ext Grn**	**Max Grn**	**Yellow**	**Red**
Track Clear	0	0	0	25.5	25.5
	Min Dwell	**Pmt Ext**	**Max Time**	**Yellow**	**Red**

Dwell / Cycle-Exit	10	5.0	0	25.5	25.5

Preemption Active Out	On	Preempt Act Dwell	No
Other - Priority Preempt	Off	Non-Priority Pmt	1-F1
Inhibit Extension Time	0.0	Ped Priority Return	Off
Veh Priority Return	Off	Queue Delay	Off
Conditional Delay	Off		

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Veh Pri Return %	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Preempt Plan 6

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Overlap	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P
Trk Clr Veh	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Trk Clr Overlap	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Enable Trailing	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X
Dwell Veh	.	.	.	X	.	.	.	X	.	.	.	.	.	.	.	.
Dwell Ped																
Dwell Overlap	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Cycling Veh	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Cycling Ped																
Cycling Overlap	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Exit Phases				X				X								
Exit Calls																
Special Function																

Enable	Yes	Preempt Override	No	Interlock Enable	No
Det Lock	Yes	Delay	1	Inhibit	0
Override Flash	No	Duration	0	CLR > GRN	No
Term Ovlp Asap	No	PC Through Yel	No	Terminate Phase	No
Ped Dark	No	Track Clear Rsrv	No	Dwell Flash	Off
Linked Pmt	0	FL Exit Color	Grn	Exit Options	Off
Exit Timing Plan	0	Reservice	0	Fault Type	Hard

Ring	1	2	3	4
Free During Pmt	No	No	No	No

Timing	Walk	Ped Clr	Min Grn	Yellow	Red
Entrance	5	0	5	25.5	25.5
	Min Grn	Ext Grn	Max Grn	Yellow	Red
Track Clear	0	0	0	25.5	25.5
				Yellow	Red

	Min Dwell	Pmt Ext	Max Time		
Dwell / Cycle-Exit	10	5.0	0	25.5	25.5

Preemption Active Out	On	Preempt Act Dwell	No
Other - Priority Preempt	Off	Non-Priority Pmt	1-F1
Inhibit Extension Time	0.0	Ped Priority Return	Off
Veh Priority Return	Off	Queue Delay	Off
Conditional Delay	Off		

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Veh Pri Return %	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Wisconsin DOT

ECONOLITE

MOVING TRAFFIC FORWARD

S 30-1495 - STH 158 & E Frontage Rd - Econolite Type - Cobalt

Preempt Preempt Filtering
Enable Preempt Filtering &
TSP/SCP (MM) 4-2

Input	Solid	Pulsing
1	...BYPASSED...	...BYPASSED...
2	...BYPASSED...	...BYPASSED...
3	PREEMPTION 3	TSP/SCP 1
4	PREEMPTION 4	TSP/SCP 2
5	PREEMPTION 5	TSP/SCP 3
6	PREEMPTION 6	TSP/SCP 4
7	PREEMPTION 7	...BYPASSED...
8	PREEMPTION 8	...BYPASSED...
9	PREEMPTION 9	...BYPASSED...
10	PREEMPTION 10	...BYPASSED...

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MOVING TRAFFIC FORWARD

S 30-1495 - STH 158 & E Frontage Rd - Econolite Type - Cobalt

Time Base Clock/Calendar

Clock/Calendar Data (MM) 5-1

Manual Action Plan:	0
SYNC Reference Time:	00:00
SYNC Reference:	Reference Time
Day Light Savings:	No
Time Reset Input Set Time:	3:30:00
Standard Time From GMT:	0

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MOVING TRAFFIC FORWARD

S 30-1495 - STH 158 & E Frontage Rd - Econolite Type - Cobalt

Time Base Action Plan
Action Plan (MM) 5-2

Action Plan - 98 - "Omit 1 5"

Pattern	Free	Override Sys	No
Timing Plan	0	Sequence	0
Veh Detector Plan	0	Det Log	None
Flash	No	Red Rest	No
Veh Det Diag Plan	0	Ped Det Diag Plan	0
Dimming Enable	No	Pmt Veh Priority Ret	No
Pmt Ped Priority Ret	No	Pmt Queue Delay	No
Pmt Cond Delay	No		

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Ped Recall																
Walk 2																
Veh Ext 2																
Veh Recall																
Max Recall																
Max 2																
Max 3																
CS Inhibit																
Omit	X				X											

Spec Func (1-8)								

Aux Func (1-3)			

	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15
LP 1-15	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 16-30	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 31-45	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 46-60	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 61-75	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 76-90	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 91-100	.	.	.	.	.	.	.	.	.	.					

Action Plan - 99 - "FLASH"

Pattern	Flash	Override Sys	No
Timing Plan	0	Sequence	0
Veh Detector Plan	0	Det Log	None
Flash	Yes	Red Rest	No
Veh Det Diag Plan	0	Ped Det Diag Plan	0
Dimming Enable	No	Pmt Veh Priority Ret	No
Pmt Ped Priority Ret	No	Pmt Queue Delay	No
Pmt Cond Delay	No		

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Ped Recall																
Walk 2																
Veh Ext 2																
Veh Recall																
Max Recall																
Max 2																
Max 3																
CS Inhibit																
Omit																

Spec Func (1-8)								

Aux Func (1-3)			

	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15
LP 1-15	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 16-30	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 31-45	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 46-60	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 61-75	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 76-90	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 91-100	.	.	.	.	.	.	.	.	.	.					

Action Plan - 100 - "FREE"

Pattern	Free	Override Sys	No
Timing Plan	0	Sequence	0
Veh Detector Plan	0	Det Log	None
Flash	No	Red Rest	No
Veh Det Diag Plan	0	Ped Det Diag Plan	0
Dimming Enable	No	Pmt Veh Priority Ret	No
Pmt Ped Priority Ret	No	Pmt Queue Delay	No
Pmt Cond Delay	No		

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Ped Recall																
Walk 2																
Veh Ext 2																

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Veh Recall																
Max Recall																
Max 2																
Max 3																
CS Inhibit																
Omit																
Spec Func (1-8)																
Aux Func (1-3)																

	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15
LP 1-15	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 16-30	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 31-45	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 46-60	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 61-75	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 76-90	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 91-100	.	.	.	.	.	.	.	.	.	.					

Wisconsin DOT

ECONOLITE

MOVING TRAFFIC FORWARD

S 30-1495 - STH 158 & E Frontage Rd - Econolite Type - Cobalt

Time Base Day Plan/Schedule
Day Plan (MM) 5-3

Day Plan #1 - "1"

Event	Action Plan	Start Time
1	98	00:01
2	100	05:00
3	98	21:00

Schedule (MM) 5-4

Schedule Number - 1

Day Plan No.: 1

Month	JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	DEC
	X	X	X	X	X	X	X	X	X	X	X	X

Day (DOW)	SUN	MON	TUE	WED	THU	FRI	SAT
	X	X	X	X	X	X	X

Day (DOM)	1	2	3	4	5	6	7	8	9	10	11
	X	X	X	X	X	X	X	X	X	X	X
	12	13	14	15	16	17	18	19	20	21	22
	X	X	X	X	X	X	X	X	X	X	X
	23	24	25	26	27	28	29	30	31		
	X	X	X	X	X	X	X	X	X		

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MOVING TRAFFIC FORWARD

S 30-1495 - STH 158 & E Frontage Rd - Econolite Type - Cobalt

Time Base Exceptions

Exception Day Program (MM) 5-5

Excep Day	Float/Fixed	Mon/Mon	DOW/DOM	WOM/Year	Day Plan

Wisconsin DOT

ECONOLITE

MOVING TRAFFIC FORWARD

S 30-1495 - STH 158 & E Frontage Rd - Econolite Type - Cobalt

Detectors

Detectors - Pg 1

Veh Det Phase Assignment (MM) 6-1

Vehicle Detector Plan Number - 1

Veh Detector	Assigned Phase	Called Phase	Type
1	1		N
2	4		N
3	1		N
4	1		N
5	4		N
6	4		N
7	4		N
8	4		N
9	5		N
11	5		N
12	5		N
13	8		N
14	8		N
15	8		N
16	8		N
19	8		N
20	8		N
33	6		N
34	6		N
35	2		N
36	2		N

Vehicle Detector Plan Number - 2

Veh Detector	Assigned Phase	Called Phase	Type

Vehicle Detector Setup (MM) 6-2

Veh Detector	Type	TS2 Detector	Description
1	N-NTCIP	Yes	Detector 13
2	N-NTCIP	Yes	Loop 41
3	N-NTCIP	Yes	Detector 11
4	N-NTCIP	Yes	Loop 12
5	N-NTCIP	Yes	Detector 44
6	N-NTCIP	Yes	Detector 45
7	N-NTCIP	Yes	Deterctor 42
8	N-NTCIP	Yes	Detector 43
9	N-NTCIP	Yes	Detector 53
10	N-NTCIP	Yes	

11	N-NTCIP	Yes	Detector 51
12	N-NTCIP	Yes	Detector 52
13	N-NTCIP	Yes	Detector 83
14	N-NTCIP	Yes	Detector 84
15	N-NTCIP	Yes	Detector 81
16	N-NTCIP	Yes	Detector 82
17	N-NTCIP	Yes	
18	N-NTCIP	Yes	
19	N-NTCIP	Yes	Detector 85
20	N-NTCIP	Yes	Detector 86
21	N-NTCIP	Yes	
22	N-NTCIP	Yes	
23	N-NTCIP	Yes	
24	N-NTCIP	Yes	
25	N-NTCIP	Yes	
26	N-NTCIP	Yes	
27	N-NTCIP	Yes	
28	N-NTCIP	Yes	
29	N-NTCIP	Yes	
30	N-NTCIP	Yes	
31	N-NTCIP	Yes	
32	N-NTCIP	Yes	
33	N-NTCIP	Yes	Zone 61
34	N-NTCIP	Yes	Detector 62
35	N-NTCIP	Yes	Detector 21
36	N-NTCIP	Yes	Detector 22
37	N-NTCIP	Yes	
38	N-NTCIP	Yes	
39	N-NTCIP	Yes	
40	N-NTCIP	Yes	
41	N-NTCIP	Yes	
42	N-NTCIP	Yes	
43	N-NTCIP	Yes	
44	N-NTCIP	Yes	
45	N-NTCIP	Yes	
46	N-NTCIP	Yes	
47	N-NTCIP	Yes	
48	N-NTCIP	Yes	
49	N-NTCIP	Yes	
50	N-NTCIP	Yes	
51	N-NTCIP	Yes	
52	N-NTCIP	Yes	
53	N-NTCIP	Yes	
54	N-NTCIP	Yes	
55	N-NTCIP	Yes	
56	N-NTCIP	Yes	
57	N-NTCIP	Yes	
58	N-NTCIP	Yes	
59	N-NTCIP	Yes	
60	N-NTCIP	Yes	
61	N-NTCIP	Yes	
62	N-NTCIP	Yes	

63	N-NTCIP	Yes	
64	N-NTCIP	Yes	

Vehicle Detector Plan Number - 1

Veh Detector	Phase	ECPI Log	Call Option	Delay Time	Ext Option	Extend Time / Passage Time	Queue Lim. / Discon. Time	Use Added Initial	Cross Switch Ph	Lock In	NTCIP Vol.	NTCIP Occ.	Pmt Queue Delay
1	1	No	Yes	0.0	Passage	0.0	0	No	2	None	Yes	Yes	No
2	4	No	No	0.0	Passage	4.1	0	Yes	0	None	Yes	Yes	No
3	1	No	Yes	0.0	Passage	0.0	0	No	2	None	Yes	Yes	No
4	1	No	Yes	0.0	Passage	0.0	0	No	2	None	Yes	Yes	No
5	4	No	Yes	8.0	Passage	0.0	0	No	0	None	Yes	Yes	No
6	4	No	Yes	8.0	Passage	0.0	0	No	0	None	Yes	Yes	No
7	4	No	Yes	0.0	Passage	0.0	0	No	0	None	Yes	Yes	No
8	4	No	Yes	0.0	Passage	0.0	0	No	0	None	Yes	Yes	No
9	5	No	Yes	0.0	Passage	0.0	0	No	6	None	Yes	Yes	No
10	0	No	Yes	0.0	Passage	0.0	0	No	0	None	Yes	Yes	No
11	5	No	Yes	0.0	Passage	0.0	0	No	6	None	Yes	Yes	No
12	5	No	Yes	0.0	Passage	0.0	0	No	6	None	Yes	Yes	No
13	8	No	Yes	0.0	Passage	0.0	0	No	0	None	Yes	Yes	No
14	8	No	Yes	8.0	Passage	0.0	0	No	0	None	Yes	Yes	No
15	8	No	No	0.0	Passage	4.1	0	No	0	None	Yes	Yes	No
16	8	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
17	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
18	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
19	8	No	Yes	8.0	Passage	0.0	0	No	0	None	Yes	Yes	No
20	8	No	Yes	8.0	Passage	0.0	0	No	0	None	Yes	Yes	No
21	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
22	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
23	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
24	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
25	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
26	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
27	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
28	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
29	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
30	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
31	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
32	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
33	6	No	Yes	0.0	Passage	0.0	0	No	0	None	Yes	Yes	No
34	6	No	Yes	0.0	Passage	0.0	0	No	0	None	Yes	Yes	No
35	2	No	Yes	0.0	Passage	0.0	0	No	0	None	Yes	Yes	No
36	2	No	Yes	0.0	Passage	0.0	0	No	0	None	Yes	Yes	No
37	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
38	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
39	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
40	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
41	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
42	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
43	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No

44	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
45	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
46	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
47	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
48	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
49	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
50	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
51	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
52	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
53	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
54	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
55	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
56	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
57	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
58	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
59	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
60	0	No	Yes	0.0	Passage	0.0	0	No	0	Yellow	No	No	No
61	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
62	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
63	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
64	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No

Vehicle Detector Plan Number - 2

Veh Detector	Phase	ECPI Log	Call Option	Delay Time	Ext Option	Extend Time / Passage Time	Queue Lim. / Discon. Time	Use Added Initial	Cross Switch Ph	Lock In	NTCIP Vol.	NTCIP Occ.	Pmt Queue Delay
1	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
2	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
3	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
4	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
5	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
6	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
7	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
8	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
9	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
10	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
11	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
12	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
13	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
14	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
15	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
16	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
17	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
18	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
19	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
20	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
21	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
22	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
23	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
24	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
25	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No

26	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
27	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
28	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
29	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
30	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
31	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
32	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
33	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
34	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
35	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
36	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
37	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
38	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
39	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
40	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
41	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
42	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
43	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
44	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
45	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
46	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
47	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
48	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
49	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
50	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
51	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
52	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
53	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
54	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
55	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
56	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
57	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
58	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
59	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
60	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
61	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
62	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
63	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
64	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No

Ped Detector Phase Assignment (MM) 6-3

Mode: Econolite

Ped Detector Number	Called Phase															
	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
1	X	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
2	.	X	.	.	.	.	.	.	.	.	.	.	.	.	.	.
3	.	.	X	.	.	.	.	.	.	.	.	.	.	.	.	.
4	.	.	.	X	.	.	.	.	.	.	.	.	.	.	.	.
5	.	.	.	.	X	.	.	.	.	.	.	.	.	.	.	.

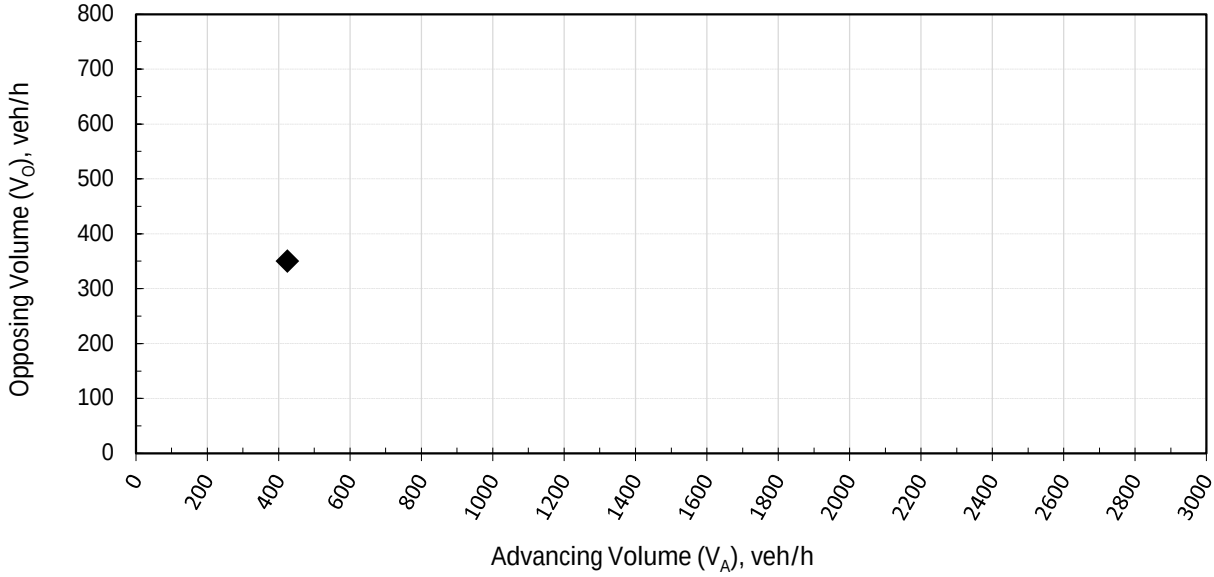
Ped Detector Number	Called Phase															
	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
6	.	.	.	.	.	X	.	.	.	.	.	.	.	.	.	.
7	.	.	.	.	.	.	X	.	.	.	.	.	.	.	.	.
8	.	.	.	.	.	.	.	X	.	.	.	.	.	.	.	.
9	.	.	.	.	.	.	.	.	X	.	.	.	.	.	.	.
10	.	.	.	.	.	.	.	.	.	X	.	.	.	.	.	.
11	.	.	.	.	.	.	.	.	.	.	X	.	.	.	.	.
12	.	.	.	.	.	.	.	.	.	.	.	X	.	.	.	.
13	.	.	.	.	.	.	.	.	.	.	.	.	X	.	.	.
14	.	.	.	.	.	.	.	.	.	.	.	.	.	X	.	.
15	.	.	.	.	.	.	.	.	.	.	.	.	.	.	X	.
16	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	X

Left Turn Lane Warrant Analysis

60th St WB at Access 1

2038 Build Horizon
PM Peak

2-Lane Roadway



Input	
Design speed, mph	50
Advancing left turn volume, veh/h	0
Percent of left turns in advancing volume (V_A), %	0%
Advancing volume (V_A), veh/h	425
Opposing volume (V_O), veh/h	350

Output	
Limiting advancing volume (V_A), veh/h	6572
Left turn lane NOT warranted	

Calibration

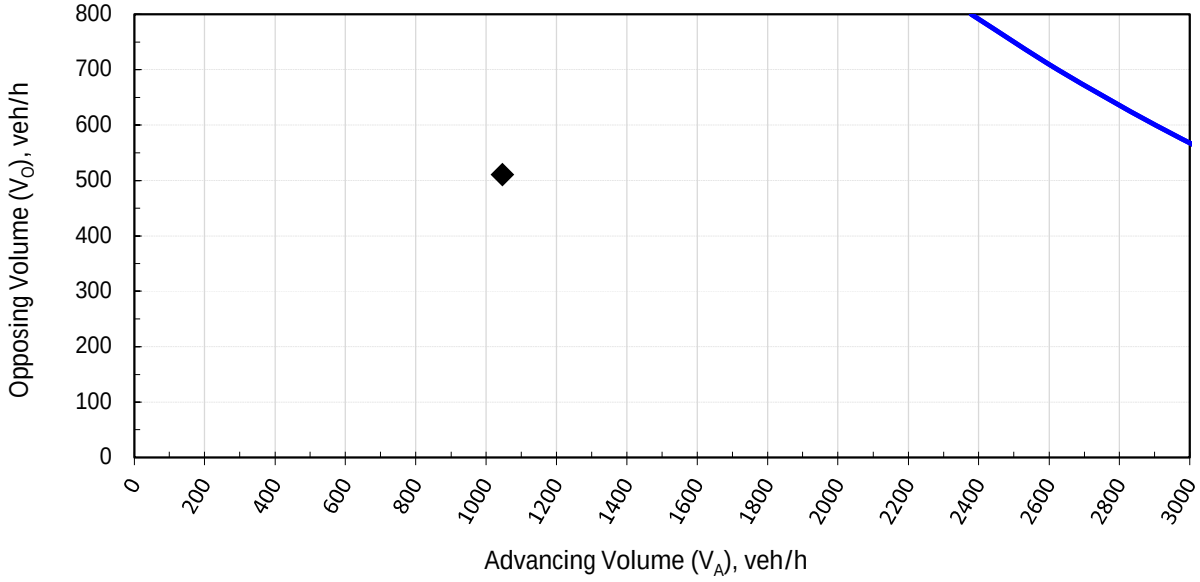
Average time for making left turn, sec	*3.0*
Critical headway, sec	*5.0*
Average time for left turn vehicle to clear the advancing lane, sec	*1.9*

Left Turn Lane Warrant Analysis

W Frontage Rd SB at Access 2A/B

2038 Build Horizon
PM Peak

2-Lane Roadway



Input	
Design speed, mph	40
Advancing left turn volume, veh/h	1
Percent of left turns in advancing volume (V_A), %	0%
Advancing volume (V_A), veh/h	1,046
Opposing volume (V_O), veh/h	511

Output	
Limiting advancing volume (V_A), veh/h	3180
Left turn lane NOT warranted	

Calibration

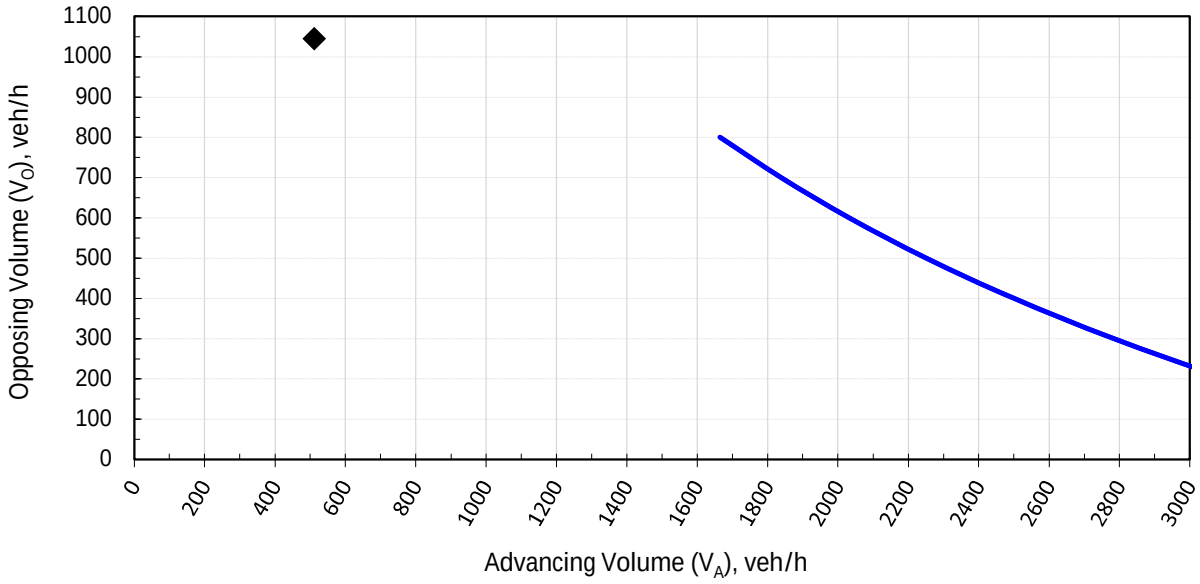
Average time for making left turn, sec	*3.0*
Critical headway, sec	*5.0*
Average time for left turn vehicle to clear the advancing lane, sec	*1.9*

Left Turn Lane Warrant Analysis

W Frontage Rd NB at Access 2A/B

2038 Build Horizon
PM Peak

2-Lane Roadway



Input	
Design speed, mph	40
Advancing left turn volume, veh/h	1
Percent of left turns in advancing volume (V_A), %	0%
Advancing volume (V_A), veh/h	512
Opposing volume (V_O), veh/h	1,045

Output	
Limiting advancing volume (V_A), veh/h	1313
Left turn lane NOT warranted	

Calibration

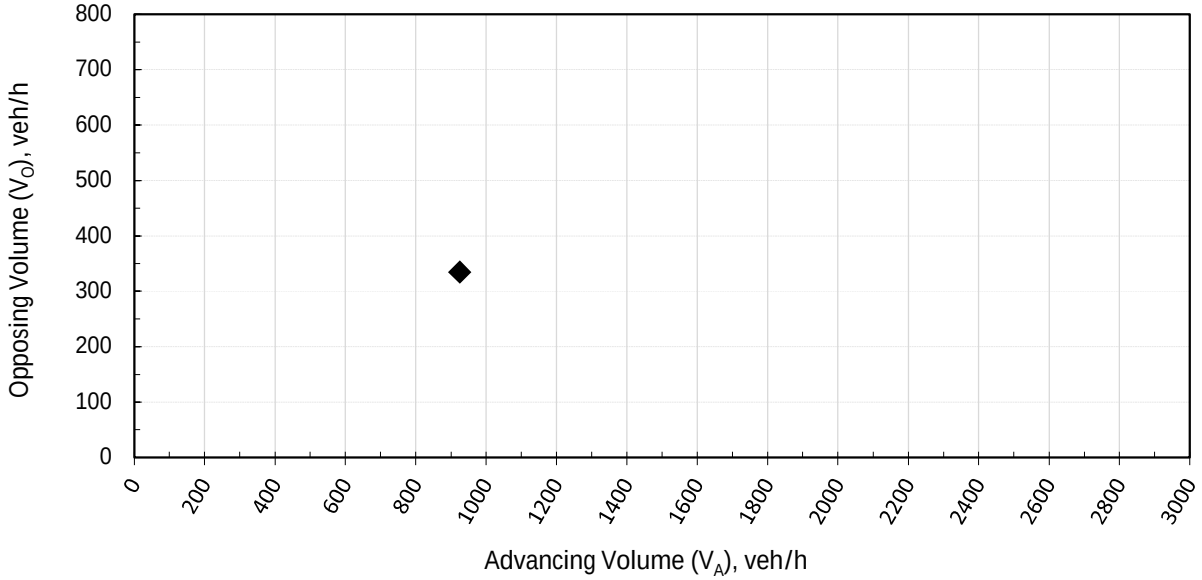
Average time for making left turn, sec	*3.0*
Critical headway, sec	*5.0*
Average time for left turn vehicle to clear the advancing lane, sec	*1.9*

Left Turn Lane Warrant Analysis

W Frontage Rd SB at Access 3A/B

2038 Build Horizon
PM Peak

2-Lane Roadway



Input	
Design speed, mph	40
Advancing left turn volume, veh/h	0
Percent of left turns in advancing volume (V_A), %	0%
Advancing volume (V_A), veh/h	925
Opposing volume (V_O), veh/h	335

Output	
Limiting advancing volume (V_A), veh/h	11377
Left turn lane NOT warranted	

Calibration

Average time for making left turn, sec	*3.0*
Critical headway, sec	*5.0*
Average time for left turn vehicle to clear the advancing lane, sec	*1.9*

Source: NCHRP Report 457 TTI

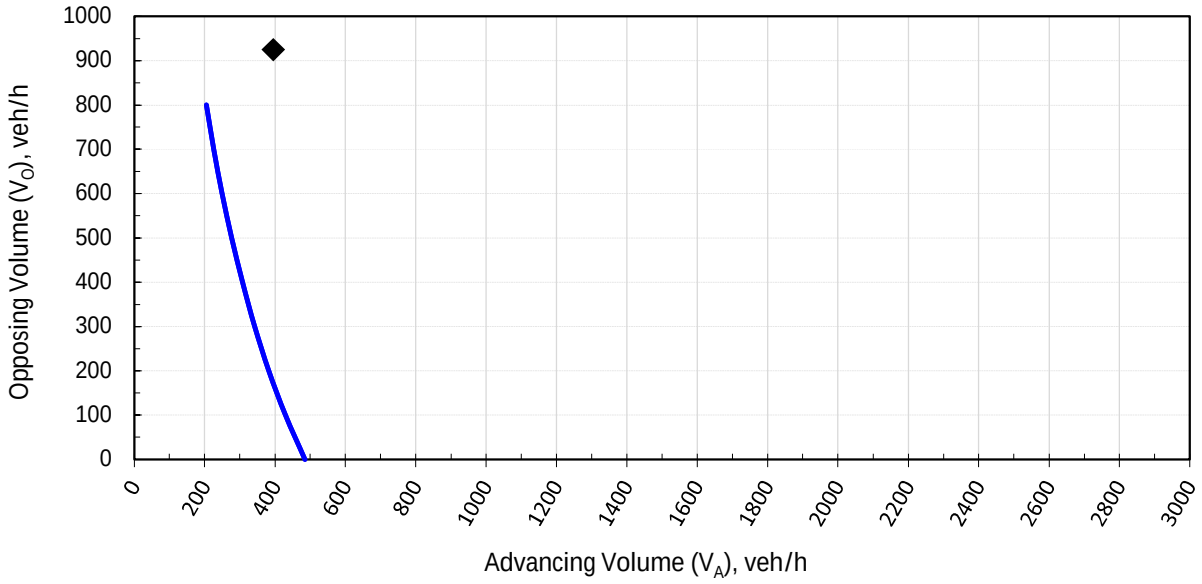
Revised 8/15/2024

Left Turn Lane Warrant Analysis

W Frontage Rd NB at Access 3A/B

2028 Build Horizon
PM Peak

2-Lane Roadway



Input	
Design speed, mph	40
Advancing left turn volume, veh/h	60
Percent of left turns in advancing volume (V_A), %	15%
Advancing volume (V_A), veh/h	395
Opposing volume (V_O), veh/h	925

Output	
Limiting advancing volume (V_A), veh/h	181
Left turn lane warranted	

Calibration

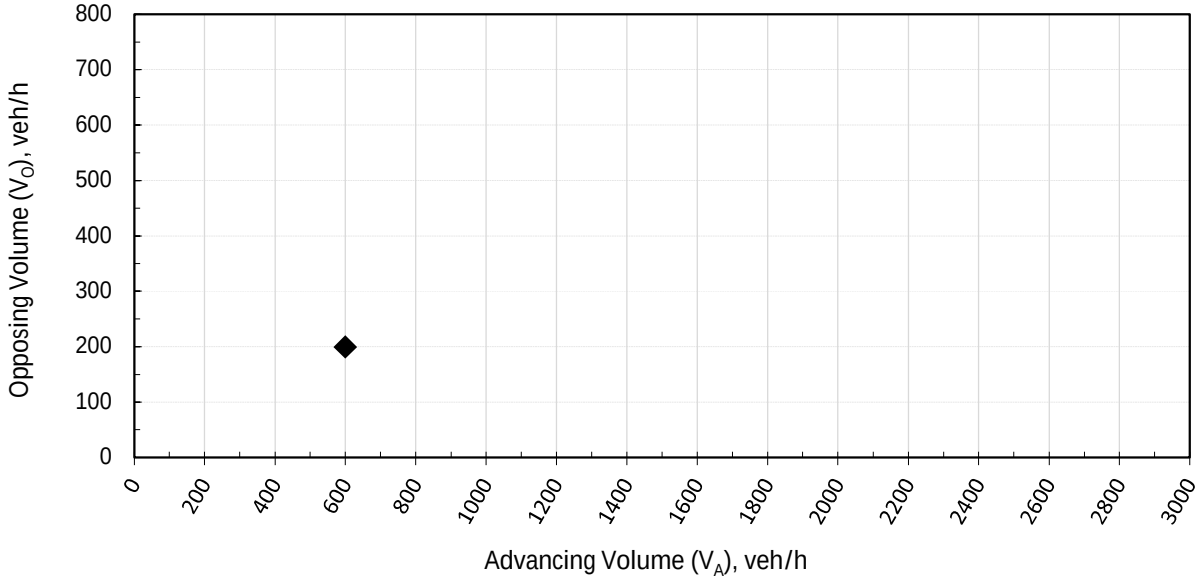
Average time for making left turn, sec	*3.0*
Critical headway, sec	*5.0*
Average time for left turn vehicle to clear the advancing lane, sec	*1.9*

Left Turn Lane Warrant Analysis

W Frontage Rd SB at Access 4A/B

2038 Build Horizon
PM Peak

2-Lane Roadway



Input	
Design speed, mph	40
Advancing left turn volume, veh/h	0
Percent of left turns in advancing volume (V_A), %	0%
Advancing volume (V_A), veh/h	600
Opposing volume (V_O), veh/h	200

Output	
Limiting advancing volume (V_A), veh/h	10636
Left turn lane NOT warranted	

Calibration

Average time for making left turn, sec	*3.0*
Critical headway, sec	*5.0*
Average time for left turn vehicle to clear the advancing lane, sec	*1.9*

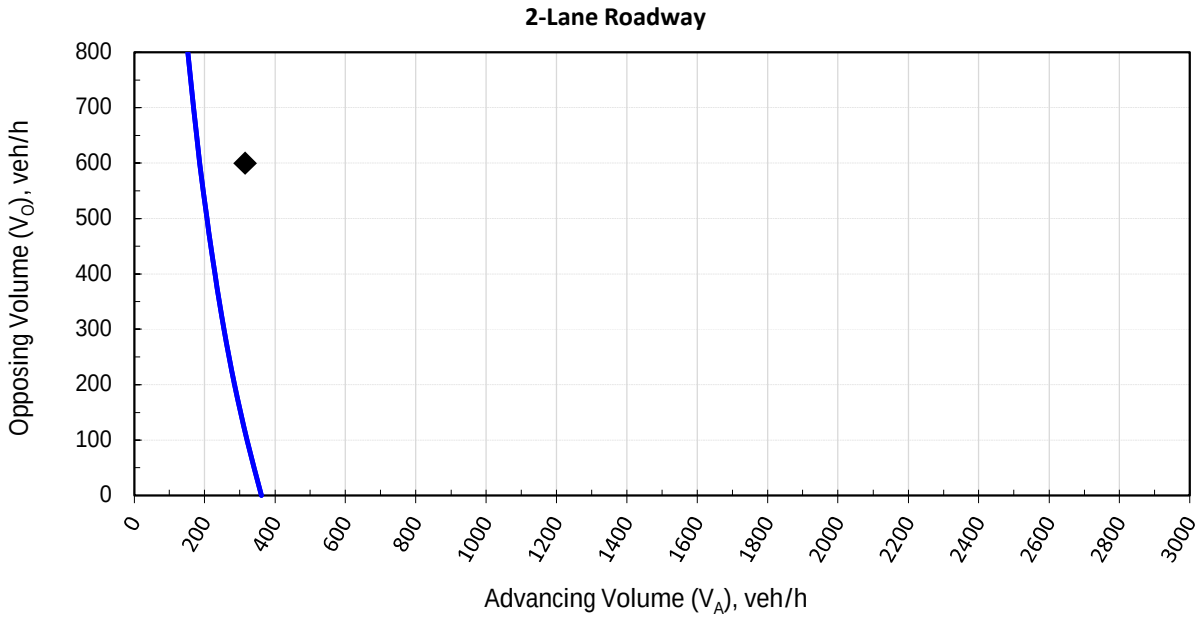
Source: NCHRP Report 457 TTI

Revised 8/15/2024

Left Turn Lane Warrant Analysis

W Frontage Rd NB at Access 4A/B

2028 Build Horizon
PM Peak



Input	
Design speed, mph	40
Advancing left turn volume, veh/h	115
Percent of left turns in advancing volume (V_A), %	37%
Advancing volume (V_A), veh/h	315
Opposing volume (V_O), veh/h	600

Output	
Limiting advancing volume (V_A), veh/h	186
Left turn lane warranted	

Calibration

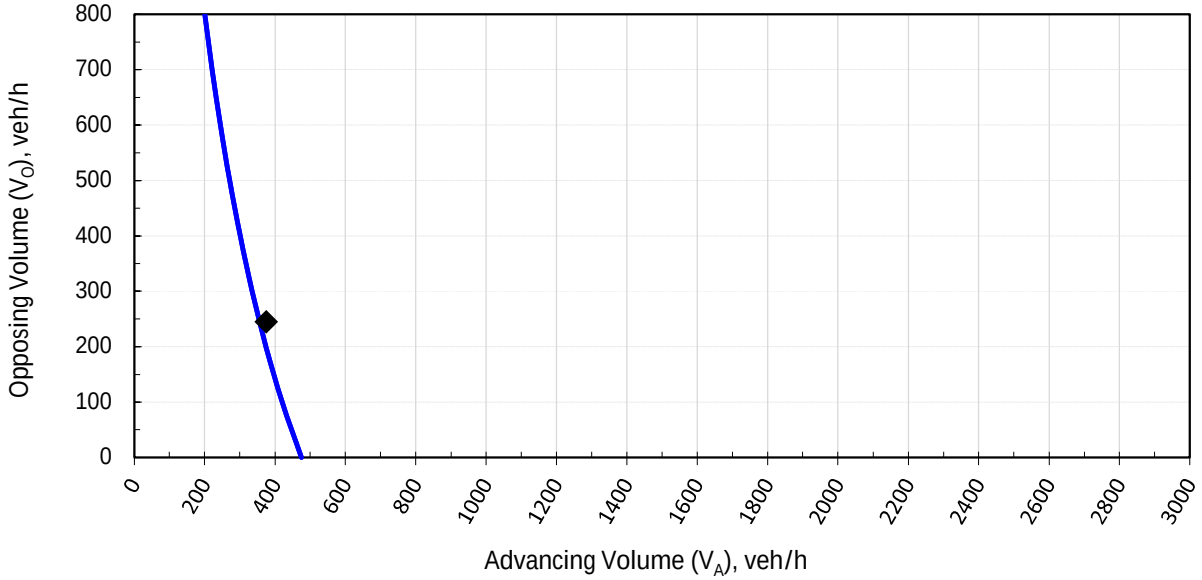
Average time for making left turn, sec	*3.0*
Critical headway, sec	*5.0*
Average time for left turn vehicle to clear the advancing lane, sec	*1.9*

Left Turn Lane Warrant Analysis

W Frontage Rd NB at Access 5

2028 Build Horizon
PM Peak

2-Lane Roadway



Input	
Design speed, mph	40
Advancing left turn volume, veh/h	60
Percent of left turns in advancing volume (V_A), %	16%
Advancing volume (V_A), veh/h	375
Opposing volume (V_O), veh/h	245

Output	
Limiting advancing volume (V_A), veh/h	356
Left turn lane warranted	

Calibration

Average time for making left turn, sec	*3.0*
Critical headway, sec	*5.0*
Average time for left turn vehicle to clear the advancing lane, sec	*1.9*

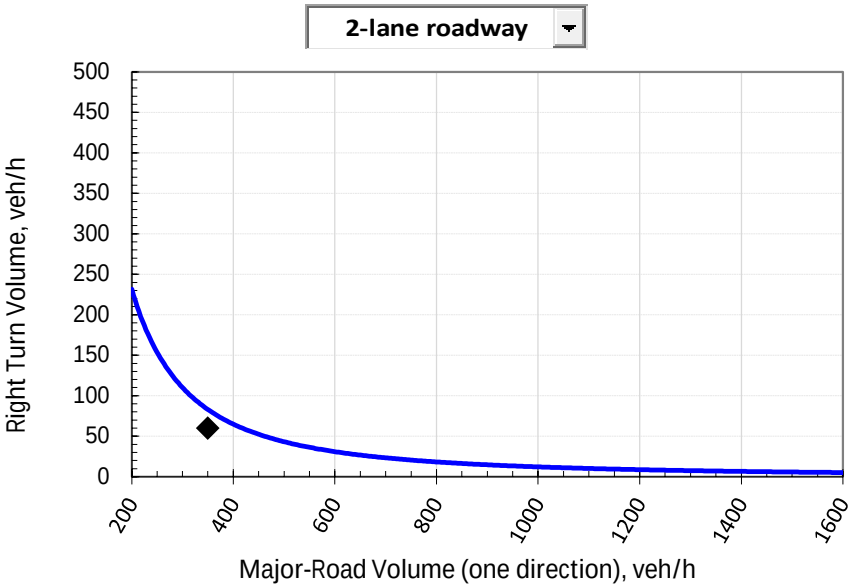
Source: NCHRP Report 457 TTI

Revised 8/15/2024

Right Turn Lane Warrant Analysis

60th St EB at Access 1

2038 Build Horizon
PM Peak



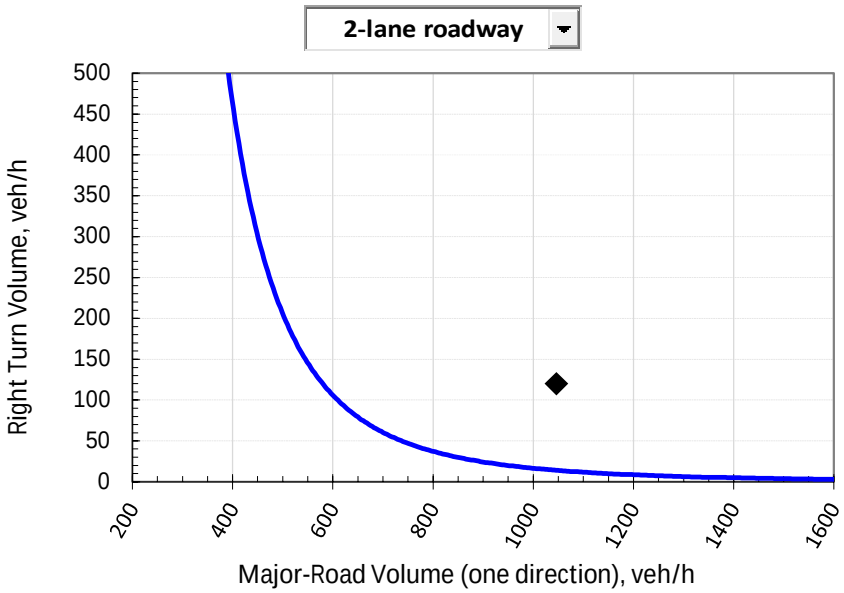
Input	
Major road posted speed, mph	45
Major road volume (one direction), veh/h	350
Right turn volume, veh/h	60

Output	
Limiting right turn volume, veh/h	83
Right turn lane NOT warranted	

Right Turn Lane Warrant Analysis

W Frontage Rd SB at Access 2A/B

2028 Build Horizon
PM Peak



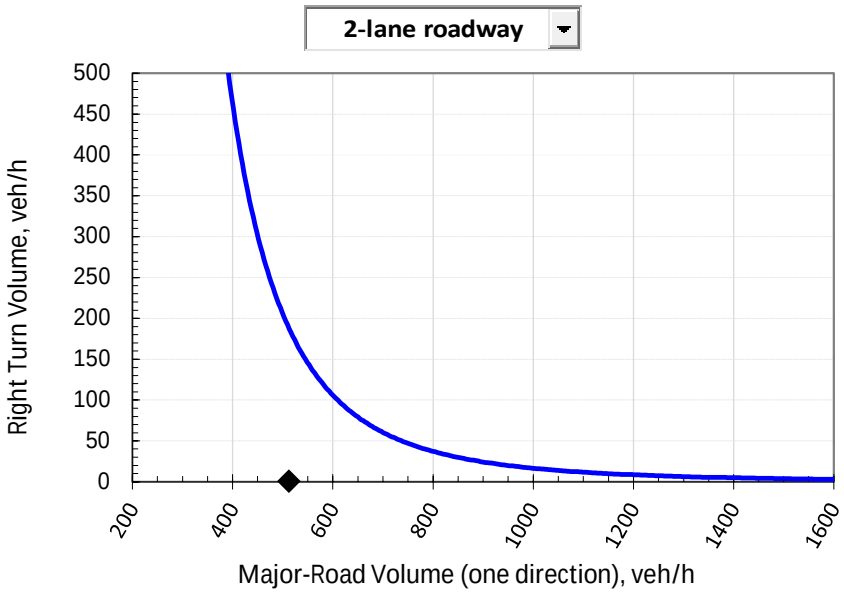
Input	
Major road posted speed, mph	35
Major road volume (one direction), veh/h	1046
Right turn volume, veh/h	120

Output	
Limiting right turn volume, veh/h	14
Right turn lane warranted	

Right Turn Lane Warrant Analysis

W Frontage Rd NB at Access 2A/B

2038 Build Horizon
PM Peak



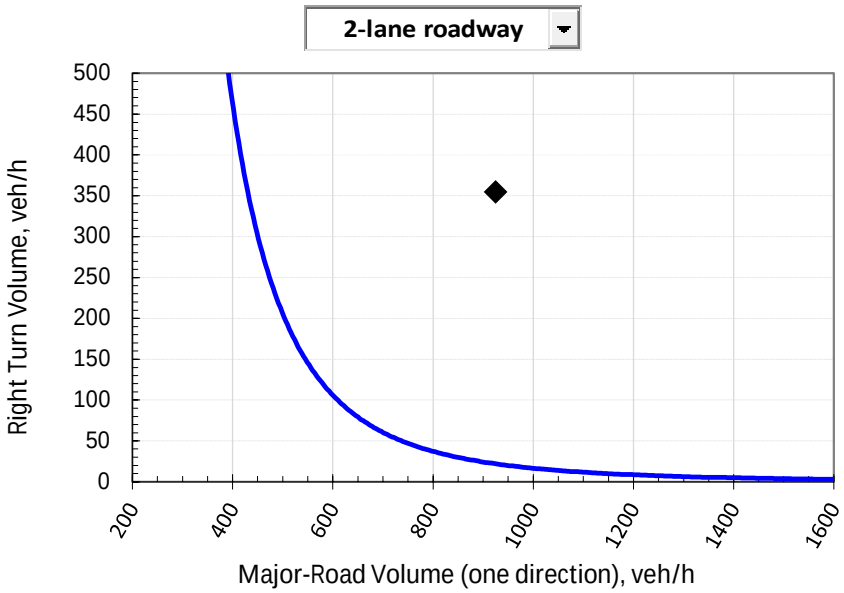
Input	
Major road posted speed, mph	35
Major road volume (one direction), veh/h	512
Right turn volume, veh/h	1

Output	
Limiting right turn volume, veh/h	189
Right turn lane NOT warranted	

Right Turn Lane Warrant Analysis

W Frontage Rd SB at Access 3A/B

2028 Build Horizon
PM Peak



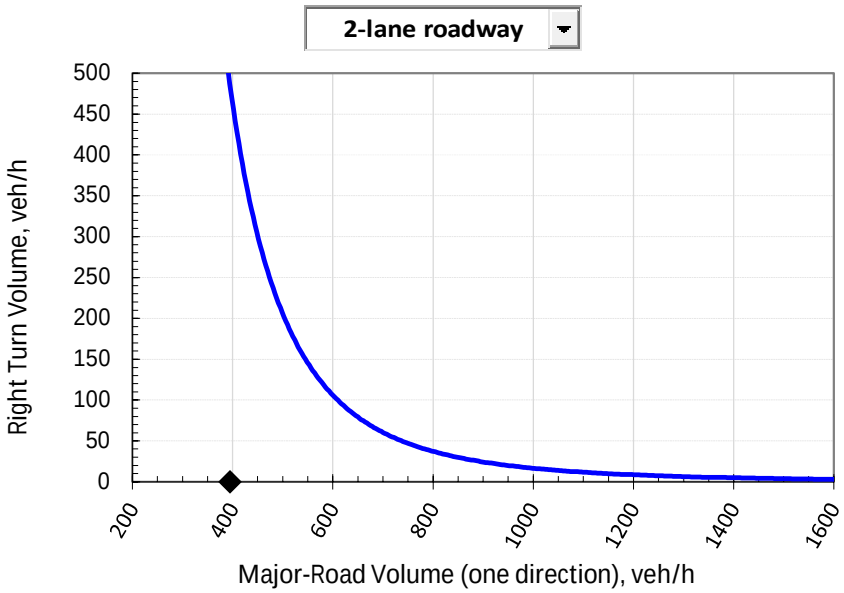
Input	
Major road posted speed, mph	35
Major road volume (one direction), veh/h	925
Right turn volume, veh/h	355

Output	
Limiting right turn volume, veh/h	22
Right turn lane warranted	

Right Turn Lane Warrant Analysis

W Frontage Rd NB at Access 3A/B

2038 Build Horizon
PM Peak



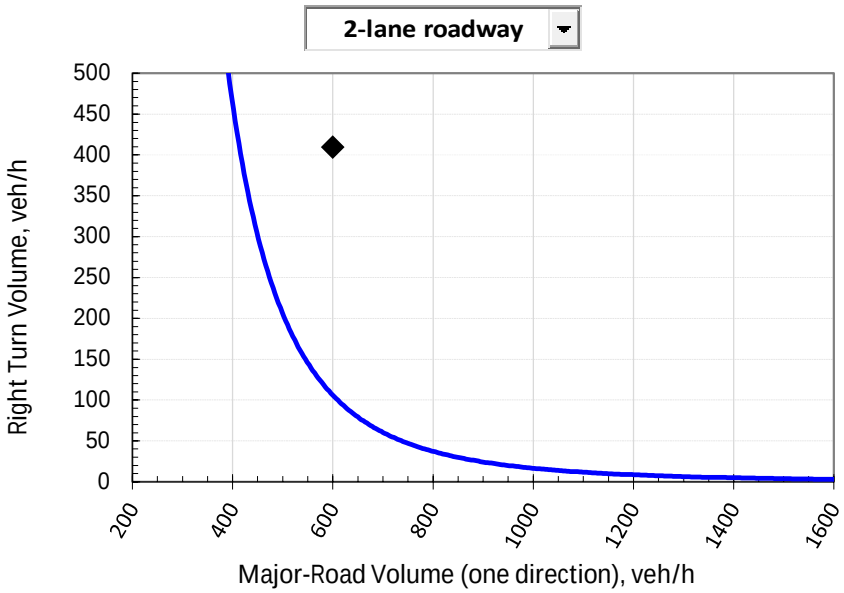
Input	
Major road posted speed, mph	35
Major road volume (one direction), veh/h	395
Right turn volume, veh/h	0

Output	
Limiting right turn volume, veh/h	484
Right turn lane NOT warranted	

Right Turn Lane Warrant Analysis

W Frontage Rd SB at Access 4A/B

2028 Build Horizon
PM Peak



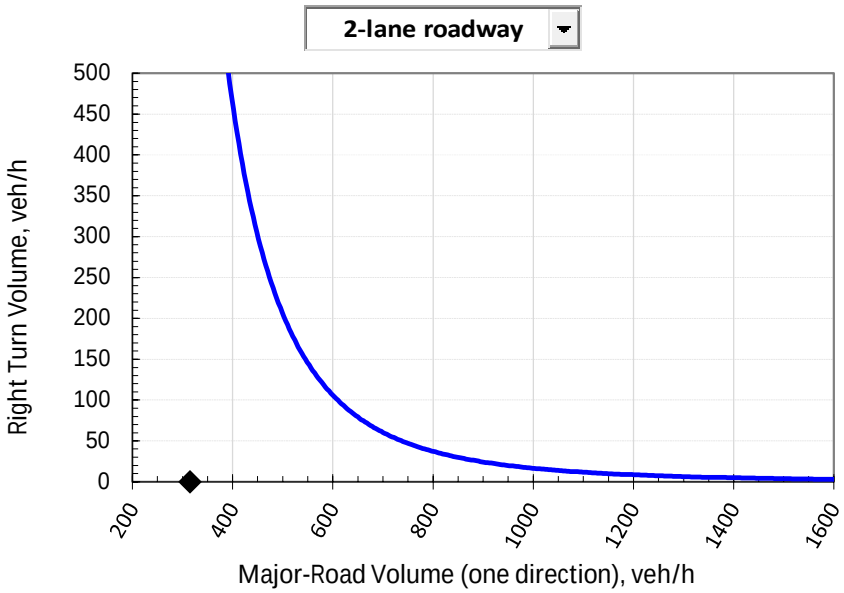
Input	
Major road posted speed, mph	35
Major road volume (one direction), veh/h	600
Right turn volume, veh/h	410

Output	
Limiting right turn volume, veh/h	106
Right turn lane warranted	

Right Turn Lane Warrant Analysis

W Frontage Rd NB at Access 4A/B

2028 Build Horizon
PM Peak



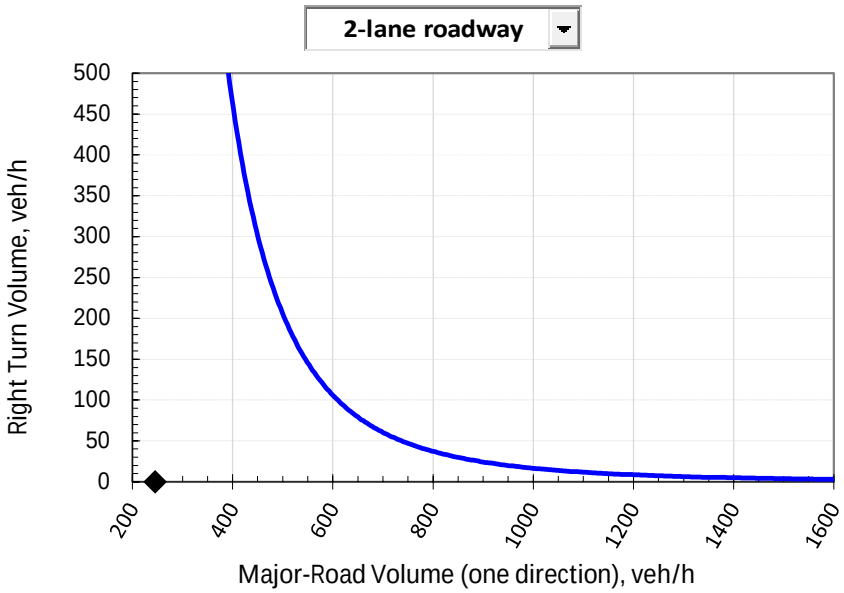
Input	
Major road posted speed, mph	35
Major road volume (one direction), veh/h	315
Right turn volume, veh/h	0

Output	
Limiting right turn volume, veh/h	1103
Right turn lane NOT warranted	

Right Turn Lane Warrant Analysis

W Frontage Rd SB at Access 5

2038 Build Horizon
PM Peak



Input	
Major road posted speed, mph	35
Major road volume (one direction), veh/h	245
Right turn volume, veh/h	0

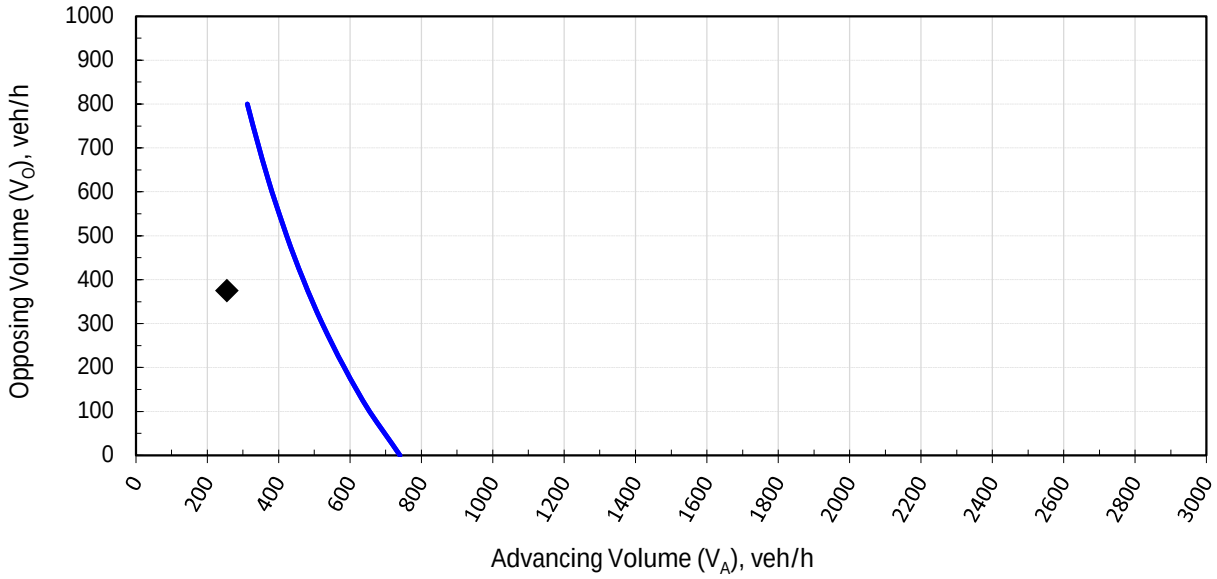
Output	
Limiting right turn volume, veh/h	2750
Right turn lane NOT warranted	

Left Turn Lane Warrant Analysis

W Frontage Rd NB at Access 3A

2038 Build Horizon
PM Peak

2-Lane Roadway



Input	
Design speed, mph	40
Advancing left turn volume, veh/h	15
Percent of left turns in advancing volume (V_A), %	6%
Advancing volume (V_A), veh/h	255
Opposing volume (V_O), veh/h	375

Output	
Limiting advancing volume (V_A), veh/h	482
Left turn lane NOT warranted	

Calibration

Average time for making left turn, sec	*3.0*
Critical headway, sec	*5.0*
Average time for left turn vehicle to clear the advancing lane, sec	*1.9*

Source: NCHRP Report 457 TTI

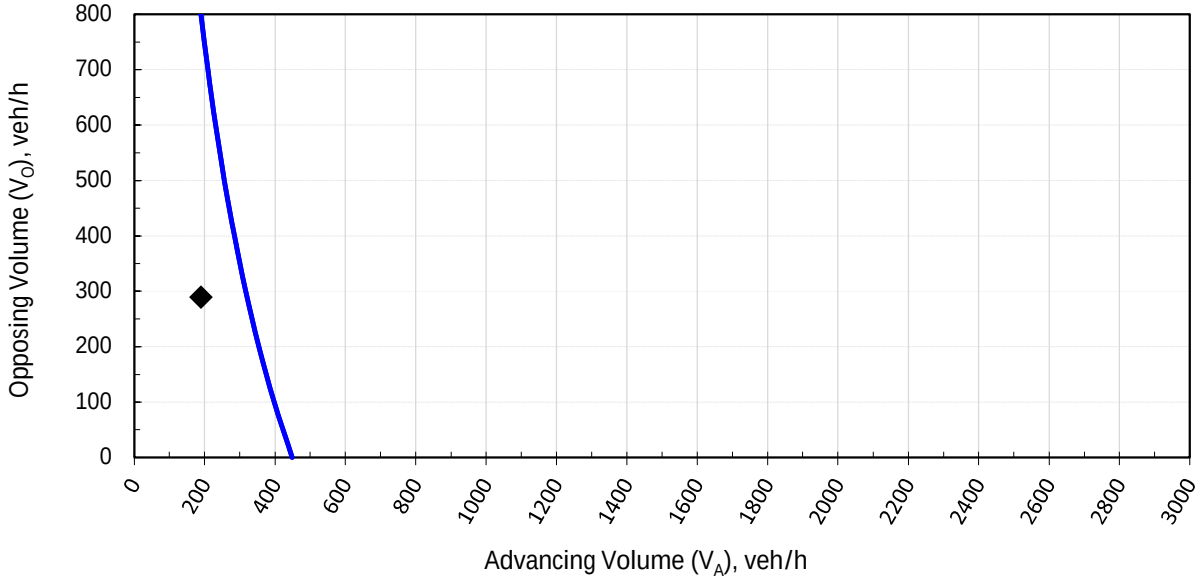
Revised 8/15/2024

Left Turn Lane Warrant Analysis

W Frontage Rd NB at Access 4A

2038 Build Horizon
PM Peak

2-Lane Roadway



Input	
Design speed, mph	40
Advancing left turn volume, veh/h	35
Percent of left turns in advancing volume (V_A), %	18%
Advancing volume (V_A), veh/h	190
Opposing volume (V_O), veh/h	290

Output	
Limiting advancing volume (V_A), veh/h	320
Left turn lane NOT warranted	

Calibration

Average time for making left turn, sec	*3.0*
Critical headway, sec	*5.0*
Average time for left turn vehicle to clear the advancing lane, sec	*1.9*

Source: NCHRP Report 457 TTI

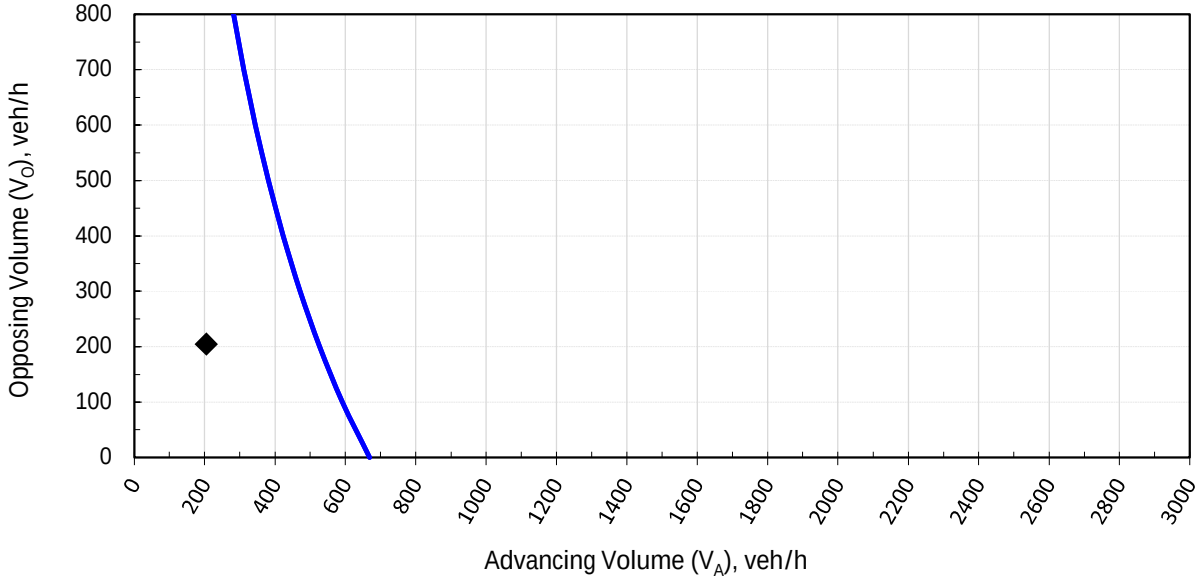
Revised 8/15/2024

Left Turn Lane Warrant Analysis

W Frontage Rd NB at Access 5

2038 Build Horizon
PM Peak

2-Lane Roadway



Input	
Design speed, mph	40
Advancing left turn volume, veh/h	15
Percent of left turns in advancing volume (V_A), %	7%
Advancing volume (V_A), veh/h	205
Opposing volume (V_O), veh/h	205

Output	
Limiting advancing volume (V_A), veh/h	524
Left turn lane NOT warranted	

Calibration

Average time for making left turn, sec	*3.0*
Critical headway, sec	*5.0*
Average time for left turn vehicle to clear the advancing lane, sec	*1.9*

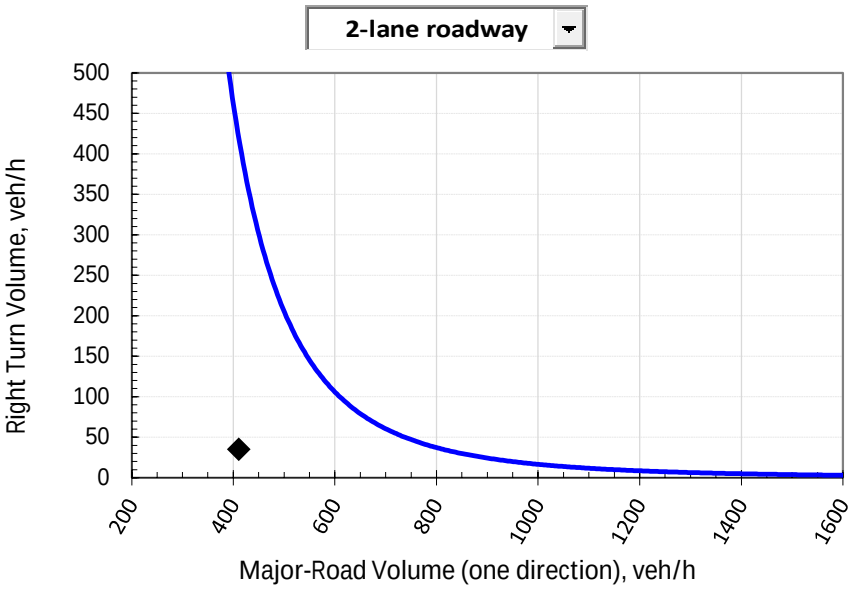
Source: NCHRP Report 457 TTI

Revised 8/15/2024

Right Turn Lane Warrant Analysis

W Frontage Rd SB at Access 2A

2038 Build Horizon
PM Peak



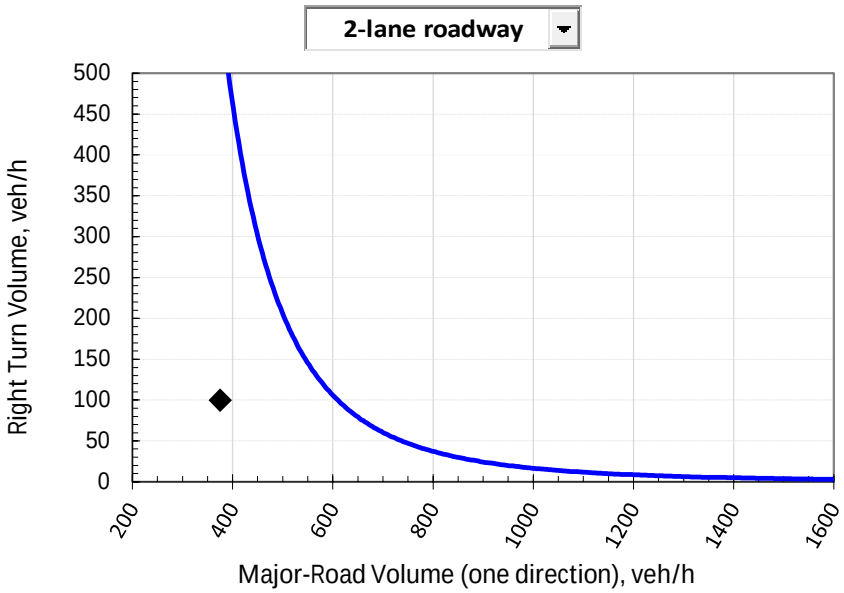
Input	
Major road posted speed, mph	35
Major road volume (one direction), veh/h	411
Right turn volume, veh/h	35

Output	
Limiting right turn volume, veh/h	419
Right turn lane NOT warranted	

Right Turn Lane Warrant Analysis

W Frontage Rd SB at Access 3A

2038 Build Horizon
PM Peak



Input	
Major road posted speed, mph	35
Major road volume (one direction), veh/h	375
Right turn volume, veh/h	100

Output	
Limiting right turn volume, veh/h	585
Right turn lane NOT warranted	

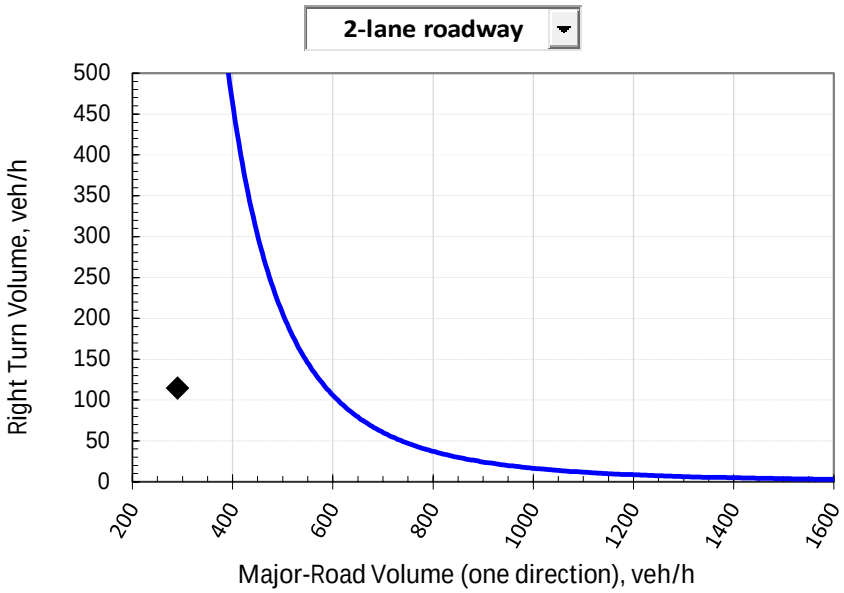
Source: NCHRP Report 457 TTI

Revised 8/15/2024

Right Turn Lane Warrant Analysis

W Frontage Rd SB at Access 4A

2038 Build Horizon
PM Peak



Input	
Major road posted speed, mph	35
Major road volume (one direction), veh/h	290
Right turn volume, veh/h	115

Output	
Limiting right turn volume, veh/h	1490
Right turn lane NOT warranted	

Source: NCHRP Report 457 TTI

Revised 8/15/2024

Intersection Sight Distance Calculations

Intersection	*60th St at Access 1*
Town	*Paris*
State	*Wisconsin*
Project ID	*22152000*
Performed By	*EF*
Date	*8/16/2024*

Major Street	*60th St*
Minor Street	*Access 1*

T-Intersection	*Yes*	
Design Speed from Left	*50*	(mph)
Design Speed from Right	*50*	(mph)
Median Width	*12*	(ft)
Minor Road Approach Grade	*0.0*	%
Median Left Turn Lane Width	*12*	(ft)

Number of Lanes/Tapers

Near Side Right Turn	*0*	Lane/Taper
Near Side Thru	*1*	Lane(s)
Far Side Thru	*1*	Lane(s)
Far Side Right Turn	*0*	Lane/Taper

Controlling ISD (ft)

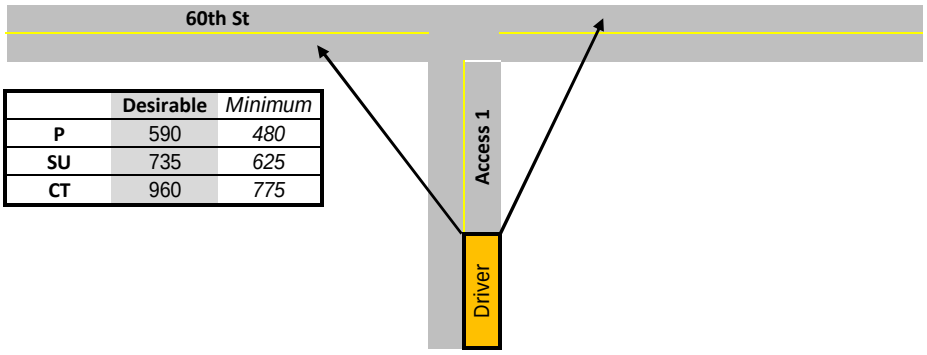
	Desirable ISD			*Minimum ISD*		
Sight Direction	**P**	**SU**	**CT**	**P**	**SU**	**CU**
To Left of Minor Street	590	735	960	*480*	*625*	*775*
To Right of Minor Street	770	935	1,065	*590*	*750*	*900*
Left-Turn from Major to Minor Street	590	590	590	*405*	*480*	*555*

P = Passenger Car
SU = Single-Unit Truck
CU = Combination Truck

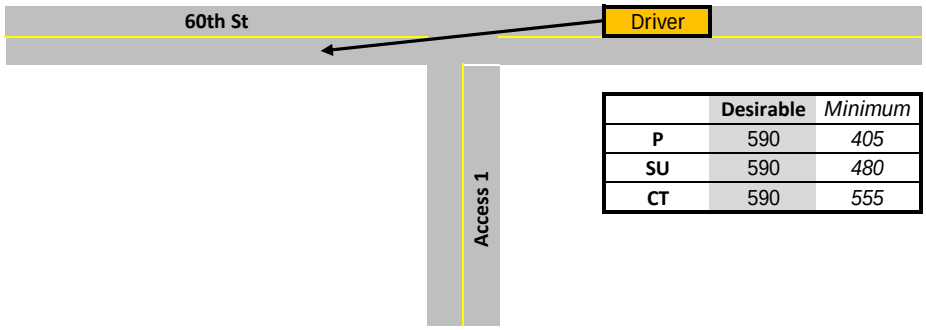
Refer to FDM 11-10-5.1.4, Table 5.1 for ISD Design Vehicle

Intersection Sight Distance Calculations

	Desirable	*Minimum*
P	770	*590*
SU	935	*750*
CT	1,065	*900*



	Desirable	*Minimum*
P	590	*480*
SU	735	*625*
CT	960	*775*



	Desirable	*Minimum*
P	590	*405*
SU	590	*480*
CT	590	*555*

Intersection Sight Distance Calculations

Minimum Median Width Required (ft), AASHTO vehicle length + 6'

	AASHTO Vehicle	Length (ft)	MIN Median
P	P	19	25
SU	SU-40	40	46
CU	WB-62	73.5	79.5

ISDs to the **LEFT** (Driver Looking **LEFT**)							ISDs to the **RIGHT** (Driver Looking **RIGHT**)					
Case B2 *Right-Turn from Minor Street*							**Case B1** *Left-Turn from Minor Street or Median*					
Desirable ISD			*Minimum ISD*				**Desirable ISD**			*Minimum ISD*		
P	SU	CT	P	SU	CT	Design Vehicle	P	SU	CT	P	SU	CT
8.0	10.0	12.0	*6.5*	*8.5*	*10.5*	Time Gap (s)	10.0	12.0	13.0	*7.5*	*9.5*	*11.5*
590	735	885	*480*	*625*	*775*	ISD (ft)	735	885	960	*555*	*700*	*850*
NO	NO	NO				Median > Design Vehicle + 6 ft?	NO	NO	NO	*NO*	*NO*	*NO*
1.0	1.0	1.0				Median Equivalent Lanes	1.0	1.0	1.0	*1.0*	*1.0*	*1.0*
0.0	0.0	0.0	*0.0*	*0.0*	*0.0*	Number of Additional Lanes	0.0	0.0	0.0	*0.0*	*0.0*	*0.0*
NO						Road Approach Grade > 3%?	NO					
0.00	0.00	0.00	*0.00*	*0.00*	*0.00*	Grade Adjustment (s)	0.00	0.00	0.00	*0.00*	*0.00*	*0.00*
0.00	0.00	0.00	*0.00*	*0.00*	*0.00*	Additional Time Gap (s)	0.50	0.70	0.70	*0.50*	*0.70*	*0.70*
0.00	0.00	0.00	*0.00*	*0.00*	*0.00*	Additional ISD (ft)	36.75	51.45	51.45	*36.75*	*51.45*	*51.45*
0	0	0	*0*	*0*	*0*	Rounded (ft)	35	50	50	*35*	*50*	*50*
590	**735**	**885**	*480*	*625*	*775*	**Total ISD (ft)**	**770**	**935**	**1,010**	*590*	*750*	*900*

Case B3 *Crossing from Minor Street*							**Case B3** *Crossing from Minor Street or Median*					
Desirable ISD			*Minimum ISD*				**Desirable ISD**			*Minimum ISD*		
P	SU	CT	P	SU	CT	Design Vehicle	P	SU	CT	P	SU	CT
7.0	10.0	13.0	*6.5*	*8.5*	*10.5*	Time Gap (s)	7.0	10.0	13.0	*6.5*	*8.5*	*10.5*
515	735	960	*480*	*625*	*775*	ISD (ft)	515	735	960	*480*	*625*	*775*
						Median > Design Vehicle + 6 ft?	NO	NO	NO	*NO*	*NO*	*NO*
						Median Equivalent Lanes	1.0	1.0	1.0	*1.0*	*1.0*	*1.0*
0.0	0.0	0.0	*0.0*	*0.0*	*0.0*	Number of Additional Lanes	1.0	1.0	1.0	*1.0*	*1.0*	*1.0*
NO						Road Approach Grade > 3%?	NO					
0.00	0.00	0.00	*0.00*	*0.00*	*0.00*	Grade Adjustment (s)	0.00	0.00	0.00	*0.00*	*0.00*	*0.00*
0.00	0.00	0.00	*0.00*	*0.00*	*0.00*	Additional Time Gap (s)	1.00	1.40	1.40	*1.00*	*1.40*	*1.40*
0.00	0.00	0.00	*0.00*	*0.00*	*0.00*	Additional ISD (ft)	73.50	102.90	102.90	*73.50*	*102.90*	*102.90*
0	0	0	*0*	*0*	*0*	Rounded (ft)	75	105	105	*75*	*105*	*105*
515	**735**	**960**	*480*	*625*	*775*	**Total ISD (ft)**	**590**	**840**	**1,065**	*555*	*730*	*880*

Case F *Left-Turn from Major Street to Minor (Driving Looking to Left of Minor)*						
	Desirable ISD			*Minimum ISD*		
Design Vehicle	P	SU	CT	P	SU	CT
Time Gap (s)	8.0	8.0	8.0	*5.5*	*6.5*	*7.5*
ISD (ft)	590	590	590	*405*	*480*	*555*
Median Equivalent Lanes	0.0	0.0	0.0	*0.0*	*0.0*	*0.0*
Number of Additional Lanes	0.0	0.0	0.0	*0.0*	*0.0*	*0.0*
Additional Time Gap (s)	0.00	0.00	0.00	*0.00*	*0.00*	*0.00*
Additional ISD (ft)	0.00	0.00	0.00	*0.00*	*0.00*	*0.00*
Rounded (ft)	0	0	0	*0*	*0*	*0*
Total ISD (ft)	**590**	**590**	**590**	*405*	*480*	*555*

Intersection Sight Distance Calculations

Intersection	*W Frontage Rd at Access 2*
Town	*Paris*
State	*Wisconsin*
Project ID	*22152000*
Performed By	*EF*
Date	*8/16/2024*

Major Street	*W Frontage Rd*
Minor Street	*Access 2*

T-Intersection	*No*	
Design Speed from Left	*40*	(mph)
Design Speed from Right	*40*	(mph)
Median Width	*10*	(ft)
Minor Road Approach Grade	*0.0*	%
Median Left Turn Lane Width	*0*	(ft)

Number of Lanes/Tapers

Near Side Right Turn	*1*	Lane/Taper
Near Side Thru	*1*	Lane(s)
Far Side Thru	*1*	Lane(s)
Far Side Right Turn	*0*	Lane/Taper

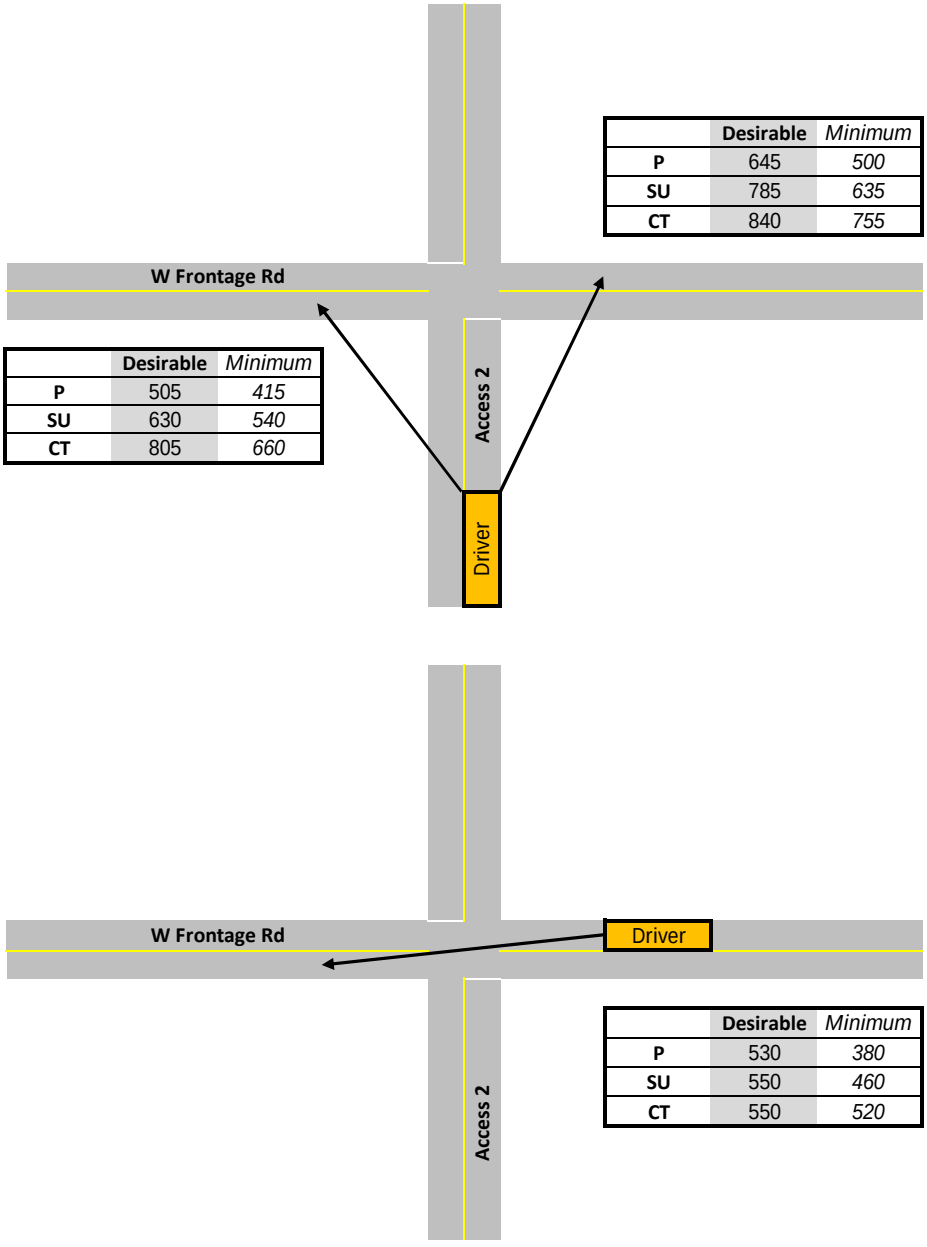
Controlling ISD (ft)

	Desirable ISD			*Minimum ISD*		
Sight Direction	**P**	**SU**	**CT**	**P**	**SU**	**CU**
To Left of Minor Street	505	630	805	*415*	*540*	*660*
To Right of Minor Street	645	785	840	*500*	*635*	*755*
Left-Turn from Major to Minor Street	530	550	550	*380*	*460*	*520*

P = Passenger Car
SU = Single-Unit Truck
CU = Combination Truck

Refer to FDM 11-10-5.1.4, Table 5.1 for ISD Design Vehicle

Intersection Sight Distance Calculations



	Desirable	*Minimum*
P	645	*500*
SU	785	*635*
CT	840	*755*

	Desirable	*Minimum*
P	505	*415*
SU	630	*540*
CT	805	*660*

	Desirable	*Minimum*
P	530	*380*
SU	550	*460*
CT	550	*520*

Intersection Sight Distance Calculations

Minimum Median Width Required (ft), AASHTO vehicle length + 6'

	AASHTO Vehicle	Length (ft)	MIN Median
P	P	19	25
SU	SU-40	40	46
CU	WB-62	73.5	79.5

ISDs to the **LEFT** (Driver Looking **LEFT**)							ISDs to the **RIGHT** (Driver Looking **RIGHT**)					
Case B2 *Right-Turn from Minor Street*							**Case B1** *Left-Turn from Minor Street or Median*					
Desirable ISD			*Minimum ISD*				**Desirable ISD**			*Minimum ISD*		
P	SU	CT	P	SU	CT	Design Vehicle	P	SU	CT	P	SU	CT
8.0	10.0	12.0	*6.5*	*8.5*	*10.5*	Time Gap (s)	10.0	12.0	13.0	*7.5*	*9.5*	*11.5*
475	590	710	*385*	*500*	*620*	ISD (ft)	590	710	765	*445*	*560*	*680*
NO	NO	NO				Median > Design Vehicle + 6 ft?	NO	NO	NO	*NO*	*NO*	*NO*
0.8	0.8	0.8				Median Equivalent Lanes	0.8	0.8	0.8	*0.8*	*0.8*	*0.8*
1.0	1.0	1.0	*1.0*	*1.0*	*1.0*	Number of Additional Lanes	1.0	1.0	1.0	*1.0*	*1.0*	*1.0*
NO						Road Approach Grade > 3%?	NO					
0.00	0.00	0.00	*0.00*	*0.00*	*0.00*	Grade Adjustment (s)	0.00	0.00	0.00	*0.00*	*0.00*	*0.00*
0.50	0.70	0.70	*0.50*	*0.70*	*0.70*	Additional Time Gap (s)	0.92	1.28	1.28	*0.92*	*1.28*	*1.28*
29.40	41.16	41.16	*29.40*	*41.16*	*41.16*	Additional ISD (ft)	53.90	75.46	75.46	*53.90*	*75.46*	*75.46*
30	40	40	*30*	*40*	*40*	Rounded (ft)	55	75	75	*55*	*75*	*75*
505	**630**	**750**	*415*	*540*	*660*	**Total ISD (ft)**	**645**	**785**	**840**	*500*	*635*	*755*
Case B3 *Crossing from Minor Street*							**Case B3** *Crossing from Minor Street or Median*					
Desirable ISD			*Minimum ISD*				**Desirable ISD**			*Minimum ISD*		
P	SU	CT	P	SU	CT	Design Vehicle	P	SU	CT	P	SU	CT
7.0	10.0	13.0	*6.5*	*8.5*	*10.5*	Time Gap (s)	7.0	10.0	13.0	*6.5*	*8.5*	*10.5*
415	590	765	*385*	*500*	*620*	ISD (ft)	415	590	765	*385*	*500*	*620*
						Median > Design Vehicle + 6 ft?	NO	NO	NO	*NO*	*NO*	*NO*
						Median Equivalent Lanes	0.8	0.8	0.8	*0.8*	*0.8*	*0.8*
1.0	1.0	1.0	*1.0*	*1.0*	*1.0*	Number of Additional Lanes	1.0	1.0	1.0	*1.0*	*1.0*	*1.0*
NO						Road Approach Grade > 3%?	NO					
0.00	0.00	0.00	*0.00*	*0.00*	*0.00*	Grade Adjustment (s)	0.00	0.00	0.00	*0.00*	*0.00*	*0.00*
0.50	0.70	0.70	*0.50*	*0.70*	*0.70*	Additional Time Gap (s)	0.92	1.28	1.28	*0.92*	*1.28*	*1.28*
29.40	41.16	41.16	*29.40*	*41.16*	*41.16*	Additional ISD (ft)	53.90	75.46	75.46	*53.90*	*75.46*	*75.46*
30	40	40	*30*	*40*	*40*	Rounded (ft)	55	75	75	*55*	*75*	*75*
445	**630**	**805**	*415*	*540*	*660*	**Total ISD (ft)**	**470**	**665**	**840**	*440*	*575*	*695*

Case F *Left-Turn from Major Street to Minor (Driving Looking to Left of Minor)*							
	Desirable ISD			*Minimum ISD*			
Design Vehicle	P	SU	CT	P	SU	CT	
Time Gap (s)	8.0	8.0	8.0	*5.5*	*6.5*	*7.5*	
ISD (ft)	475	475	475	*325*	*385*	*445*	
Median Equivalent Lanes	0.8	0.8	0.8	*0.8*	*0.8*	*0.8*	
Number of Additional Lanes	1.0	1.0	1.0	*1.0*	*1.0*	*1.0*	
Additional Time Gap (s)	0.92	1.28	1.28	*0.92*	*1.28*	*1.28*	
Additional ISD (ft)	53.90	75.46	75.46	*53.90*	*75.46*	*75.46*	
Rounded (ft)	55	75	75	*55*	*75*	*75*	
Total ISD (ft)	**530**	**550**	**550**	*380*	*460*	*520*	

Intersection Sight Distance Calculations

Intersection	*W Frontage Rd at Access 3*
Town	*Paris*
State	*Wisconsin*
Project ID	*22152000*
Performed By	*EF*
Date	*8/16/2024*

Major Street	*W Frontage Rd*
Minor Street	*Access 3*

T-Intersection	*No*	
Design Speed from Left	*40*	(mph)
Design Speed from Right	*40*	(mph)
Median Width	*12*	(ft)
Minor Road Approach Grade	*0.0*	%
Median Left Turn Lane Width	*12*	(ft)

Number of Lanes/Tapers

Near Side Right Turn	*1*	Lane/Taper
Near Side Thru	*1*	Lane(s)
Far Side Thru	*1*	Lane(s)
Far Side Right Turn	*0*	Lane/Taper

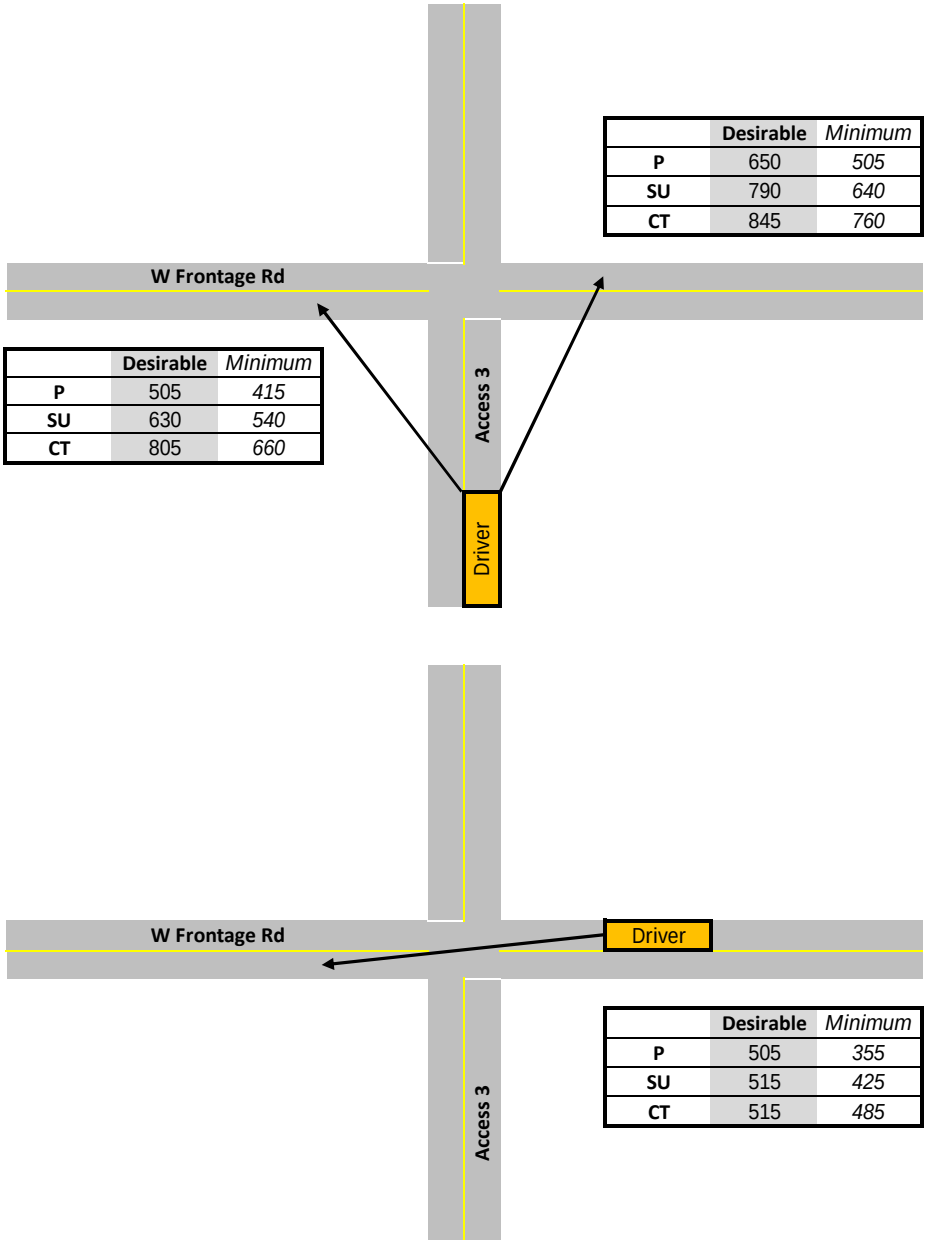
Controlling ISD (ft)

	Desirable ISD			*Minimum ISD*		
Sight Direction	**P**	**SU**	**CT**	**P**	**SU**	**CU**
To Left of Minor Street	505	630	805	*415*	*540*	*660*
To Right of Minor Street	650	790	845	*505*	*640*	*760*
Left-Turn from Major to Minor Street	505	515	515	*355*	*425*	*485*

P = Passenger Car
SU = Single-Unit Truck
CU = Combination Truck

Refer to FDM 11-10-5.1.4, Table 5.1 for ISD Design Vehicle

Intersection Sight Distance Calculations



	Desirable	*Minimum*
P	650	*505*
SU	790	*640*
CT	845	*760*

	Desirable	*Minimum*
P	505	*415*
SU	630	*540*
CT	805	*660*

	Desirable	*Minimum*
P	505	*355*
SU	515	*425*
CT	515	*485*

Intersection Sight Distance Calculations

Minimum Median Width Required (ft), AASHTO vehicle length + 6'

	AASHTO Vehicle	Length (ft)	MIN Median
P	P	19	25
SU	SU-40	40	46
CU	WB-62	73.5	79.5

ISDs to the **LEFT** (Driver Looking **LEFT**)							ISDs to the **RIGHT** (Driver Looking **RIGHT**)					
Case B2 *Right-Turn from Minor Street*							**Case B1** *Left-Turn from Minor Street or Median*					
Desirable ISD			*Minimum ISD*				**Desirable ISD**			*Minimum ISD*		
P	SU	CT	P	SU	CT	Design Vehicle	P	SU	CT	P	SU	CT
8.0	10.0	12.0	*6.5*	*8.5*	*10.5*	Time Gap (s)	10.0	12.0	13.0	*7.5*	*9.5*	*11.5*
475	590	710	*385*	*500*	*620*	ISD (ft)	590	710	765	*445*	*560*	*680*
NO	NO	NO				Median > Design Vehicle + 6 ft?	NO	NO	NO	*NO*	*NO*	*NO*
1.0	1.0	1.0				Median Equivalent Lanes	1.0	1.0	1.0	*1.0*	*1.0*	*1.0*
1.0	1.0	1.0	*1.0*	*1.0*	*1.0*	Number of Additional Lanes	1.0	1.0	1.0	*1.0*	*1.0*	*1.0*
NO						Road Approach Grade > 3%?	NO					
0.00	0.00	0.00	*0.00*	*0.00*	*0.00*	Grade Adjustment (s)	0.00	0.00	0.00	*0.00*	*0.00*	*0.00*
0.50	0.70	0.70	*0.50*	*0.70*	*0.70*	Additional Time Gap (s)	1.00	1.40	1.40	*1.00*	*1.40*	*1.40*
29.40	41.16	41.16	*29.40*	*41.16*	*41.16*	Additional ISD (ft)	58.80	82.32	82.32	*58.80*	*82.32*	*82.32*
30	40	40	*30*	*40*	*40*	Rounded (ft)	60	80	80	*60*	*80*	*80*
505	**630**	**750**	*415*	*540*	*660*	**Total ISD (ft)**	**650**	**790**	**845**	*505*	*640*	*760*
Case B3 *Crossing from Minor Street*							**Case B3** *Crossing from Minor Street or Median*					
Desirable ISD			*Minimum ISD*				**Desirable ISD**			*Minimum ISD*		
P	SU	CT	P	SU	CT	Design Vehicle	P	SU	CT	P	SU	CT
7.0	10.0	13.0	*6.5*	*8.5*	*10.5*	Time Gap (s)	7.0	10.0	13.0	*6.5*	*8.5*	*10.5*
415	590	765	*385*	*500*	*620*	ISD (ft)	415	590	765	*385*	*500*	*620*
						Median > Design Vehicle + 6 ft?	NO	NO	NO	*NO*	*NO*	*NO*
						Median Equivalent Lanes	1.0	1.0	1.0	*1.0*	*1.0*	*1.0*
1.0	1.0	1.0	*1.0*	*1.0*	*1.0*	Number of Additional Lanes	1.0	1.0	1.0	*1.0*	*1.0*	*1.0*
NO						Road Approach Grade > 3%?	NO					
0.00	0.00	0.00	*0.00*	*0.00*	*0.00*	Grade Adjustment (s)	0.00	0.00	0.00	*0.00*	*0.00*	*0.00*
0.50	0.70	0.70	*0.50*	*0.70*	*0.70*	Additional Time Gap (s)	1.00	1.40	1.40	*1.00*	*1.40*	*1.40*
29.40	41.16	41.16	*29.40*	*41.16*	*41.16*	Additional ISD (ft)	58.80	82.32	82.32	*58.80*	*82.32*	*82.32*
30	40	40	*30*	*40*	*40*	Rounded (ft)	60	80	80	*60*	*80*	*80*
445	**630**	**805**	*415*	*540*	*660*	**Total ISD (ft)**	**475**	**670**	**845**	*445*	*580*	*700*

Case F *Left-Turn from Major Street to Minor (Driving Looking to Left of Minor)*							
	Desirable ISD			*Minimum ISD*			
Design Vehicle	P	SU	CT	P	SU	CT	
Time Gap (s)	8.0	8.0	8.0	*5.5*	*6.5*	*7.5*	
ISD (ft)	475	475	475	*325*	*385*	*445*	
Median Equivalent Lanes	0.0	0.0	0.0	*0.0*	*0.0*	*0.0*	
Number of Additional Lanes	1.0	1.0	1.0	*1.0*	*1.0*	*1.0*	
Additional Time Gap (s)	0.50	0.70	0.70	*0.50*	*0.70*	*0.70*	
Additional ISD (ft)	29.40	41.16	41.16	*29.40*	*41.16*	*41.16*	
Rounded (ft)	30	40	40	*30*	*40*	*40*	
Total ISD (ft)	**505**	**515**	**515**	*355*	*425*	*485*	

Intersection Sight Distance Calculations

Intersection	*W Frontage Rd at Access 4*
Town	*Paris*
State	*Wisconsin*
Project ID	*22152000*
Performed By	*EF*
Date	*8/16/2024*

Major Street	*W Frontage Rd*
Minor Street	*Access 4*

T-Intersection	*No*	
Design Speed from Left	*40*	(mph)
Design Speed from Right	*40*	(mph)
Median Width	*12*	(ft)
Minor Road Approach Grade	*0.0*	%
Median Left Turn Lane Width	*12*	(ft)

Number of Lanes/Tapers

Near Side Right Turn	*1*	Lane/Taper
Near Side Thru	*1*	Lane(s)
Far Side Thru	*1*	Lane(s)
Far Side Right Turn	*0*	Lane/Taper

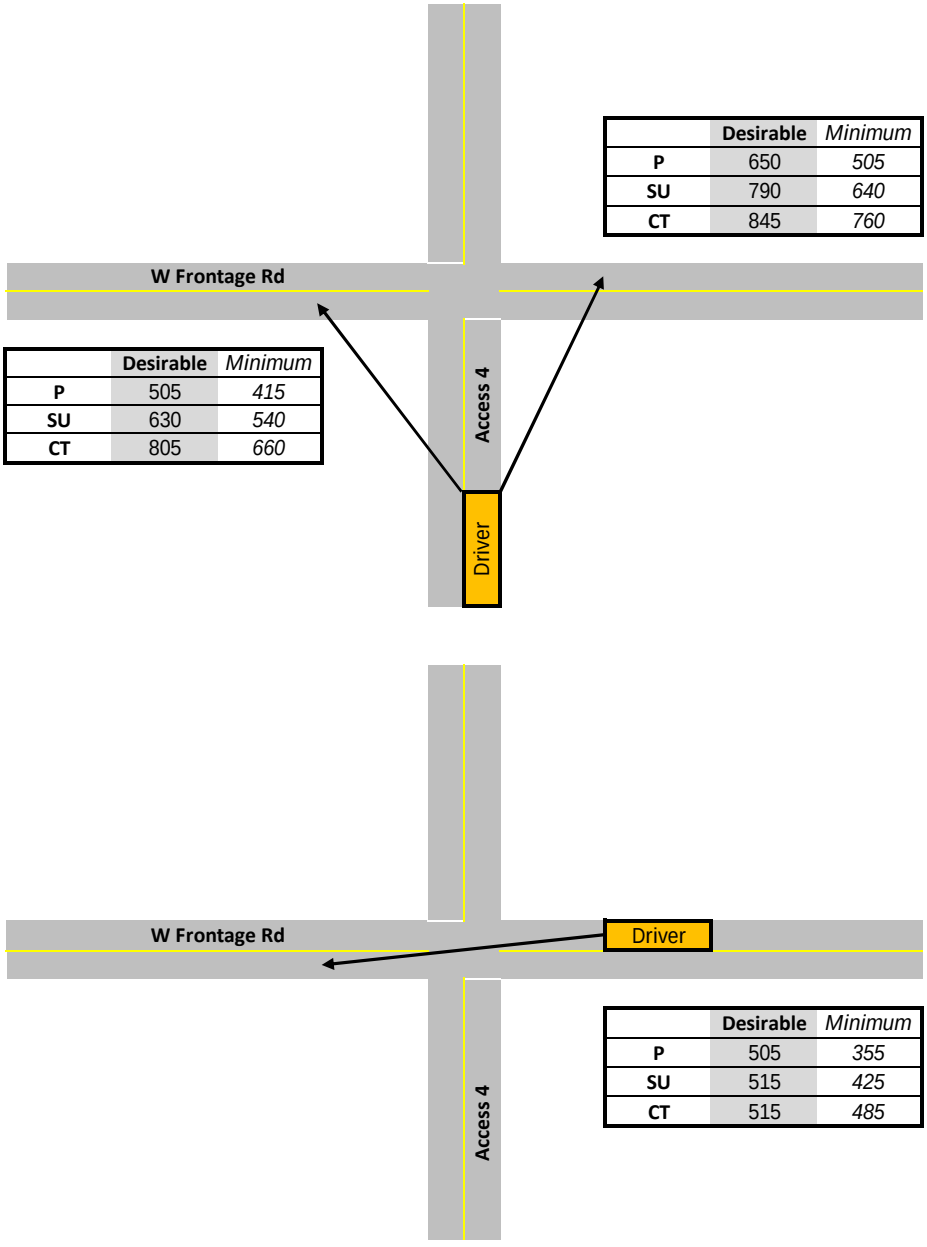
Controlling ISD (ft)

	Desirable ISD			*Minimum ISD*		
Sight Direction	**P**	**SU**	**CT**	**P**	**SU**	**CU**
To Left of Minor Street	505	630	805	*415*	*540*	*660*
To Right of Minor Street	650	790	845	*505*	*640*	*760*
Left-Turn from Major to Minor Street	505	515	515	*355*	*425*	*485*

P = Passenger Car
SU = Single-Unit Truck
CU = Combination Truck

Refer to FDM 11-10-5.1.4, Table 5.1 for ISD Design Vehicle

Intersection Sight Distance Calculations



	Desirable	*Minimum*
P	650	*505*
SU	790	*640*
CT	845	*760*

	Desirable	*Minimum*
P	505	*415*
SU	630	*540*
CT	805	*660*

	Desirable	*Minimum*
P	505	*355*
SU	515	*425*
CT	515	*485*

Intersection Sight Distance Calculations

Minimum Median Width Required (ft), AASHTO vehicle length + 6'

	AASHTO Vehicle	Length (ft)	MIN Median
P	P	19	25
SU	SU-40	40	46
CU	WB-62	73.5	79.5

ISDs to the **LEFT** (Driver Looking **LEFT**)							ISDs to the **RIGHT** (Driver Looking **RIGHT**)					
Case B2 *Right-Turn from Minor Street*							**Case B1** *Left-Turn from Minor Street or Median*					
Desirable ISD			*Minimum ISD*				**Desirable ISD**			*Minimum ISD*		
P	SU	CT	P	SU	CT	Design Vehicle	P	SU	CT	P	SU	CT
8.0	10.0	12.0	*6.5*	*8.5*	*10.5*	Time Gap (s)	10.0	12.0	13.0	*7.5*	*9.5*	*11.5*
475	590	710	*385*	*500*	*620*	ISD (ft)	590	710	765	*445*	*560*	*680*
NO	NO	NO				Median > Design Vehicle + 6 ft?	NO	NO	NO	*NO*	*NO*	*NO*
1.0	1.0	1.0				Median Equivalent Lanes	1.0	1.0	1.0	*1.0*	*1.0*	*1.0*
1.0	1.0	1.0	*1.0*	*1.0*	*1.0*	Number of Additional Lanes	1.0	1.0	1.0	*1.0*	*1.0*	*1.0*
NO						Road Approach Grade > 3%?	NO					
0.00	0.00	0.00	*0.00*	*0.00*	*0.00*	Grade Adjustment (s)	0.00	0.00	0.00	*0.00*	*0.00*	*0.00*
0.50	0.70	0.70	*0.50*	*0.70*	*0.70*	Additional Time Gap (s)	1.00	1.40	1.40	*1.00*	*1.40*	*1.40*
29.40	41.16	41.16	*29.40*	*41.16*	*41.16*	Additional ISD (ft)	58.80	82.32	82.32	*58.80*	*82.32*	*82.32*
30	40	40	*30*	*40*	*40*	Rounded (ft)	60	80	80	*60*	*80*	*80*
505	**630**	**750**	*415*	*540*	*660*	**Total ISD (ft)**	**650**	**790**	**845**	*505*	*640*	*760*
Case B3 *Crossing from Minor Street*							**Case B3** *Crossing from Minor Street or Median*					
Desirable ISD			*Minimum ISD*				**Desirable ISD**			*Minimum ISD*		
P	SU	CT	P	SU	CT	Design Vehicle	P	SU	CT	P	SU	CT
7.0	10.0	13.0	*6.5*	*8.5*	*10.5*	Time Gap (s)	7.0	10.0	13.0	*6.5*	*8.5*	*10.5*
415	590	765	*385*	*500*	*620*	ISD (ft)	415	590	765	*385*	*500*	*620*
						Median > Design Vehicle + 6 ft?	NO	NO	NO	*NO*	*NO*	*NO*
						Median Equivalent Lanes	1.0	1.0	1.0	*1.0*	*1.0*	*1.0*
1.0	1.0	1.0	*1.0*	*1.0*	*1.0*	Number of Additional Lanes	1.0	1.0	1.0	*1.0*	*1.0*	*1.0*
NO						Road Approach Grade > 3%?	NO					
0.00	0.00	0.00	*0.00*	*0.00*	*0.00*	Grade Adjustment (s)	0.00	0.00	0.00	*0.00*	*0.00*	*0.00*
0.50	0.70	0.70	*0.50*	*0.70*	*0.70*	Additional Time Gap (s)	1.00	1.40	1.40	*1.00*	*1.40*	*1.40*
29.40	41.16	41.16	*29.40*	*41.16*	*41.16*	Additional ISD (ft)	58.80	82.32	82.32	*58.80*	*82.32*	*82.32*
30	40	40	*30*	*40*	*40*	Rounded (ft)	60	80	80	*60*	*80*	*80*
445	**630**	**805**	*415*	*540*	*660*	**Total ISD (ft)**	**475**	**670**	**845**	*445*	*580*	*700*

Case F *Left-Turn from Major Street to Minor (Driving Looking to Left of Minor)*						
	Desirable ISD			*Minimum ISD*		
Design Vehicle	P	SU	CT	P	SU	CT
Time Gap (s)	8.0	8.0	8.0	*5.5*	*6.5*	*7.5*
ISD (ft)	475	475	475	*325*	*385*	*445*
Median Equivalent Lanes	0.0	0.0	0.0	*0.0*	*0.0*	*0.0*
Number of Additional Lanes	1.0	1.0	1.0	*1.0*	*1.0*	*1.0*
Additional Time Gap (s)	0.50	0.70	0.70	*0.50*	*0.70*	*0.70*
Additional ISD (ft)	29.40	41.16	41.16	*29.40*	*41.16*	*41.16*
Rounded (ft)	30	40	40	*30*	*40*	*40*
Total ISD (ft)	**505**	**515**	**515**	*355*	*425*	*485*

Intersection Sight Distance Calculations

Intersection	*W Frontage Rd at Access 5*
Town	*Paris*
State	*Wisconsin*
Project ID	*22152000*
Performed By	*EF*
Date	*8/16/2024*

Major Street	*W Frontage Rd*
Minor Street	*Access 5*

T-Intersection	*Yes*	
Design Speed from Left	*40*	(mph)
Design Speed from Right	*40*	(mph)
Median Width	*12*	(ft)
Minor Road Approach Grade	*0.0*	%
Median Left Turn Lane Width	*12*	(ft)

Number of Lanes/Tapers

Near Side Right Turn	*0*	Lane/Taper
Near Side Thru	*1*	Lane(s)
Far Side Thru	*1*	Lane(s)
Far Side Right Turn	*0*	Lane/Taper

Controlling ISD (ft)

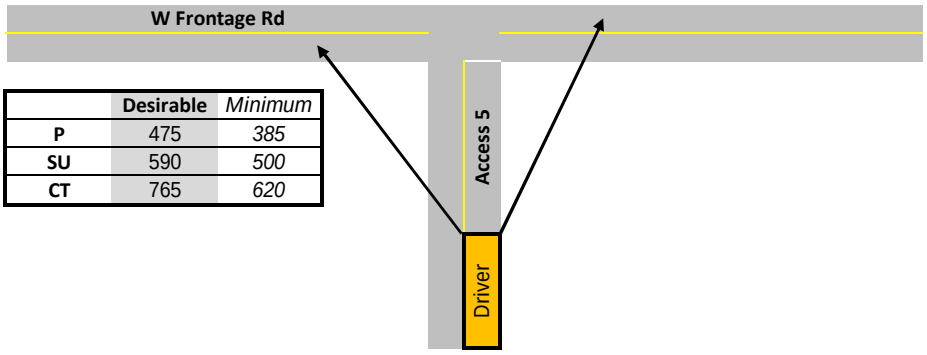
	Desirable ISD			*Minimum ISD*		
Sight Direction	**P**	**SU**	**CT**	**P**	**SU**	**CU**
To Left of Minor Street	475	590	765	*385*	*500*	*620*
To Right of Minor Street	620	750	845	*475*	*600*	*720*
Left-Turn from Major to Minor Street	475	475	475	*325*	*385*	*445*

P = Passenger Car
SU = Single-Unit Truck
CU = Combination Truck

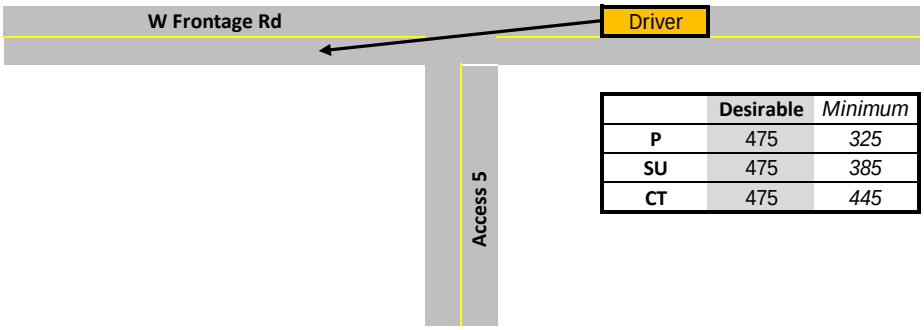
Refer to FDM 11-10-5.1.4, Table 5.1 for ISD Design Vehicle

Intersection Sight Distance Calculations

	Desirable	*Minimum*
P	620	*475*
SU	750	*600*
CT	845	*720*



	Desirable	*Minimum*
P	475	*385*
SU	590	*500*
CT	765	*620*



	Desirable	*Minimum*
P	475	*325*
SU	475	*385*
CT	475	*445*

Intersection Sight Distance Calculations

Minimum Median Width Required (ft), AASHTO vehicle length + 6'

	AASHTO Vehicle	Length (ft)	MIN Median
P	P	19	25
SU	SU-40	40	46
CU	WB-62	73.5	79.5

ISDs to the **LEFT** (Driver Looking **LEFT**)							ISDs to the **RIGHT** (Driver Looking **RIGHT**)					
Case B2 *Right-Turn from Minor Street*							**Case B1** *Left-Turn from Minor Street or Median*					
Desirable ISD			*Minimum ISD*				**Desirable ISD**			*Minimum ISD*		
P	SU	CT	P	SU	CT	Design Vehicle	P	SU	CT	P	SU	CT
8.0	10.0	12.0	*6.5*	*8.5*	*10.5*	Time Gap (s)	10.0	12.0	13.0	*7.5*	*9.5*	*11.5*
475	590	710	*385*	*500*	*620*	ISD (ft)	590	710	765	*445*	*560*	*680*
NO	NO	NO				Median > Design Vehicle + 6 ft?	NO	NO	NO	*NO*	*NO*	*NO*
1.0	1.0	1.0				Median Equivalent Lanes	1.0	1.0	1.0	*1.0*	*1.0*	*1.0*
0.0	0.0	0.0	*0.0*	*0.0*	*0.0*	Number of Additional Lanes	0.0	0.0	0.0	*0.0*	*0.0*	*0.0*
NO						Road Approach Grade > 3%?	NO					
0.00	0.00	0.00	*0.00*	*0.00*	*0.00*	Grade Adjustment (s)	0.00	0.00	0.00	*0.00*	*0.00*	*0.00*
0.00	0.00	0.00	*0.00*	*0.00*	*0.00*	Additional Time Gap (s)	0.50	0.70	0.70	*0.50*	*0.70*	*0.70*
0.00	0.00	0.00	*0.00*	*0.00*	*0.00*	Additional ISD (ft)	29.40	41.16	41.16	*29.40*	*41.16*	*41.16*
0	0	0	*0*	*0*	*0*	Rounded (ft)	30	40	40	*30*	*40*	*40*
475	**590**	**710**	*385*	*500*	*620*	**Total ISD (ft)**	**620**	**750**	**805**	*475*	*600*	*720*

Case B3 *Crossing from Minor Street*							**Case B3** *Crossing from Minor Street or Median*					
Desirable ISD			*Minimum ISD*				**Desirable ISD**			*Minimum ISD*		
P	SU	CT	P	SU	CT	Design Vehicle	P	SU	CT	P	SU	CT
7.0	10.0	13.0	*6.5*	*8.5*	*10.5*	Time Gap (s)	7.0	10.0	13.0	*6.5*	*8.5*	*10.5*
415	590	765	*385*	*500*	*620*	ISD (ft)	415	590	765	*385*	*500*	*620*
						Median > Design Vehicle + 6 ft?	NO	NO	NO	*NO*	*NO*	*NO*
						Median Equivalent Lanes	1.0	1.0	1.0	*1.0*	*1.0*	*1.0*
0.0	0.0	0.0	*0.0*	*0.0*	*0.0*	Number of Additional Lanes	1.0	1.0	1.0	*1.0*	*1.0*	*1.0*
NO						Road Approach Grade > 3%?	NO					
0.00	0.00	0.00	*0.00*	*0.00*	*0.00*	Grade Adjustment (s)	0.00	0.00	0.00	*0.00*	*0.00*	*0.00*
0.00	0.00	0.00	*0.00*	*0.00*	*0.00*	Additional Time Gap (s)	1.00	1.40	1.40	*1.00*	*1.40*	*1.40*
0.00	0.00	0.00	*0.00*	*0.00*	*0.00*	Additional ISD (ft)	58.80	82.32	82.32	*58.80*	*82.32*	*82.32*
0	0	0	*0*	*0*	*0*	Rounded (ft)	60	80	80	*60*	*80*	*80*
415	**590**	**765**	*385*	*500*	*620*	**Total ISD (ft)**	**475**	**670**	**845**	*445*	*580*	*700*

Case F *Left-Turn from Major Street to Minor (Driving Looking to Left of Minor)*						
	Desirable ISD			*Minimum ISD*		
Design Vehicle	P	SU	CT	P	SU	CT
Time Gap (s)	8.0	8.0	8.0	*5.5*	*6.5*	*7.5*
ISD (ft)	475	475	475	*325*	*385*	*445*
Median Equivalent Lanes	0.0	0.0	0.0	*0.0*	*0.0*	*0.0*
Number of Additional Lanes	0.0	0.0	0.0	*0.0*	*0.0*	*0.0*
Additional Time Gap (s)	0.00	0.00	0.00	*0.00*	*0.00*	*0.00*
Additional ISD (ft)	0.00	0.00	0.00	*0.00*	*0.00*	*0.00*
Rounded (ft)	0	0	0	*0*	*0*	*0*
Total ISD (ft)	**475**	**475**	**475**	*325*	*385*	*445*

Appendix B

Existing Transportation System with Background Traffic Operational Analysis

- 2028 Background Traffic, Existing Transportation System: Synchro Output
- 2038 Background Traffic, Existing Transportation System: Synchro Output



Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	175	90	70	65	220	75
Future Volume (vph)	175	90	70	65	220	75
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12
Grade (%)	0%		0%			0%
Storage Length (ft)	0	0		0	300	
Storage Lanes	1	1		0	1	
Taper Length (ft)	100				100	
Link Speed (mph)	45		35			35
Link Distance (ft)	795		765			579
Travel Time (s)	12.0		14.9			11.3
Confl. Peds. (#/hr)						
Confl. Bikes (#/hr)						
Peak Hour Factor	0.85	0.85	0.85	0.85	0.85	0.85
Growth Factor	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	8%	8%	9%	9%	9%	9%
Bus Blockages (#/hr)	0	0	0	0	0	0
Parking (#/hr)						
Mid-Block Traffic (%)	0%		0%			0%
Shared Lane Traffic (%)						
Lane Group Flow (vph)	206	106	158	0	259	88
Sign Control	Stop		Stop			Stop

Intersection Summary	
Area Type:	Other
Control Type: Unsignalized	



Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Sign Control	Stop		Stop			Stop
Traffic Volume (vph)	175	90	70	65	220	75
Future Volume (vph)	175	90	70	65	220	75
Peak Hour Factor	0.85	0.85	0.85	0.85	0.85	0.85
Hourly flow rate (vph)	206	106	82	76	259	88

Direction, Lane #	WB 1	WB 2	NB 1	SB 1	SB 2
Volume Total (vph)	206	106	158	259	88
Volume Left (vph)	206	0	0	259	0
Volume Right (vph)	0	106	76	0	0
Hadj (s)	0.64	-0.56	-0.14	0.65	0.15
Departure Headway (s)	6.6	5.4	5.6	6.3	5.8
Degree Utilization, x	0.38	0.16	0.25	0.45	0.14
Capacity (veh/h)	524	635	611	550	593
Control Delay (s/veh)	12.2	8.2	10.5	13.3	8.6
Approach Delay (s/veh)	10.9		10.5	12.1	
Approach LOS	B		B	B	

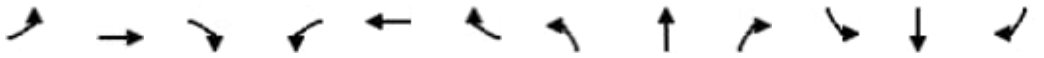
Intersection Summary			
Delay	11.3		
Level of Service	B		
Intersection Capacity Utilization	39.5%	ICU Level of Service	A
Analysis Period (min)	15		

Intersection	
Intersection Delay, s/veh	12.1
Intersection LOS	B

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	175	90	70	65	220	75
Future Vol, veh/h	175	90	70	65	220	75
Peak Hour Factor	0.85	0.85	0.85	0.85	0.85	0.85
Heavy Vehicles, %	8	8	9	9	9	9
Mvmt Flow	206	106	82	76	259	88
Number of Lanes	1	1	1	0	1	1

Approach	WB	NB	SB
Opposing Approach		SB	NB
Opposing Lanes	0	2	1
Conflicting Approach Left	NB		WB
Conflicting Lanes Left	1	0	2
Conflicting Approach Right	SB	WB	
Conflicting Lanes Right	2	2	0
HCM Control Delay, s/veh	11.9	10.5	13
HCM LOS	B	B	B

Lane	NBLn1	WBLn1	WBLn2	SBLn1	SBLn2
Vol Left, %	0%	100%	0%	100%	0%
Vol Thru, %	52%	0%	0%	0%	100%
Vol Right, %	48%	0%	100%	0%	0%
Sign Control	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	135	175	90	220	75
LT Vol	0	175	0	220	0
Through Vol	70	0	0	0	75
RT Vol	65	0	90	0	0
Lane Flow Rate	159	206	106	259	88
Geometry Grp	3b	5	5	5	5
Degree of Util (X)	0.248	0.377	0.158	0.455	0.143
Departure Headway (Hd)	5.631	6.589	5.377	6.33	5.825
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes
Cap	638	548	668	572	617
Service Time	3.654	4.312	3.1	4.051	3.546
HCM Lane V/C Ratio	0.249	0.376	0.159	0.453	0.143
HCM Control Delay, s/veh	10.5	13.3	9.1	14.2	9.5
HCM Lane LOS	B	B	A	B	A
HCM 95th-tile Q	1	1.7	0.6	2.4	0.5



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	100	185	455	185	0	0	0	0	400	5	21
Future Volume (vph)	0	100	185	455	185	0	0	0	0	400	5	21
Ideal Flow (vphpl)	1900	1905	1750	1905	1905	1900	1900	1900	1900	1885	1885	1750
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	315		265	0		0	0		0	410		410
Storage Lanes	1		1	2		0	0		0	1		1
Taper Length (ft)	100			100			100			100		
Right Turn on Red			Yes			Yes			Yes			Yes
Link Speed (mph)		45			45			45			45	
Link Distance (ft)		795			359			754			1011	
Travel Time (s)		12.0			5.4			11.4			15.3	
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87
Growth Factor	100%	100%	75%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	7%	7%	7%	8%	8%	8%	1%	1%	1%	5%	5%	5%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Shared Lane Traffic (%)										49%		
Lane Group Flow (vph)	0	115	159	523	213	0	0	0	0	235	231	24
Turn Type		NA	Perm	Prot	NA					Perm	NA	Perm
Protected Phases		6		5	2						4	
Permitted Phases			6							4		4
Detector Phase		6	6	5	2					4	4	4
Switch Phase												
Minimum Initial (s)		10.0	10.0	8.0	10.0					10.0	10.0	10.0
Minimum Split (s)		16.6	16.6	13.7	16.6					17.2	17.2	17.2
Total Split (s)		16.6	16.6	13.7	16.6					17.2	17.2	17.2
Total Split (%)		34.9%	34.9%	28.8%	34.9%					36.2%	36.2%	36.2%
Maximum Green (s)		10.0	10.0	8.0	10.0					10.0	10.0	10.0
Yellow Time (s)		4.3	4.3	3.5	4.3					3.6	3.6	3.6
All-Red Time (s)		2.3	2.3	2.2	2.3					3.6	3.6	3.6
Lost Time Adjust (s)		0.0	0.0	0.0	0.0					0.0	0.0	0.0
Total Lost Time (s)		6.6	6.6	5.7	6.6					7.2	7.2	7.2
Lead/Lag		Lag	Lag	Lead								
Lead-Lag Optimize?		Yes	Yes	Yes								
Vehicle Extension (s)		3.0	3.0	3.0	3.9					1.5	1.5	1.5
Minimum Gap (s)		2.0	2.0	1.5	2.0					1.5	1.5	1.5
Time Before Reduce (s)		20.0	20.0	25.0	26.0					30.0	30.0	30.0
Time To Reduce (s)		20.0	20.0	0.0	14.0					0.0	0.0	0.0
Recall Mode		C-Max	C-Max	None	C-Max					None	None	None
Walk Time (s)												
Flash Don't Walk (s)												
Pedestrian Calls (#/hr)												
v/c Ratio		0.11	0.34	0.96	0.13					0.69	0.68	0.05
Control Delay (s/veh)		15.6	3.4	53.2	6.6					30.9	30.1	0.2

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Queue Delay		0.0	0.0	0.0	0.0					0.0	0.0	0.0
Total Delay (s/veh)		15.6	3.4	53.2	6.6					30.9	30.1	0.2
Queue Length 50th (ft)		9	0	74	14					63	62	0
Queue Length 95th (ft)		19	16	#145	26					#143	#140	0
Internal Link Dist (ft)		715			279			674			931	
Turn Bay Length (ft)			265							410		410
Base Capacity (vph)		1023	471	547	1671					341	342	467
Starvation Cap Reductn		0	0	0	0					0	0	0
Spillback Cap Reductn		0	0	0	0					0	0	0
Storage Cap Reductn		0	0	0	0					0	0	0
Reduced v/c Ratio		0.11	0.34	0.96	0.13					0.69	0.68	0.05

Intersection Summary	
Area Type:	Other
Cycle Length: 47.5	
Actuated Cycle Length: 47.5	
Offset: 22.5 (47%), Referenced to phase 2:WBT and 6:EBT, Start of Green	
Natural Cycle: 60	
Control Type: Actuated-Coordinated	
# 95th percentile volume exceeds capacity, queue may be longer.	
Queue shown is maximum after two cycles.	

Splits and Phases: 200: I41 SB On Ramp/I41 SB Off Ramp & STH 158



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	100	185	455	185	0	0	0	0	400	5	21
Future Volume (veh/h)	0	100	185	455	185	0	0	0	0	400	5	21
Initial Q (Qb), veh	0	0	0	0	0	0				0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	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
Work Zone On Approach		No			No						No	
Adj Sat Flow, veh/h/ln	0	1801	1654	1786	1786	0				1811	1811	1682
Adj Flow Rate, veh/h	0	115	159	523	213	0				464	0	24
Peak Hour Factor	0.87	0.87	0.87	0.87	0.87	0.87				0.87	0.87	0.87
Percent Heavy Veh, %	0	7	7	8	8	0				5	5	5
Cap, veh/h	0	1077	307	550	1712	0				718	0	296
Arrive On Green	0.00	0.22	0.22	0.17	0.50	0.00				0.21	0.00	0.21
Sat Flow, veh/h	0	5079	1402	3300	3483	0				3450	0	1425
Grp Volume(v), veh/h	0	115	159	523	213	0				464	0	24
Grp Sat Flow(s),veh/h/ln	0	1639	1402	1650	1697	0				1725	0	1425
Q Serve(g_s), s	0.0	0.9	4.8	7.5	1.6	0.0				5.9	0.0	0.7
Cycle Q Clear(g_c), s	0.0	0.9	4.8	7.5	1.6	0.0				5.9	0.0	0.7
Prop In Lane	0.00		1.00	1.00		0.00				1.00		1.00
Lane Grp Cap(c), veh/h	0	1077	307	550	1712	0				718	0	296
V/C Ratio(X)	0.00	0.11	0.52	0.95	0.12	0.00				0.65	0.00	0.08
Avail Cap(c_a), veh/h	0	1077	307	550	1712	0				719	0	297
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Upstream Filter(I)	0.00	1.00	1.00	0.99	0.99	0.00				1.00	0.00	1.00
Uniform Delay (d), s/veh	0.0	15.0	16.5	19.8	6.3	0.0				17.4	0.0	15.3
Incr Delay (d2), s/veh	0.0	0.2	6.1	26.4	0.1	0.0				1.6	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
%ile BackOfQ(95%),veh/ln	0.0	0.5	3.1	7.8	0.7	0.0				3.7	0.0	1.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	0.0	15.2	22.6	46.2	6.4	0.0				19.0	0.0	15.4
LnGrp LOS		B	C	D	A					B		B
Approach Vol, veh/h		274			736						488	
Approach Delay, s/veh		19.5			34.7						18.8	
Approach LOS		B			C						B	

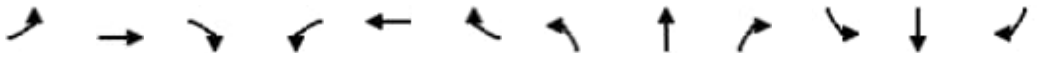
Timer - Assigned Phs	2	4	5	6
Phs Duration (G+Y+Rc), s	30.8	17.2	13.7	17.1
Change Period (Y+Rc), s	* 6.6	7.2	5.7	* 6.6
Max Green Setting (Gmax), s	* 10	10.0	8.0	* 10
Max Q Clear Time (g_c+I1), s	3.6	7.9	9.5	6.8
Green Ext Time (p_c), s	0.7	0.2	0.0	0.3

Intersection Summary	
HCM 7th Control Delay, s/veh	26.7
HCM 7th LOS	C

Notes

User approved volume balancing among the lanes for turning movement.

* HCM 7th computational engine requires equal clearance times for the phases crossing the barrier.

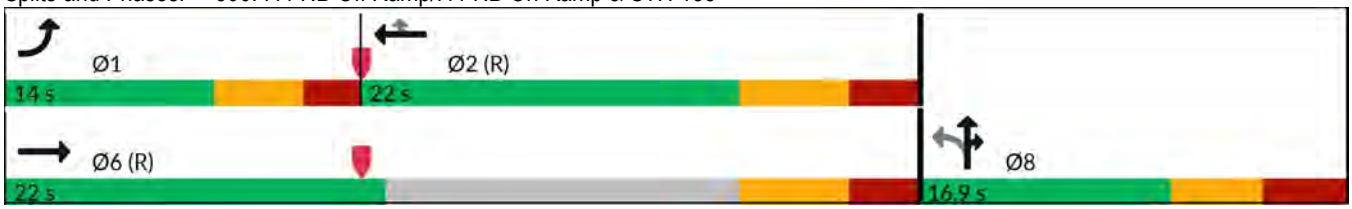


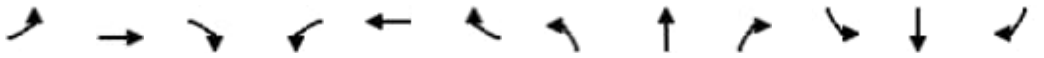
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	25	475	0	0	570	405	70	5	181	0	0	0
Future Volume (vph)	25	475	0	0	570	405	70	5	181	0	0	0
Ideal Flow (vphpl)	1905	1905	1900	1900	1915	1750	1885	1885	1750	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	225		0	135		0	400		400	0		0
Storage Lanes	1		0	1		1	1		1	0		0
Taper Length (ft)	100			100			100			100		
Right Turn on Red			Yes			Yes			Yes			Yes
Link Speed (mph)		45			45			45			45	
Link Distance (ft)		359			360			1103			1212	
Travel Time (s)		5.4			5.5			16.7			18.4	
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Growth Factor	100%	100%	100%	100%	100%	75%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	4%	4%	4%	5%	5%	5%	14%	14%	14%	1%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Shared Lane Traffic (%)												
Lane Group Flow (vph)	27	522	0	0	626	334	0	82	199	0	0	0
Turn Type	Prot	NA			NA	Perm	Perm	NA	Prot			
Protected Phases	1	6			2			8	8			
Permitted Phases						2	8					
Detector Phase	1	6			2	2	8	8	8			
Switch Phase												
Minimum Initial (s)	8.0	15.0			15.0	15.0	10.0	10.0	10.0			
Minimum Split (s)	13.7	22.0			22.0	22.0	16.9	16.9	16.9			
Total Split (s)	14.0	22.0			22.0	22.0	16.9	16.9	16.9			
Total Split (%)	26.5%	41.6%			41.6%	41.6%	31.9%	31.9%	31.9%			
Maximum Green (s)	8.3	15.0			15.0	15.0	10.0	10.0	10.0			
Yellow Time (s)	3.5	4.3			4.3	4.3	3.6	3.6	3.6			
All-Red Time (s)	2.2	2.7			2.7	2.7	3.3	3.3	3.3			
Lost Time Adjust (s)	0.0	0.0			0.0	0.0		0.0	0.0			
Total Lost Time (s)	5.7	7.0			7.0	7.0		6.9	6.9			
Lead/Lag	Lead				Lag	Lag						
Lead-Lag Optimize?	Yes				Yes	Yes						
Vehicle Extension (s)	1.5	4.3			0.2	0.2	1.5	1.5	1.5			
Minimum Gap (s)	1.5	2.0			2.0	2.0	1.5	1.5	1.5			
Time Before Reduce (s)	25.0	26.0			28.0	28.0	30.0	30.0	30.0			
Time To Reduce (s)	0.0	14.0			12.0	12.0	0.0	0.0	0.0			
Recall Mode	None	C-Max			C-Max	C-Max	None	None	None			
Walk Time (s)												
Flash Don't Walk (s)												
Pedestrian Calls (#/hr)												
v/c Ratio	0.05	0.23			0.17	0.34		0.28	0.33			
Control Delay (s/veh)	19.6	6.1			8.1	3.1		21.2	5.4			

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Queue Delay	0.0	0.0			0.0	0.0		0.0	0.0			
Total Delay (s/veh)	19.6	6.1			8.1	3.1		21.2	5.4			
Queue Length 50th (ft)	3	40			25	0		22	0			
Queue Length 95th (ft)	12	62			64	48		54	23			
Internal Link Dist (ft)		279			280			1023			1132	
Turn Bay Length (ft)	225								400			
Base Capacity (vph)	529	2222			3681	969		298	596			
Starvation Cap Reductn	0	0			0	0		0	0			
Spillback Cap Reductn	0	0			0	0		0	0			
Storage Cap Reductn	0	0			0	0		0	0			
Reduced v/c Ratio	0.05	0.23			0.17	0.34		0.28	0.33			

Intersection Summary	
Area Type:	Other
Cycle Length: 52.9	
Actuated Cycle Length: 52.9	
Offset: 38.5 (73%), Referenced to phase 2:WBT and 6:EBT, Start of Green	
Natural Cycle: 55	
Control Type: Actuated-Coordinated	

Splits and Phases: 300: I41 NB Off Ramp/I41 NB On Ramp & STH 158

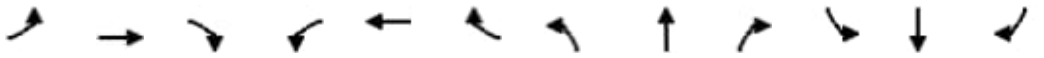




Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	25	475	0	0	570	405	70	5	181	0	0	0
Future Volume (veh/h)	25	475	0	0	570	405	70	5	181	0	0	0
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0			
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Ped-Bike Adj(A_pbT)	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			
Work Zone On Approach		No			No			No				
Adj Sat Flow, veh/h/ln	1846	1846	0	0	1840	1682	1679	1679	1559			
Adj Flow Rate, veh/h	27	522	0	0	626	334	77	5	199			
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91			
Percent Heavy Veh, %	4	4	0	0	5	5	14	14	14			
Cap, veh/h	169	1936	0	0	2501	563	280	18	432			
Arrive On Green	0.05	0.55	0.00	0.00	0.40	0.40	0.19	0.19	0.19			
Sat Flow, veh/h	3410	3599	0	0	6588	1425	1506	98	2325			
Grp Volume(v), veh/h	27	522	0	0	626	334	82	0	199			
Grp Sat Flow(s),veh/h/ln	1705	1753	0	0	1583	1425	1604	0	1163			
Q Serve(g_s), s	0.4	4.2	0.0	0.0	3.5	9.8	2.3	0.0	4.0			
Cycle Q Clear(g_c), s	0.4	4.2	0.0	0.0	3.5	9.8	2.3	0.0	4.0			
Prop In Lane	1.00		0.00	0.00		1.00	0.94		1.00			
Lane Grp Cap(c), veh/h	169	1936	0	0	2501	563	298	0	432			
V/C Ratio(X)	0.16	0.27	0.00	0.00	0.25	0.59	0.28	0.00	0.46			
Avail Cap(c_a), veh/h	534	1936	0	0	2501	563	303	0	439			
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Upstream Filter(I)	0.86	0.86	0.00	0.00	0.97	0.97	1.00	0.00	1.00			
Uniform Delay (d), s/veh	24.1	6.2	0.0	0.0	10.8	12.7	18.5	0.0	19.2			
Incr Delay (d2), s/veh	0.1	0.3	0.0	0.0	0.2	4.4	0.2	0.0	0.3			
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0			
%ile BackOfQ(95%),veh/ln	0.3	1.8	0.0	0.0	1.7	5.5	1.3	0.0	1.7			
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	24.3	6.5	0.0	0.0	11.0	17.1	18.7	0.0	19.5			
LnGrp LOS	C	A			B	B	B		B			
Approach Vol, veh/h		549			960			281				
Approach Delay, s/veh		7.4			13.1			19.3				
Approach LOS		A			B			B				

Timer - Assigned Phs	1	2				6		8				
Phs Duration (G+Y+Rc), s	8.3	27.9				36.3		16.7				
Change Period (Y+Rc), s	5.7	7.0				7.0		6.9				
Max Green Setting (Gmax), s	8.3	15.0				15.0		10.0				
Max Q Clear Time (g_c+I1), s	2.4	11.8				6.2		6.0				
Green Ext Time (p_c), s	0.0	0.4				2.9		0.2				

Intersection Summary												
HCM 7th Control Delay, s/veh			12.3									
HCM 7th LOS			B									

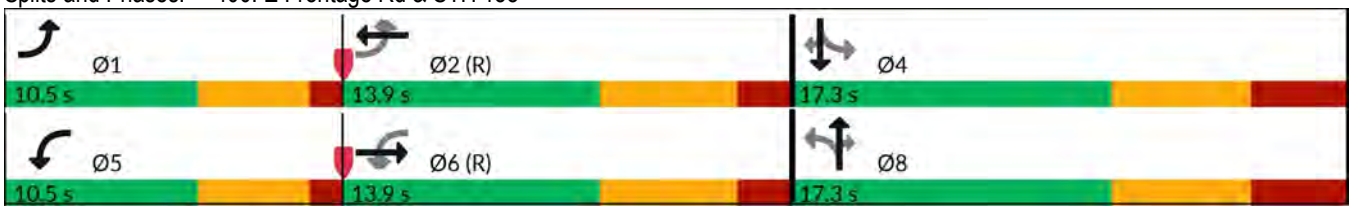


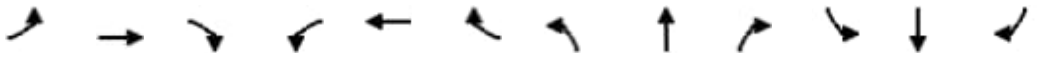
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	50	765	45	45	925	40	15	30	35	45	45	35
Future Volume (vph)	50	765	45	45	925	40	15	30	35	45	45	35
Ideal Flow (vphpl)	1915	1915	1750	1925	1925	1750	1750	1750	1750	1750	1750	1750
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	245		115	500		90	0		190	0		80
Storage Lanes	1		1	2		1	0		1	0		1
Taper Length (ft)	100			100			100			100		
Right Turn on Red			Yes			Yes			Yes			Yes
Link Speed (mph)		45			45			35			35	
Link Distance (ft)		360			1511			1020			592	
Travel Time (s)		5.5			22.9			19.9			11.5	
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Growth Factor	100%	100%	62%	100%	100%	62%	100%	100%	62%	100%	100%	62%
Heavy Vehicles (%)	7%	7%	7%	5%	5%	5%	3%	3%	3%	6%	6%	6%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Shared Lane Traffic (%)												
Lane Group Flow (vph)	53	814	30	48	984	26	0	48	23	0	96	23
Turn Type	D.P+P	NA	Perm	D.P+P	NA	Perm	Perm	NA	Perm	Perm	NA	Perm
Protected Phases	1	6		5	2			8			4	
Permitted Phases	2		6	6		2	8		8	4		4
Detector Phase	1	6	6	5	2	2	8	8	8	4	4	4
Switch Phase												
Minimum Initial (s)	6.0	8.0	8.0	6.0	8.0	8.0	10.0	10.0	10.0	10.0	10.0	10.0
Minimum Split (s)	10.5	13.9	13.9	10.5	13.9	13.9	17.3	17.3	17.3	17.3	17.3	17.3
Total Split (s)	10.5	13.9	13.9	10.5	13.9	13.9	17.3	17.3	17.3	17.3	17.3	17.3
Total Split (%)	25.2%	33.3%	33.3%	25.2%	33.3%	33.3%	41.5%	41.5%	41.5%	41.5%	41.5%	41.5%
Maximum Green (s)	6.0	8.0	8.0	6.0	8.0	8.0	10.0	10.0	10.0	10.0	10.0	10.0
Yellow Time (s)	3.5	4.3	4.3	3.5	4.3	4.3	4.3	4.3	4.3	4.3	4.3	4.3
All-Red Time (s)	1.0	1.6	1.6	1.0	1.6	1.6	3.0	3.0	3.0	3.0	3.0	3.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0
Total Lost Time (s)	4.5	5.9	5.9	4.5	5.9	5.9		7.3	7.3		7.3	7.3
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag						
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes						
Vehicle Extension (s)	1.5	3.3	3.3	1.5	3.3	3.3	1.5	1.5	1.5	1.5	1.5	1.5
Minimum Gap (s)	1.5	2.3	2.3	1.5	2.3	2.3	1.5	1.5	1.5	1.5	1.5	1.5
Time Before Reduce (s)	20.0	8.0	8.0	20.0	8.0	8.0	30.0	30.0	30.0	30.0	30.0	30.0
Time To Reduce (s)	0.0	19.0	19.0	0.0	19.0	19.0	0.0	0.0	0.0	0.0	0.0	0.0
Recall Mode	None	C-Max	C-Max	None	C-Max	C-Max	None	None	None	None	None	None
Walk Time (s)												
Flash Don't Walk (s)												
Pedestrian Calls (#/hr)												
v/c Ratio	0.12	0.29	0.03	0.09	0.28	0.03		0.14	0.05		0.30	0.05
Control Delay (s/veh)	6.5	13.0	0.1	6.3	11.5	0.0		13.7	0.2		16.0	0.2

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0
Total Delay (s/veh)	6.5	13.0	0.1	6.3	11.5	0.0		13.7	0.2		16.0	0.2
Queue Length 50th (ft)	6	42	0	5	40	0		9	0		19	0
Queue Length 95th (ft)	18	#126	0	17	#108	0		27	0		47	0
Internal Link Dist (ft)		280			1431			940			512	
Turn Bay Length (ft)	245		115	500		90			190			80
Base Capacity (vph)	459	2763	886	529	3566	901		346	493		323	483
Starvation Cap Reductn	0	0	0	0	0	0		0	0		0	0
Spillback Cap Reductn	0	0	0	0	0	0		0	0		0	0
Storage Cap Reductn	0	0	0	0	0	0		0	0		0	0
Reduced v/c Ratio	0.12	0.29	0.03	0.09	0.28	0.03		0.14	0.05		0.30	0.05

Intersection Summary	
Area Type:	Other
Cycle Length: 41.7	
Actuated Cycle Length: 41.7	
Offset: 0 (0%), Referenced to phase 2:EBWB and 6:EBWB, Start of Green	
Natural Cycle: 45	
Control Type: Actuated-Coordinated	
# 95th percentile volume exceeds capacity, queue may be longer.	
Queue shown is maximum after two cycles.	

Splits and Phases: 400: E Frontage Rd & STH 158

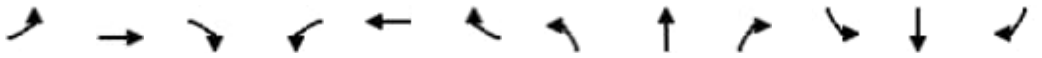




Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	50	765	45	45	925	40	15	30	35	45	45	35
Future Volume (veh/h)	50	765	45	45	925	40	15	30	35	45	45	35
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
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	1810	1810	1654	1850	1850	1682	1709	1709	1709	1668	1668	1668
Adj Flow Rate, veh/h	53	814	30	48	984	26	16	32	23	48	48	23
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Percent Heavy Veh, %	7	7	7	5	5	5	3	3	3	6	6	6
Cap, veh/h	378	1508	428	388	1913	428	181	269	307	245	192	300
Arrive On Green	0.07	0.31	0.31	0.06	0.30	0.30	0.21	0.21	0.21	0.21	0.21	0.21
Sat Flow, veh/h	1724	4943	1402	1762	6364	1425	313	1268	1448	549	907	1414
Grp Volume(v), veh/h	53	814	30	48	984	26	48	0	23	96	0	23
Grp Sat Flow(s),veh/h/ln	1724	1648	1402	1762	1591	1425	1582	0	1448	1456	0	1414
Q Serve(g_s), s	0.8	5.8	0.6	0.7	5.4	0.5	0.0	0.0	0.5	0.1	0.0	0.5
Cycle Q Clear(g_c), s	0.8	5.8	0.6	0.7	5.4	0.5	1.0	0.0	0.5	2.0	0.0	0.5
Prop In Lane	1.00		1.00	1.00		1.00	0.33		1.00	0.50		1.00
Lane Grp Cap(c), veh/h	378	1508	428	388	1913	428	450	0	307	437	0	300
V/C Ratio(X)	0.14	0.54	0.07	0.12	0.51	0.06	0.11	0.00	0.07	0.22	0.00	0.08
Avail Cap(c_a), veh/h	511	1508	428	532	1913	428	489	0	345	474	0	337
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.97	0.97	0.97	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	9.1	12.1	10.4	9.1	12.2	10.5	13.4	0.0	13.2	13.8	0.0	13.3
Incr Delay (d2), s/veh	0.1	1.3	0.3	0.1	1.0	0.3	0.0	0.0	0.0	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(95%),veh/ln	0.4	3.0	0.3	0.3	2.6	0.3	0.5	0.0	0.3	1.1	0.0	0.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	9.1	13.5	10.7	9.1	13.1	10.7	13.4	0.0	13.3	13.9	0.0	13.3
LnGrp LOS	A	B	B	A	B	B	B		B	B		B
Approach Vol, veh/h		897			1058			71			119	
Approach Delay, s/veh		13.1			12.9			13.4			13.8	
Approach LOS		B			B			B			B	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	7.3	18.5		16.2	7.1	18.7		16.2				
Change Period (Y+Rc), s	4.5	5.9		7.3	4.5	5.9		7.3				
Max Green Setting (Gmax), s	6.0	8.0		10.0	6.0	8.0		10.0				
Max Q Clear Time (g_c+I1), s	2.8	7.4		4.0	2.7	7.8		3.0				
Green Ext Time (p_c), s	0.0	0.4		0.1	0.0	0.1		0.0				

Intersection Summary		
HCM 7th Control Delay, s/veh		13.1
HCM 7th LOS		B



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	50	200	30	50	230	40	35	50	55	55	80	145
Future Volume (vph)	50	200	30	50	230	40	35	50	55	55	80	145
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	130		0	135		0	305		0	400		235
Storage Lanes	1		0	1		0	1		0	1		0
Taper Length (ft)	100			100			100			100		
Link Speed (mph)		45			45			35			35	
Link Distance (ft)		463			370			458			1143	
Travel Time (s)		7.0			5.6			8.9			22.3	
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	4%	4%	4%	3%	3%	3%	4%	4%	4%	5%	5%	5%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Shared Lane Traffic (%)												
Lane Group Flow (vph)	51	235	0	51	276	0	36	107	0	56	230	0
Sign Control		Stop			Stop			Stop			Stop	

Intersection Summary	
Area Type:	Other
Control Type: Unsignalized	

Intersection has too many lanes per leg.

HCM All-Way analysis is limited to two lanes per leg.

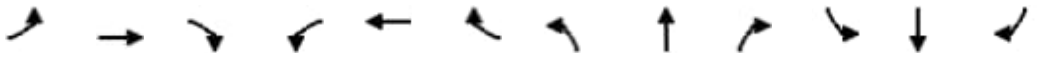
Channelized right turn lanes are not counted.

Intersection	
Intersection Delay, s/veh	13.7
Intersection LOS	B

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	50	200	30	50	230	40	35	50	55	55	80	145
Future Vol, veh/h	50	200	30	50	230	40	35	50	55	55	80	145
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Heavy Vehicles, %	4	4	4	3	3	3	4	4	4	5	5	5
Mvmt Flow	51	204	31	51	235	41	36	51	56	56	82	148
Number of Lanes	1	1	0	1	1	0	1	2	0	1	2	0

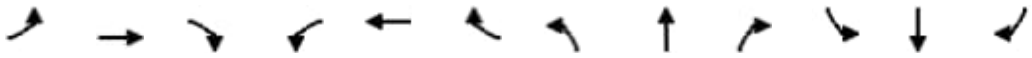
Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	2	2	3	3
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	3	3	2	2
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	3	3	2	2
HCM Control Delay, s/veh	14.4	15.6	11.1	12
HCM LOS	B	C	B	B

Lane	NBLn1	NBLn2	NBLn3	EBLn1	EBLn2	WBLn1	WBLn2	SBLn1	SBLn2	SBLn3
Vol Left, %	100%	0%	0%	100%	0%	100%	0%	100%	0%	0%
Vol Thru, %	0%	100%	23%	0%	87%	0%	85%	0%	100%	16%
Vol Right, %	0%	0%	77%	0%	13%	0%	15%	0%	0%	84%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	35	33	72	50	230	50	270	55	53	172
LT Vol	35	0	0	50	0	50	0	55	0	0
Through Vol	0	33	17	0	200	0	230	0	53	27
RT Vol	0	0	55	0	30	0	40	0	0	145
Lane Flow Rate	36	34	73	51	235	51	276	56	54	175
Geometry Grp	6	6	6	6	6	6	6	6	6	6
Degree of Util (X)	0.08	0.072	0.143	0.106	0.448	0.105	0.518	0.121	0.109	0.323
Departure Headway (Hd)	8.111	7.598	7.047	7.464	6.869	7.381	6.774	7.749	7.237	6.633
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Cap	442	471	508	481	526	488	534	463	495	541
Service Time	5.86	5.347	4.796	5.201	4.606	5.081	4.474	5.491	4.979	4.375
HCM Lane V/C Ratio	0.081	0.072	0.144	0.106	0.447	0.105	0.517	0.121	0.109	0.323
HCM Control Delay, s/veh	11.6	10.9	11	11.1	15.1	10.9	16.5	11.6	10.9	12.5
HCM Lane LOS	B	B	B	B	C	B	C	B	B	B
HCM 95th-tile Q	0.3	0.2	0.5	0.4	2.3	0.3	3	0.4	0.4	1.4



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	10	250	50	90	275	5	40	15	150	15	25	5
Future Volume (vph)	10	250	50	90	275	5	40	15	150	15	25	5
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	0		0	0		0	0		0	0		0
Storage Lanes	0		0	0		0	0		0	0		0
Taper Length (ft)	100			100			100			100		
Link Speed (mph)		45			45			35			35	
Link Distance (ft)		397			1700			2006			1738	
Travel Time (s)		6.0			25.8			39.1			33.9	
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
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
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	1%	1%	1%	2%	2%	2%	5%	5%	5%	1%	1%	1%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	337	0	0	402	0	0	222	0	0	48	0
Sign Control		Stop			Stop			Stop			Stop	

Intersection Summary	
Area Type:	Other
Control Type: Unsignalized	



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Sign Control		Stop			Stop			Stop			Stop	
Traffic Volume (vph)	10	250	50	90	275	5	40	15	150	15	25	5
Future Volume (vph)	10	250	50	90	275	5	40	15	150	15	25	5
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
Hourly flow rate (vph)	11	272	54	98	299	5	43	16	163	16	27	5

Direction, Lane #	EB 1	WB 1	NB 1	SB 1
Volume Total (vph)	337	402	222	48
Volume Left (vph)	11	98	43	16
Volume Right (vph)	54	5	163	5
Hadj (s)	-0.07	0.08	-0.32	0.02
Departure Headway (s)	5.2	5.3	5.6	6.4
Degree Utilization, x	0.49	0.59	0.35	0.08
Capacity (veh/h)	647	652	574	458
Control Delay (s/veh)	13.2	15.6	11.5	9.9
Approach Delay (s/veh)	13.2	15.6	11.5	9.9
Approach LOS	B	C	B	A

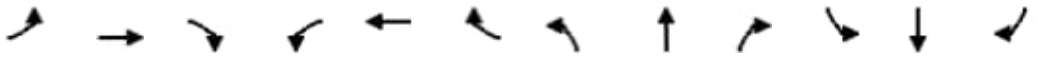
Intersection Summary				
Delay	13.7			
Level of Service	B			
Intersection Capacity Utilization	60.5%	ICU Level of Service	B	
Analysis Period (min)	15			

Intersection	
Intersection Delay, s/veh	13.6
Intersection LOS	B

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	10	250	50	90	275	5	40	15	150	15	25	5
Future Vol, veh/h	10	250	50	90	275	5	40	15	150	15	25	5
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
Heavy Vehicles, %	1	1	1	2	2	2	5	5	5	1	1	1
Mvmt Flow	11	272	54	98	299	5	43	16	163	16	27	5
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

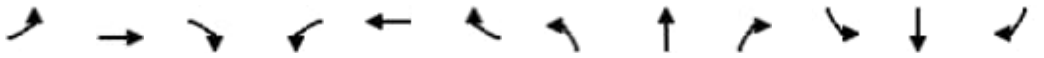
Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay, s/veh	13.2	15.6	11.6	10
HCM LOS	B	C	B	A

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	20%	3%	24%	33%
Vol Thru, %	7%	81%	74%	56%
Vol Right, %	73%	16%	1%	11%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	205	310	370	45
LT Vol	40	10	90	15
Through Vol	15	250	275	25
RT Vol	150	50	5	5
Lane Flow Rate	223	337	402	49
Geometry Grp	1	1	1	1
Degree of Util (X)	0.345	0.489	0.589	0.086
Departure Headway (Hd)	5.574	5.223	5.27	6.303
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	644	687	684	565
Service Time	3.629	3.268	3.313	4.376
HCM Lane V/C Ratio	0.346	0.491	0.588	0.087
HCM Control Delay, s/veh	11.6	13.2	15.6	10
HCM Lane LOS	B	B	C	A
HCM 95th-tile Q	1.5	2.7	3.9	0.3



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	30	125	30	115	225	65	20	90	105	150	110	35
Future Volume (vph)	30	125	30	115	225	65	20	90	105	150	110	35
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	0		0	0		0	0		0	0		255
Storage Lanes	0		0	0		0	0		0	0		1
Taper Length (ft)	100			100			100			100		
Link Speed (mph)		30			30			35			35	
Link Distance (ft)		1254			421			1037			605	
Travel Time (s)		28.5			9.6			20.2			11.8	
Confl. Peds. (#/hr)				205								
Confl. Bikes (#/hr)												
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	5%	5%	5%	3%	3%	3%	3%	3%	3%	1%	1%	1%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	198	0	0	436	0	0	232	0	0	279	38
Sign Control		Stop			Stop			Stop			Stop	

Intersection Summary	
Area Type:	Other
Control Type: Unsignalized	



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Sign Control		Stop			Stop			Stop			Stop	
Traffic Volume (vph)	30	125	30	115	225	65	20	90	105	150	110	35
Future Volume (vph)	30	125	30	115	225	65	20	90	105	150	110	35
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Hourly flow rate (vph)	32	134	32	124	242	70	22	97	113	161	118	38

Direction, Lane #	EB 1	EB 2	WB 1	WB 2	NB 1	SB 1	SB 2
Volume Total (vph)	99	99	245	191	232	279	38
Volume Left (vph)	32	0	124	0	22	161	0
Volume Right (vph)	0	32	0	70	113	0	38
Hadj (s)	0.25	-0.14	0.30	-0.21	-0.22	0.31	-0.68
Departure Headway (s)	7.4	7.1	7.1	6.5	6.7	7.2	6.2
Degree Utilization, x	0.20	0.19	0.48	0.35	0.43	0.56	0.07
Capacity (veh/h)	444	468	487	524	498	480	547
Control Delay (s/veh)	11.2	10.5	15.2	11.8	14.8	17.6	8.4
Approach Delay (s/veh)	10.8		13.7		14.8	16.5	
Approach LOS	B		B		B	C	

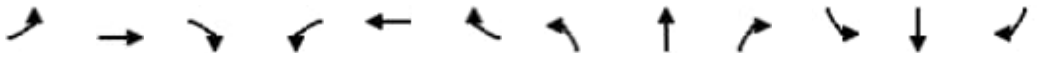
Intersection Summary				
Delay	14.2			
Level of Service	B			
Intersection Capacity Utilization	56.6%	ICU Level of Service		B
Analysis Period (min)	15			

Intersection	
Intersection Delay, s/veh	15.4
Intersection LOS	C

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	30	125	30	115	225	65	20	90	105	150	110	35
Future Vol, veh/h	30	125	30	115	225	65	20	90	105	150	110	35
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Heavy Vehicles, %	5	5	5	3	3	3	3	3	3	1	1	1
Mvmt Flow	32	134	32	124	242	70	22	97	113	161	118	38
Number of Lanes	0	2	0	0	2	0	0	1	0	0	1	1

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	2	2	2	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	2	1	2	2
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	2	2	2
HCM Control Delay, s/veh	12	15	15.6	18
HCM LOS	B	B	C	C

Lane	NBLn1	EBLn1	EBLn2	WBLn1	WBLn2	SBLn1	SBLn2
Vol Left, %	9%	32%	0%	51%	0%	58%	0%
Vol Thru, %	42%	68%	68%	49%	63%	42%	0%
Vol Right, %	49%	0%	32%	0%	37%	0%	100%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	215	93	93	228	178	260	35
LT Vol	20	30	0	115	0	150	0
Through Vol	90	63	63	113	113	110	0
RT Vol	105	0	30	0	65	0	35
Lane Flow Rate	231	99	99	245	191	280	38
Geometry Grp	4b	5	5	5	5	5	5
Degree of Util (X)	0.448	0.209	0.198	0.487	0.352	0.567	0.066
Departure Headway (Hd)	6.982	7.564	7.164	7.168	6.647	7.296	6.287
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Cap	516	474	501	504	542	495	569
Service Time	5.028	5.311	4.91	4.907	4.386	5.037	4.028
HCM Lane V/C Ratio	0.448	0.209	0.198	0.486	0.352	0.566	0.067
HCM Control Delay, s/veh	15.6	12.3	11.7	16.6	13	19.2	9.5
HCM Lane LOS	C	B	B	C	B	C	A
HCM 95th-tile Q	2.3	0.8	0.7	2.6	1.6	3.5	0.2

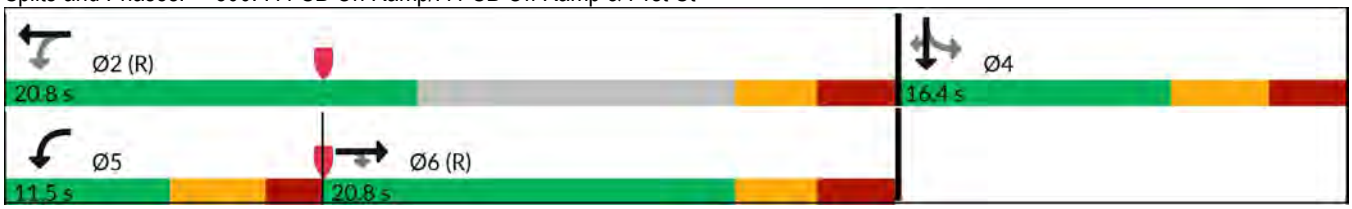


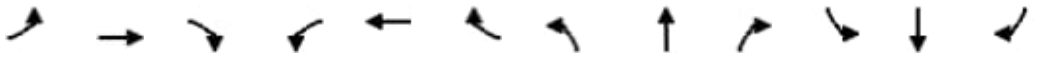
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	250	130	25	180	0	0	0	0	170	380	59
Future Volume (vph)	0	250	130	25	180	0	0	0	0	170	380	59
Ideal Flow (vphpl)	1770	1770	1750	1770	1770	1770	1900	1900	1900	1905	1905	1750
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	0		120	0		0	0		0	255		255
Storage Lanes	0		1	1		0	0		0	1		1
Taper Length (ft)	100			100			100			100		
Right Turn on Red			Yes			Yes			Yes			Yes
Link Speed (mph)		30			30			35			45	
Link Distance (ft)		421			258			763			621	
Travel Time (s)		9.6			5.9			14.9			9.4	
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Growth Factor	100%	100%	75%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Shared Lane Traffic (%)										10%		
Lane Group Flow (vph)	0	266	104	27	191	0	0	0	0	163	422	63
Turn Type		NA	Perm	pm+pt	NA					Perm	NA	Perm
Protected Phases		6		5	2						4	
Permitted Phases			6	2						4		4
Detector Phase		6	6	5	2					4	4	4
Switch Phase												
Minimum Initial (s)		15.0	15.0	6.0	15.0					10.0	10.0	10.0
Minimum Split (s)		20.8	20.8	11.5	20.8					16.4	16.4	16.4
Total Split (s)		20.8	20.8	11.5	20.8					16.4	16.4	16.4
Total Split (%)		42.7%	42.7%	23.6%	42.7%					33.7%	33.7%	33.7%
Maximum Green (s)		15.0	15.0	6.0	15.0					10.0	10.0	10.0
Yellow Time (s)		3.0	3.0	3.5	3.0					3.6	3.6	3.6
All-Red Time (s)		2.8	2.8	2.0	2.8					2.8	2.8	2.8
Lost Time Adjust (s)		0.0	0.0	0.0	0.0					0.0	0.0	0.0
Total Lost Time (s)		5.8	5.8	5.5	5.8					6.4	6.4	6.4
Lead/Lag		Lag	Lag	Lead								
Lead-Lag Optimize?		Yes	Yes	Yes								
Vehicle Extension (s)		4.9	4.9	1.5	4.9					1.5	1.5	1.5
Minimum Gap (s)		2.0	2.0	1.5	2.0					1.5	1.5	1.5
Time Before Reduce (s)		18.0	18.0	20.0	18.0					30.0	30.0	30.0
Time To Reduce (s)		22.0	22.0	0.0	22.0					0.0	0.0	0.0
Recall Mode		C-Max	C-Max	None	C-Max					None	None	None
Walk Time (s)												
Flash Don't Walk (s)												
Pedestrian Calls (#/hr)												
v/c Ratio		0.16	0.13	0.05	0.11					0.49	0.61	0.14
Control Delay (s/veh)		8.4	0.7	5.3	5.6					23.0	21.8	0.7

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Queue Delay		0.0	0.0	0.0	0.0					0.0	0.0	0.0
Total Delay (s/veh)		8.4	0.7	5.3	5.6					23.0	21.8	0.7
Queue Length 50th (ft)		17	0	3	12					45	60	0
Queue Length 95th (ft)		52	5	11	23					95	98	0
Internal Link Dist (ft)		341			178			683			541	
Turn Bay Length (ft)			120							255		255
Base Capacity (vph)		1638	824	543	1794					331	696	447
Starvation Cap Reductn		0	0	0	0					0	0	0
Spillback Cap Reductn		0	0	0	0					0	0	0
Storage Cap Reductn		0	0	0	0					0	0	0
Reduced v/c Ratio		0.16	0.13	0.05	0.11					0.49	0.61	0.14

Intersection Summary	
Area Type:	Other
Cycle Length: 48.7	
Actuated Cycle Length: 48.7	
Offset: 11.5 (24%), Referenced to phase 2:WBTL and 6:EBT, Start of Green	
Natural Cycle: 50	
Control Type: Actuated-Coordinated	

Splits and Phases: 800: I41 SB On Ramp/I41 SB Off Ramp & 71st St





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	250	130	25	180	0	0	0	0	170	380	59
Future Volume (veh/h)	0	250	130	25	180	0	0	0	0	170	380	59
Initial Q (Qb), veh	0	0	0	0	0	0				0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	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
Work Zone On Approach		No			No						No	
Adj Sat Flow, veh/h/ln	0	1742	1723	1742	1742	0				1875	1875	1723
Adj Flow Rate, veh/h	0	266	104	27	191	0				181	404	63
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94				0.94	0.94	0.94
Percent Heavy Veh, %	0	2	2	2	2	0				2	2	2
Cap, veh/h	0	1315	580	534	1811	0				364	765	298
Arrive On Green	0.00	0.40	0.40	0.04	0.55	0.00				0.20	0.20	0.20
Sat Flow, veh/h	0	3398	1460	1659	3398	0				1786	3751	1460
Grp Volume(v), veh/h	0	266	104	27	191	0				181	404	63
Grp Sat Flow(s),veh/h/ln	0	1655	1460	1659	1655	0				1786	1875	1460
Q Serve(g_s), s	0.0	2.6	2.3	0.4	1.4	0.0				4.4	4.7	1.8
Cycle Q Clear(g_c), s	0.0	2.6	2.3	0.4	1.4	0.0				4.4	4.7	1.8
Prop In Lane	0.00		1.00	1.00		0.00				1.00		1.00
Lane Grp Cap(c), veh/h	0	1315	580	534	1811	0				364	765	298
V/C Ratio(X)	0.00	0.20	0.18	0.05	0.11	0.00				0.50	0.53	0.21
Avail Cap(c_a), veh/h	0	1315	580	675	1811	0				364	765	298
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Upstream Filter(I)	0.00	1.00	1.00	0.99	0.99	0.00				1.00	1.00	1.00
Uniform Delay (d), s/veh	0.0	9.7	9.6	7.1	5.3	0.0				17.3	17.4	16.2
Incr Delay (d2), s/veh	0.0	0.3	0.7	0.0	0.1	0.0				0.4	0.3	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
%ile BackOfQ(95%),veh/ln	0.0	1.5	1.3	0.2	0.6	0.0				2.7	3.0	2.8
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	0.0	10.0	10.3	7.1	5.5	0.0				17.7	17.7	16.4
LnGrp LOS		B	B	A	A					B	B	B
Approach Vol, veh/h		370			218						648	
Approach Delay, s/veh		10.1			5.7						17.6	
Approach LOS		B			A						B	

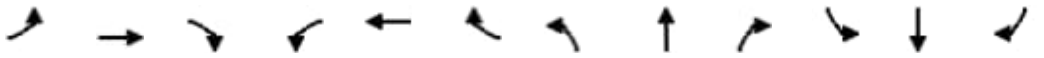
Timer - Assigned Phs	2		4	5	6
Phs Duration (G+Y+Rc), s	32.6		16.4	7.3	25.3
Change Period (Y+Rc), s	5.8		* 6.4	5.5	5.8
Max Green Setting (Gmax), s	15.0		* 10	6.0	15.0
Max Q Clear Time (g_c+I1), s	3.4		6.7	2.4	4.6
Green Ext Time (p_c), s	1.3		0.6	0.0	2.5

Intersection Summary	
HCM 7th Control Delay, s/veh	13.2
HCM 7th LOS	B

Notes

User approved volume balancing among the lanes for turning movement.

* HCM 7th computational engine requires equal clearance times for the phases crossing the barrier.

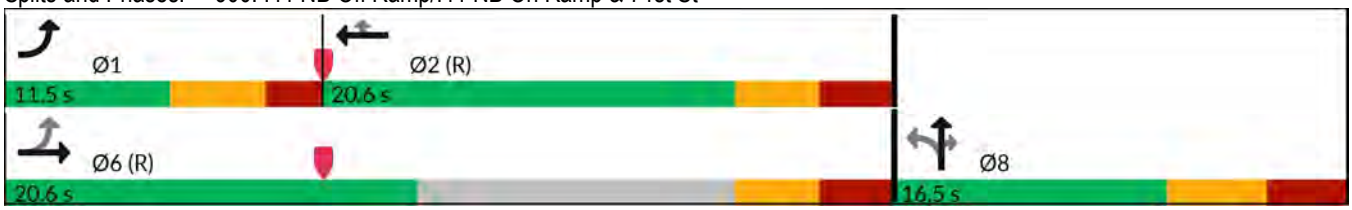


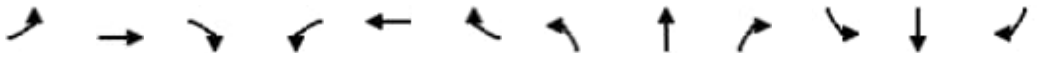
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	150	270	0	0	135	160	70	395	12	0	0	0
Future Volume (vph)	150	270	0	0	135	160	70	395	12	0	0	0
Ideal Flow (vphpl)	1770	1770	1770	1770	1770	1750	1825	1750	1750	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	0		0	0		105	250		250	0		0
Storage Lanes	1		0	0		1	1		1	0		0
Taper Length (ft)	100			100			100			100		
Right Turn on Red			Yes			Yes			Yes			Yes
Link Speed (mph)		30			30			35			45	
Link Distance (ft)		258			595			685			495	
Travel Time (s)		5.9			13.5			13.3			7.5	
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88
Growth Factor	100%	100%	100%	100%	100%	75%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	1%	1%	1%	4%	4%	4%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Shared Lane Traffic (%)							10%					
Lane Group Flow (vph)	170	307	0	0	153	136	72	457	14	0	0	0
Turn Type	pm+pt	NA			NA	Perm	Perm	NA	Perm			
Protected Phases	1	6			2			8				
Permitted Phases	6					2	8		8			
Detector Phase	1	6			2	2	8	8	8			
Switch Phase												
Minimum Initial (s)	6.0	15.0			15.0	15.0	10.0	10.0	10.0			
Minimum Split (s)	11.5	20.6			20.6	20.6	16.5	16.5	16.5			
Total Split (s)	11.5	20.6			20.6	20.6	16.5	16.5	16.5			
Total Split (%)	23.7%	42.4%			42.4%	42.4%	34.0%	34.0%	34.0%			
Maximum Green (s)	6.0	15.0			15.0	15.0	10.0	10.0	10.0			
Yellow Time (s)	3.5	3.0			3.0	3.0	3.6	3.6	3.6			
All-Red Time (s)	2.0	2.6			2.6	2.6	2.9	2.9	2.9			
Lost Time Adjust (s)	0.0	0.0			0.0	0.0	0.0	0.0	0.0			
Total Lost Time (s)	5.5	5.6			5.6	5.6	6.5	6.5	6.5			
Lead/Lag	Lead				Lag	Lag						
Lead-Lag Optimize?	Yes				Yes	Yes						
Vehicle Extension (s)	1.5	4.9			1.9	1.9	1.5	1.5	1.5			
Minimum Gap (s)	1.5	2.0			2.0	2.0	1.5	1.5	1.5			
Time Before Reduce (s)	20.0	18.0			18.0	18.0	30.0	30.0	30.0			
Time To Reduce (s)	0.0	22.0			22.0	22.0	0.0	0.0	0.0			
Recall Mode	None	C-Max			C-Max	C-Max	None	None	None			
Walk Time (s)												
Flash Don't Walk (s)												
Pedestrian Calls (#/hr)												
v/c Ratio	0.30	0.17			0.13	0.21	0.23	0.73	0.03			
Control Delay (s/veh)	7.2	5.9			12.5	1.9	18.4	26.6	0.2			

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Queue Delay	0.0	0.0			0.0	0.0	0.0	0.0	0.0			
Total Delay (s/veh)	7.2	5.9			12.5	1.9	18.4	26.6	0.2			
Queue Length 50th (ft)	21	20			16	0	18	67	0			
Queue Length 95th (ft)	43	33			32	13	47	#120	0			
Internal Link Dist (ft)		178			515			605			415	
Turn Bay Length (ft)						105	250		250			
Base Capacity (vph)	563	1797			1185	654	312	629	438			
Starvation Cap Reductn	0	0			0	0	0	0	0			
Spillback Cap Reductn	0	0			0	0	0	0	0			
Storage Cap Reductn	0	0			0	0	0	0	0			
Reduced v/c Ratio	0.30	0.17			0.13	0.21	0.23	0.73	0.03			

Intersection Summary	
Area Type:	Other
Cycle Length: 48.6	
Actuated Cycle Length: 48.6	
Offset: 11.5 (24%), Referenced to phase 2:WBT and 6:EBTL, Start of Green	
Natural Cycle: 50	
Control Type: Actuated-Coordinated	
# 95th percentile volume exceeds capacity, queue may be longer.	
Queue shown is maximum after two cycles.	

Splits and Phases: 900: I41 NB Off Ramp/I41 NB On Ramp & 71st St





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	150	270	0	0	135	160	70	395	12	0	0	0
Future Volume (veh/h)	150	270	0	0	135	160	70	395	12	0	0	0
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0			
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Ped-Bike Adj(A_pbT)	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			
Work Zone On Approach		No			No			No				
Adj Sat Flow, veh/h/ln	1742	1742	0	0	1756	1736	1768	1695	1695			
Adj Flow Rate, veh/h	170	307	0	0	153	136	80	449	14			
Peak Hour Factor	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88			
Percent Heavy Veh, %	2	2	0	0	1	1	4	4	4			
Cap, veh/h	629	1818	0	0	1090	480	343	692	293			
Arrive On Green	0.22	1.00	0.00	0.00	0.33	0.33	0.20	0.20	0.20			
Sat Flow, veh/h	1659	3398	0	0	3425	1471	1684	3391	1437			
Grp Volume(v), veh/h	170	307	0	0	153	136	80	449	14			
Grp Sat Flow(s),veh/h/ln	1659	1655	0	0	1668	1471	1684	1695	1437			
Q Serve(g_s), s	2.9	0.0	0.0	0.0	1.6	3.4	1.9	6.0	0.4			
Cycle Q Clear(g_c), s	2.9	0.0	0.0	0.0	1.6	3.4	1.9	6.0	0.4			
Prop In Lane	1.00		0.00	0.00		1.00	1.00		1.00			
Lane Grp Cap(c), veh/h	629	1818	0	0	1090	480	343	692	293			
V/C Ratio(X)	0.27	0.17	0.00	0.00	0.14	0.28	0.23	0.65	0.05			
Avail Cap(c_a), veh/h	649	1818	0	0	1090	480	344	692	293			
HCM Platoon Ratio	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Upstream Filter(I)	0.97	0.97	0.00	0.00	1.00	1.00	1.00	1.00	1.00			
Uniform Delay (d), s/veh	6.7	0.0	0.0	0.0	11.6	12.2	16.3	17.9	15.7			
Incr Delay (d2), s/veh	0.1	0.2	0.0	0.0	0.3	1.5	0.1	1.7	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			
%ile BackOfQ(95%),veh/ln	1.3	0.1	0.0	0.0	1.0	2.1	1.2	3.9	0.2			
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	6.7	0.2	0.0	0.0	11.9	13.7	16.4	19.6	15.7			
LnGrp LOS	A	A			B	B	B	B	B			
Approach Vol, veh/h		477			289			543				
Approach Delay, s/veh		2.5			12.8			19.0				
Approach LOS		A			B			B				
Timer - Assigned Phs	1	2				6		8				
Phs Duration (G+Y+Rc), s	10.9	21.6				32.5		16.5				
Change Period (Y+Rc), s	5.5	5.6				5.6		6.5				
Max Green Setting (Gmax), s	6.0	15.0				15.0		10.0				
Max Q Clear Time (g_c+I1), s	4.9	5.4				2.0		8.0				
Green Ext Time (p_c), s	0.0	0.6				2.6		0.4				

Intersection Summary	
HCM 7th Control Delay, s/veh	11.6
HCM 7th LOS	B

Notes

User approved volume balancing among the lanes for turning movement.



Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	55	15	215	70	65	80
Future Volume (vph)	55	15	215	70	65	80
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12
Grade (%)	0%			0%	0%	
Storage Length (ft)		0	0		0	0
Storage Lanes		0	0		1	1
Taper Length (ft)			100		100	
Link Speed (mph)	30			30	30	
Link Distance (ft)	787			1254	1020	
Travel Time (s)	17.9			28.5	23.2	
Confl. Peds. (#/hr)						
Confl. Bikes (#/hr)						
Peak Hour Factor	0.83	0.83	0.83	0.83	0.83	0.83
Growth Factor	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	1%	1%	1%	1%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0
Parking (#/hr)						
Mid-Block Traffic (%)	0%			0%	0%	
Shared Lane Traffic (%)						
Lane Group Flow (vph)	84	0	0	343	78	96
Sign Control	Stop			Stop	Stop	

Intersection Summary	
Area Type:	Other
Control Type: Unsignalized	



Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Sign Control	Stop			Stop	Stop	
Traffic Volume (vph)	55	15	215	70	65	80
Future Volume (vph)	55	15	215	70	65	80
Peak Hour Factor	0.83	0.83	0.83	0.83	0.83	0.83
Hourly flow rate (vph)	66	18	259	84	78	96

Direction, Lane #	EB 1	EB 2	WB 1	WB 2	NB 1	NB 2
Volume Total (vph)	44	40	287	56	78	96
Volume Left (vph)	0	0	259	0	78	0
Volume Right (vph)	0	18	0	0	0	96
Hadj (s)	0.02	-0.30	0.47	0.02	0.53	-0.67
Departure Headway (s)	5.4	5.0	5.5	5.1	6.1	4.9
Degree Utilization, x	0.07	0.06	0.44	0.08	0.13	0.13
Capacity (veh/h)	644	678	632	682	556	683
Control Delay (s/veh)	7.5	7.1	11.7	7.3	8.8	7.5
Approach Delay (s/veh)	7.4		10.9		8.1	
Approach LOS	A		B		A	

Intersection Summary			
Delay	9.6		
Level of Service	A		
Intersection Capacity Utilization	28.8%	ICU Level of Service	A
Analysis Period (min)	15		

Intersection	
Intersection Delay, s/veh	10.6
Intersection LOS	B

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	55	15	215	70	65	80
Future Vol, veh/h	55	15	215	70	65	80
Peak Hour Factor	0.83	0.83	0.83	0.83	0.83	0.83
Heavy Vehicles, %	1	1	1	1	2	2
Mvmt Flow	66	18	259	84	78	96
Number of Lanes	2	0	0	2	1	1

Approach	EB	WB	NB
Opposing Approach	WB	EB	
Opposing Lanes	2	2	0
Conflicting Approach Left		NB	EB
Conflicting Lanes Left	0	2	2
Conflicting Approach Right	NB		WB
Conflicting Lanes Right	2	0	2
HCM Control Delay, s/veh	8.3	11.9	9
HCM LOS	A	B	A

Lane	NBLn1	NBLn2	EBLn1	EBLn2	WBLn1	WBLn2
Vol Left, %	100%	0%	0%	0%	90%	0%
Vol Thru, %	0%	0%	100%	55%	10%	100%
Vol Right, %	0%	100%	0%	45%	0%	0%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	65	80	37	33	238	47
LT Vol	65	0	0	0	215	0
Through Vol	0	0	37	18	23	47
RT Vol	0	80	0	15	0	0
Lane Flow Rate	78	96	44	40	287	56
Geometry Grp	5	5	5	5	5	5
Degree of Util (X)	0.133	0.132	0.066	0.056	0.44	0.079
Departure Headway (Hd)	6.134	4.928	5.339	5.022	5.517	5.064
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes
Cap	583	726	668	710	652	706
Service Time	3.879	2.672	3.093	2.775	3.259	2.805
HCM Lane V/C Ratio	0.134	0.132	0.066	0.056	0.44	0.079
HCM Control Delay, s/veh	9.8	8.4	8.5	8.1	12.6	8.2
HCM Lane LOS	A	A	A	A	B	A
HCM 95th-tile Q	0.5	0.5	0.2	0.2	2.2	0.3



Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	180	135	70	65	345	75
Future Volume (vph)	180	135	70	65	345	75
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12
Grade (%)	0%		0%			0%
Storage Length (ft)	0	0		0	300	
Storage Lanes	1	1		0	1	
Taper Length (ft)	100				100	
Link Speed (mph)	45		35			35
Link Distance (ft)	795		765			579
Travel Time (s)	12.0		14.9			11.3
Confl. Peds. (#/hr)						
Confl. Bikes (#/hr)						
Peak Hour Factor	0.85	0.85	0.85	0.85	0.85	0.85
Growth Factor	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	8%	8%	9%	9%	9%	9%
Bus Blockages (#/hr)	0	0	0	0	0	0
Parking (#/hr)						
Mid-Block Traffic (%)	0%		0%			0%
Shared Lane Traffic (%)						
Lane Group Flow (vph)	212	159	158	0	406	88
Sign Control	Stop		Stop			Stop

Intersection Summary	
Area Type:	Other
Control Type: Unsignalized	



Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Sign Control	Stop		Stop			Stop
Traffic Volume (vph)	180	135	70	65	345	75
Future Volume (vph)	180	135	70	65	345	75
Peak Hour Factor	0.85	0.85	0.85	0.85	0.85	0.85
Hourly flow rate (vph)	212	159	82	76	406	88

Direction, Lane #	WB 1	WB 2	NB 1	SB 1	SB 2
Volume Total (vph)	212	159	158	406	88
Volume Left (vph)	212	0	0	406	0
Volume Right (vph)	0	159	76	0	0
Hadj (s)	0.64	-0.56	-0.14	0.65	0.15
Departure Headway (s)	7.0	5.8	6.1	6.6	6.1
Degree Utilization, x	0.41	0.26	0.27	0.74	0.15
Capacity (veh/h)	489	584	565	538	574
Control Delay (s/veh)	13.7	9.6	11.3	24.7	8.9
Approach Delay (s/veh)	12.0		11.3	21.9	
Approach LOS	B		B	C	

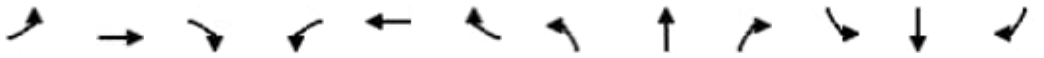
Intersection Summary			
Delay	16.7		
Level of Service	C		
Intersection Capacity Utilization	46.7%	ICU Level of Service	A
Analysis Period (min)	15		

Intersection	
Intersection Delay, s/veh	17.5
Intersection LOS	C

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	180	135	70	65	345	75
Future Vol, veh/h	180	135	70	65	345	75
Peak Hour Factor	0.85	0.85	0.85	0.85	0.85	0.85
Heavy Vehicles, %	8	8	9	9	9	9
Mvmt Flow	212	159	82	76	406	88
Number of Lanes	1	1	1	0	1	1

Approach	WB	NB	SB
Opposing Approach		SB	NB
Opposing Lanes	0	2	1
Conflicting Approach Left	NB		WB
Conflicting Lanes Left	1	0	2
Conflicting Approach Right	SB	WB	
Conflicting Lanes Right	2	2	0
HCM Control Delay, s/veh	13	11.3	22.9
HCM LOS	B	B	C

Lane	NBLn1	WBLn1	WBLn2	SBLn1	SBLn2
Vol Left, %	0%	100%	0%	100%	0%
Vol Thru, %	52%	0%	0%	0%	100%
Vol Right, %	48%	0%	100%	0%	0%
Sign Control	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	135	180	135	345	75
LT Vol	0	180	0	345	0
Through Vol	70	0	0	0	75
RT Vol	65	0	135	0	0
Lane Flow Rate	159	212	159	406	88
Geometry Grp	3b	5	5	5	5
Degree of Util (X)	0.268	0.416	0.258	0.74	0.148
Departure Headway (Hd)	6.079	7.065	5.849	6.561	6.055
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes
Cap	591	510	613	552	592
Service Time	4.123	4.808	3.592	4.297	3.791
HCM Lane V/C Ratio	0.269	0.416	0.259	0.736	0.149
HCM Control Delay, s/veh	11.3	14.8	10.6	25.8	9.8
HCM Lane LOS	B	B	B	D	A
HCM 95th-tile Q	1.1	2	1	6.3	0.5

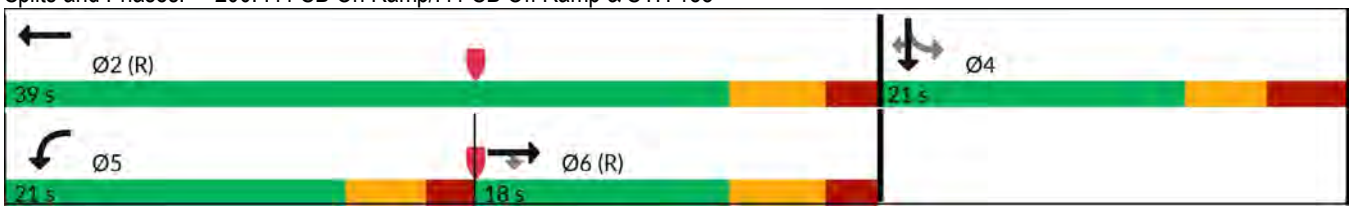


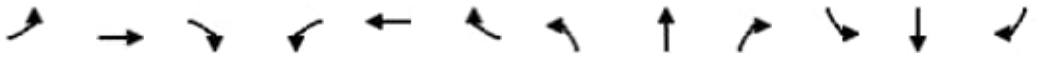
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	125	285	560	225	0	0	0	0	425	5	23
Future Volume (vph)	0	125	285	560	225	0	0	0	0	425	5	23
Ideal Flow (vphpl)	1900	1905	1750	1905	1905	1900	1900	1900	1900	1885	1885	1750
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	315		265	0		0	0		0	410		410
Storage Lanes	1		1	2		0	0		0	1		1
Taper Length (ft)	100			100			100			100		
Right Turn on Red			Yes			Yes			Yes			Yes
Link Speed (mph)		45			45			45			45	
Link Distance (ft)		795			359			754			1011	
Travel Time (s)		12.0			5.4			11.4			15.3	
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87
Growth Factor	100%	100%	75%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	7%	7%	7%	8%	8%	8%	1%	1%	1%	5%	5%	5%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Shared Lane Traffic (%)										49%		
Lane Group Flow (vph)	0	144	246	644	259	0	0	0	0	249	246	26
Turn Type		NA	Perm	Prot	NA					Perm	NA	Perm
Protected Phases		6		5	2						4	
Permitted Phases			6							4		4
Detector Phase		6	6	5	2					4	4	4
Switch Phase												
Minimum Initial (s)		10.0	10.0	8.0	10.0					10.0	10.0	10.0
Minimum Split (s)		16.6	16.6	13.7	16.6					17.2	17.2	17.2
Total Split (s)		18.0	18.0	21.0	39.0					21.0	21.0	21.0
Total Split (%)		30.0%	30.0%	35.0%	65.0%					35.0%	35.0%	35.0%
Maximum Green (s)		11.4	11.4	15.3	32.4					13.8	13.8	13.8
Yellow Time (s)		4.3	4.3	3.5	4.3					3.6	3.6	3.6
All-Red Time (s)		2.3	2.3	2.2	2.3					3.6	3.6	3.6
Lost Time Adjust (s)		0.0	0.0	0.0	0.0					0.0	0.0	0.0
Total Lost Time (s)		6.6	6.6	5.7	6.6					7.2	7.2	7.2
Lead/Lag		Lag	Lag	Lead								
Lead-Lag Optimize?		Yes	Yes	Yes								
Vehicle Extension (s)		3.0	3.0	3.0	3.9					1.5	1.5	1.5
Minimum Gap (s)		2.0	2.0	1.5	2.0					1.5	1.5	1.5
Time Before Reduce (s)		20.0	20.0	25.0	26.0					30.0	30.0	30.0
Time To Reduce (s)		20.0	20.0	0.0	14.0					0.0	0.0	0.0
Recall Mode		C-Max	C-Max	None	C-Max					None	None	None
Walk Time (s)												
Flash Don't Walk (s)												
Pedestrian Calls (#/hr)												
v/c Ratio		0.13	0.49	0.80	0.14					0.75	0.73	0.06
Control Delay (s/veh)		20.3	7.4	18.8	2.9					37.4	36.6	0.3

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Queue Delay		0.0	0.0	0.0	0.0					0.0	0.0	0.0
Total Delay (s/veh)		20.3	7.4	18.8	2.9					37.4	36.6	0.3
Queue Length 50th (ft)		16	0	103	13					87	86	0
Queue Length 95th (ft)		29	47	137	1					#168	#165	0
Internal Link Dist (ft)		715			279			674			931	
Turn Bay Length (ft)			265							410		410
Base Capacity (vph)		1072	498	834	1888					372	373	456
Starvation Cap Reductn		0	0	0	0					0	0	0
Spillback Cap Reductn		0	0	0	0					0	0	0
Storage Cap Reductn		0	0	0	0					0	0	0
Reduced v/c Ratio		0.13	0.49	0.77	0.14					0.67	0.66	0.06

Intersection Summary	
Area Type:	Other
Cycle Length: 60	
Actuated Cycle Length: 60	
Offset: 32 (53%), Referenced to phase 2:WBT and 6:EBT, Start of Green	
Natural Cycle: 60	
Control Type: Actuated-Coordinated	
# 95th percentile volume exceeds capacity, queue may be longer.	
Queue shown is maximum after two cycles.	

Splits and Phases: 200: I41 SB On Ramp/I41 SB Off Ramp & STH 158





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	125	285	560	225	0	0	0	0	425	5	23
Future Volume (veh/h)	0	125	285	560	225	0	0	0	0	425	5	23
Initial Q (Qb), veh	0	0	0	0	0	0				0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	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
Work Zone On Approach		No			No						No	
Adj Sat Flow, veh/h/ln	0	1801	1654	1786	1786	0				1811	1811	1682
Adj Flow Rate, veh/h	0	144	246	644	259	0				493	0	26
Peak Hour Factor	0.87	0.87	0.87	0.87	0.87	0.87				0.87	0.87	0.87
Percent Heavy Veh, %	0	7	7	8	8	0				5	5	5
Cap, veh/h	0	1303	372	773	2017	0				606	0	250
Arrive On Green	0.00	0.27	0.27	0.08	0.20	0.00				0.18	0.00	0.18
Sat Flow, veh/h	0	5079	1402	3300	3483	0				3450	0	1425
Grp Volume(v), veh/h	0	144	246	644	259	0				493	0	26
Grp Sat Flow(s),veh/h/ln	0	1639	1402	1650	1697	0				1725	0	1425
Q Serve(g_s), s	0.0	1.3	9.4	11.5	3.8	0.0				8.2	0.0	0.9
Cycle Q Clear(g_c), s	0.0	1.3	9.4	11.5	3.8	0.0				8.2	0.0	0.9
Prop In Lane	0.00		1.00	1.00		0.00				1.00		1.00
Lane Grp Cap(c), veh/h	0	1303	372	773	2017	0				606	0	250
V/C Ratio(X)	0.00	0.11	0.66	0.83	0.13	0.00				0.81	0.00	0.10
Avail Cap(c_a), veh/h	0	1303	372	842	2017	0				794	0	328
HCM Platoon Ratio	1.00	1.00	1.00	0.33	0.33	1.00				1.00	1.00	1.00
Upstream Filter(I)	0.00	1.00	1.00	0.98	0.98	0.00				1.00	0.00	1.00
Uniform Delay (d), s/veh	0.0	16.7	19.6	26.5	11.3	0.0				23.8	0.0	20.8
Incr Delay (d2), s/veh	0.0	0.2	9.0	6.6	0.1	0.0				3.8	0.0	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
%ile BackOfQ(95%),veh/ln	0.0	0.8	6.3	9.2	1.8	0.0				5.8	0.0	1.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	0.0	16.9	28.6	33.1	11.4	0.0				27.5	0.0	20.8
LnGrp LOS		B	C	C	B					C		C
Approach Vol, veh/h		390			903						519	
Approach Delay, s/veh		24.3			26.9						27.2	
Approach LOS		C			C						C	

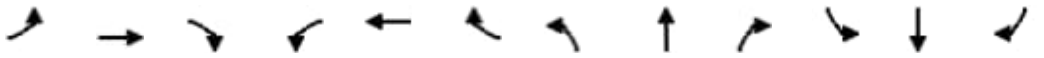
Timer - Assigned Phs		2		4	5	6						
Phs Duration (G+Y+Rc), s		42.3		17.7	19.8	22.5						
Change Period (Y+Rc), s		* 6.6		7.2	5.7	* 6.6						
Max Green Setting (Gmax), s		* 32		13.8	15.3	* 11						
Max Q Clear Time (g_c+I1), s		5.8		10.2	13.5	11.4						
Green Ext Time (p_c), s		2.1		0.3	0.5	0.0						

Intersection Summary		
HCM 7th Control Delay, s/veh	26.4	
HCM 7th LOS	C	

Notes

User approved volume balancing among the lanes for turning movement.

* HCM 7th computational engine requires equal clearance times for the phases crossing the barrier.

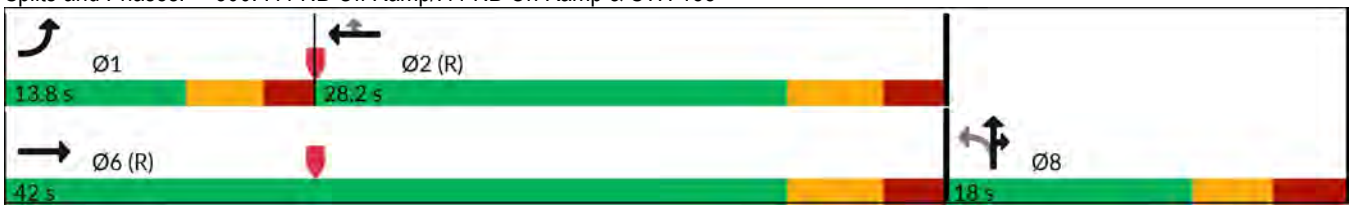


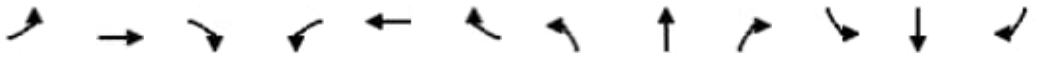
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	40	510	0	0	675	490	110	5	200	0	0	0
Future Volume (vph)	40	510	0	0	675	490	110	5	200	0	0	0
Ideal Flow (vphpl)	1905	1905	1900	1900	1915	1750	1885	1885	1750	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	225		0	135		0	400		400	0		0
Storage Lanes	1		0	1		1	1		1	0		0
Taper Length (ft)	100			100			100			100		
Right Turn on Red			Yes			Yes			Yes			Yes
Link Speed (mph)		45			45			45			45	
Link Distance (ft)		359			360			1103			1212	
Travel Time (s)		5.4			5.5			16.7			18.4	
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Growth Factor	100%	100%	100%	100%	100%	75%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	4%	4%	4%	5%	5%	5%	14%	14%	14%	1%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Shared Lane Traffic (%)												
Lane Group Flow (vph)	44	560	0	0	742	404	0	126	220	0	0	0
Turn Type	Prot	NA			NA	Perm	Perm	NA	Prot			
Protected Phases	1	6			2			8	8			
Permitted Phases						2	8					
Detector Phase	1	6			2	2	8	8	8			
Switch Phase												
Minimum Initial (s)	8.0	15.0			15.0	15.0	10.0	10.0	10.0			
Minimum Split (s)	13.7	22.0			22.0	22.0	16.9	16.9	16.9			
Total Split (s)	13.8	42.0			28.2	28.2	18.0	18.0	18.0			
Total Split (%)	23.0%	70.0%			47.0%	47.0%	30.0%	30.0%	30.0%			
Maximum Green (s)	8.1	35.0			21.2	21.2	11.1	11.1	11.1			
Yellow Time (s)	3.5	4.3			4.3	4.3	3.6	3.6	3.6			
All-Red Time (s)	2.2	2.7			2.7	2.7	3.3	3.3	3.3			
Lost Time Adjust (s)	0.0	0.0			0.0	0.0		0.0	0.0			
Total Lost Time (s)	5.7	7.0			7.0	7.0		6.9	6.9			
Lead/Lag	Lead				Lag	Lag						
Lead-Lag Optimize?	Yes				Yes	Yes						
Vehicle Extension (s)	1.5	4.3			0.2	0.2	1.5	1.5	1.5			
Minimum Gap (s)	1.5	2.0			2.0	2.0	1.5	1.5	1.5			
Time Before Reduce (s)	25.0	26.0			28.0	28.0	30.0	30.0	30.0			
Time To Reduce (s)	0.0	14.0			12.0	12.0	0.0	0.0	0.0			
Recall Mode	None	C-Max			C-Max	C-Max	None	None	None			
Walk Time (s)												
Flash Don't Walk (s)												
Pedestrian Calls (#/hr)												
v/c Ratio	0.10	0.27			0.23	0.44		0.47	0.38			
Control Delay (s/veh)	7.7	1.7			1.9	4.6		28.6	5.9			

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Queue Delay	0.0	0.0			0.0	0.3		0.0	0.0			
Total Delay (s/veh)	7.7	1.7			1.9	5.0		28.6	5.9			
Queue Length 50th (ft)	7	18			2	16		42	0			
Queue Length 95th (ft)	20	26			3	212		85	26			
Internal Link Dist (ft)		279			280			1023			1132	
Turn Bay Length (ft)	225								400			
Base Capacity (vph)	455	2076			3170	915		291	604			
Starvation Cap Reductn	0	0			0	153		0	0			
Spillback Cap Reductn	0	0			0	0		0	0			
Storage Cap Reductn	0	0			0	0		0	0			
Reduced v/c Ratio	0.10	0.27			0.23	0.53		0.43	0.36			

Intersection Summary	
Area Type:	Other
Cycle Length: 60	
Actuated Cycle Length: 60	
Offset: 0 (0%), Referenced to phase 2:WBT and 6:EBT, Start of Green	
Natural Cycle: 55	
Control Type: Actuated-Coordinated	

Splits and Phases: 300: I41 NB Off Ramp/I41 NB On Ramp & STH 158

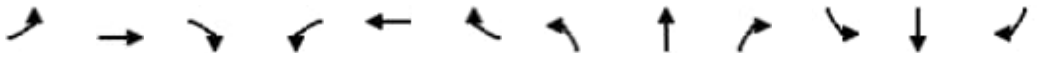




Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	40	510	0	0	675	490	110	5	200	0	0	0
Future Volume (veh/h)	40	510	0	0	675	490	110	5	200	0	0	0
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0			
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Ped-Bike Adj(A_pbT)	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			
Work Zone On Approach		No			No			No				
Adj Sat Flow, veh/h/ln	1846	1846	0	0	1840	1682	1679	1679	1559			
Adj Flow Rate, veh/h	44	560	0	0	742	404	121	5	220			
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91			
Percent Heavy Veh, %	4	4	0	0	5	5	14	14	14			
Cap, veh/h	236	2112	0	0	2772	624	256	11	386			
Arrive On Green	0.05	0.40	0.00	0.00	0.14	0.14	0.17	0.17	0.17			
Sat Flow, veh/h	3410	3599	0	0	6588	1425	1539	64	2325			
Grp Volume(v), veh/h	44	560	0	0	742	404	126	0	220			
Grp Sat Flow(s),veh/h/ln	1705	1753	0	0	1583	1425	1602	0	1163			
Q Serve(g_s), s	0.7	6.4	0.0	0.0	6.3	16.1	4.3	0.0	5.2			
Cycle Q Clear(g_c), s	0.7	6.4	0.0	0.0	6.3	16.1	4.3	0.0	5.2			
Prop In Lane	1.00		0.00	0.00		1.00	0.96		1.00			
Lane Grp Cap(c), veh/h	236	2112	0	0	2772	624	266	0	386			
V/C Ratio(X)	0.19	0.27	0.00	0.00	0.27	0.65	0.47	0.00	0.57			
Avail Cap(c_a), veh/h	460	2112	0	0	2772	624	296	0	430			
HCM Platoon Ratio	0.67	0.67	1.00	1.00	0.33	0.33	1.00	1.00	1.00			
Upstream Filter(I)	0.84	0.84	0.00	0.00	0.96	0.96	1.00	0.00	1.00			
Uniform Delay (d), s/veh	27.0	9.0	0.0	0.0	17.1	21.3	22.6	0.0	23.0			
Incr Delay (d2), s/veh	0.1	0.3	0.0	0.0	0.2	4.9	0.5	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			
%ile BackOfQ(95%),veh/ln	0.5	3.2	0.0	0.0	3.7	10.9	2.6	0.0	2.3			
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	27.1	9.3	0.0	0.0	17.3	26.2	23.1	0.0	23.7			
LnGrp LOS	C	A			B	C	C		C			
Approach Vol, veh/h		604			1146			346				
Approach Delay, s/veh		10.6			20.5			23.5				
Approach LOS		B			C			C				

Timer - Assigned Phs	1	2				6		8				
Phs Duration (G+Y+Rc), s	9.9	33.3				43.1		16.9				
Change Period (Y+Rc), s	5.7	7.0				7.0		6.9				
Max Green Setting (Gmax), s	8.1	21.2				35.0		11.1				
Max Q Clear Time (g_c+I1), s	2.7	18.1				8.4		7.2				
Green Ext Time (p_c), s	0.0	0.5				5.6		0.3				

Intersection Summary												
HCM 7th Control Delay, s/veh			18.1									
HCM 7th LOS			B									



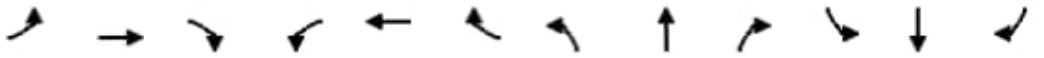
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	50	840	45	45	1110	40	15	35	35	45	55	40
Future Volume (vph)	50	840	45	45	1110	40	15	35	35	45	55	40
Ideal Flow (vphpl)	1915	1915	1750	1925	1925	1750	1750	1750	1750	1750	1750	1750
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	245		115	500		90	0		190	0		80
Storage Lanes	1		1	2		1	0		1	0		1
Taper Length (ft)	100			100			100			100		
Right Turn on Red			Yes			Yes			Yes			Yes
Link Speed (mph)		45			45			35			35	
Link Distance (ft)		360			1511			1020			592	
Travel Time (s)		5.5			22.9			19.9			11.5	
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Growth Factor	100%	100%	62%	100%	100%	62%	100%	100%	62%	100%	100%	62%
Heavy Vehicles (%)	7%	7%	7%	5%	5%	5%	3%	3%	3%	6%	6%	6%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Shared Lane Traffic (%)												
Lane Group Flow (vph)	53	894	30	48	1181	26	0	53	23	0	107	26
Turn Type	D.P+P	NA	Perm	D.P+P	NA	Perm	Perm	NA	Perm	Perm	NA	Perm
Protected Phases	1	6		5	2			8			4	
Permitted Phases	2		6	6		2	8		8	4		4
Detector Phase	1	6	6	5	2	2	8	8	8	4	4	4
Switch Phase												
Minimum Initial (s)	6.0	8.0	8.0	6.0	8.0	8.0	10.0	10.0	10.0	10.0	10.0	10.0
Minimum Split (s)	10.5	13.9	13.9	10.5	13.9	13.9	17.3	17.3	17.3	17.3	17.3	17.3
Total Split (s)	11.0	28.0	28.0	11.0	28.0	28.0	21.0	21.0	21.0	21.0	21.0	21.0
Total Split (%)	18.3%	46.7%	46.7%	18.3%	46.7%	46.7%	35.0%	35.0%	35.0%	35.0%	35.0%	35.0%
Maximum Green (s)	6.5	22.1	22.1	6.5	22.1	22.1	13.7	13.7	13.7	13.7	13.7	13.7
Yellow Time (s)	3.5	4.3	4.3	3.5	4.3	4.3	4.3	4.3	4.3	4.3	4.3	4.3
All-Red Time (s)	1.0	1.6	1.6	1.0	1.6	1.6	3.0	3.0	3.0	3.0	3.0	3.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0
Total Lost Time (s)	4.5	5.9	5.9	4.5	5.9	5.9		7.3	7.3		7.3	7.3
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag						
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes						
Vehicle Extension (s)	1.5	3.3	3.3	1.5	3.3	3.3	1.5	1.5	1.5	1.5	1.5	1.5
Minimum Gap (s)	1.5	2.3	2.3	1.5	2.3	2.3	1.5	1.5	1.5	1.5	1.5	1.5
Time Before Reduce (s)	20.0	8.0	8.0	20.0	8.0	8.0	30.0	30.0	30.0	30.0	30.0	30.0
Time To Reduce (s)	0.0	19.0	19.0	0.0	19.0	19.0	0.0	0.0	0.0	0.0	0.0	0.0
Recall Mode	None	C-Max	C-Max	None	C-Max	C-Max	None	None	None	None	None	None
Walk Time (s)												
Flash Don't Walk (s)												
Pedestrian Calls (#/hr)												
v/c Ratio	0.15	0.32	0.03	0.10	0.33	0.03		0.20	0.06		0.44	0.07
Control Delay (s/veh)	3.0	4.4	0.1	5.4	10.0	0.0		22.8	0.3		28.0	0.4

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0
Total Delay (s/veh)	3.0	4.4	0.1	5.4	10.0	0.0		22.8	0.3		28.0	0.4
Queue Length 50th (ft)	3	29	0	5	81	0		17	0		35	0
Queue Length 95th (ft)	10	49	m1	17	116	0		41	0		73	0
Internal Link Dist (ft)		280			1431			940			512	
Turn Bay Length (ft)	245		115	500		90			190			80
Base Capacity (vph)	378	2807	866	480	3624	882		333	433		312	424
Starvation Cap Reductn	0	0	0	0	0	0		0	0		0	0
Spillback Cap Reductn	0	0	0	0	0	0		0	0		0	0
Storage Cap Reductn	0	0	0	0	0	0		0	0		0	0
Reduced v/c Ratio	0.14	0.32	0.03	0.10	0.33	0.03		0.16	0.05		0.34	0.06

Intersection Summary	
Area Type:	Other
Cycle Length: 60	
Actuated Cycle Length: 60	
Offset: 54 (90%), Referenced to phase 2:EBWB and 6:EBWB, Start of Green	
Natural Cycle: 45	
Control Type: Actuated-Coordinated	
m Volume for 95th percentile queue is metered by upstream signal.	

Splits and Phases: 400: E Frontage Rd & STH 158

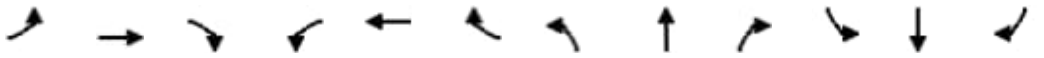




Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	50	840	45	45	1110	40	15	35	35	45	55	40
Future Volume (veh/h)	50	840	45	45	1110	40	15	35	35	45	55	40
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
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	1810	1810	1654	1850	1850	1682	1709	1709	1709	1668	1668	1668
Adj Flow Rate, veh/h	53	894	30	48	1181	26	16	37	23	48	59	26
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Percent Heavy Veh, %	7	7	7	5	5	5	3	3	3	6	6	6
Cap, veh/h	386	2414	685	505	3085	691	123	212	234	165	161	228
Arrive On Green	0.12	0.98	0.98	0.06	0.48	0.48	0.16	0.16	0.16	0.16	0.16	0.16
Sat Flow, veh/h	1724	4943	1402	1762	6364	1425	277	1314	1448	484	994	1414
Grp Volume(v), veh/h	53	894	30	48	1181	26	53	0	23	107	0	26
Grp Sat Flow(s),veh/h/ln	1724	1648	1402	1762	1591	1425	1591	0	1448	1478	0	1414
Q Serve(g_s), s	0.8	0.4	0.0	0.8	7.0	0.6	0.0	0.0	0.8	1.3	0.0	0.9
Cycle Q Clear(g_c), s	0.8	0.4	0.0	0.8	7.0	0.6	1.6	0.0	0.8	3.7	0.0	0.9
Prop In Lane	1.00		1.00	1.00		1.00	0.30		1.00	0.45		1.00
Lane Grp Cap(c), veh/h	386	2414	685	505	3085	691	335	0	234	326	0	228
V/C Ratio(X)	0.14	0.37	0.04	0.09	0.38	0.04	0.16	0.00	0.10	0.33	0.00	0.11
Avail Cap(c_a), veh/h	471	2414	685	599	3085	691	436	0	331	420	0	323
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)	0.96	0.96	0.96	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	6.5	0.4	0.4	6.4	9.8	8.1	21.8	0.0	21.4	22.6	0.0	21.5
Incr Delay (d2), s/veh	0.1	0.4	0.1	0.0	0.4	0.1	0.1	0.0	0.1	0.2	0.0	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(95%),veh/ln	0.4	0.3	0.1	0.4	3.4	0.3	1.1	0.0	0.5	2.3	0.0	0.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	6.5	0.8	0.5	6.5	10.1	8.2	21.8	0.0	21.5	22.8	0.0	21.6
LnGrp LOS	A	A	A	A	B	A	C		C	C		C
Approach Vol, veh/h		977			1255			76			133	
Approach Delay, s/veh		1.1			10.0			21.7			22.5	
Approach LOS		A			A			C			C	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	8.0	35.0		17.0	7.8	35.2		17.0				
Change Period (Y+Rc), s	4.5	5.9		7.3	4.5	5.9		7.3				
Max Green Setting (Gmax), s	6.5	22.1		13.7	6.5	22.1		13.7				
Max Q Clear Time (g_c+I1), s	2.8	9.0		5.7	2.8	2.4		3.6				
Green Ext Time (p_c), s	0.0	6.8		0.2	0.0	6.4		0.1				

Intersection Summary		
HCM 7th Control Delay, s/veh	7.5	
HCM 7th LOS	A	



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	50	210	30	50	245	40	35	50	55	55	80	145
Future Volume (vph)	50	210	30	50	245	40	35	50	55	55	80	145
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	130		0	135		0	305		0	400		235
Storage Lanes	1		0	1		0	1		0	1		0
Taper Length (ft)	100			100			100			100		
Link Speed (mph)		45			45			35			35	
Link Distance (ft)		463			370			458			1143	
Travel Time (s)		7.0			5.6			8.9			22.3	
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	4%	4%	4%	3%	3%	3%	4%	4%	4%	5%	5%	5%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Shared Lane Traffic (%)												
Lane Group Flow (vph)	51	245	0	51	291	0	36	107	0	56	230	0
Sign Control		Stop			Stop			Stop			Stop	

Intersection Summary	
Area Type:	Other
Control Type: Unsignalized	

Intersection has too many lanes per leg.

HCM All-Way analysis is limited to two lanes per leg.

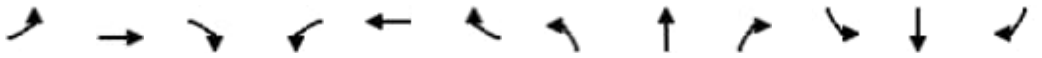
Channelized right turn lanes are not counted.

Intersection	
Intersection Delay, s/veh	14.3
Intersection LOS	B

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	50	210	30	50	245	40	35	50	55	55	80	145
Future Vol, veh/h	50	210	30	50	245	40	35	50	55	55	80	145
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Heavy Vehicles, %	4	4	4	3	3	3	4	4	4	5	5	5
Mvmt Flow	51	214	31	51	250	41	36	51	56	56	82	148
Number of Lanes	1	1	0	1	1	0	1	2	0	1	2	0

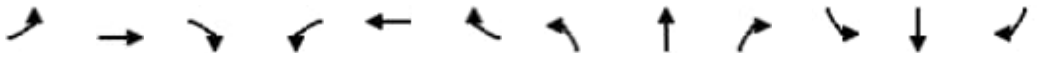
Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	2	2	3	3
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	3	3	2	2
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	3	3	2	2
HCM Control Delay, s/veh	15	16.6	11.2	12.2
HCM LOS	B	C	B	B

Lane	NBLn1	NBLn2	NBLn3	EBLn1	EBLn2	WBLn1	WBLn2	SBLn1	SBLn2	SBLn3
Vol Left, %	100%	0%	0%	100%	0%	100%	0%	100%	0%	0%
Vol Thru, %	0%	100%	23%	0%	88%	0%	86%	0%	100%	16%
Vol Right, %	0%	0%	77%	0%	13%	0%	14%	0%	0%	84%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	35	33	72	50	240	50	285	55	53	172
LT Vol	35	0	0	50	0	50	0	55	0	0
Through Vol	0	33	17	0	210	0	245	0	53	27
RT Vol	0	0	55	0	30	0	40	0	0	145
Lane Flow Rate	36	34	73	51	245	51	291	56	54	175
Geometry Grp	6	6	6	6	6	6	6	6	6	6
Degree of Util (X)	0.082	0.073	0.146	0.107	0.472	0.105	0.55	0.123	0.111	0.328
Departure Headway (Hd)	8.231	7.717	7.166	7.534	6.942	7.405	6.803	7.859	7.347	6.742
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Cap	435	464	500	476	519	485	529	456	488	533
Service Time	5.979	5.465	4.913	5.274	4.682	5.142	4.54	5.602	5.09	4.485
HCM Lane V/C Ratio	0.083	0.073	0.146	0.107	0.472	0.105	0.55	0.123	0.111	0.328
HCM Control Delay, s/veh	11.7	11.1	11.1	11.2	15.8	11	17.6	11.7	11	12.8
HCM Lane LOS	B	B	B	B	C	B	C	B	B	B
HCM 95th-tile Q	0.3	0.2	0.5	0.4	2.5	0.3	3.3	0.4	0.4	1.4



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	10	260	50	90	290	5	40	20	150	15	35	5
Future Volume (vph)	10	260	50	90	290	5	40	20	150	15	35	5
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	0		0	0		0	0		0	0		0
Storage Lanes	0		0	0		0	0		0	0		0
Taper Length (ft)	100			100			100			100		
Link Speed (mph)		45			45			35			35	
Link Distance (ft)		397			1700			2006			1738	
Travel Time (s)		6.0			25.8			39.1			33.9	
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
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
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	1%	1%	1%	2%	2%	2%	5%	5%	5%	1%	1%	1%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	348	0	0	418	0	0	228	0	0	59	0
Sign Control		Stop			Stop			Stop			Stop	

Intersection Summary	
Area Type:	Other
Control Type: Unsignalized	



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Sign Control		Stop			Stop			Stop			Stop	
Traffic Volume (vph)	10	260	50	90	290	5	40	20	150	15	35	5
Future Volume (vph)	10	260	50	90	290	5	40	20	150	15	35	5
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
Hourly flow rate (vph)	11	283	54	98	315	5	43	22	163	16	38	5

Direction, Lane #	EB 1	WB 1	NB 1	SB 1
Volume Total (vph)	348	418	228	59
Volume Left (vph)	11	98	43	16
Volume Right (vph)	54	5	163	5
Hadj (s)	-0.07	0.07	-0.31	0.02
Departure Headway (s)	5.4	5.4	5.8	6.5
Degree Utilization, x	0.52	0.63	0.36	0.11
Capacity (veh/h)	631	640	558	444
Control Delay (s/veh)	14.0	17.1	12.0	10.3
Approach Delay (s/veh)	14.0	17.1	12.0	10.3
Approach LOS	B	C	B	B

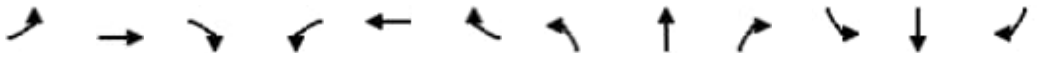
Intersection Summary				
Delay	14.6			
Level of Service	B			
Intersection Capacity Utilization	62.8%	ICU Level of Service	B	
Analysis Period (min)	15			

Intersection	
Intersection Delay, s/veh	14.5
Intersection LOS	B

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	10	260	50	90	290	5	40	20	150	15	35	5
Future Vol, veh/h	10	260	50	90	290	5	40	20	150	15	35	5
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
Heavy Vehicles, %	1	1	1	2	2	2	5	5	5	1	1	1
Mvmt Flow	11	283	54	98	315	5	43	22	163	16	38	5
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

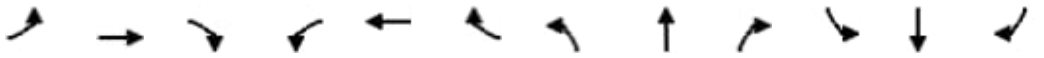
Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay, s/veh	14	17	12	10.3
HCM LOS	B	C	B	B

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	19%	3%	23%	27%
Vol Thru, %	10%	81%	75%	64%
Vol Right, %	71%	16%	1%	9%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	210	320	385	55
LT Vol	40	10	90	15
Through Vol	20	260	290	35
RT Vol	150	50	5	5
Lane Flow Rate	228	348	418	60
Geometry Grp	1	1	1	1
Degree of Util (X)	0.362	0.516	0.624	0.107
Departure Headway (Hd)	5.709	5.336	5.368	6.434
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	628	671	670	553
Service Time	3.776	3.391	3.421	4.523
HCM Lane V/C Ratio	0.363	0.519	0.624	0.108
HCM Control Delay, s/veh	12	14	17	10.3
HCM Lane LOS	B	B	C	B
HCM 95th-tile Q	1.6	3	4.4	0.4



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	30	125	35	115	225	70	20	90	105	150	110	40
Future Volume (vph)	30	125	35	115	225	70	20	90	105	150	110	40
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	0		0	0		0	0		0	0		255
Storage Lanes	0		0	0		0	0		0	0		1
Taper Length (ft)	100			100			100			100		
Link Speed (mph)		30			30			35			35	
Link Distance (ft)		1254			421			1037			605	
Travel Time (s)		28.5			9.6			20.2			11.8	
Confl. Peds. (#/hr)				205								
Confl. Bikes (#/hr)												
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	5%	5%	5%	3%	3%	3%	3%	3%	3%	1%	1%	1%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	204	0	0	441	0	0	232	0	0	279	43
Sign Control		Stop			Stop			Stop			Stop	

Intersection Summary	
Area Type:	Other
Control Type: Unsignalized	



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Sign Control		Stop			Stop			Stop			Stop	
Traffic Volume (vph)	30	125	35	115	225	70	20	90	105	150	110	40
Future Volume (vph)	30	125	35	115	225	70	20	90	105	150	110	40
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Hourly flow rate (vph)	32	134	38	124	242	75	22	97	113	161	118	43

Direction, Lane #	EB 1	EB 2	WB 1	WB 2	NB 1	SB 1	SB 2
Volume Total (vph)	99	105	245	196	232	279	43
Volume Left (vph)	32	0	124	0	22	161	0
Volume Right (vph)	0	38	0	75	113	0	43
Hadj (s)	0.25	-0.17	0.30	-0.22	-0.22	0.31	-0.68
Departure Headway (s)	7.5	7.1	7.1	6.6	6.8	7.2	6.2
Degree Utilization, x	0.21	0.21	0.48	0.36	0.44	0.56	0.07
Capacity (veh/h)	443	468	485	523	495	478	544
Control Delay (s/veh)	11.2	10.7	15.4	12.0	14.9	17.7	8.5
Approach Delay (s/veh)	10.9		13.9		14.9	16.5	
Approach LOS	B		B		B	C	

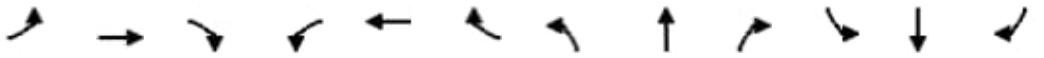
Intersection Summary				
Delay	14.3			
Level of Service	B			
Intersection Capacity Utilization	56.9%	ICU Level of Service	B	
Analysis Period (min)	15			

Intersection	
Intersection Delay, s/veh	15.5
Intersection LOS	C

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	30	125	35	115	225	70	20	90	105	150	110	40
Future Vol, veh/h	30	125	35	115	225	70	20	90	105	150	110	40
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Heavy Vehicles, %	5	5	5	3	3	3	3	3	3	1	1	1
Mvmt Flow	32	134	38	124	242	75	22	97	113	161	118	43
Number of Lanes	0	2	0	0	2	0	0	1	0	0	1	1

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	2	2	2	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	2	1	2	2
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	2	2	2
HCM Control Delay, s/veh	12.1	15.1	15.8	18.1
HCM LOS	B	C	C	C

Lane	NBLn1	EBLn1	EBLn2	WBLn1	WBLn2	SBLn1	SBLn2
Vol Left, %	9%	32%	0%	51%	0%	58%	0%
Vol Thru, %	42%	68%	64%	49%	62%	42%	0%
Vol Right, %	49%	0%	36%	0%	38%	0%	100%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	215	93	98	228	183	260	40
LT Vol	20	30	0	115	0	150	0
Through Vol	90	63	63	113	113	110	0
RT Vol	105	0	35	0	70	0	40
Lane Flow Rate	231	99	105	245	196	280	43
Geometry Grp	4b	5	5	5	5	5	5
Degree of Util (X)	0.451	0.21	0.209	0.489	0.363	0.57	0.076
Departure Headway (Hd)	7.027	7.594	7.169	7.199	6.665	7.334	6.325
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Cap	513	472	500	501	540	492	566
Service Time	5.074	5.346	4.921	4.943	4.409	5.075	4.066
HCM Lane V/C Ratio	0.45	0.21	0.21	0.489	0.363	0.569	0.076
HCM Control Delay, s/veh	15.8	12.4	11.8	16.7	13.2	19.4	9.6
HCM Lane LOS	C	B	B	C	B	C	A
HCM 95th-tile Q	2.3	0.8	0.8	2.6	1.6	3.5	0.2

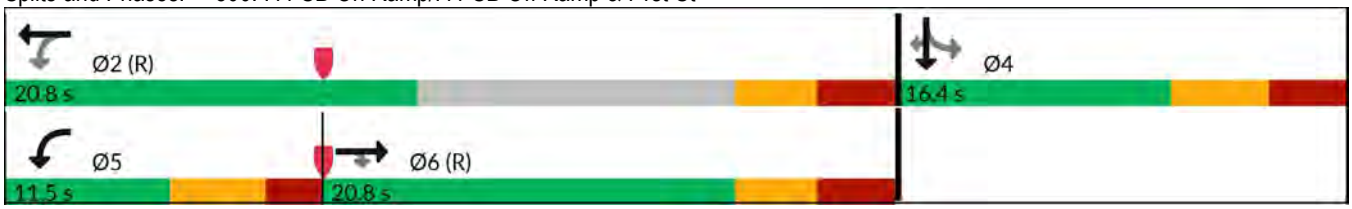


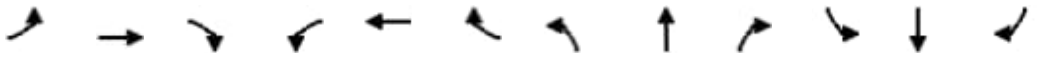
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	250	130	25	185	0	0	0	0	175	395	59
Future Volume (vph)	0	250	130	25	185	0	0	0	0	175	395	59
Ideal Flow (vphpl)	1770	1770	1750	1770	1770	1770	1900	1900	1900	1905	1905	1750
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	0		120	0		0	0		0	255		255
Storage Lanes	0		1	1		0	0		0	1		1
Taper Length (ft)	100			100			100			100		
Right Turn on Red			Yes			Yes			Yes			Yes
Link Speed (mph)		30			30			35			45	
Link Distance (ft)		421			258			763			621	
Travel Time (s)		9.6			5.9			14.9			9.4	
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Growth Factor	100%	100%	75%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Shared Lane Traffic (%)										10%		
Lane Group Flow (vph)	0	266	104	27	197	0	0	0	0	167	439	63
Turn Type		NA	Perm	pm+pt	NA					Perm	NA	Perm
Protected Phases		6		5	2						4	
Permitted Phases			6	2						4		4
Detector Phase		6	6	5	2					4	4	4
Switch Phase												
Minimum Initial (s)		15.0	15.0	6.0	15.0					10.0	10.0	10.0
Minimum Split (s)		20.8	20.8	11.5	20.8					16.4	16.4	16.4
Total Split (s)		20.8	20.8	11.5	20.8					16.4	16.4	16.4
Total Split (%)		42.7%	42.7%	23.6%	42.7%					33.7%	33.7%	33.7%
Maximum Green (s)		15.0	15.0	6.0	15.0					10.0	10.0	10.0
Yellow Time (s)		3.0	3.0	3.5	3.0					3.6	3.6	3.6
All-Red Time (s)		2.8	2.8	2.0	2.8					2.8	2.8	2.8
Lost Time Adjust (s)		0.0	0.0	0.0	0.0					0.0	0.0	0.0
Total Lost Time (s)		5.8	5.8	5.5	5.8					6.4	6.4	6.4
Lead/Lag		Lag	Lag	Lead								
Lead-Lag Optimize?		Yes	Yes	Yes								
Vehicle Extension (s)		4.9	4.9	1.5	4.9					1.5	1.5	1.5
Minimum Gap (s)		2.0	2.0	1.5	2.0					1.5	1.5	1.5
Time Before Reduce (s)		18.0	18.0	20.0	18.0					30.0	30.0	30.0
Time To Reduce (s)		22.0	22.0	0.0	22.0					0.0	0.0	0.0
Recall Mode		C-Max	C-Max	None	C-Max					None	None	None
Walk Time (s)												
Flash Don't Walk (s)												
Pedestrian Calls (#/hr)												
v/c Ratio		0.16	0.13	0.05	0.11					0.50	0.63	0.14
Control Delay (s/veh)		8.4	0.7	5.3	5.6					23.3	22.3	0.7

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Queue Delay		0.0	0.0	0.0	0.0					0.0	0.0	0.0
Total Delay (s/veh)		8.4	0.7	5.3	5.6					23.3	22.3	0.7
Queue Length 50th (ft)		17	0	3	12					46	63	0
Queue Length 95th (ft)		52	5	11	23					97	102	0
Internal Link Dist (ft)		341			178			683			541	
Turn Bay Length (ft)			120							255		255
Base Capacity (vph)		1638	824	543	1794					331	696	447
Starvation Cap Reductn		0	0	0	0					0	0	0
Spillback Cap Reductn		0	0	0	0					0	0	0
Storage Cap Reductn		0	0	0	0					0	0	0
Reduced v/c Ratio		0.16	0.13	0.05	0.11					0.50	0.63	0.14

Intersection Summary	
Area Type:	Other
Cycle Length: 48.7	
Actuated Cycle Length: 48.7	
Offset: 11.5 (24%), Referenced to phase 2:WBTL and 6:EBT, Start of Green	
Natural Cycle: 50	
Control Type: Actuated-Coordinated	

Splits and Phases: 800: I41 SB On Ramp/I41 SB Off Ramp & 71st St





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	250	130	25	185	0	0	0	0	175	395	59
Future Volume (veh/h)	0	250	130	25	185	0	0	0	0	175	395	59
Initial Q (Qb), veh	0	0	0	0	0	0				0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	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
Work Zone On Approach		No			No						No	
Adj Sat Flow, veh/h/ln	0	1742	1723	1742	1742	0				1875	1875	1723
Adj Flow Rate, veh/h	0	266	104	27	197	0				186	420	63
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94				0.94	0.94	0.94
Percent Heavy Veh, %	0	2	2	2	2	0				2	2	2
Cap, veh/h	0	1314	580	534	1811	0				364	765	298
Arrive On Green	0.00	0.40	0.40	0.04	0.55	0.00				0.20	0.20	0.20
Sat Flow, veh/h	0	3398	1460	1659	3398	0				1786	3751	1460
Grp Volume(v), veh/h	0	266	104	27	197	0				186	420	63
Grp Sat Flow(s),veh/h/ln	0	1655	1460	1659	1655	0				1786	1875	1460
Q Serve(g_s), s	0.0	2.6	2.3	0.4	1.4	0.0				4.5	4.9	1.8
Cycle Q Clear(g_c), s	0.0	2.6	2.3	0.4	1.4	0.0				4.5	4.9	1.8
Prop In Lane	0.00		1.00	1.00		0.00				1.00		1.00
Lane Grp Cap(c), veh/h	0	1314	580	534	1811	0				364	765	298
V/C Ratio(X)	0.00	0.20	0.18	0.05	0.11	0.00				0.51	0.55	0.21
Avail Cap(c_a), veh/h	0	1314	580	675	1811	0				364	765	298
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Upstream Filter(I)	0.00	1.00	1.00	0.99	0.99	0.00				1.00	1.00	1.00
Uniform Delay (d), s/veh	0.0	9.7	9.6	7.1	5.3	0.0				17.3	17.5	16.2
Incr Delay (d2), s/veh	0.0	0.3	0.7	0.0	0.1	0.0				0.5	0.5	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
%ile BackOfQ(95%),veh/ln	0.0	1.5	1.3	0.2	0.7	0.0				2.8	3.2	2.8
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	0.0	10.0	10.3	7.1	5.5	0.0				17.8	18.0	16.4
LnGrp LOS		B	B	A	A					B	B	B
Approach Vol, veh/h		370			224						669	
Approach Delay, s/veh		10.1			5.7						17.8	
Approach LOS		B			A						B	

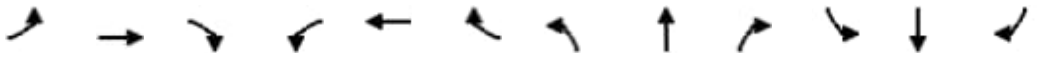
Timer - Assigned Phs	2		4	5	6
Phs Duration (G+Y+Rc), s	32.6		16.4	7.3	25.3
Change Period (Y+Rc), s	5.8		* 6.4	5.5	5.8
Max Green Setting (Gmax), s	15.0		* 10	6.0	15.0
Max Q Clear Time (g_c+I1), s	3.4		6.9	2.4	4.6
Green Ext Time (p_c), s	1.4		0.6	0.0	2.5

Intersection Summary	
HCM 7th Control Delay, s/veh	13.4
HCM 7th LOS	B

Notes

User approved volume balancing among the lanes for turning movement.

* HCM 7th computational engine requires equal clearance times for the phases crossing the barrier.

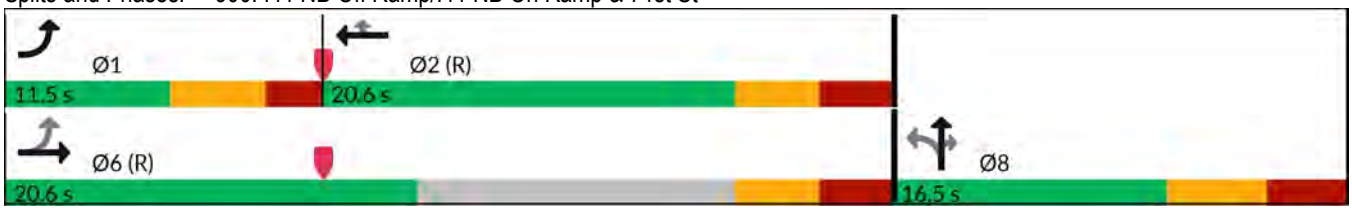


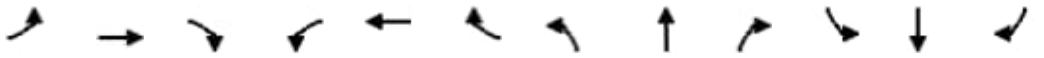
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	155	270	0	0	140	165	70	405	12	0	0	0
Future Volume (vph)	155	270	0	0	140	165	70	405	12	0	0	0
Ideal Flow (vphpl)	1770	1770	1770	1770	1770	1750	1825	1750	1750	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	0		0	0		105	250		250	0		0
Storage Lanes	1		0	0		1	1		1	0		0
Taper Length (ft)	100			100			100			100		
Right Turn on Red			Yes			Yes			Yes			Yes
Link Speed (mph)		30			30			35			45	
Link Distance (ft)		258			595			685			495	
Travel Time (s)		5.9			13.5			13.3			7.5	
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88
Growth Factor	100%	100%	100%	100%	100%	75%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	1%	1%	1%	4%	4%	4%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Shared Lane Traffic (%)							10%					
Lane Group Flow (vph)	176	307	0	0	159	141	72	468	14	0	0	0
Turn Type	pm+pt	NA			NA	Perm	Perm	NA	Perm			
Protected Phases	1	6			2			8				
Permitted Phases	6					2	8		8			
Detector Phase	1	6			2	2	8	8	8			
Switch Phase												
Minimum Initial (s)	6.0	15.0			15.0	15.0	10.0	10.0	10.0			
Minimum Split (s)	11.5	20.6			20.6	20.6	16.5	16.5	16.5			
Total Split (s)	11.5	20.6			20.6	20.6	16.5	16.5	16.5			
Total Split (%)	23.7%	42.4%			42.4%	42.4%	34.0%	34.0%	34.0%			
Maximum Green (s)	6.0	15.0			15.0	15.0	10.0	10.0	10.0			
Yellow Time (s)	3.5	3.0			3.0	3.0	3.6	3.6	3.6			
All-Red Time (s)	2.0	2.6			2.6	2.6	2.9	2.9	2.9			
Lost Time Adjust (s)	0.0	0.0			0.0	0.0	0.0	0.0	0.0			
Total Lost Time (s)	5.5	5.6			5.6	5.6	6.5	6.5	6.5			
Lead/Lag	Lead				Lag	Lag						
Lead-Lag Optimize?	Yes				Yes	Yes						
Vehicle Extension (s)	1.5	4.9			1.9	1.9	1.5	1.5	1.5			
Minimum Gap (s)	1.5	2.0			2.0	2.0	1.5	1.5	1.5			
Time Before Reduce (s)	20.0	18.0			18.0	18.0	30.0	30.0	30.0			
Time To Reduce (s)	0.0	22.0			22.0	22.0	0.0	0.0	0.0			
Recall Mode	None	C-Max			C-Max	C-Max	None	None	None			
Walk Time (s)												
Flash Don't Walk (s)												
Pedestrian Calls (#/hr)												
v/c Ratio	0.31	0.17			0.13	0.22	0.23	0.74	0.03			
Control Delay (s/veh)	7.3	5.9			12.5	2.0	18.4	27.5	0.2			

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Queue Delay	0.0	0.0			0.0	0.0	0.0	0.0	0.0			
Total Delay (s/veh)	7.3	5.9			12.5	2.0	18.4	27.5	0.2			
Queue Length 50th (ft)	22	20			16	0	18	68	0			
Queue Length 95th (ft)	44	33			32	14	47	#124	0			
Internal Link Dist (ft)		178			515			605			415	
Turn Bay Length (ft)						105	250		250			
Base Capacity (vph)	560	1797			1185	654	312	629	438			
Starvation Cap Reductn	0	0			0	0	0	0	0			
Spillback Cap Reductn	0	0			0	0	0	0	0			
Storage Cap Reductn	0	0			0	0	0	0	0			
Reduced v/c Ratio	0.31	0.17			0.13	0.22	0.23	0.74	0.03			

Intersection Summary	
Area Type:	Other
Cycle Length: 48.6	
Actuated Cycle Length: 48.6	
Offset: 11.5 (24%), Referenced to phase 2:WBT and 6:EBTL, Start of Green	
Natural Cycle: 50	
Control Type: Actuated-Coordinated	
# 95th percentile volume exceeds capacity, queue may be longer.	
Queue shown is maximum after two cycles.	

Splits and Phases: 900: I41 NB Off Ramp/I41 NB On Ramp & 71st St





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	155	270	0	0	140	165	70	405	12	0	0	0
Future Volume (veh/h)	155	270	0	0	140	165	70	405	12	0	0	0
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0			
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Ped-Bike Adj(A_pbT)	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			
Work Zone On Approach		No			No			No				
Adj Sat Flow, veh/h/ln	1742	1742	0	0	1756	1736	1768	1695	1695			
Adj Flow Rate, veh/h	176	307	0	0	159	141	80	460	14			
Peak Hour Factor	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88			
Percent Heavy Veh, %	2	2	0	0	1	1	4	4	4			
Cap, veh/h	625	1818	0	0	1086	479	343	692	293			
Arrive On Green	0.22	1.00	0.00	0.00	0.33	0.33	0.20	0.20	0.20			
Sat Flow, veh/h	1659	3398	0	0	3425	1471	1684	3391	1437			
Grp Volume(v), veh/h	176	307	0	0	159	141	80	460	14			
Grp Sat Flow(s),veh/h/ln	1659	1655	0	0	1668	1471	1684	1695	1437			
Q Serve(g_s), s	3.0	0.0	0.0	0.0	1.7	3.5	1.9	6.1	0.4			
Cycle Q Clear(g_c), s	3.0	0.0	0.0	0.0	1.7	3.5	1.9	6.1	0.4			
Prop In Lane	1.00		0.00	0.00		1.00	1.00		1.00			
Lane Grp Cap(c), veh/h	625	1818	0	0	1086	479	343	692	293			
V/C Ratio(X)	0.28	0.17	0.00	0.00	0.15	0.29	0.23	0.67	0.05			
Avail Cap(c_a), veh/h	644	1818	0	0	1086	479	344	692	293			
HCM Platoon Ratio	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Upstream Filter(I)	0.97	0.97	0.00	0.00	1.00	1.00	1.00	1.00	1.00			
Uniform Delay (d), s/veh	6.7	0.0	0.0	0.0	11.7	12.3	16.3	18.0	15.7			
Incr Delay (d2), s/veh	0.1	0.2	0.0	0.0	0.3	1.6	0.1	2.0	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			
%ile BackOfQ(95%),veh/ln	1.3	0.1	0.0	0.0	1.0	2.1	1.2	4.0	0.2			
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	6.8	0.2	0.0	0.0	12.0	13.9	16.4	19.9	15.7			
LnGrp LOS	A	A			B	B	B	B	B			
Approach Vol, veh/h		483			300			554				
Approach Delay, s/veh		2.6			12.9			19.3				
Approach LOS		A			B			B				
Timer - Assigned Phs	1	2				6		8				
Phs Duration (G+Y+Rc), s	11.0	21.6				32.5		16.5				
Change Period (Y+Rc), s	5.5	5.6				5.6		6.5				
Max Green Setting (Gmax), s	6.0	15.0				15.0		10.0				
Max Q Clear Time (g_c+I1), s	5.0	5.5				2.0		8.1				
Green Ext Time (p_c), s	0.0	0.6				2.6		0.4				

Intersection Summary	
HCM 7th Control Delay, s/veh	11.8
HCM 7th LOS	B

Notes

User approved volume balancing among the lanes for turning movement.



Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	55	15	220	70	65	85
Future Volume (vph)	55	15	220	70	65	85
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12
Grade (%)	0%			0%	0%	
Storage Length (ft)		0	0		0	0
Storage Lanes		0	0		1	1
Taper Length (ft)			100		100	
Link Speed (mph)	30			30	30	
Link Distance (ft)	787			1254	1020	
Travel Time (s)	17.9			28.5	23.2	
Confl. Peds. (#/hr)						
Confl. Bikes (#/hr)						
Peak Hour Factor	0.83	0.83	0.83	0.83	0.83	0.83
Growth Factor	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	1%	1%	1%	1%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0
Parking (#/hr)						
Mid-Block Traffic (%)	0%			0%	0%	
Shared Lane Traffic (%)						
Lane Group Flow (vph)	84	0	0	349	78	102
Sign Control	Stop			Stop	Stop	

Intersection Summary	
Area Type:	Other
Control Type: Unsignalized	



Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Sign Control	Stop			Stop	Stop	
Traffic Volume (vph)	55	15	220	70	65	85
Future Volume (vph)	55	15	220	70	65	85
Peak Hour Factor	0.83	0.83	0.83	0.83	0.83	0.83
Hourly flow rate (vph)	66	18	265	84	78	102

Direction, Lane #	EB 1	EB 2	WB 1	WB 2	NB 1	NB 2
Volume Total (vph)	44	40	293	56	78	102
Volume Left (vph)	0	0	265	0	78	0
Volume Right (vph)	0	18	0	0	0	102
Hadj (s)	0.02	-0.30	0.47	0.02	0.53	-0.67
Departure Headway (s)	5.4	5.1	5.6	5.1	6.1	4.9
Degree Utilization, x	0.07	0.06	0.45	0.08	0.13	0.14
Capacity (veh/h)	630	674	630	680	555	681
Control Delay (s/veh)	7.6	7.2	11.9	7.3	8.9	7.5
Approach Delay (s/veh)	7.4		11.1		8.1	
Approach LOS	A		B		A	

Intersection Summary			
Delay	9.7		
Level of Service	A		
Intersection Capacity Utilization	29.1%	ICU Level of Service	A
Analysis Period (min)	15		

Intersection	
Intersection Delay, s/veh	10.7
Intersection LOS	B

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	55	15	220	70	65	85
Future Vol, veh/h	55	15	220	70	65	85
Peak Hour Factor	0.83	0.83	0.83	0.83	0.83	0.83
Heavy Vehicles, %	1	1	1	1	2	2
Mvmt Flow	66	18	265	84	78	102
Number of Lanes	2	0	0	2	1	1

Approach	EB	WB	NB
Opposing Approach	WB	EB	
Opposing Lanes	2	2	0
Conflicting Approach Left		NB	EB
Conflicting Lanes Left	0	2	2
Conflicting Approach Right	NB		WB
Conflicting Lanes Right	2	0	2
HCM Control Delay, s/veh	8.3	12.1	9.1
HCM LOS	A	B	A

Lane	NBLn1	NBLn2	EBLn1	EBLn2	WBLn1	WBLn2
Vol Left, %	100%	0%	0%	0%	90%	0%
Vol Thru, %	0%	0%	100%	55%	10%	100%
Vol Right, %	0%	100%	0%	45%	0%	0%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	65	85	37	33	243	47
LT Vol	65	0	0	0	220	0
Through Vol	0	0	37	18	23	47
RT Vol	0	85	0	15	0	0
Lane Flow Rate	78	102	44	40	293	56
Geometry Grp	5	5	5	5	5	5
Degree of Util (X)	0.134	0.141	0.066	0.056	0.451	0.079
Departure Headway (Hd)	6.153	4.947	5.363	5.046	5.534	5.08
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes
Cap	582	723	664	706	651	703
Service Time	3.898	2.692	3.122	2.804	3.279	2.824
HCM Lane V/C Ratio	0.134	0.141	0.066	0.057	0.45	0.08
HCM Control Delay, s/veh	9.9	8.5	8.5	8.1	12.8	8.3
HCM Lane LOS	A	A	A	A	B	A
HCM 95th-tile Q	0.5	0.5	0.2	0.2	2.3	0.3

Appendix C

Existing Transportation System with Build Traffic Operational Analysis

- 2028 Build Traffic, Existing Transportation System: Synchro Output
- 2038 Build Traffic, Existing Transportation System: Synchro Output

Alternative A

Full Build



Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	1000	90	70	465	220	75
Future Volume (vph)	1000	90	70	465	220	75
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12
Grade (%)	0%		0%			0%
Storage Length (ft)	0	0		0	300	
Storage Lanes	1	1		0	1	
Taper Length (ft)	100				100	
Link Speed (mph)	45		35			35
Link Distance (ft)	795		765			579
Travel Time (s)	12.0		14.9			11.3
Confl. Peds. (#/hr)						
Confl. Bikes (#/hr)						
Peak Hour Factor	0.85	0.85	0.85	0.85	0.85	0.85
Growth Factor	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	8%	8%	9%	9%	9%	9%
Bus Blockages (#/hr)	0	0	0	0	0	0
Parking (#/hr)						
Mid-Block Traffic (%)	0%		0%			0%
Shared Lane Traffic (%)						
Lane Group Flow (vph)	1176	106	629	0	259	88
Sign Control	Stop		Stop			Stop

Intersection Summary	
Area Type:	Other
Control Type: Unsignalized	



Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Sign Control	Stop		Stop			Stop
Traffic Volume (vph)	1000	90	70	465	220	75
Future Volume (vph)	1000	90	70	465	220	75
Peak Hour Factor	0.85	0.85	0.85	0.85	0.85	0.85
Hourly flow rate (vph)	1176	106	82	547	259	88

Direction, Lane #	WB 1	WB 2	NB 1	SB 1	SB 2
Volume Total (vph)	1176	106	629	259	88
Volume Left (vph)	1176	0	0	259	0
Volume Right (vph)	0	106	547	0	0
Hadj (s)	0.64	-0.56	-0.37	0.65	0.15
Departure Headway (s)	7.8	6.6	6.6	8.3	7.8
Degree Utilization, x	2.56	0.20	1.15	0.59	0.19
Capacity (veh/h)	470	536	553	425	458
Control Delay (s/veh)	722.1	10.0	109.7	21.4	11.4
Approach Delay (s/veh)	663.2		109.7	18.9	
Approach LOS	F		F	C	

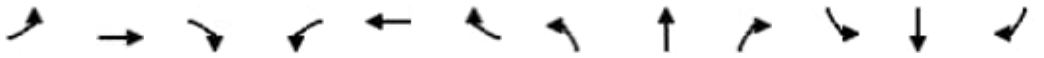
Intersection Summary			
Delay	410.0		
Level of Service	F		
Intersection Capacity Utilization	110.0%	ICU Level of Service	H
Analysis Period (min)	15		

Intersection	
Intersection Delay, s/veh	416.1
Intersection LOS	F

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	1000	90	70	465	220	75
Future Vol, veh/h	1000	90	70	465	220	75
Peak Hour Factor	0.85	0.85	0.85	0.85	0.85	0.85
Heavy Vehicles, %	8	8	9	9	9	9
Mvmt Flow	1176	106	82	547	259	88
Number of Lanes	1	1	1	0	1	1

Approach	WB	NB	SB
Opposing Approach		SB	NB
Opposing Lanes	0	2	1
Conflicting Approach Left	NB		WB
Conflicting Lanes Left	1	0	2
Conflicting Approach Right	SB	WB	
Conflicting Lanes Right	2	2	0
HCM Control Delay, s/veh	664.2	124.9	27.8
HCM LOS	F	F	D

Lane	NBLn1	WBLn1	WBLn2	SBLn1	SBLn2
Vol Left, %	0%	100%	0%	100%	0%
Vol Thru, %	13%	0%	0%	0%	100%
Vol Right, %	87%	0%	100%	0%	0%
Sign Control	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	535	1000	90	220	75
LT Vol	0	1000	0	220	0
Through Vol	70	0	0	0	75
RT Vol	465	0	90	0	0
Lane Flow Rate	629	1176	106	259	88
Geometry Grp	3b	5	5	5	5
Degree of Util (X)	1.151	2.553	0.194	0.595	0.191
Departure Headway (Hd)	9.602	8.21	6.977	12.248	11.712
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes
Cap	384	459	518	298	309
Service Time	7.602	5.91	4.677	9.948	9.412
HCM Lane V/C Ratio	1.638	2.562	0.205	0.869	0.285
HCM Control Delay, s/veh	124.9	723	11.3	31.4	17.2
HCM Lane LOS	F	F	B	D	C
HCM 95th-tile Q	16.7	89.8	0.7	3.6	0.7



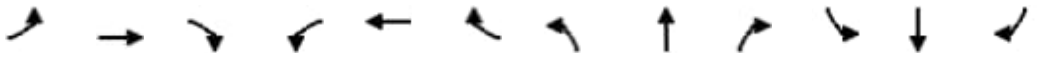
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	355	330	455	595	0	0	0	0	400	5	129
Future Volume (vph)	0	355	330	455	595	0	0	0	0	400	5	129
Ideal Flow (vphpl)	1900	1905	1750	1905	1905	1900	1900	1900	1900	1885	1885	1750
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	315		265	0		0	0		0	410		410
Storage Lanes	1		1	2		0	0		0	1		1
Taper Length (ft)	100			100			100			100		
Right Turn on Red			Yes			Yes			Yes			Yes
Link Speed (mph)		45			45			45			45	
Link Distance (ft)		795			359			754			1011	
Travel Time (s)		12.0			5.4			11.4			15.3	
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87
Growth Factor	100%	100%	75%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	7%	7%	7%	8%	8%	8%	1%	1%	1%	5%	5%	5%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Shared Lane Traffic (%)										49%		
Lane Group Flow (vph)	0	408	284	523	684	0	0	0	0	235	231	148
Turn Type		NA	Perm	Prot	NA					Perm	NA	Perm
Protected Phases		6		5	2						4	
Permitted Phases			6							4		4
Detector Phase		6	6	5	2					4	4	4
Switch Phase												
Minimum Initial (s)		10.0	10.0	8.0	10.0					10.0	10.0	10.0
Minimum Split (s)		16.6	16.6	13.7	16.6					17.2	17.2	17.2
Total Split (s)		16.6	16.6	13.7	16.6					17.2	17.2	17.2
Total Split (%)		34.9%	34.9%	28.8%	34.9%					36.2%	36.2%	36.2%
Maximum Green (s)		10.0	10.0	8.0	10.0					10.0	10.0	10.0
Yellow Time (s)		4.3	4.3	3.5	4.3					3.6	3.6	3.6
All-Red Time (s)		2.3	2.3	2.2	2.3					3.6	3.6	3.6
Lost Time Adjust (s)		0.0	0.0	0.0	0.0					0.0	0.0	0.0
Total Lost Time (s)		6.6	6.6	5.7	6.6					7.2	7.2	7.2
Lead/Lag		Lag	Lag	Lead								
Lead-Lag Optimize?		Yes	Yes	Yes								
Vehicle Extension (s)		3.0	3.0	3.0	3.9					1.5	1.5	1.5
Minimum Gap (s)		2.0	2.0	1.5	2.0					1.5	1.5	1.5
Time Before Reduce (s)		20.0	20.0	25.0	26.0					30.0	30.0	30.0
Time To Reduce (s)		20.0	20.0	0.0	14.0					0.0	0.0	0.0
Recall Mode		C-Max	C-Max	None	C-Max					None	None	None
Walk Time (s)												
Flash Don't Walk (s)												
Pedestrian Calls (#/hr)												
v/c Ratio		0.40	0.55	0.96	0.41					0.69	0.68	0.32
Control Delay (s/veh)		17.5	7.4	53.2	8.4					30.9	30.1	3.3

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Queue Delay		0.0	0.0	0.0	0.0					0.0	0.0	0.0
Total Delay (s/veh)		17.5	7.4	53.2	8.4					30.9	30.1	3.3
Queue Length 50th (ft)		35	0	74	56					63	62	0
Queue Length 95th (ft)		55	43	#145	83					#143	#140	15
Internal Link Dist (ft)		715			279			674			931	
Turn Bay Length (ft)			265							410		410
Base Capacity (vph)		1023	516	547	1671					341	342	467
Starvation Cap Reductn		0	0	0	0					0	0	0
Spillback Cap Reductn		0	0	0	0					0	0	0
Storage Cap Reductn		0	0	0	0					0	0	0
Reduced v/c Ratio		0.40	0.55	0.96	0.41					0.69	0.68	0.32

Intersection Summary	
Area Type:	Other
Cycle Length: 47.5	
Actuated Cycle Length: 47.5	
Offset: 22.5 (47%), Referenced to phase 2:WBT and 6:EBT, Start of Green	
Natural Cycle: 60	
Control Type: Actuated-Coordinated	
# 95th percentile volume exceeds capacity, queue may be longer.	
Queue shown is maximum after two cycles.	

Splits and Phases: 200: I41 SB On Ramp/I41 SB Off Ramp & STH 158





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	355	330	455	595	0	0	0	0	400	5	129
Future Volume (veh/h)	0	355	330	455	595	0	0	0	0	400	5	129
Initial Q (Qb), veh	0	0	0	0	0	0				0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	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
Work Zone On Approach		No			No						No	
Adj Sat Flow, veh/h/ln	0	1801	1654	1786	1786	0				1811	1811	1682
Adj Flow Rate, veh/h	0	408	284	523	684	0				464	0	148
Peak Hour Factor	0.87	0.87	0.87	0.87	0.87	0.87				0.87	0.87	0.87
Percent Heavy Veh, %	0	7	7	8	8	0				5	5	5
Cap, veh/h	0	1076	307	550	1711	0				719	0	297
Arrive On Green	0.00	0.22	0.22	0.17	0.50	0.00				0.21	0.00	0.21
Sat Flow, veh/h	0	5079	1402	3300	3483	0				3450	0	1425
Grp Volume(v), veh/h	0	408	284	523	684	0				464	0	148
Grp Sat Flow(s),veh/h/ln	0	1639	1402	1650	1697	0				1725	0	1425
Q Serve(g_s), s	0.0	3.4	9.5	7.5	6.0	0.0				5.9	0.0	4.4
Cycle Q Clear(g_c), s	0.0	3.4	9.5	7.5	6.0	0.0				5.9	0.0	4.4
Prop In Lane	0.00		1.00	1.00		0.00				1.00		1.00
Lane Grp Cap(c), veh/h	0	1076	307	550	1711	0				719	0	297
V/C Ratio(X)	0.00	0.38	0.93	0.95	0.40	0.00				0.65	0.00	0.50
Avail Cap(c_a), veh/h	0	1076	307	550	1711	0				719	0	297
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Upstream Filter(I)	0.00	1.00	1.00	0.91	0.91	0.00				1.00	0.00	1.00
Uniform Delay (d), s/veh	0.0	16.0	18.4	19.8	7.4	0.0				17.4	0.0	16.8
Incr Delay (d2), s/veh	0.0	1.0	35.5	25.0	0.6	0.0				1.6	0.0	0.5
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0				0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	0.0	2.0	9.3	7.5	2.6	0.0				3.7	0.0	6.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	0.0	17.0	53.8	44.8	8.0	0.0				19.0	0.0	17.3
LnGrp LOS		B	D	D	A					B		B
Approach Vol, veh/h		692			1207						612	
Approach Delay, s/veh		32.1			24.0						18.5	
Approach LOS		C			C						B	

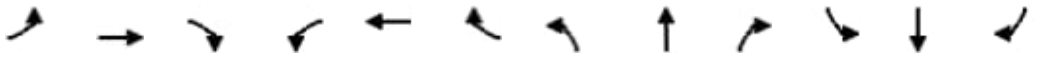
Timer - Assigned Phs	2	4	5	6
Phs Duration (G+Y+Rc), s	30.8	17.2	13.7	17.1
Change Period (Y+Rc), s	* 6.6	7.2	5.7	* 6.6
Max Green Setting (Gmax), s	* 10	10.0	8.0	* 10
Max Q Clear Time (g_c+I1), s	8.0	7.9	9.5	11.5
Green Ext Time (p_c), s	1.0	0.2	0.0	0.0

Intersection Summary	
HCM 7th Control Delay, s/veh	24.9
HCM 7th LOS	C

Notes

User approved volume balancing among the lanes for turning movement.

* HCM 7th computational engine requires equal clearance times for the phases crossing the barrier.

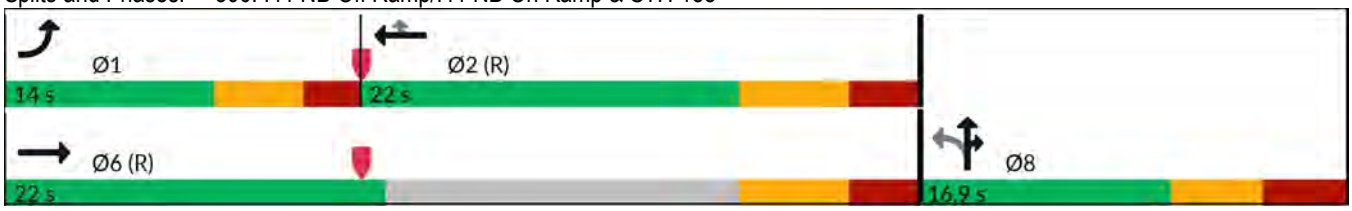


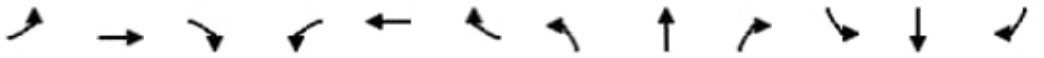
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	220	535	0	0	685	405	365	5	181	0	0	0
Future Volume (vph)	220	535	0	0	685	405	365	5	181	0	0	0
Ideal Flow (vphpl)	1905	1905	1900	1900	1915	1750	1885	1885	1750	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	225		0	135		0	400		400	0		0
Storage Lanes	1		0	1		1	1		1	0		0
Taper Length (ft)	100			100			100			100		
Right Turn on Red			Yes			Yes			Yes			Yes
Link Speed (mph)		45			45			45			45	
Link Distance (ft)		359			360			1103			1212	
Travel Time (s)		5.4			5.5			16.7			18.4	
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Growth Factor	100%	100%	100%	100%	100%	75%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	4%	4%	4%	5%	5%	5%	14%	14%	14%	1%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Shared Lane Traffic (%)												
Lane Group Flow (vph)	242	588	0	0	753	334	0	406	199	0	0	0
Turn Type	Prot	NA			NA	Perm	Perm	NA	Prot			
Protected Phases	1	6			2			8	8			
Permitted Phases						2	8					
Detector Phase	1	6			2	2	8	8	8			
Switch Phase												
Minimum Initial (s)	8.0	15.0			15.0	15.0	10.0	10.0	10.0			
Minimum Split (s)	13.7	22.0			22.0	22.0	16.9	16.9	16.9			
Total Split (s)	14.0	22.0			22.0	22.0	16.9	16.9	16.9			
Total Split (%)	26.5%	41.6%			41.6%	41.6%	31.9%	31.9%	31.9%			
Maximum Green (s)	8.3	15.0			15.0	15.0	10.0	10.0	10.0			
Yellow Time (s)	3.5	4.3			4.3	4.3	3.6	3.6	3.6			
All-Red Time (s)	2.2	2.7			2.7	2.7	3.3	3.3	3.3			
Lost Time Adjust (s)	0.0	0.0			0.0	0.0		0.0	0.0			
Total Lost Time (s)	5.7	7.0			7.0	7.0		6.9	6.9			
Lead/Lag	Lead				Lag	Lag						
Lead-Lag Optimize?	Yes				Yes	Yes						
Vehicle Extension (s)	1.5	4.3			0.2	0.2	1.5	1.5	1.5			
Minimum Gap (s)	1.5	2.0			2.0	2.0	1.5	1.5	1.5			
Time Before Reduce (s)	25.0	26.0			28.0	28.0	30.0	30.0	30.0			
Time To Reduce (s)	0.0	14.0			12.0	12.0	0.0	0.0	0.0			
Recall Mode	None	C-Max			C-Max	C-Max	None	None	None			
Walk Time (s)												
Flash Don't Walk (s)												
Pedestrian Calls (#/hr)												
v/c Ratio	0.47	0.31			0.42	0.52		1.37	0.33			
Control Delay (s/veh)	23.7	7.0			16.2	5.6		209.8	5.4			

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Queue Delay	0.0	0.0			0.0	0.0		0.0	0.0			
Total Delay (s/veh)	23.7	7.0			16.2	5.6		209.8	5.4			
Queue Length 50th (ft)	36	46			54	0		~175	0			
Queue Length 95th (ft)	64	71			77	49		#314	23			
Internal Link Dist (ft)		279			280			1023			1132	
Turn Bay Length (ft)	225								400			
Base Capacity (vph)	529	1907			1800	645		297	596			
Starvation Cap Reductn	0	0			0	0		0	0			
Spillback Cap Reductn	0	0			0	0		0	0			
Storage Cap Reductn	0	0			0	0		0	0			
Reduced v/c Ratio	0.46	0.31			0.42	0.52		1.37	0.33			

Intersection Summary	
Area Type:	Other
Cycle Length: 52.9	
Actuated Cycle Length: 52.9	
Offset: 38.5 (73%), Referenced to phase 2:WBT and 6:EBT, Start of Green	
Natural Cycle: 60	
Control Type: Actuated-Coordinated	
~ Volume exceeds capacity, queue is theoretically infinite.	
Queue shown is maximum after two cycles.	
# 95th percentile volume exceeds capacity, queue may be longer.	
Queue shown is maximum after two cycles.	

Splits and Phases: 300: I41 NB Off Ramp/I41 NB On Ramp & STH 158

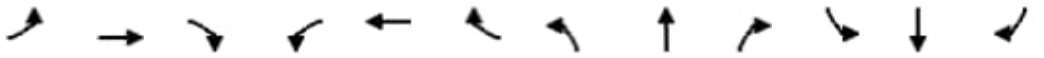




Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	220	535	0	0	685	405	365	5	181	0	0	0
Future Volume (veh/h)	220	535	0	0	685	405	365	5	181	0	0	0
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0			
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Ped-Bike Adj(A_pbT)	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			
Work Zone On Approach		No			No			No				
Adj Sat Flow, veh/h/ln	1846	1846	0	0	1840	1682	1679	1679	1559			
Adj Flow Rate, veh/h	242	588	0	0	753	334	401	5	199			
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91			
Percent Heavy Veh, %	4	4	0	0	5	5	14	14	14			
Cap, veh/h	500	1925	0	0	1867	420	298	4	439			
Arrive On Green	0.15	0.55	0.00	0.00	0.29	0.29	0.19	0.19	0.19			
Sat Flow, veh/h	3410	3599	0	0	6588	1425	1580	20	2325			
Grp Volume(v), veh/h	242	588	0	0	753	334	406	0	199			
Grp Sat Flow(s),veh/h/ln	1705	1753	0	0	1583	1425	1600	0	1163			
Q Serve(g_s), s	3.5	4.8	0.0	0.0	5.0	11.4	10.0	0.0	4.0			
Cycle Q Clear(g_c), s	3.5	4.8	0.0	0.0	5.0	11.4	10.0	0.0	4.0			
Prop In Lane	1.00		0.00	0.00		1.00	0.99		1.00			
Lane Grp Cap(c), veh/h	500	1925	0	0	1867	420	302	0	439			
V/C Ratio(X)	0.48	0.31	0.00	0.00	0.40	0.79	1.34	0.00	0.45			
Avail Cap(c_a), veh/h	534	1925	0	0	1867	420	302	0	439			
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Upstream Filter(I)	0.85	0.85	0.00	0.00	0.96	0.96	1.00	0.00	1.00			
Uniform Delay (d), s/veh	20.8	6.5	0.0	0.0	15.0	17.2	21.5	0.0	19.1			
Incr Delay (d2), s/veh	0.2	0.3	0.0	0.0	0.6	13.9	175.7	0.0	0.3			
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0			
%ile BackOfQ(95%),veh/ln	2.1	2.1	0.0	0.0	2.8	8.0	28.2	0.0	1.7			
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	21.0	6.8	0.0	0.0	15.6	31.1	197.2	0.0	19.3			
LnGrp LOS	C	A			B	C	F		B			
Approach Vol, veh/h		830			1087			605				
Approach Delay, s/veh		11.0			20.3			138.7				
Approach LOS		B			C			F				

Timer - Assigned Phs	1	2				6		8				
Phs Duration (G+Y+Rc), s	13.5	22.6				36.1		16.9				
Change Period (Y+Rc), s	5.7	7.0				7.0		6.9				
Max Green Setting (Gmax), s	8.3	15.0				15.0		10.0				
Max Q Clear Time (g_c+I1), s	5.5	13.4				6.8		12.0				
Green Ext Time (p_c), s	0.1	0.3				3.1		0.0				

Intersection Summary												
HCM 7th Control Delay, s/veh			45.6									
HCM 7th LOS			D									

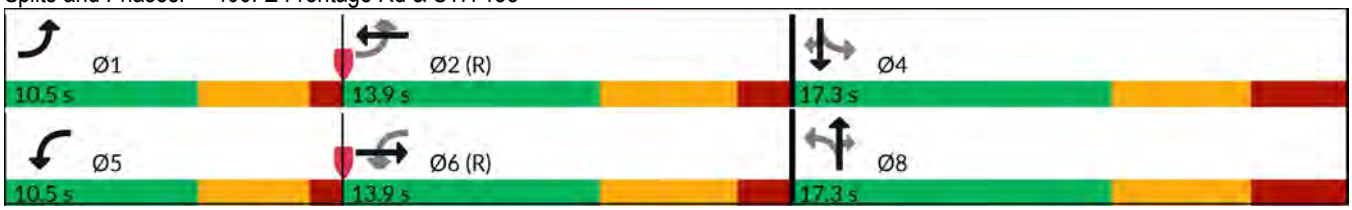


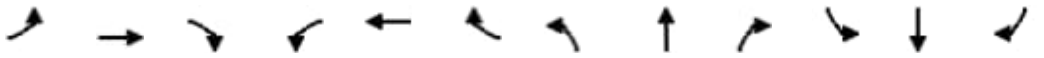
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	50	825	45	45	1040	40	15	30	35	45	45	35
Future Volume (vph)	50	825	45	45	1040	40	15	30	35	45	45	35
Ideal Flow (vphpl)	1915	1915	1750	1925	1925	1750	1750	1750	1750	1750	1750	1750
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	245		115	500		90	0		190	0		80
Storage Lanes	1		1	2		1	0		1	0		1
Taper Length (ft)	100			100			100			100		
Right Turn on Red			Yes			Yes			Yes			Yes
Link Speed (mph)		45			45			35			35	
Link Distance (ft)		360			1511			1020			592	
Travel Time (s)		5.5			22.9			19.9			11.5	
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Growth Factor	100%	100%	62%	100%	100%	62%	100%	100%	62%	100%	100%	62%
Heavy Vehicles (%)	7%	7%	7%	5%	5%	5%	3%	3%	3%	6%	6%	6%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Shared Lane Traffic (%)												
Lane Group Flow (vph)	53	878	30	48	1106	26	0	48	23	0	96	23
Turn Type	D.P+P	NA	Perm	D.P+P	NA	Perm	Perm	NA	Perm	Perm	NA	Perm
Protected Phases	1	6		5	2			8			4	
Permitted Phases	2		6	6		2	8		8	4		4
Detector Phase	1	6	6	5	2	2	8	8	8	4	4	4
Switch Phase												
Minimum Initial (s)	6.0	8.0	8.0	6.0	8.0	8.0	10.0	10.0	10.0	10.0	10.0	10.0
Minimum Split (s)	10.5	13.9	13.9	10.5	13.9	13.9	17.3	17.3	17.3	17.3	17.3	17.3
Total Split (s)	10.5	13.9	13.9	10.5	13.9	13.9	17.3	17.3	17.3	17.3	17.3	17.3
Total Split (%)	25.2%	33.3%	33.3%	25.2%	33.3%	33.3%	41.5%	41.5%	41.5%	41.5%	41.5%	41.5%
Maximum Green (s)	6.0	8.0	8.0	6.0	8.0	8.0	10.0	10.0	10.0	10.0	10.0	10.0
Yellow Time (s)	3.5	4.3	4.3	3.5	4.3	4.3	4.3	4.3	4.3	4.3	4.3	4.3
All-Red Time (s)	1.0	1.6	1.6	1.0	1.6	1.6	3.0	3.0	3.0	3.0	3.0	3.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0
Total Lost Time (s)	4.5	5.9	5.9	4.5	5.9	5.9		7.3	7.3		7.3	7.3
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag						
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes						
Vehicle Extension (s)	1.5	3.3	3.3	1.5	3.3	3.3	1.5	1.5	1.5	1.5	1.5	1.5
Minimum Gap (s)	1.5	2.3	2.3	1.5	2.3	2.3	1.5	1.5	1.5	1.5	1.5	1.5
Time Before Reduce (s)	20.0	8.0	8.0	20.0	8.0	8.0	30.0	30.0	30.0	30.0	30.0	30.0
Time To Reduce (s)	0.0	19.0	19.0	0.0	19.0	19.0	0.0	0.0	0.0	0.0	0.0	0.0
Recall Mode	None	C-Max	C-Max	None	C-Max	C-Max	None	None	None	None	None	None
Walk Time (s)												
Flash Don't Walk (s)												
Pedestrian Calls (#/hr)												
v/c Ratio	0.12	0.32	0.03	0.09	0.31	0.03		0.14	0.05		0.30	0.05
Control Delay (s/veh)	6.5	14.2	0.1	6.3	13.0	0.0		13.7	0.2		16.0	0.2

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0
Total Delay (s/veh)	6.5	14.2	0.1	6.3	13.0	0.0		13.7	0.2		16.0	0.2
Queue Length 50th (ft)	6	46	0	5	46	0		9	0		19	0
Queue Length 95th (ft)	18	#139	0	17	#129	0		27	0		47	0
Internal Link Dist (ft)		280			1431			940			512	
Turn Bay Length (ft)	245		115	500		90			190			80
Base Capacity (vph)	453	2763	886	510	3566	901		346	493		323	483
Starvation Cap Reductn	0	0	0	0	0	0		0	0		0	0
Spillback Cap Reductn	0	0	0	0	0	0		0	0		0	0
Storage Cap Reductn	0	0	0	0	0	0		0	0		0	0
Reduced v/c Ratio	0.12	0.32	0.03	0.09	0.31	0.03		0.14	0.05		0.30	0.05

Intersection Summary	
Area Type:	Other
Cycle Length: 41.7	
Actuated Cycle Length: 41.7	
Offset: 0 (0%), Referenced to phase 2:EBWB and 6:EBWB, Start of Green	
Natural Cycle: 45	
Control Type: Actuated-Coordinated	
# 95th percentile volume exceeds capacity, queue may be longer.	
Queue shown is maximum after two cycles.	

Splits and Phases: 400: E Frontage Rd & STH 158

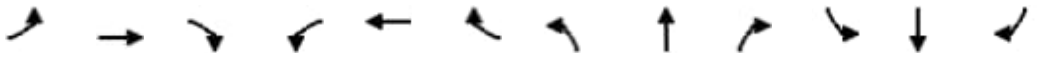




Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	50	825	45	45	1040	40	15	30	35	45	45	35
Future Volume (veh/h)	50	825	45	45	1040	40	15	30	35	45	45	35
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
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	1810	1810	1654	1850	1850	1682	1709	1709	1709	1668	1668	1668
Adj Flow Rate, veh/h	53	878	30	48	1106	26	16	32	23	48	48	23
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Percent Heavy Veh, %	7	7	7	5	5	5	3	3	3	6	6	6
Cap, veh/h	359	1508	428	374	1913	428	181	269	307	245	192	300
Arrive On Green	0.07	0.31	0.31	0.06	0.30	0.30	0.21	0.21	0.21	0.21	0.21	0.21
Sat Flow, veh/h	1724	4943	1402	1762	6364	1425	313	1268	1448	549	907	1414
Grp Volume(v), veh/h	53	878	30	48	1106	26	48	0	23	96	0	23
Grp Sat Flow(s),veh/h/ln	1724	1648	1402	1762	1591	1425	1582	0	1448	1456	0	1414
Q Serve(g_s), s	0.8	6.3	0.6	0.7	6.2	0.5	0.0	0.0	0.5	0.1	0.0	0.5
Cycle Q Clear(g_c), s	0.8	6.3	0.6	0.7	6.2	0.5	1.0	0.0	0.5	2.0	0.0	0.5
Prop In Lane	1.00		1.00	1.00		1.00	0.33		1.00	0.50		1.00
Lane Grp Cap(c), veh/h	359	1508	428	374	1913	428	450	0	307	437	0	300
V/C Ratio(X)	0.15	0.58	0.07	0.13	0.58	0.06	0.11	0.00	0.07	0.22	0.00	0.08
Avail Cap(c_a), veh/h	492	1508	428	517	1913	428	489	0	345	474	0	337
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.96	0.96	0.96	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	9.2	12.3	10.4	9.2	12.4	10.5	13.4	0.0	13.2	13.8	0.0	13.3
Incr Delay (d2), s/veh	0.1	1.6	0.3	0.1	1.3	0.3	0.0	0.0	0.0	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(95%),veh/ln	0.4	3.3	0.3	0.3	3.1	0.3	0.5	0.0	0.3	1.1	0.0	0.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	9.3	13.9	10.7	9.2	13.7	10.7	13.4	0.0	13.3	13.9	0.0	13.3
LnGrp LOS	A	B	B	A	B	B	B		B	B		B
Approach Vol, veh/h		961			1180			71			119	
Approach Delay, s/veh		13.6			13.5			13.4			13.8	
Approach LOS		B			B			B			B	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	7.3	18.5		16.2	7.1	18.7		16.2				
Change Period (Y+Rc), s	4.5	5.9		7.3	4.5	5.9		7.3				
Max Green Setting (Gmax), s	6.0	8.0		10.0	6.0	8.0		10.0				
Max Q Clear Time (g_c+I1), s	2.8	8.2		4.0	2.7	8.3		3.0				
Green Ext Time (p_c), s	0.0	0.0		0.1	0.0	0.0		0.0				

Intersection Summary		
HCM 7th Control Delay, s/veh		13.5
HCM 7th LOS		B



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	50	200	30	110	230	40	35	450	85	55	905	145
Future Volume (vph)	50	200	30	110	230	40	35	450	85	55	905	145
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	130		0	135		0	305		0	400		235
Storage Lanes	1		0	1		0	1		0	1		0
Taper Length (ft)	100			100			100			100		
Link Speed (mph)		45			45			35			35	
Link Distance (ft)		463			370			458			1143	
Travel Time (s)		7.0			5.6			8.9			22.3	
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	4%	4%	4%	3%	3%	3%	4%	4%	4%	5%	5%	5%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Shared Lane Traffic (%)												
Lane Group Flow (vph)	51	235	0	112	276	0	36	546	0	56	1071	0
Sign Control		Stop			Stop			Stop			Stop	

Intersection Summary	
Area Type:	Other
Control Type: Unsignalized	

Intersection has too many lanes per leg.

HCM All-Way analysis is limited to two lanes per leg.

Channelized right turn lanes are not counted.

Intersection	
Intersection Delay, s/veh	169.2
Intersection LOS	F

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	50	200	30	110	230	40	35	450	85	55	905	145
Future Vol, veh/h	50	200	30	110	230	40	35	450	85	55	905	145
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Heavy Vehicles, %	4	4	4	3	3	3	4	4	4	5	5	5
Mvmt Flow	51	204	31	112	235	41	36	459	87	56	923	148
Number of Lanes	1	1	0	1	1	0	1	2	0	1	2	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	2	2	3	3
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	3	3	2	2
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	3	3	2	2
HCM Control Delay, s/veh	41.3	48.1	53.4	302.9
HCM LOS	E	E	F	F

Lane	NBLn1	NBLn2	NBLn3	EBLn1	EBLn2	WBLn1	WBLn2	SBLn1	SBLn2	SBLn3
Vol Left, %	100%	0%	0%	100%	0%	100%	0%	100%	0%	0%
Vol Thru, %	0%	100%	64%	0%	87%	0%	85%	0%	100%	68%
Vol Right, %	0%	0%	36%	0%	13%	0%	15%	0%	0%	32%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	35	300	235	50	230	110	270	55	603	447
LT Vol	35	0	0	50	0	110	0	55	0	0
Through Vol	0	300	150	0	200	0	230	0	603	302
RT Vol	0	0	85	0	30	0	40	0	0	145
Lane Flow Rate	36	306	240	51	235	112	276	56	616	456
Geometry Grp	6	6	6	6	6	6	6	6	6	6
Degree of Util (X)	0.113	0.925	0.708	0.173	0.76	0.369	0.859	0.175	1.83	1.325
Departure Headway (Hd)	12.359	11.834	11.568	13.18	12.572	12.707	12.088	11.229	10.702	10.463
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Cap	292	309	314	274	291	285	303	320	345	351
Service Time	10.059	9.534	9.268	10.88	10.272	10.407	9.788	8.991	8.464	8.225
HCM Lane V/C Ratio	0.123	0.99	0.764	0.186	0.808	0.393	0.911	0.175	1.786	1.299
HCM Control Delay, s/veh	16.6	69.8	38	18.6	46.2	22.7	58.4	16.4	409.4	194.2
HCM Lane LOS	C	F	E	C	E	C	F	C	F	F
HCM 95th-tile Q	0.4	8.9	5	0.6	5.7	1.6	7.5	0.6	40.4	21.7



Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	280	60	0	410	30	0
Future Volume (vph)	280	60	0	410	30	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12
Grade (%)	0%			0%	0%	
Storage Length (ft)		0	0		100	0
Storage Lanes		0	0		1	1
Taper Length (ft)			100		100	
Link Speed (mph)	45			45	25	
Link Distance (ft)	1503			463	202	
Travel Time (s)	22.8			7.0	5.5	
Confl. Peds. (#/hr)						
Confl. Bikes (#/hr)						
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98
Growth Factor	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	4%	4%	4%	4%	1%	1%
Bus Blockages (#/hr)	0	0	0	0	0	0
Parking (#/hr)						
Mid-Block Traffic (%)	0%			0%	0%	
Shared Lane Traffic (%)						
Lane Group Flow (vph)	347	0	0	418	31	0
Sign Control	Free			Free	Stop	

Intersection Summary	
Area Type:	Other
Control Type: Unsignalized	



Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (veh/h)	280	60	0	410	30	0
Future Volume (Veh/h)	280	60	0	410	30	0
Sign Control	Free			Free	Stop	
Grade	0%			0%	0%	
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98
Hourly flow rate (vph)	286	61	0	418	31	0
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type	None			None		
Median storage veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume			347		735	317
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol			347		735	317
tC, single (s)			4.1		6.4	6.2
tC, 2 stage (s)						
tF (s)			2.2		3.5	3.3
p0 queue free %			100		92	100
cM capacity (veh/h)			1201		388	726

Direction, Lane #	EB 1	WB 1	NB 1	NB 2
Volume Total	347	418	31	0
Volume Left	0	0	31	0
Volume Right	61	0	0	0
cSH	1700	1201	388	1700
Volume to Capacity	0.20	0.00	0.08	0.00
Queue Length 95th (ft)	0	0	6	0
Control Delay (s/veh)	0.0	0.0	15.1	0.0
Lane LOS			C	A
Approach Delay (s/veh)	0.0	0.0	15.1	
Approach LOS			C	

Intersection Summary			
Average Delay	0.6		
Intersection Capacity Utilization	31.6%	ICU Level of Service	A
Analysis Period (min)	15		

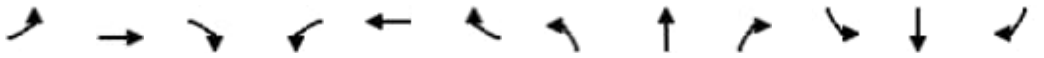
Intersection	
Int Delay, s/veh	0.6

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	280	60	0	410	30	0
Future Vol, veh/h	280	60	0	410	30	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	100	0
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	98	98	98	98	98	98
Heavy Vehicles, %	4	4	4	4	1	1
Mvmt Flow	286	61	0	418	31	0

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	347	0	735	316
Stage 1	-	-	-	-	316	-
Stage 2	-	-	-	-	418	-
Critical Hdwy	-	-	4.14	-	6.41	6.21
Critical Hdwy Stg 1	-	-	-	-	5.41	-
Critical Hdwy Stg 2	-	-	-	-	5.41	-
Follow-up Hdwy	-	-	2.236	-	3.509	3.309
Pot Cap-1 Maneuver	-	-	1201	-	388	726
Stage 1	-	-	-	-	741	-
Stage 2	-	-	-	-	666	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1201	-	388	726
Mov Cap-2 Maneuver	-	-	-	-	388	-
Stage 1	-	-	-	-	741	-
Stage 2	-	-	-	-	666	-

Approach	EB	WB	NB
HCM Control Delay, s/v	0	0	15.06
HCM LOS			C

Minor Lane/Major Mvmt	NBLn1	NBLn2	EBT	EBR	WBL	WBT
Capacity (veh/h)	388	-	-	-	1201	-
HCM Lane V/C Ratio	0.079	-	-	-	-	-
HCM Control Delay (s/veh)	15.1	0	-	-	0	-
HCM Lane LOS	C	A	-	-	A	-
HCM 95th %tile Q(veh)	0.3	-	-	-	0	-



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	60	1	1	1	1	1	1	510	1	1	925	120
Future Volume (vph)	60	1	1	1	1	1	1	510	1	1	925	120
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	100		0	100		0	0		0	0		100
Storage Lanes	1		0	1		0	0		0	0		1
Taper Length (ft)	100			100			100			100		
Link Speed (mph)		25			25			35			35	
Link Distance (ft)		248			177			622			213	
Travel Time (s)		6.8			4.8			12.1			4.1	
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	1%	1%	1%	1%	1%	1%	4%	4%	4%	1%	1%	1%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Shared Lane Traffic (%)												
Lane Group Flow (vph)	65	2	0	1	2	0	0	550	0	0	996	129
Sign Control		Stop			Stop			Free			Free	

Intersection Summary	
Area Type:	Other
Control Type: Unsignalized	

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	60	1	1	1	1	1	1	510	1	1	925	120
Future Volume (Veh/h)	60	1	1	1	1	1	1	510	1	1	925	120
Sign Control		Stop			Stop			Free			Free	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Hourly flow rate (vph)	65	1	1	1	1	1	1	548	1	1	995	129
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type								None			None	
Median storage veh)												
Upstream signal (ft)												
pX, platoon unblocked												
vC, conflicting volume	1549	1548	995	1549	1677	549	1124			549		
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	1549	1548	995	1549	1677	549	1124			549		
tC, single (s)	7.1	6.5	6.2	7.1	6.5	6.2	4.1			4.1		
tC, 2 stage (s)												
tF (s)	3.5	4.0	3.3	3.5	4.0	3.3	2.2			2.2		
p0 queue free %	29	99	100	99	99	100	100			100		
cM capacity (veh/h)	92	114	298	92	95	538	614			1026		

Direction, Lane #	EB 1	EB 2	WB 1	WB 2	NB 1	SB 1	SB 2
Volume Total	65	2	1	2	550	996	129
Volume Left	65	0	1	0	1	1	0
Volume Right	0	1	0	1	1	0	129
cSH	92	165	92	162	614	1026	1700
Volume to Capacity	0.71	0.01	0.01	0.01	0.00	0.00	0.08
Queue Length 95th (ft)	88	1	1	1	0	0	0
Control Delay (s/veh)	107.3	27.0	44.5	27.5	0.0	0.0	0.0
Lane LOS	F	D	E	D	A	A	
Approach Delay (s/veh)	104.9		33.2		0.0	0.0	
Approach LOS	F		D				

Intersection Summary				
Average Delay	4.1			
Intersection Capacity Utilization	66.1%	ICU Level of Service	C	
Analysis Period (min)	15			

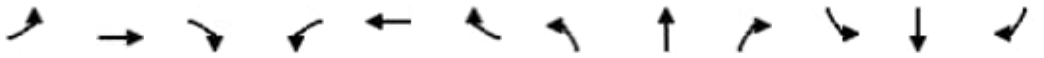
Intersection	
Int Delay, s/veh	4.1

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	60	1	1	1	1	1	1	510	1	1	925	120
Future Vol, veh/h	60	1	1	1	1	1	1	510	1	1	925	120
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	100	-	-	100	-	-	-	-	-	-	-	100
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	93	93	93	93	93	93	93	93	93	93	93	93
Heavy Vehicles, %	1	1	1	1	1	1	4	4	4	1	1	1
Mvmt Flow	65	1	1	1	1	1	1	548	1	1	995	129

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	1548	1548	995	1548	1677	549	1124	0	0	549	0	0
Stage 1	997	997	-	551	551	-	-	-	-	-	-	-
Stage 2	551	552	-	997	1126	-	-	-	-	-	-	-
Critical Hdwy	7.11	6.51	6.21	7.11	6.51	6.21	4.14	-	-	4.11	-	-
Critical Hdwy Stg 1	6.11	5.51	-	6.11	5.51	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.11	5.51	-	6.11	5.51	-	-	-	-	-	-	-
Follow-up Hdwy	3.509	4.009	3.309	3.509	4.009	3.309	2.236	-	-	2.209	-	-
Pot Cap-1 Maneuver	93	115	299	93	96	537	614	-	-	1025	-	-
Stage 1	295	323	-	520	517	-	-	-	-	-	-	-
Stage 2	520	517	-	295	281	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	92	114	299	92	95	537	614	-	-	1025	-	-
Mov Cap-2 Maneuver	92	114	-	92	95	-	-	-	-	-	-	-
Stage 1	295	322	-	519	516	-	-	-	-	-	-	-
Stage 2	517	515	-	292	280	-	-	-	-	-	-	-

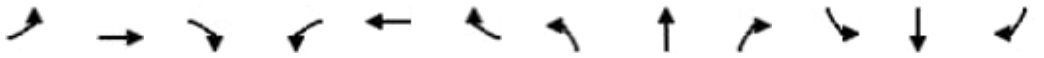
Approach	EB	WB	NB	SB
HCM Control Delay, s/veh	104.81	33.3	0.02	0.01
HCM LOS	F	D		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	EBLn2	WBLn1	WBLn2	SBL	SBT	SBR
Capacity (veh/h)	4	-	-	92	165	92	162	2	-	-
HCM Lane V/C Ratio	0.002	-	-	0.703	0.013	0.012	0.013	0.001	-	-
HCM Control Delay (s/veh)	10.9	0	-	107.4	27.1	44.7	27.6	8.5	0	-
HCM Lane LOS	B	A	-	F	D	E	D	A	A	-
HCM 95th %tile Q(veh)	0	-	-	3.5	0	0	0	0	-	-



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	175	0	30	0	0	0	60	335	0	0	570	355
Future Volume (vph)	175	0	30	0	0	0	60	335	0	0	570	355
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	100		0	100		0	200		0	0		100
Storage Lanes	1		0	1		0	1		0	0		1
Taper Length (ft)	100			100			100			100		
Link Speed (mph)		25			25			35			35	
Link Distance (ft)		178			158			881			622	
Travel Time (s)		4.9			4.3			17.2			12.1	
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	1%	1%	1%	1%	1%	1%	4%	4%	4%	1%	1%	1%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Shared Lane Traffic (%)												
Lane Group Flow (vph)	188	32	0	0	0	0	65	360	0	0	613	382
Sign Control		Stop			Stop			Free			Free	

Intersection Summary	
Area Type:	Other
Control Type: Unsignalized	



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	175	0	30	0	0	0	60	335	0	0	570	355
Future Volume (Veh/h)	175	0	30	0	0	0	60	335	0	0	570	355
Sign Control		Stop			Stop			Free			Free	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Hourly flow rate (vph)	188	0	32	0	0	0	65	360	0	0	613	382
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type								None			None	
Median storage veh)												
Upstream signal (ft)												
pX, platoon unblocked												
vC, conflicting volume	1103	1103	613	1135	1485	360	995			360		
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	1103	1103	613	1135	1485	360	995			360		
tC, single (s)	7.1	6.5	6.2	7.1	6.5	6.2	4.1			4.1		
tC, 2 stage (s)												
tF (s)	3.5	4.0	3.3	3.5	4.0	3.3	2.2			2.2		
p0 queue free %	0	100	94	100	100	100	91			100		
cM capacity (veh/h)	176	192	494	156	113	687	687			1204		

Direction, Lane #	EB 1	EB 2	WB 1	WB 2	NB 1	NB 2	SB 1	SB 2
Volume Total	188	32	0	0	65	360	613	382
Volume Left	188	0	0	0	65	0	0	0
Volume Right	0	32	0	0	0	0	0	382
cSH	176	494	1700	1700	687	1700	1204	1700
Volume to Capacity	1.07	0.06	0.00	0.00	0.09	0.21	0.00	0.22
Queue Length 95th (ft)	230	5	0	0	8	0	0	0
Control Delay (s/veh)	141.5	12.8	0.0	0.0	10.8	0.0	0.0	0.0
Lane LOS	F	B	A	A	B			
Approach Delay (s/veh)	122.7		0.0		1.6		0.0	
Approach LOS	F		A					

Intersection Summary				
Average Delay	16.9			
Intersection Capacity Utilization	66.2%	ICU Level of Service	C	
Analysis Period (min)	15			

Intersection	
Int Delay, s/veh	18

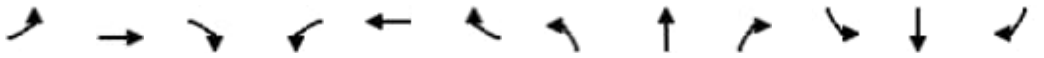
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	175	0	30	0	0	0	60	335	0	0	570	355
Future Vol, veh/h	175	0	30	0	0	0	60	335	0	0	570	355
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	100	-	-	100	-	-	200	-	-	-	-	100
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	93	93	93	93	93	93	93	93	93	93	93	93
Heavy Vehicles, %	1	1	1	1	1	1	4	4	4	1	1	1
Mvmt Flow	188	0	32	0	0	0	65	360	0	0	613	382

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	1102	1102	613	1102	1484	360	995	0	0	360	0	0
Stage 1	613	613	-	489	489	-	-	-	-	-	-	-
Stage 2	489	489	-	613	995	-	-	-	-	-	-	-
Critical Hdwy	7.11	6.51	6.21	7.11	6.51	6.21	4.14	-	-	4.11	-	-
Critical Hdwy Stg 1	6.11	5.51	-	6.11	5.51	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.11	5.51	-	6.11	5.51	-	-	-	-	-	-	-
Follow-up Hdwy	3.509	4.009	3.309	3.509	4.009	3.309	2.236	-	-	2.209	-	-
Pot Cap-1 Maneuver	190	212	494	190	125	687	688	-	-	1204	-	-
Stage 1	482	485	-	562	551	-	-	-	-	-	-	-
Stage 2	562	551	-	482	324	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	~ 172	193	494	161	114	687	688	-	-	1204	-	-
Mov Cap-2 Maneuver	~ 172	193	-	161	114	-	-	-	-	-	-	-
Stage 1	482	485	-	510	499	-	-	-	-	-	-	-
Stage 2	510	499	-	450	324	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s/v	30.55	0	1.64	0
HCM LOS	F	A		

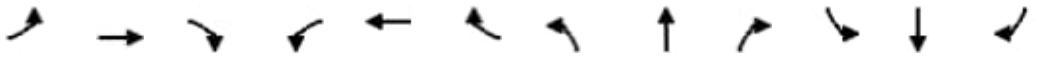
Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	EBLn2	WBLn1	WBLn2	SBL	SBT	SBR
Capacity (veh/h)	688	-	-	172	494	-	-	1204	-	-
HCM Lane V/C Ratio	0.094	-	-	1.094	0.065	-	-	-	-	-
HCM Control Delay (s/veh)	10.8	-	-	150.7	12.8	0	0	0	-	-
HCM Lane LOS	B	-	-	F	B	A	A	A	-	-
HCM 95th %tile Q(veh)	0.3	-	-	9.5	0.2	-	-	0	-	-

Notes			
~: Volume exceeds capacity	$: Delay exceeds 300s	+: Computation Not Defined	*: All major volume in platoon



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	195	0	55	0	0	0	115	200	0	0	190	410
Future Volume (vph)	195	0	55	0	0	0	115	200	0	0	190	410
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	100		0	100		0	200		0	0		100
Storage Lanes	1		0	1		0	1		0	0		1
Taper Length (ft)	100			100			100			100		
Link Speed (mph)		25			25			35			35	
Link Distance (ft)		163			149			383			881	
Travel Time (s)		4.4			4.1			7.5			17.2	
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	1%	1%	1%	1%	1%	1%	4%	4%	4%	1%	1%	1%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Shared Lane Traffic (%)												
Lane Group Flow (vph)	210	59	0	0	0	0	124	215	0	0	204	441
Sign Control		Stop			Stop			Free			Free	

Intersection Summary	
Area Type:	Other
Control Type: Unsignalized	



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	195	0	55	0	0	0	115	200	0	0	190	410
Future Volume (Veh/h)	195	0	55	0	0	0	115	200	0	0	190	410
Sign Control		Stop			Stop			Free			Free	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Hourly flow rate (vph)	210	0	59	0	0	0	124	215	0	0	204	441
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type								None			None	
Median storage veh)												
Upstream signal (ft)												
pX, platoon unblocked												
vC, conflicting volume	667	667	204	726	1108	215	645			215		
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	667	667	204	726	1108	215	645			215		
tC, single (s)	7.1	6.5	6.2	7.1	6.5	6.2	4.1			4.1		
tC, 2 stage (s)												
tF (s)	3.5	4.0	3.3	3.5	4.0	3.3	2.2			2.2		
p0 queue free %	37	100	93	100	100	100	87			100		
cM capacity (veh/h)	336	330	839	285	183	827	931			1361		

Direction, Lane #	EB 1	EB 2	WB 1	WB 2	NB 1	NB 2	SB 1	SB 2
Volume Total	210	59	0	0	124	215	204	441
Volume Left	210	0	0	0	124	0	0	0
Volume Right	0	59	0	0	0	0	0	441
cSH	336	839	1700	1700	931	1700	1361	1700
Volume to Capacity	0.63	0.07	0.00	0.00	0.13	0.13	0.00	0.26
Queue Length 95th (ft)	100	6	0	0	11	0	0	0
Control Delay (s/veh)	32.1	9.6	0.0	0.0	9.5	0.0	0.0	0.0
Lane LOS	D	A	A	A	A			
Approach Delay (s/veh)	27.2		0.0		3.5		0.0	
Approach LOS	D		A					

Intersection Summary				
Average Delay	6.8			
Intersection Capacity Utilization	42.6%	ICU Level of Service		A
Analysis Period (min)	15			

Intersection	
Int Delay, s/veh	7.1

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	195	0	55	0	0	0	115	200	0	0	190	410
Future Vol, veh/h	195	0	55	0	0	0	115	200	0	0	190	410
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	100	-	-	100	-	-	200	-	-	-	-	100
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	93	93	93	93	93	93	93	93	93	93	93	93
Heavy Vehicles, %	1	1	1	1	1	1	4	4	4	1	1	1
Mvmt Flow	210	0	59	0	0	0	124	215	0	0	204	441

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	667	667	204	667	1108	215	645	0	0	215	0	0
Stage 1	204	204	-	462	462	-	-	-	-	-	-	-
Stage 2	462	462	-	204	645	-	-	-	-	-	-	-
Critical Hdwy	7.11	6.51	6.21	7.11	6.51	6.21	4.14	-	-	4.11	-	-
Critical Hdwy Stg 1	6.11	5.51	-	6.11	5.51	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.11	5.51	-	6.11	5.51	-	-	-	-	-	-	-
Follow-up Hdwy	3.509	4.009	3.309	3.509	4.009	3.309	2.236	-	-	2.209	-	-
Pot Cap-1 Maneuver	374	381	839	374	211	827	931	-	-	1361	-	-
Stage 1	800	734	-	581	566	-	-	-	-	-	-	-
Stage 2	581	566	-	800	469	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	324	330	839	301	183	827	931	-	-	1361	-	-
Mov Cap-2 Maneuver	324	330	-	301	183	-	-	-	-	-	-	-
Stage 1	800	734	-	504	491	-	-	-	-	-	-	-
Stage 2	504	491	-	744	469	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s/v	28.9	0	3.45	0
HCM LOS	D	A		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	EBLn2	WBLn1	WBLn2	SBL	SBT	SBR
Capacity (veh/h)	931	-	-	324	839	-	-	1361	-	-
HCM Lane V/C Ratio	0.133	-	-	0.647	0.07	-	-	-	-	-
HCM Control Delay (s/veh)	9.5	-	-	34.3	9.6	0	0	0	-	-
HCM Lane LOS	A	-	-	D	A	A	A	A	-	-
HCM 95th %tile Q(veh)	0.5	-	-	4.2	0.2	-	-	0	-	-



Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	0	30	60	315	245	0
Future Volume (vph)	0	30	60	315	245	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12
Grade (%)	0%			0%	0%	
Storage Length (ft)	100	0	200			0
Storage Lanes	1	1	1			0
Taper Length (ft)	100		100			
Link Speed (mph)	25			35	35	
Link Distance (ft)	653			255	383	
Travel Time (s)	17.8			5.0	7.5	
Confl. Peds. (#/hr)						
Confl. Bikes (#/hr)						
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93
Growth Factor	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	1%	1%	4%	4%	1%	1%
Bus Blockages (#/hr)	0	0	0	0	0	0
Parking (#/hr)						
Mid-Block Traffic (%)	0%			0%	0%	
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	32	65	339	263	0
Sign Control	Stop			Free	Free	

Intersection Summary	
Area Type:	Other
Control Type: Unsignalized	



Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	0	30	60	315	245	0
Future Volume (Veh/h)	0	30	60	315	245	0
Sign Control	Stop			Free	Free	
Grade	0%			0%	0%	
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93
Hourly flow rate (vph)	0	32	65	339	263	0
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type				None	None	
Median storage veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	732	263	263			
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	732	263	263			
tC, single (s)	6.4	6.2	4.1			
tC, 2 stage (s)						
tF (s)	3.5	3.3	2.2			
p0 queue free %	100	96	95			
cM capacity (veh/h)	370	778	1290			

Direction, Lane #	EB 1	EB 2	NB 1	NB 2	SB 1
Volume Total	0	32	65	339	263
Volume Left	0	0	65	0	0
Volume Right	0	32	0	0	0
cSH	1700	778	1290	1700	1700
Volume to Capacity	0.00	0.04	0.05	0.20	0.15
Queue Length 95th (ft)	0	3	4	0	0
Control Delay (s/veh)	0.0	9.8	7.9	0.0	0.0
Lane LOS	A	A	A		
Approach Delay (s/veh)	9.8		1.3		0.0
Approach LOS	A				

Intersection Summary			
Average Delay	1.2		
Intersection Capacity Utilization	22.9%	ICU Level of Service	A
Analysis Period (min)	15		

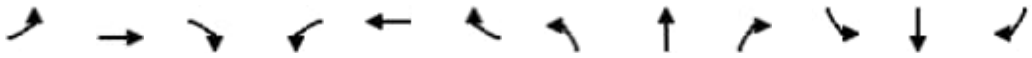
Intersection	
Int Delay, s/veh	1.2

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	0	30	60	315	245	0
Future Vol, veh/h	0	30	60	315	245	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	100	0	200	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	93	93	93	93	93	93
Heavy Vehicles, %	1	1	4	4	1	1
Mvmt Flow	0	32	65	339	263	0

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	731	263	263	0	-	0
Stage 1	263	-	-	-	-	-
Stage 2	468	-	-	-	-	-
Critical Hdwy	6.41	6.21	4.14	-	-	-
Critical Hdwy Stg 1	5.41	-	-	-	-	-
Critical Hdwy Stg 2	5.41	-	-	-	-	-
Follow-up Hdwy	3.509	3.309	2.236	-	-	-
Pot Cap-1 Maneuver	390	778	1289	-	-	-
Stage 1	783	-	-	-	-	-
Stage 2	633	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	371	778	1289	-	-	-
Mov Cap-2 Maneuver	371	-	-	-	-	-
Stage 1	744	-	-	-	-	-
Stage 2	633	-	-	-	-	-

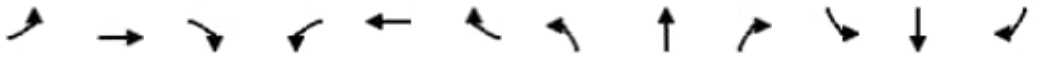
Approach	EB	NB	SB
HCM Control Delay, s/v	9.83	1.27	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	EBLn2	SBT	SBR
Capacity (veh/h)	1289	-	-	778	-	-
HCM Lane V/C Ratio	0.05	-	-	0.041	-	-
HCM Control Delay (s/veh)	7.9	-	0	9.8	-	-
HCM Lane LOS	A	-	A	A	-	-
HCM 95th %tile Q(veh)	0.2	-	-	0.1	-	-



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	10	280	50	90	335	5	40	15	150	15	25	5
Future Volume (vph)	10	280	50	90	335	5	40	15	150	15	25	5
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	0		0	0		0	0		0	0		0
Storage Lanes	0		0	0		0	0		0	0		0
Taper Length (ft)	100			100			100			100		
Link Speed (mph)		45			45			35			35	
Link Distance (ft)		397			1700			2006			1738	
Travel Time (s)		6.0			25.8			39.1			33.9	
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
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
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	1%	1%	1%	2%	2%	2%	5%	5%	5%	1%	1%	1%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	369	0	0	467	0	0	222	0	0	48	0
Sign Control		Stop			Stop			Stop			Stop	

Intersection Summary	
Area Type:	Other
Control Type: Unsignalized	



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Sign Control		Stop			Stop			Stop			Stop	
Traffic Volume (vph)	10	280	50	90	335	5	40	15	150	15	25	5
Future Volume (vph)	10	280	50	90	335	5	40	15	150	15	25	5
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
Hourly flow rate (vph)	11	304	54	98	364	5	43	16	163	16	27	5

Direction, Lane #	EB 1	WB 1	NB 1	SB 1
Volume Total (vph)	369	467	222	48
Volume Left (vph)	11	98	43	16
Volume Right (vph)	54	5	163	5
Hadj (s)	-0.06	0.07	-0.32	0.02
Departure Headway (s)	5.4	5.4	5.9	6.7
Degree Utilization, x	0.55	0.70	0.36	0.09
Capacity (veh/h)	629	645	543	440
Control Delay (s/veh)	15.0	20.0	12.2	10.4
Approach Delay (s/veh)	15.0	20.0	12.2	10.4
Approach LOS	B	C	B	B

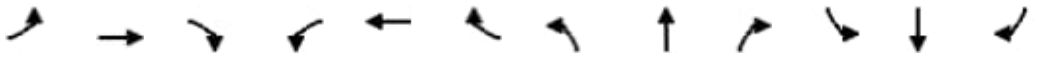
Intersection Summary				
Delay	16.3			
Level of Service	C			
Intersection Capacity Utilization	65.2%	ICU Level of Service	C	
Analysis Period (min)	15			

Intersection	
Intersection Delay, s/veh	16.3
Intersection LOS	C

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	10	280	50	90	335	5	40	15	150	15	25	5
Future Vol, veh/h	10	280	50	90	335	5	40	15	150	15	25	5
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
Heavy Vehicles, %	1	1	1	2	2	2	5	5	5	1	1	1
Mvmt Flow	11	304	54	98	364	5	43	16	163	16	27	5
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

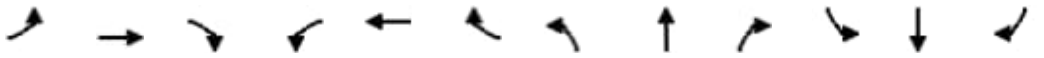
Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay, s/veh	14.9	19.9	12.2	10.4
HCM LOS	B	C	B	B

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	20%	3%	21%	33%
Vol Thru, %	7%	82%	78%	56%
Vol Right, %	73%	15%	1%	11%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	205	340	430	45
LT Vol	40	10	90	15
Through Vol	15	280	335	25
RT Vol	150	50	5	5
Lane Flow Rate	223	370	467	49
Geometry Grp	1	1	1	1
Degree of Util (X)	0.362	0.552	0.696	0.09
Departure Headway (Hd)	5.846	5.375	5.363	6.633
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	613	669	673	536
Service Time	3.916	3.436	3.419	4.73
HCM Lane V/C Ratio	0.364	0.553	0.694	0.091
HCM Control Delay, s/veh	12.2	14.9	19.9	10.4
HCM Lane LOS	B	B	C	B
HCM 95th-tile Q	1.6	3.4	5.6	0.3



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	90	125	30	115	225	125	20	205	105	180	165	65
Future Volume (vph)	90	125	30	115	225	125	20	205	105	180	165	65
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	0		0	0		0	0		0	0		255
Storage Lanes	0		0	0		0	0		0	0		1
Taper Length (ft)	100			100			100			100		
Link Speed (mph)		30			30			35			35	
Link Distance (ft)		1254			421			1037			605	
Travel Time (s)		28.5			9.6			20.2			11.8	
Confl. Peds. (#/hr)				205								
Confl. Bikes (#/hr)												
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	5%	5%	5%	3%	3%	3%	3%	3%	3%	1%	1%	1%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	263	0	0	500	0	0	355	0	0	371	70
Sign Control		Stop			Stop			Stop			Stop	

Intersection Summary	
Area Type:	Other
Control Type: Unsignalized	



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Sign Control		Stop			Stop			Stop			Stop	
Traffic Volume (vph)	90	125	30	115	225	125	20	205	105	180	165	65
Future Volume (vph)	90	125	30	115	225	125	20	205	105	180	165	65
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Hourly flow rate (vph)	97	134	32	124	242	134	22	220	113	194	177	70

Direction, Lane #	EB 1	EB 2	WB 1	WB 2	NB 1	SB 1	SB 2
Volume Total (vph)	164	99	245	255	355	371	70
Volume Left (vph)	97	0	124	0	22	194	0
Volume Right (vph)	0	32	0	134	113	0	70
Hadj (s)	0.38	-0.14	0.30	-0.32	-0.13	0.28	-0.68
Departure Headway (s)	9.2	8.6	8.6	8.0	8.0	8.4	7.4
Degree Utilization, x	0.42	0.24	0.58	0.56	0.79	0.86	0.14
Capacity (veh/h)	359	385	404	430	439	420	472
Control Delay (s/veh)	17.5	13.1	21.8	19.5	34.6	44.2	10.4
Approach Delay (s/veh)	15.8		20.6		34.6	38.8	
Approach LOS	C		C		D	E	

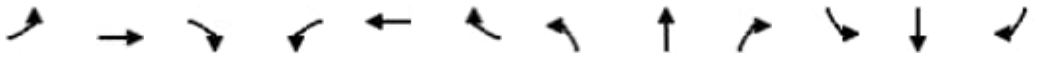
Intersection Summary				
Delay	28.1			
Level of Service	D			
Intersection Capacity Utilization	70.9%	ICU Level of Service	C	
Analysis Period (min)	15			

Intersection	
Intersection Delay, s/veh	32.2
Intersection LOS	D

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	90	125	30	115	225	125	20	205	105	180	165	65
Future Vol, veh/h	90	125	30	115	225	125	20	205	105	180	165	65
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Heavy Vehicles, %	5	5	5	3	3	3	3	3	3	1	1	1
Mvmt Flow	97	134	32	124	242	134	22	220	113	194	177	70
Number of Lanes	0	2	0	0	2	0	0	1	0	0	1	1

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	2	2	2	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	2	1	2	2
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	2	2	2
HCM Control Delay, s/veh	17.4	22.8	41.8	43.9
HCM LOS	C	C	E	E

Lane	NBLn1	EBLn1	EBLn2	WBLn1	WBLn2	SBLn1	SBLn2
Vol Left, %	6%	59%	0%	51%	0%	52%	0%
Vol Thru, %	62%	41%	68%	49%	47%	48%	0%
Vol Right, %	32%	0%	32%	0%	53%	0%	100%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	330	153	93	228	238	345	65
LT Vol	20	90	0	115	0	180	0
Through Vol	205	63	63	113	113	165	0
RT Vol	105	0	30	0	125	0	65
Lane Flow Rate	355	164	99	245	255	371	70
Geometry Grp	4b	5	5	5	5	5	5
Degree of Util (X)	0.833	0.429	0.245	0.599	0.579	0.887	0.148
Departure Headway (Hd)	8.456	9.428	8.882	8.815	8.168	8.608	7.613
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Cap	429	382	404	409	442	423	470
Service Time	6.513	7.194	6.647	6.574	5.927	6.361	5.366
HCM Lane V/C Ratio	0.828	0.429	0.245	0.599	0.577	0.877	0.149
HCM Control Delay, s/veh	41.8	19.1	14.5	24	21.6	50	11.7
HCM Lane LOS	E	C	B	C	C	E	B
HCM 95th-tile Q	7.9	2.1	0.9	3.8	3.6	9.2	0.5

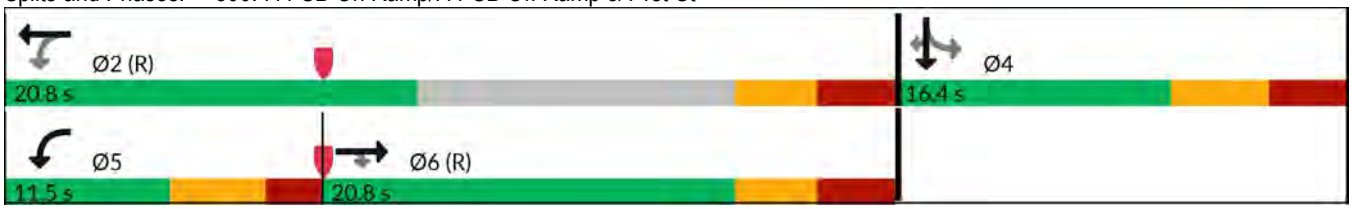


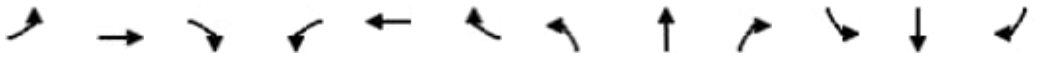
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	250	160	25	240	0	0	0	0	170	380	59
Future Volume (vph)	0	250	160	25	240	0	0	0	0	170	380	59
Ideal Flow (vphpl)	1770	1770	1750	1770	1770	1770	1900	1900	1900	1905	1905	1750
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	0		120	0		0	0		0	255		255
Storage Lanes	0		1	1		0	0		0	1		1
Taper Length (ft)	100			100			100			100		
Right Turn on Red			Yes			Yes			Yes			Yes
Link Speed (mph)		30			30			35			45	
Link Distance (ft)		421			258			763			621	
Travel Time (s)		9.6			5.9			14.9			9.4	
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Growth Factor	100%	100%	75%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Shared Lane Traffic (%)										10%		
Lane Group Flow (vph)	0	266	128	27	255	0	0	0	0	163	422	63
Turn Type		NA	Perm	pm+pt	NA					Perm	NA	Perm
Protected Phases		6		5	2						4	
Permitted Phases			6	2						4		4
Detector Phase		6	6	5	2					4	4	4
Switch Phase												
Minimum Initial (s)		15.0	15.0	6.0	15.0					10.0	10.0	10.0
Minimum Split (s)		20.8	20.8	11.5	20.8					16.4	16.4	16.4
Total Split (s)		20.8	20.8	11.5	20.8					16.4	16.4	16.4
Total Split (%)		42.7%	42.7%	23.6%	42.7%					33.7%	33.7%	33.7%
Maximum Green (s)		15.0	15.0	6.0	15.0					10.0	10.0	10.0
Yellow Time (s)		3.0	3.0	3.5	3.0					3.6	3.6	3.6
All-Red Time (s)		2.8	2.8	2.0	2.8					2.8	2.8	2.8
Lost Time Adjust (s)		0.0	0.0	0.0	0.0					0.0	0.0	0.0
Total Lost Time (s)		5.8	5.8	5.5	5.8					6.4	6.4	6.4
Lead/Lag		Lag	Lag	Lead								
Lead-Lag Optimize?		Yes	Yes	Yes								
Vehicle Extension (s)		4.9	4.9	1.5	4.9					1.5	1.5	1.5
Minimum Gap (s)		2.0	2.0	1.5	2.0					1.5	1.5	1.5
Time Before Reduce (s)		18.0	18.0	20.0	18.0					30.0	30.0	30.0
Time To Reduce (s)		22.0	22.0	0.0	22.0					0.0	0.0	0.0
Recall Mode		C-Max	C-Max	None	C-Max					None	None	None
Walk Time (s)												
Flash Don't Walk (s)												
Pedestrian Calls (#/hr)												
v/c Ratio		0.16	0.16	0.05	0.14					0.49	0.61	0.14
Control Delay (s/veh)		8.4	1.4	5.3	5.8					23.0	21.8	0.7

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Queue Delay		0.0	0.0	0.0	0.0					0.0	0.0	0.0
Total Delay (s/veh)		8.4	1.4	5.3	5.8					23.0	21.8	0.7
Queue Length 50th (ft)		17	0	3	16					45	60	0
Queue Length 95th (ft)		52	12	11	29					95	98	0
Internal Link Dist (ft)		341			178			683			541	
Turn Bay Length (ft)			120							255		255
Base Capacity (vph)		1638	824	543	1794					331	696	447
Starvation Cap Reductn		0	0	0	0					0	0	0
Spillback Cap Reductn		0	0	0	0					0	0	0
Storage Cap Reductn		0	0	0	0					0	0	0
Reduced v/c Ratio		0.16	0.16	0.05	0.14					0.49	0.61	0.14

Intersection Summary	
Area Type:	Other
Cycle Length: 48.7	
Actuated Cycle Length: 48.7	
Offset: 11.5 (24%), Referenced to phase 2:WBTL and 6:EBT, Start of Green	
Natural Cycle: 50	
Control Type: Actuated-Coordinated	

Splits and Phases: 800: I41 SB On Ramp/I41 SB Off Ramp & 71st St





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	250	160	25	240	0	0	0	0	170	380	59
Future Volume (veh/h)	0	250	160	25	240	0	0	0	0	170	380	59
Initial Q (Qb), veh	0	0	0	0	0	0				0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	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
Work Zone On Approach		No			No						No	
Adj Sat Flow, veh/h/ln	0	1742	1723	1742	1742	0				1875	1875	1723
Adj Flow Rate, veh/h	0	266	128	27	255	0				181	404	63
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94				0.94	0.94	0.94
Percent Heavy Veh, %	0	2	2	2	2	0				2	2	2
Cap, veh/h	0	1315	580	527	1811	0				364	765	298
Arrive On Green	0.00	0.40	0.40	0.08	1.00	0.00				0.20	0.20	0.20
Sat Flow, veh/h	0	3398	1460	1659	3398	0				1786	3751	1460
Grp Volume(v), veh/h	0	266	128	27	255	0				181	404	63
Grp Sat Flow(s),veh/h/ln	0	1655	1460	1659	1655	0				1786	1875	1460
Q Serve(g_s), s	0.0	2.6	2.8	0.4	0.0	0.0				4.4	4.7	1.8
Cycle Q Clear(g_c), s	0.0	2.6	2.8	0.4	0.0	0.0				4.4	4.7	1.8
Prop In Lane	0.00		1.00	1.00		0.00				1.00		1.00
Lane Grp Cap(c), veh/h	0	1315	580	527	1811	0				364	765	298
V/C Ratio(X)	0.00	0.20	0.22	0.05	0.14	0.00				0.50	0.53	0.21
Avail Cap(c_a), veh/h	0	1315	580	668	1811	0				364	765	298
HCM Platoon Ratio	1.00	1.00	1.00	2.00	2.00	1.00				1.00	1.00	1.00
Upstream Filter(I)	0.00	1.00	1.00	0.97	0.97	0.00				1.00	1.00	1.00
Uniform Delay (d), s/veh	0.0	9.7	9.8	6.8	0.0	0.0				17.3	17.4	16.2
Incr Delay (d2), s/veh	0.0	0.3	0.9	0.0	0.2	0.0				0.4	0.3	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
%ile BackOfQ(95%),veh/ln	0.0	1.5	1.6	0.2	0.1	0.0				2.7	3.0	2.8
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	0.0	10.0	10.6	6.8	0.2	0.0				17.7	17.7	16.4
LnGrp LOS		B	B	A	A					B	B	B
Approach Vol, veh/h		394			282						648	
Approach Delay, s/veh		10.2			0.8						17.6	
Approach LOS		B			A						B	

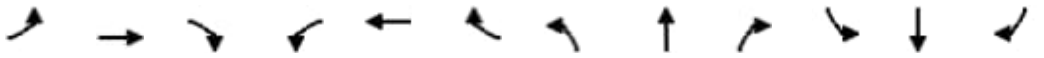
Timer - Assigned Phs		2		4	5	6						
Phs Duration (G+Y+Rc), s		32.6		16.4	7.3	25.3						
Change Period (Y+Rc), s		5.8		* 6.4	5.5	5.8						
Max Green Setting (Gmax), s		15.0		* 10	6.0	15.0						
Max Q Clear Time (g_c+I1), s		2.0		6.7	2.4	4.8						
Green Ext Time (p_c), s		2.1		0.6	0.0	2.6						

Intersection Summary												
HCM 7th Control Delay, s/veh			11.8									
HCM 7th LOS			B									

Notes

User approved volume balancing among the lanes for turning movement.

* HCM 7th computational engine requires equal clearance times for the phases crossing the barrier.

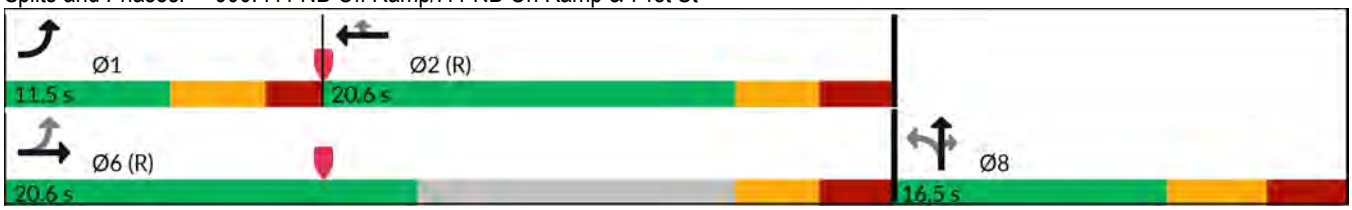


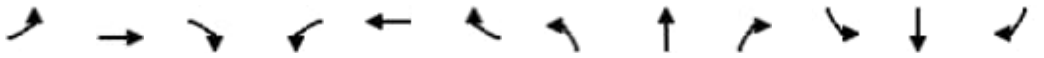
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	150	270	0	0	135	160	130	395	12	0	0	0
Future Volume (vph)	150	270	0	0	135	160	130	395	12	0	0	0
Ideal Flow (vphpl)	1770	1770	1770	1770	1770	1750	1825	1750	1750	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	0		0	0		105	250		250	0		0
Storage Lanes	1		0	0		1	1		1	0		0
Taper Length (ft)	100			100			100			100		
Right Turn on Red			Yes			Yes			Yes			Yes
Link Speed (mph)		30			30			35			45	
Link Distance (ft)		258			595			685			495	
Travel Time (s)		5.9			13.5			13.3			7.5	
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88
Growth Factor	100%	100%	100%	100%	100%	75%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	1%	1%	1%	4%	4%	4%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Shared Lane Traffic (%)							10%					
Lane Group Flow (vph)	170	307	0	0	153	136	133	464	14	0	0	0
Turn Type	pm+pt	NA			NA	Perm	Perm	NA	Perm			
Protected Phases	1	6			2			8				
Permitted Phases	6					2	8		8			
Detector Phase	1	6			2	2	8	8	8			
Switch Phase												
Minimum Initial (s)	6.0	15.0			15.0	15.0	10.0	10.0	10.0			
Minimum Split (s)	11.5	20.6			20.6	20.6	16.5	16.5	16.5			
Total Split (s)	11.5	20.6			20.6	20.6	16.5	16.5	16.5			
Total Split (%)	23.7%	42.4%			42.4%	42.4%	34.0%	34.0%	34.0%			
Maximum Green (s)	6.0	15.0			15.0	15.0	10.0	10.0	10.0			
Yellow Time (s)	3.5	3.0			3.0	3.0	3.6	3.6	3.6			
All-Red Time (s)	2.0	2.6			2.6	2.6	2.9	2.9	2.9			
Lost Time Adjust (s)	0.0	0.0			0.0	0.0	0.0	0.0	0.0			
Total Lost Time (s)	5.5	5.6			5.6	5.6	6.5	6.5	6.5			
Lead/Lag	Lead				Lag	Lag						
Lead-Lag Optimize?	Yes				Yes	Yes						
Vehicle Extension (s)	1.5	4.9			1.9	1.9	1.5	1.5	1.5			
Minimum Gap (s)	1.5	2.0			2.0	2.0	1.5	1.5	1.5			
Time Before Reduce (s)	20.0	18.0			18.0	18.0	30.0	30.0	30.0			
Time To Reduce (s)	0.0	22.0			22.0	22.0	0.0	0.0	0.0			
Recall Mode	None	C-Max			C-Max	C-Max	None	None	None			
Walk Time (s)												
Flash Don't Walk (s)												
Pedestrian Calls (#/hr)												
v/c Ratio	0.30	0.17			0.13	0.21	0.43	0.74	0.03			
Control Delay (s/veh)	7.2	5.9			12.5	1.9	21.8	27.3	0.2			

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Queue Delay	0.0	0.0			0.0	0.0	0.0	0.0	0.0			
Total Delay (s/veh)	7.2	5.9			12.5	1.9	21.8	27.3	0.2			
Queue Length 50th (ft)	21	20			16	0	36	68	0			
Queue Length 95th (ft)	43	33			32	13	78	#123	0			
Internal Link Dist (ft)		178			515			605			415	
Turn Bay Length (ft)						105	250		250			
Base Capacity (vph)	563	1797			1185	654	312	628	438			
Starvation Cap Reductn	0	0			0	0	0	0	0			
Spillback Cap Reductn	0	0			0	0	0	0	0			
Storage Cap Reductn	0	0			0	0	0	0	0			
Reduced v/c Ratio	0.30	0.17			0.13	0.21	0.43	0.74	0.03			

Intersection Summary	
Area Type:	Other
Cycle Length: 48.6	
Actuated Cycle Length: 48.6	
Offset: 11.5 (24%), Referenced to phase 2:WBT and 6:EBTL, Start of Green	
Natural Cycle: 50	
Control Type: Actuated-Coordinated	
# 95th percentile volume exceeds capacity, queue may be longer.	
Queue shown is maximum after two cycles.	

Splits and Phases: 900: I41 NB Off Ramp/I41 NB On Ramp & 71st St





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	150	270	0	0	135	160	130	395	12	0	0	0
Future Volume (veh/h)	150	270	0	0	135	160	130	395	12	0	0	0
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0			
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Ped-Bike Adj(A_pbT)	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			
Work Zone On Approach		No			No			No				
Adj Sat Flow, veh/h/ln	1742	1742	0	0	1756	1736	1768	1695	1695			
Adj Flow Rate, veh/h	170	307	0	0	153	136	148	449	14			
Peak Hour Factor	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88			
Percent Heavy Veh, %	2	2	0	0	1	1	4	4	4			
Cap, veh/h	629	1818	0	0	1089	480	344	692	293			
Arrive On Green	0.22	1.00	0.00	0.00	0.33	0.33	0.20	0.20	0.20			
Sat Flow, veh/h	1659	3398	0	0	3425	1471	1684	3391	1437			
Grp Volume(v), veh/h	170	307	0	0	153	136	148	449	14			
Grp Sat Flow(s),veh/h/ln	1659	1655	0	0	1668	1471	1684	1695	1437			
Q Serve(g_s), s	2.9	0.0	0.0	0.0	1.6	3.4	3.8	6.0	0.4			
Cycle Q Clear(g_c), s	2.9	0.0	0.0	0.0	1.6	3.4	3.8	6.0	0.4			
Prop In Lane	1.00		0.00	0.00		1.00	1.00		1.00			
Lane Grp Cap(c), veh/h	629	1818	0	0	1089	480	344	692	293			
V/C Ratio(X)	0.27	0.17	0.00	0.00	0.14	0.28	0.43	0.65	0.05			
Avail Cap(c_a), veh/h	649	1818	0	0	1089	480	344	692	293			
HCM Platoon Ratio	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Upstream Filter(I)	0.97	0.97	0.00	0.00	1.00	1.00	1.00	1.00	1.00			
Uniform Delay (d), s/veh	6.7	0.0	0.0	0.0	11.6	12.2	17.0	17.9	15.7			
Incr Delay (d2), s/veh	0.1	0.2	0.0	0.0	0.3	1.5	0.3	1.7	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			
%ile BackOfQ(95%),veh/ln	1.3	0.1	0.0	0.0	1.0	2.1	2.3	3.9	0.2			
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	6.7	0.2	0.0	0.0	11.9	13.7	17.3	19.6	15.7			
LnGrp LOS	A	A			B	B	B	B	B			
Approach Vol, veh/h		477			289			611				
Approach Delay, s/veh		2.5			12.8			18.9				
Approach LOS		A			B			B				

Timer - Assigned Phs	1	2				6		8				
Phs Duration (G+Y+Rc), s	10.9	21.6				32.5		16.5				
Change Period (Y+Rc), s	5.5	5.6				5.6		6.5				
Max Green Setting (Gmax), s	6.0	15.0				15.0		10.0				
Max Q Clear Time (g_c+I1), s	4.9	5.4				2.0		8.0				
Green Ext Time (p_c), s	0.0	0.6				2.6		0.4				

Intersection Summary												
HCM 7th Control Delay, s/veh			12.0									
HCM 7th LOS			B									

Notes

User approved volume balancing among the lanes for turning movement.



Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	55	15	245	70	65	140
Future Volume (vph)	55	15	245	70	65	140
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12
Grade (%)	0%			0%	0%	
Storage Length (ft)		0	0		0	0
Storage Lanes		0	0		1	1
Taper Length (ft)			100		100	
Link Speed (mph)	30			30	30	
Link Distance (ft)	787			1254	1020	
Travel Time (s)	17.9			28.5	23.2	
Confl. Peds. (#/hr)						
Confl. Bikes (#/hr)						
Peak Hour Factor	0.83	0.83	0.83	0.83	0.83	0.83
Growth Factor	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	1%	1%	1%	1%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0
Parking (#/hr)						
Mid-Block Traffic (%)	0%			0%	0%	
Shared Lane Traffic (%)						
Lane Group Flow (vph)	84	0	0	379	78	169
Sign Control	Stop			Stop	Stop	

Intersection Summary	
Area Type:	Other
Control Type: Unsignalized	



Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Sign Control	Stop			Stop	Stop	
Traffic Volume (vph)	55	15	245	70	65	140
Future Volume (vph)	55	15	245	70	65	140
Peak Hour Factor	0.83	0.83	0.83	0.83	0.83	0.83
Hourly flow rate (vph)	66	18	295	84	78	169

Direction, Lane #	EB 1	EB 2	WB 1	WB 2	NB 1	NB 2
Volume Total (vph)	44	40	323	56	78	169
Volume Left (vph)	0	0	295	0	78	0
Volume Right (vph)	0	18	0	0	0	169
Hadj (s)	0.02	-0.30	0.47	0.02	0.53	-0.67
Departure Headway (s)	5.6	5.3	5.7	5.3	6.2	5.0
Degree Utilization, x	0.07	0.06	0.52	0.08	0.14	0.24
Capacity (veh/h)	598	636	608	653	545	669
Control Delay (s/veh)	7.9	7.5	13.5	7.6	9.0	8.4
Approach Delay (s/veh)	7.7		12.6		8.6	
Approach LOS	A		B		A	

Intersection Summary			
Delay	10.6		
Level of Service	B		
Intersection Capacity Utilization	30.5%	ICU Level of Service	A
Analysis Period (min)	15		

Intersection	
Intersection Delay, s/veh	11.6
Intersection LOS	B

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	55	15	245	70	65	140
Future Vol, veh/h	55	15	245	70	65	140
Peak Hour Factor	0.83	0.83	0.83	0.83	0.83	0.83
Heavy Vehicles, %	1	1	1	1	2	2
Mvmt Flow	66	18	295	84	78	169
Number of Lanes	2	0	0	2	1	1

Approach	EB	WB	NB
Opposing Approach	WB	EB	
Opposing Lanes	2	2	0
Conflicting Approach Left		NB	EB
Conflicting Lanes Left	0	2	2
Conflicting Approach Right	NB		WB
Conflicting Lanes Right	2	0	2
HCM Control Delay, s/veh	8.6	13.5	9.6
HCM LOS	A	B	A

Lane	NBLn1	NBLn2	EBLn1	EBLn2	WBLn1	WBLn2
Vol Left, %	100%	0%	0%	0%	91%	0%
Vol Thru, %	0%	0%	100%	55%	9%	100%
Vol Right, %	0%	100%	0%	45%	0%	0%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	65	140	37	33	268	47
LT Vol	65	0	0	0	245	0
Through Vol	0	0	37	18	23	47
RT Vol	0	140	0	15	0	0
Lane Flow Rate	78	169	44	40	323	56
Geometry Grp	5	5	5	5	5	5
Degree of Util (X)	0.136	0.237	0.069	0.059	0.512	0.082
Departure Headway (Hd)	6.256	5.049	5.588	5.27	5.705	5.245
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes
Cap	571	707	635	673	627	679
Service Time	4.018	2.811	3.375	3.056	3.473	3.013
HCM Lane V/C Ratio	0.137	0.239	0.069	0.059	0.515	0.082
HCM Control Delay, s/veh	10	9.4	8.8	8.4	14.4	8.5
HCM Lane LOS	A	A	A	A	B	A
HCM 95th-tile Q	0.5	0.9	0.2	0.2	2.9	0.3



Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	1005	135	70	465	345	75
Future Volume (vph)	1005	135	70	465	345	75
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12
Grade (%)	0%		0%			0%
Storage Length (ft)	0	0		0	300	
Storage Lanes	1	1		0	1	
Taper Length (ft)	100				100	
Link Speed (mph)	45		35			35
Link Distance (ft)	795		765			579
Travel Time (s)	12.0		14.9			11.3
Confl. Peds. (#/hr)						
Confl. Bikes (#/hr)						
Peak Hour Factor	0.85	0.85	0.85	0.85	0.85	0.85
Growth Factor	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	8%	8%	9%	9%	9%	9%
Bus Blockages (#/hr)	0	0	0	0	0	0
Parking (#/hr)						
Mid-Block Traffic (%)	0%		0%			0%
Shared Lane Traffic (%)						
Lane Group Flow (vph)	1182	159	629	0	406	88
Sign Control	Stop		Stop			Stop

Intersection Summary	
Area Type:	Other
Control Type: Unsignalized	



Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Sign Control	Stop		Stop			Stop
Traffic Volume (vph)	1005	135	70	465	345	75
Future Volume (vph)	1005	135	70	465	345	75
Peak Hour Factor	0.85	0.85	0.85	0.85	0.85	0.85
Hourly flow rate (vph)	1182	159	82	547	406	88

Direction, Lane #	WB 1	WB 2	NB 1	SB 1	SB 2
Volume Total (vph)	1182	159	629	406	88
Volume Left (vph)	1182	0	0	406	0
Volume Right (vph)	0	159	547	0	0
Hadj (s)	0.64	-0.56	-0.37	0.65	0.15
Departure Headway (s)	8.2	7.0	6.9	8.3	7.8
Degree Utilization, x	2.68	0.31	1.20	0.93	0.19
Capacity (veh/h)	452	510	529	428	457
Control Delay (s/veh)	778.7	11.8	132.3	55.9	11.4
Approach Delay (s/veh)	687.8		132.3	48.0	
Approach LOS	F		F	E	

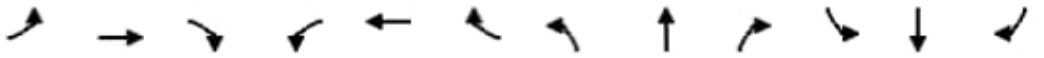
Intersection Summary			
Delay	417.7		
Level of Service	F		
Intersection Capacity Utilization	117.2%	ICU Level of Service	H
Analysis Period (min)	15		

Intersection	
Intersection Delay, s/veh	423.9
Intersection LOS	F

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	1005	135	70	465	345	75
Future Vol, veh/h	1005	135	70	465	345	75
Peak Hour Factor	0.85	0.85	0.85	0.85	0.85	0.85
Heavy Vehicles, %	8	8	9	9	9	9
Mvmt Flow	1182	159	82	547	406	88
Number of Lanes	1	1	1	0	1	1

Approach	WB	NB	SB
Opposing Approach		SB	NB
Opposing Lanes	0	2	1
Conflicting Approach Left	NB		WB
Conflicting Lanes Left	1	0	2
Conflicting Approach Right	SB	WB	
Conflicting Lanes Right	2	2	0
HCM Control Delay, s/veh	687.2	146	63.1
HCM LOS	F	F	F

Lane	NBLn1	WBLn1	WBLn2	SBLn1	SBLn2
Vol Left, %	0%	100%	0%	100%	0%
Vol Thru, %	13%	0%	0%	0%	100%
Vol Right, %	87%	0%	100%	0%	0%
Sign Control	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	535	1005	135	345	75
LT Vol	0	1005	0	345	0
Through Vol	70	0	0	0	75
RT Vol	465	0	135	0	0
Lane Flow Rate	629	1182	159	406	88
Geometry Grp	3b	5	5	5	5
Degree of Util (X)	1.206	2.673	0.306	0.935	0.191
Departure Headway (Hd)	9.898	8.624	7.382	12.119	11.584
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes
Cap	371	437	491	304	312
Service Time	7.898	6.324	5.082	9.819	9.284
HCM Lane V/C Ratio	1.695	2.705	0.324	1.336	0.282
HCM Control Delay, s/veh	146	777.7	13.3	73.1	17
HCM Lane LOS	F	F	B	F	C
HCM 95th-tile Q	18.3	91.9	1.3	9.1	0.7

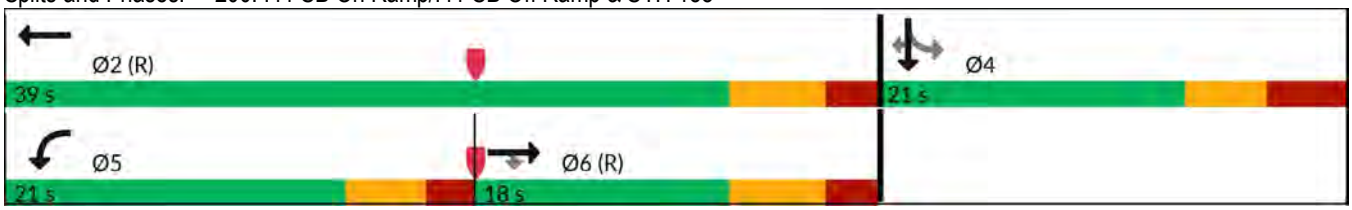


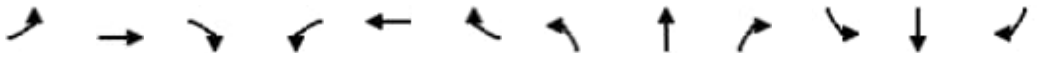
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	380	430	560	635	0	0	0	0	425	5	131
Future Volume (vph)	0	380	430	560	635	0	0	0	0	425	5	131
Ideal Flow (vphpl)	1900	1905	1750	1905	1905	1900	1900	1900	1900	1885	1885	1750
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	315		265	0		0	0		0	410		410
Storage Lanes	1		1	2		0	0		0	1		1
Taper Length (ft)	100			100			100			100		
Right Turn on Red			Yes			Yes			Yes			Yes
Link Speed (mph)		45			45			45			45	
Link Distance (ft)		795			359			754			1011	
Travel Time (s)		12.0			5.4			11.4			15.3	
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87
Growth Factor	100%	100%	75%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	7%	7%	7%	8%	8%	8%	1%	1%	1%	5%	5%	5%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Shared Lane Traffic (%)										49%		
Lane Group Flow (vph)	0	437	371	644	730	0	0	0	0	249	246	151
Turn Type		NA	Perm	Prot	NA					Perm	NA	Perm
Protected Phases		6		5	2						4	
Permitted Phases			6							4		4
Detector Phase		6	6	5	2					4	4	4
Switch Phase												
Minimum Initial (s)		10.0	10.0	8.0	10.0					10.0	10.0	10.0
Minimum Split (s)		16.6	16.6	13.7	16.6					17.2	17.2	17.2
Total Split (s)		18.0	18.0	21.0	39.0					21.0	21.0	21.0
Total Split (%)		30.0%	30.0%	35.0%	65.0%					35.0%	35.0%	35.0%
Maximum Green (s)		11.4	11.4	15.3	32.4					13.8	13.8	13.8
Yellow Time (s)		4.3	4.3	3.5	4.3					3.6	3.6	3.6
All-Red Time (s)		2.3	2.3	2.2	2.3					3.6	3.6	3.6
Lost Time Adjust (s)		0.0	0.0	0.0	0.0					0.0	0.0	0.0
Total Lost Time (s)		6.6	6.6	5.7	6.6					7.2	7.2	7.2
Lead/Lag		Lag	Lag	Lead								
Lead-Lag Optimize?		Yes	Yes	Yes								
Vehicle Extension (s)		3.0	3.0	3.0	3.9					1.5	1.5	1.5
Minimum Gap (s)		2.0	2.0	1.5	2.0					1.5	1.5	1.5
Time Before Reduce (s)		20.0	20.0	25.0	26.0					30.0	30.0	30.0
Time To Reduce (s)		20.0	20.0	0.0	14.0					0.0	0.0	0.0
Recall Mode		C-Max	C-Max	None	C-Max					None	None	None
Walk Time (s)												
Flash Don't Walk (s)												
Pedestrian Calls (#/hr)												
v/c Ratio		0.41	0.62	0.80	0.39					0.75	0.73	0.35
Control Delay (s/veh)		22.1	8.2	15.2	3.1					37.4	36.6	5.7

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Queue Delay		0.0	0.0	0.0	0.0					0.0	0.0	0.0
Total Delay (s/veh)		22.1	8.2	15.2	3.1					37.4	36.6	5.7
Queue Length 50th (ft)		52	0	101	15					87	86	0
Queue Length 95th (ft)		75	55	122	m15					#168	#165	30
Internal Link Dist (ft)		715			279			674			931	
Turn Bay Length (ft)			265							410		410
Base Capacity (vph)		1072	595	834	1888					372	373	456
Starvation Cap Reductn		0	0	0	0					0	0	0
Spillback Cap Reductn		0	0	0	0					0	0	0
Storage Cap Reductn		0	0	0	0					0	0	0
Reduced v/c Ratio		0.41	0.62	0.77	0.39					0.67	0.66	0.33

Intersection Summary	
Area Type:	Other
Cycle Length: 60	
Actuated Cycle Length: 60	
Offset: 32 (53%), Referenced to phase 2:WBT and 6:EBT, Start of Green	
Natural Cycle: 60	
Control Type: Actuated-Coordinated	
# 95th percentile volume exceeds capacity, queue may be longer.	
Queue shown is maximum after two cycles.	
m Volume for 95th percentile queue is metered by upstream signal.	

Splits and Phases: 200: I41 SB On Ramp/I41 SB Off Ramp & STH 158





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	380	430	560	635	0	0	0	0	425	5	131
Future Volume (veh/h)	0	380	430	560	635	0	0	0	0	425	5	131
Initial Q (Qb), veh	0	0	0	0	0	0				0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	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
Work Zone On Approach		No			No						No	
Adj Sat Flow, veh/h/ln	0	1801	1654	1786	1786	0				1811	1811	1682
Adj Flow Rate, veh/h	0	437	371	644	730	0				493	0	151
Peak Hour Factor	0.87	0.87	0.87	0.87	0.87	0.87				0.87	0.87	0.87
Percent Heavy Veh, %	0	7	7	8	8	0				5	5	5
Cap, veh/h	0	1297	370	773	2013	0				611	0	252
Arrive On Green	0.00	0.26	0.26	0.08	0.20	0.00				0.18	0.00	0.18
Sat Flow, veh/h	0	5079	1402	3300	3483	0				3450	0	1425
Grp Volume(v), veh/h	0	437	371	644	730	0				493	0	151
Grp Sat Flow(s),veh/h/ln	0	1639	1402	1650	1697	0				1725	0	1425
Q Serve(g_s), s	0.0	4.3	15.8	11.5	11.2	0.0				8.2	0.0	5.9
Cycle Q Clear(g_c), s	0.0	4.3	15.8	11.5	11.2	0.0				8.2	0.0	5.9
Prop In Lane	0.00		1.00	1.00		0.00				1.00		1.00
Lane Grp Cap(c), veh/h	0	1297	370	773	2013	0				611	0	252
V/C Ratio(X)	0.00	0.34	1.00	0.83	0.36	0.00				0.81	0.00	0.60
Avail Cap(c_a), veh/h	0	1297	370	842	2013	0				794	0	328
HCM Platoon Ratio	1.00	1.00	1.00	0.33	0.33	1.00				1.00	1.00	1.00
Upstream Filter(I)	0.00	1.00	1.00	0.93	0.93	0.00				1.00	0.00	1.00
Uniform Delay (d), s/veh	0.0	17.8	22.1	26.5	14.3	0.0				23.7	0.0	22.7
Incr Delay (d2), s/veh	0.0	0.7	47.5	6.3	0.5	0.0				3.6	0.0	0.8
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0				0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	0.0	2.7	14.3	9.0	7.4	0.0				5.8	0.0	8.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	0.0	18.5	69.6	32.8	14.8	0.0				27.3	0.0	23.6
LnGrp LOS		B	F	C	B					C		C
Approach Vol, veh/h		808			1374						644	
Approach Delay, s/veh		42.0			23.2						26.4	
Approach LOS		D			C						C	

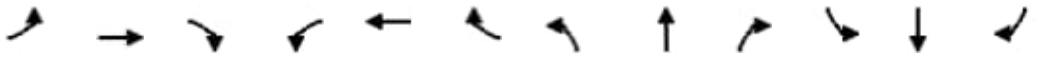
Timer - Assigned Phs	2		4	5	6
Phs Duration (G+Y+Rc), s	42.2		17.8	19.8	22.4
Change Period (Y+Rc), s	* 6.6		7.2	5.7	* 6.6
Max Green Setting (Gmax), s	* 32		13.8	15.3	* 11
Max Q Clear Time (g_c+I1), s	13.2		10.2	13.5	17.8
Green Ext Time (p_c), s	6.0		0.4	0.5	0.0

Intersection Summary	
HCM 7th Control Delay, s/veh	29.3
HCM 7th LOS	C

Notes

User approved volume balancing among the lanes for turning movement.

* HCM 7th computational engine requires equal clearance times for the phases crossing the barrier.

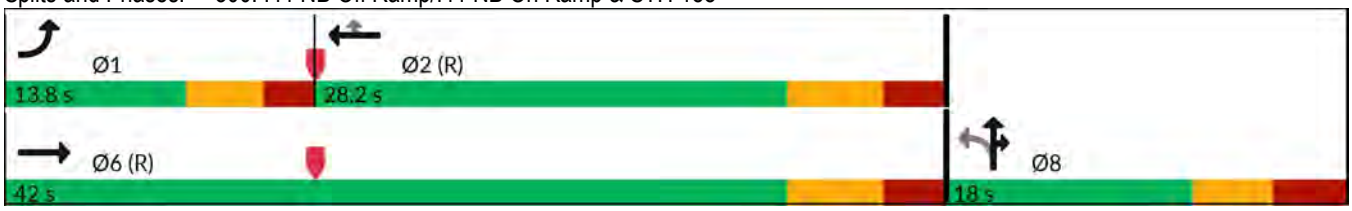


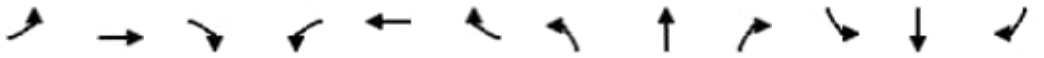
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	235	570	0	0	790	490	405	5	200	0	0	0
Future Volume (vph)	235	570	0	0	790	490	405	5	200	0	0	0
Ideal Flow (vphpl)	1905	1905	1900	1900	1915	1750	1885	1885	1750	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	225		0	135		0	400		400	0		0
Storage Lanes	1		0	1		1	1		1	0		0
Taper Length (ft)	100			100			100			100		
Right Turn on Red			Yes			Yes			Yes			Yes
Link Speed (mph)		45			45			45			45	
Link Distance (ft)		359			360			1103			1212	
Travel Time (s)		5.4			5.5			16.7			18.4	
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Growth Factor	100%	100%	100%	100%	100%	75%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	4%	4%	4%	5%	5%	5%	14%	14%	14%	1%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Shared Lane Traffic (%)												
Lane Group Flow (vph)	258	626	0	0	868	404	0	450	220	0	0	0
Turn Type	Prot	NA			NA	Perm	Perm	NA	Prot			
Protected Phases	1	6			2			8	8			
Permitted Phases						2	8					
Detector Phase	1	6			2	2	8	8	8			
Switch Phase												
Minimum Initial (s)	8.0	15.0			15.0	15.0	10.0	10.0	10.0			
Minimum Split (s)	13.7	22.0			22.0	22.0	16.9	16.9	16.9			
Total Split (s)	13.8	42.0			28.2	28.2	18.0	18.0	18.0			
Total Split (%)	23.0%	70.0%			47.0%	47.0%	30.0%	30.0%	30.0%			
Maximum Green (s)	8.1	35.0			21.2	21.2	11.1	11.1	11.1			
Yellow Time (s)	3.5	4.3			4.3	4.3	3.6	3.6	3.6			
All-Red Time (s)	2.2	2.7			2.7	2.7	3.3	3.3	3.3			
Lost Time Adjust (s)	0.0	0.0			0.0	0.0		0.0	0.0			
Total Lost Time (s)	5.7	7.0			7.0	7.0		6.9	6.9			
Lead/Lag	Lead				Lag	Lag						
Lead-Lag Optimize?	Yes				Yes	Yes						
Vehicle Extension (s)	1.5	4.3			0.2	0.2	1.5	1.5	1.5			
Minimum Gap (s)	1.5	2.0			2.0	2.0	1.5	1.5	1.5			
Time Before Reduce (s)	25.0	26.0			28.0	28.0	30.0	30.0	30.0			
Time To Reduce (s)	0.0	14.0			12.0	12.0	0.0	0.0	0.0			
Recall Mode	None	C-Max			C-Max	C-Max	None	None	None			
Walk Time (s)												
Flash Don't Walk (s)												
Pedestrian Calls (#/hr)												
v/c Ratio	0.57	0.31			0.39	0.53		1.55	0.36			
Control Delay (s/veh)	13.7	2.6			5.6	6.8		286.7	5.7			

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Queue Delay	0.0	0.0			0.0	1.2		0.0	0.0			
Total Delay (s/veh)	13.7	2.6			5.6	8.0		286.7	5.7			
Queue Length 50th (ft)	51	33			3	104		~237	0			
Queue Length 95th (ft)	86	36			4	212		#391	26			
Internal Link Dist (ft)		279			280			1023			1132	
Turn Bay Length (ft)	225								400			
Base Capacity (vph)	455	2030			2220	762		291	604			
Starvation Cap Reductn	0	0			0	173		0	0			
Spillback Cap Reductn	0	0			0	0		0	0			
Storage Cap Reductn	0	0			0	0		0	0			
Reduced v/c Ratio	0.57	0.31			0.39	0.69		1.55	0.36			

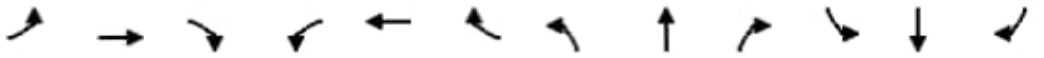
Intersection Summary	
Area Type:	Other
Cycle Length: 60	
Actuated Cycle Length: 60	
Offset: 0 (0%), Referenced to phase 2:WBT and 6:EBT, Start of Green	
Natural Cycle: 65	
Control Type: Actuated-Coordinated	
~ Volume exceeds capacity, queue is theoretically infinite.	
Queue shown is maximum after two cycles.	
# 95th percentile volume exceeds capacity, queue may be longer.	
Queue shown is maximum after two cycles.	

Splits and Phases: 300: I41 NB Off Ramp/I41 NB On Ramp & STH 158





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	235	570	0	0	790	490	405	5	200	0	0	0
Future Volume (veh/h)	235	570	0	0	790	490	405	5	200	0	0	0
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0			
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Ped-Bike Adj(A_pbT)	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			
Work Zone On Approach		No			No			No				
Adj Sat Flow, veh/h/ln	1846	1846	0	0	1840	1682	1679	1679	1559			
Adj Flow Rate, veh/h	258	626	0	0	868	404	445	5	220			
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91			
Percent Heavy Veh, %	4	4	0	0	5	5	14	14	14			
Cap, veh/h	448	2045	0	0	2259	509	293	3	430			
Arrive On Green	0.04	0.19	0.00	0.00	0.24	0.24	0.19	0.19	0.19			
Sat Flow, veh/h	3410	3599	0	0	6588	1425	1582	18	2325			
Grp Volume(v), veh/h	258	626	0	0	868	404	450	0	220			
Grp Sat Flow(s),veh/h/ln	1705	1753	0	0	1583	1425	1600	0	1163			
Q Serve(g_s), s	4.5	9.2	0.0	0.0	6.9	16.0	11.1	0.0	5.1			
Cycle Q Clear(g_c), s	4.5	9.2	0.0	0.0	6.9	16.0	11.1	0.0	5.1			
Prop In Lane	1.00		0.00	0.00		1.00	0.99		1.00			
Lane Grp Cap(c), veh/h	448	2045	0	0	2259	509	296	0	430			
V/C Ratio(X)	0.58	0.31	0.00	0.00	0.38	0.79	1.52	0.00	0.51			
Avail Cap(c_a), veh/h	460	2045	0	0	2259	509	296	0	430			
HCM Platoon Ratio	0.33	0.33	1.00	1.00	0.67	0.67	1.00	1.00	1.00			
Upstream Filter(I)	0.83	0.83	0.00	0.00	0.94	0.94	1.00	0.00	1.00			
Uniform Delay (d), s/veh	27.1	13.8	0.0	0.0	17.3	20.8	24.5	0.0	22.0			
Incr Delay (d2), s/veh	0.9	0.3	0.0	0.0	0.5	11.4	250.7	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			
%ile BackOfQ(95%),veh/ln	3.1	5.8	0.0	0.0	4.1	10.9	38.4	0.0	2.2			
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	27.9	14.1	0.0	0.0	17.8	32.2	275.1	0.0	22.5			
LnGrp LOS	C	B			B	C	F		C			
Approach Vol, veh/h		884			1272			670				
Approach Delay, s/veh		18.1			22.4			192.2				
Approach LOS		B			C			F				
Timer - Assigned Phs	1	2				6		8				
Phs Duration (G+Y+Rc), s	13.6	28.4				42.0		18.0				
Change Period (Y+Rc), s	5.7	7.0				7.0		6.9				
Max Green Setting (Gmax), s	8.1	21.2				35.0		11.1				
Max Q Clear Time (g_c+I1), s	6.5	18.0				11.2		13.1				
Green Ext Time (p_c), s	0.1	0.6				6.1		0.0				
Intersection Summary												
HCM 7th Control Delay, s/veh			61.3									
HCM 7th LOS			E									



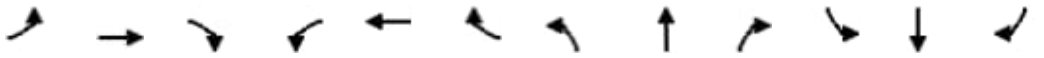
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	50	900	45	45	1225	40	15	35	35	45	55	40
Future Volume (vph)	50	900	45	45	1225	40	15	35	35	45	55	40
Ideal Flow (vphpl)	1915	1915	1750	1925	1925	1750	1750	1750	1750	1750	1750	1750
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	245		115	500		90	0		190	0		80
Storage Lanes	1		1	2		1	0		1	0		1
Taper Length (ft)	100			100			100			100		
Right Turn on Red			Yes			Yes			Yes			Yes
Link Speed (mph)		45			45			35			35	
Link Distance (ft)		360			1511			1020			592	
Travel Time (s)		5.5			22.9			19.9			11.5	
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Growth Factor	100%	100%	62%	100%	100%	62%	100%	100%	62%	100%	100%	62%
Heavy Vehicles (%)	7%	7%	7%	5%	5%	5%	3%	3%	3%	6%	6%	6%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Shared Lane Traffic (%)												
Lane Group Flow (vph)	53	957	30	48	1303	26	0	53	23	0	107	26
Turn Type	D.P+P	NA	Perm	D.P+P	NA	Perm	Perm	NA	Perm	Perm	NA	Perm
Protected Phases	1	6		5	2			8			4	
Permitted Phases	2		6	6		2	8		8	4		4
Detector Phase	1	6	6	5	2	2	8	8	8	4	4	4
Switch Phase												
Minimum Initial (s)	6.0	8.0	8.0	6.0	8.0	8.0	10.0	10.0	10.0	10.0	10.0	10.0
Minimum Split (s)	10.5	13.9	13.9	10.5	13.9	13.9	17.3	17.3	17.3	17.3	17.3	17.3
Total Split (s)	11.0	28.0	28.0	11.0	28.0	28.0	21.0	21.0	21.0	21.0	21.0	21.0
Total Split (%)	18.3%	46.7%	46.7%	18.3%	46.7%	46.7%	35.0%	35.0%	35.0%	35.0%	35.0%	35.0%
Maximum Green (s)	6.5	22.1	22.1	6.5	22.1	22.1	13.7	13.7	13.7	13.7	13.7	13.7
Yellow Time (s)	3.5	4.3	4.3	3.5	4.3	4.3	4.3	4.3	4.3	4.3	4.3	4.3
All-Red Time (s)	1.0	1.6	1.6	1.0	1.6	1.6	3.0	3.0	3.0	3.0	3.0	3.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0
Total Lost Time (s)	4.5	5.9	5.9	4.5	5.9	5.9		7.3	7.3		7.3	7.3
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag						
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes						
Vehicle Extension (s)	1.5	3.3	3.3	1.5	3.3	3.3	1.5	1.5	1.5	1.5	1.5	1.5
Minimum Gap (s)	1.5	2.3	2.3	1.5	2.3	2.3	1.5	1.5	1.5	1.5	1.5	1.5
Time Before Reduce (s)	20.0	8.0	8.0	20.0	8.0	8.0	30.0	30.0	30.0	30.0	30.0	30.0
Time To Reduce (s)	0.0	19.0	19.0	0.0	19.0	19.0	0.0	0.0	0.0	0.0	0.0	0.0
Recall Mode	None	C-Max	C-Max	None	C-Max	C-Max	None	None	None	None	None	None
Walk Time (s)												
Flash Don't Walk (s)												
Pedestrian Calls (#/hr)												
v/c Ratio	0.16	0.34	0.03	0.11	0.36	0.03		0.20	0.06		0.44	0.07
Control Delay (s/veh)	3.1	4.2	0.1	5.4	10.3	0.0		22.8	0.3		28.0	0.4

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0
Total Delay (s/veh)	3.1	4.2	0.1	5.4	10.3	0.0		22.8	0.3		28.0	0.4
Queue Length 50th (ft)	2	28	0	5	91	0		17	0		35	0
Queue Length 95th (ft)	9	49	m1	17	131	0		41	0		73	0
Internal Link Dist (ft)		280			1431			940			512	
Turn Bay Length (ft)	245		115	500		90			190			80
Base Capacity (vph)	348	2807	866	457	3624	882		333	433		312	424
Starvation Cap Reductn	0	0	0	0	0	0		0	0		0	0
Spillback Cap Reductn	0	0	0	0	0	0		0	0		0	0
Storage Cap Reductn	0	0	0	0	0	0		0	0		0	0
Reduced v/c Ratio	0.15	0.34	0.03	0.11	0.36	0.03		0.16	0.05		0.34	0.06

Intersection Summary	
Area Type:	Other
Cycle Length: 60	
Actuated Cycle Length: 60	
Offset: 54 (90%), Referenced to phase 2:EBWB and 6:EBWB, Start of Green	
Natural Cycle: 45	
Control Type: Actuated-Coordinated	
m Volume for 95th percentile queue is metered by upstream signal.	

Splits and Phases: 400: E Frontage Rd & STH 158

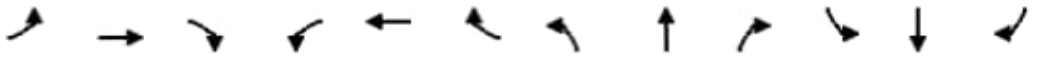




Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	50	900	45	45	1225	40	15	35	35	45	55	40
Future Volume (veh/h)	50	900	45	45	1225	40	15	35	35	45	55	40
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
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	1810	1810	1654	1850	1850	1682	1709	1709	1709	1668	1668	1668
Adj Flow Rate, veh/h	53	957	30	48	1303	26	16	37	23	48	59	26
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Percent Heavy Veh, %	7	7	7	5	5	5	3	3	3	6	6	6
Cap, veh/h	362	2414	685	488	3085	691	123	212	234	165	161	228
Arrive On Green	0.12	0.98	0.98	0.06	0.48	0.48	0.16	0.16	0.16	0.16	0.16	0.16
Sat Flow, veh/h	1724	4943	1402	1762	6364	1425	277	1314	1448	484	994	1414
Grp Volume(v), veh/h	53	957	30	48	1303	26	53	0	23	107	0	26
Grp Sat Flow(s),veh/h/ln	1724	1648	1402	1762	1591	1425	1591	0	1448	1478	0	1414
Q Serve(g_s), s	0.8	0.4	0.0	0.8	8.0	0.6	0.0	0.0	0.8	1.3	0.0	0.9
Cycle Q Clear(g_c), s	0.8	0.4	0.0	0.8	8.0	0.6	1.6	0.0	0.8	3.7	0.0	0.9
Prop In Lane	1.00		1.00	1.00		1.00	0.30		1.00	0.45		1.00
Lane Grp Cap(c), veh/h	362	2414	685	488	3085	691	335	0	234	326	0	228
V/C Ratio(X)	0.15	0.40	0.04	0.10	0.42	0.04	0.16	0.00	0.10	0.33	0.00	0.11
Avail Cap(c_a), veh/h	447	2414	685	582	3085	691	436	0	331	420	0	323
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)	0.96	0.96	0.96	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	6.6	0.4	0.4	6.4	10.0	8.1	21.8	0.0	21.4	22.6	0.0	21.5
Incr Delay (d2), s/veh	0.1	0.5	0.1	0.0	0.4	0.1	0.1	0.0	0.1	0.2	0.0	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(95%),veh/ln	0.4	0.3	0.1	0.4	3.9	0.3	1.1	0.0	0.5	2.3	0.0	0.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	6.7	0.8	0.5	6.5	10.4	8.2	21.8	0.0	21.5	22.8	0.0	21.6
LnGrp LOS	A	A	A	A	B	A	C		C	C		C
Approach Vol, veh/h		1040			1377			76			133	
Approach Delay, s/veh		1.1			10.3			21.7			22.5	
Approach LOS		A			B			C			C	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	8.0	35.0		17.0	7.8	35.2		17.0				
Change Period (Y+Rc), s	4.5	5.9		7.3	4.5	5.9		7.3				
Max Green Setting (Gmax), s	6.5	22.1		13.7	6.5	22.1		13.7				
Max Q Clear Time (g_c+I1), s	2.8	10.0		5.7	2.8	2.4		3.6				
Green Ext Time (p_c), s	0.0	7.1		0.2	0.0	6.9		0.1				

Intersection Summary												
HCM 7th Control Delay, s/veh			7.6									
HCM 7th LOS			A									



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	50	210	30	110	245	40	35	450	85	55	905	145
Future Volume (vph)	50	210	30	110	245	40	35	450	85	55	905	145
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	130		0	135		0	305		0	400		235
Storage Lanes	1		0	1		0	1		0	1		0
Taper Length (ft)	100			100			100			100		
Link Speed (mph)		45			45			35			35	
Link Distance (ft)		463			370			458			1143	
Travel Time (s)		7.0			5.6			8.9			22.3	
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	4%	4%	4%	3%	3%	3%	4%	4%	4%	5%	5%	5%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Shared Lane Traffic (%)												
Lane Group Flow (vph)	51	245	0	112	291	0	36	546	0	56	1071	0
Sign Control		Stop			Stop			Stop			Stop	

Intersection Summary	
Area Type:	Other
Control Type: Unsignalized	

Intersection has too many lanes per leg.

HCM All-Way analysis is limited to two lanes per leg.

Channelized right turn lanes are not counted.

Intersection	
Intersection Delay, s/veh	176.8
Intersection LOS	F

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	50	210	30	110	245	40	35	450	85	55	905	145
Future Vol, veh/h	50	210	30	110	245	40	35	450	85	55	905	145
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Heavy Vehicles, %	4	4	4	3	3	3	4	4	4	5	5	5
Mvmt Flow	51	214	31	112	250	41	36	459	87	56	923	148
Number of Lanes	1	1	0	1	1	0	1	2	0	1	2	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	2	2	3	3
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	3	3	2	2
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	3	3	2	2
HCM Control Delay, s/veh	46.1	56.3	56.3	316.3
HCM LOS	E	F	F	F

Lane	NBLn1	NBLn2	NBLn3	EBLn1	EBLn2	WBLn1	WBLn2	SBLn1	SBLn2	SBLn3
Vol Left, %	100%	0%	0%	100%	0%	100%	0%	100%	0%	0%
Vol Thru, %	0%	100%	64%	0%	88%	0%	86%	0%	100%	68%
Vol Right, %	0%	0%	36%	0%	13%	0%	14%	0%	0%	32%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	35	300	235	50	240	110	285	55	603	447
LT Vol	35	0	0	50	0	110	0	55	0	0
Through Vol	0	300	150	0	210	0	245	0	603	302
RT Vol	0	0	85	0	30	0	40	0	0	145
Lane Flow Rate	36	306	240	51	245	112	291	56	616	456
Geometry Grp	6	6	6	6	6	6	6	6	6	6
Degree of Util (X)	0.115	0.94	0.719	0.175	0.801	0.372	0.915	0.178	1.866	1.351
Departure Headway (Hd)	12.56	12.035	11.769	13.329	12.724	12.825	12.211	11.44	10.912	10.672
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Cap	287	303	309	271	287	283	300	314	339	342
Service Time	10.26	9.735	9.469	11.029	10.424	10.525	9.911	9.205	8.677	8.436
HCM Lane V/C Ratio	0.125	1.01	0.777	0.188	0.854	0.396	0.97	0.178	1.817	1.333
HCM Control Delay, s/veh	16.9	73.9	39.6	18.8	51.8	22.9	69.2	16.7	425.7	205.4
HCM Lane LOS	C	F	E	C	F	C	F	C	F	F
HCM 95th-tile Q	0.4	9.2	5.2	0.6	6.3	1.7	8.6	0.6	41.1	22.3



Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	290	60	0	425	30	0
Future Volume (vph)	290	60	0	425	30	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12
Grade (%)	0%			0%	0%	
Storage Length (ft)		0	0		100	0
Storage Lanes		0	0		1	1
Taper Length (ft)			100		100	
Link Speed (mph)	45			45	25	
Link Distance (ft)	1503			463	202	
Travel Time (s)	22.8			7.0	5.5	
Confl. Peds. (#/hr)						
Confl. Bikes (#/hr)						
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98
Growth Factor	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	4%	4%	4%	4%	1%	1%
Bus Blockages (#/hr)	0	0	0	0	0	0
Parking (#/hr)						
Mid-Block Traffic (%)	0%			0%	0%	
Shared Lane Traffic (%)						
Lane Group Flow (vph)	357	0	0	434	31	0
Sign Control	Free			Free	Stop	

Intersection Summary	
Area Type:	Other
Control Type: Unsignalized	

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (veh/h)	290	60	0	425	30	0
Future Volume (Veh/h)	290	60	0	425	30	0
Sign Control	Free			Free	Stop	
Grade	0%			0%	0%	
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98
Hourly flow rate (vph)	296	61	0	434	31	0
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type	None			None		
Median storage veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume			357		761	327
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol			357		761	327
tC, single (s)			4.1		6.4	6.2
tC, 2 stage (s)						
tF (s)			2.2		3.5	3.3
p0 queue free %			100		92	100
cM capacity (veh/h)			1191		375	717

Direction, Lane #	EB 1	WB 1	NB 1	NB 2
Volume Total	357	434	31	0
Volume Left	0	0	31	0
Volume Right	61	0	0	0
cSH	1700	1191	375	1700
Volume to Capacity	0.21	0.00	0.08	0.00
Queue Length 95th (ft)	0	0	7	0
Control Delay (s/veh)	0.0	0.0	15.5	0.0
Lane LOS			C	A
Approach Delay (s/veh)	0.0	0.0	15.5	
Approach LOS			C	

Intersection Summary			
Average Delay	0.6		
Intersection Capacity Utilization	32.4%	ICU Level of Service	A
Analysis Period (min)	15		

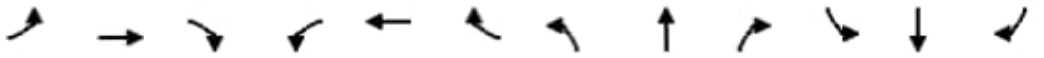
Intersection	
Int Delay, s/veh	0.6

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	290	60	0	425	30	0
Future Vol, veh/h	290	60	0	425	30	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	100	0
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	98	98	98	98	98	98
Heavy Vehicles, %	4	4	4	4	1	1
Mvmt Flow	296	61	0	434	31	0

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	357	0	760	327
Stage 1	-	-	-	-	327	-
Stage 2	-	-	-	-	434	-
Critical Hdwy	-	-	4.14	-	6.41	6.21
Critical Hdwy Stg 1	-	-	-	-	5.41	-
Critical Hdwy Stg 2	-	-	-	-	5.41	-
Follow-up Hdwy	-	-	2.236	-	3.509	3.309
Pot Cap-1 Maneuver	-	-	1191	-	375	717
Stage 1	-	-	-	-	733	-
Stage 2	-	-	-	-	656	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1191	-	375	717
Mov Cap-2 Maneuver	-	-	-	-	375	-
Stage 1	-	-	-	-	733	-
Stage 2	-	-	-	-	656	-

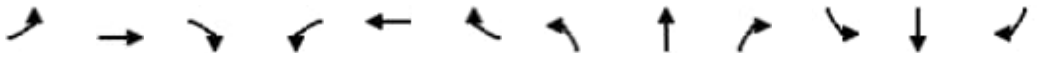
Approach	EB	WB	NB
HCM Control Delay, s/v	0	0	15.45
HCM LOS			C

Minor Lane/Major Mvmt	NBLn1	NBLn2	EBT	EBR	WBL	WBT
Capacity (veh/h)	375	-	-	-	1191	-
HCM Lane V/C Ratio	0.082	-	-	-	-	-
HCM Control Delay (s/veh)	15.4	0	-	-	0	-
HCM Lane LOS	C	A	-	-	A	-
HCM 95th %tile Q(veh)	0.3	-	-	-	0	-



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	60	1	1	1	1	1	1	510	1	1	925	120
Future Volume (vph)	60	1	1	1	1	1	1	510	1	1	925	120
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	100		0	100		0	0		0	0		100
Storage Lanes	1		0	1		0	0		0	0		1
Taper Length (ft)	100			100			100			100		
Link Speed (mph)		25			25			35			35	
Link Distance (ft)		248			177			622			213	
Travel Time (s)		6.8			4.8			12.1			4.1	
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	1%	1%	1%	1%	1%	1%	4%	4%	4%	1%	1%	1%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Shared Lane Traffic (%)												
Lane Group Flow (vph)	65	2	0	1	2	0	0	550	0	0	996	129
Sign Control		Stop			Stop			Free			Free	

Intersection Summary	
Area Type:	Other
Control Type: Unsignalized	



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	60	1	1	1	1	1	1	510	1	1	925	120
Future Volume (Veh/h)	60	1	1	1	1	1	1	510	1	1	925	120
Sign Control		Stop			Stop			Free			Free	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Hourly flow rate (vph)	65	1	1	1	1	1	1	548	1	1	995	129
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type								None			None	
Median storage veh)												
Upstream signal (ft)												
pX, platoon unblocked												
vC, conflicting volume	1549	1548	995	1549	1677	549	1124			549		
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	1549	1548	995	1549	1677	549	1124			549		
tC, single (s)	7.1	6.5	6.2	7.1	6.5	6.2	4.1			4.1		
tC, 2 stage (s)												
tF (s)	3.5	4.0	3.3	3.5	4.0	3.3	2.2			2.2		
p0 queue free %	29	99	100	99	99	100	100			100		
cM capacity (veh/h)	92	114	298	92	95	538	614			1026		

Direction, Lane #	EB 1	EB 2	WB 1	WB 2	NB 1	SB 1	SB 2
Volume Total	65	2	1	2	550	996	129
Volume Left	65	0	1	0	1	1	0
Volume Right	0	1	0	1	1	0	129
cSH	92	165	92	162	614	1026	1700
Volume to Capacity	0.71	0.01	0.01	0.01	0.00	0.00	0.08
Queue Length 95th (ft)	88	1	1	1	0	0	0
Control Delay (s/veh)	107.3	27.0	44.5	27.5	0.0	0.0	0.0
Lane LOS	F	D	E	D	A	A	
Approach Delay (s/veh)	104.9		33.2		0.0	0.0	
Approach LOS	F		D				

Intersection Summary				
Average Delay	4.1			
Intersection Capacity Utilization	66.1%	ICU Level of Service		C
Analysis Period (min)	15			

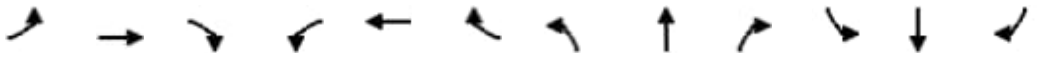
Intersection	
Int Delay, s/veh	4.1

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	60	1	1	1	1	1	1	510	1	1	925	120
Future Vol, veh/h	60	1	1	1	1	1	1	510	1	1	925	120
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	100	-	-	100	-	-	-	-	-	-	-	100
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	93	93	93	93	93	93	93	93	93	93	93	93
Heavy Vehicles, %	1	1	1	1	1	1	4	4	4	1	1	1
Mvmt Flow	65	1	1	1	1	1	1	548	1	1	995	129

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	1548	1548	995	1548	1677	549	1124	0	0	549	0	0
Stage 1	997	997	-	551	551	-	-	-	-	-	-	-
Stage 2	551	552	-	997	1126	-	-	-	-	-	-	-
Critical Hdwy	7.11	6.51	6.21	7.11	6.51	6.21	4.14	-	-	4.11	-	-
Critical Hdwy Stg 1	6.11	5.51	-	6.11	5.51	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.11	5.51	-	6.11	5.51	-	-	-	-	-	-	-
Follow-up Hdwy	3.509	4.009	3.309	3.509	4.009	3.309	2.236	-	-	2.209	-	-
Pot Cap-1 Maneuver	93	115	299	93	96	537	614	-	-	1025	-	-
Stage 1	295	323	-	520	517	-	-	-	-	-	-	-
Stage 2	520	517	-	295	281	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	92	114	299	92	95	537	614	-	-	1025	-	-
Mov Cap-2 Maneuver	92	114	-	92	95	-	-	-	-	-	-	-
Stage 1	295	322	-	519	516	-	-	-	-	-	-	-
Stage 2	517	515	-	292	280	-	-	-	-	-	-	-

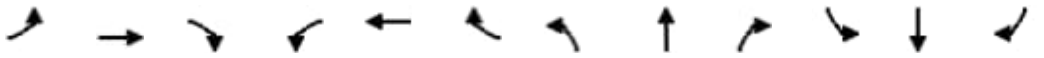
Approach	EB	WB	NB	SB
HCM Control Delay, s/veh	104.81	33.3	0.02	0.01
HCM LOS	F	D		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	EBLn2	WBLn1	WBLn2	SBL	SBT	SBR
Capacity (veh/h)	4	-	-	92	165	92	162	2	-	-
HCM Lane V/C Ratio	0.002	-	-	0.703	0.013	0.012	0.013	0.001	-	-
HCM Control Delay (s/veh)	10.9	0	-	107.4	27.1	44.7	27.6	8.5	0	-
HCM Lane LOS	B	A	-	F	D	E	D	A	A	-
HCM 95th %tile Q(veh)	0	-	-	3.5	0	0	0	0	-	-



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	175	0	30	0	0	0	60	335	0	0	570	355
Future Volume (vph)	175	0	30	0	0	0	60	335	0	0	570	355
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	100		0	100		0	200		0	0		100
Storage Lanes	1		0	1		0	1		0	0		1
Taper Length (ft)	100			100			100			100		
Link Speed (mph)		25			25			35			35	
Link Distance (ft)		178			158			881			622	
Travel Time (s)		4.9			4.3			17.2			12.1	
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	1%	1%	1%	1%	1%	1%	4%	4%	4%	1%	1%	1%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Shared Lane Traffic (%)												
Lane Group Flow (vph)	188	32	0	0	0	0	65	360	0	0	613	382
Sign Control		Stop			Stop			Free			Free	

Intersection Summary	
Area Type:	Other
Control Type: Unsignalized	



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	175	0	30	0	0	0	60	335	0	0	570	355
Future Volume (Veh/h)	175	0	30	0	0	0	60	335	0	0	570	355
Sign Control		Stop			Stop			Free			Free	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Hourly flow rate (vph)	188	0	32	0	0	0	65	360	0	0	613	382
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type								None			None	
Median storage veh)												
Upstream signal (ft)												
pX, platoon unblocked												
vC, conflicting volume	1103	1103	613	1135	1485	360	995			360		
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	1103	1103	613	1135	1485	360	995			360		
tC, single (s)	7.1	6.5	6.2	7.1	6.5	6.2	4.1			4.1		
tC, 2 stage (s)												
tF (s)	3.5	4.0	3.3	3.5	4.0	3.3	2.2			2.2		
p0 queue free %	0	100	94	100	100	100	91			100		
cM capacity (veh/h)	176	192	494	156	113	687	687			1204		

Direction, Lane #	EB 1	EB 2	WB 1	WB 2	NB 1	NB 2	SB 1	SB 2
Volume Total	188	32	0	0	65	360	613	382
Volume Left	188	0	0	0	65	0	0	0
Volume Right	0	32	0	0	0	0	0	382
cSH	176	494	1700	1700	687	1700	1204	1700
Volume to Capacity	1.07	0.06	0.00	0.00	0.09	0.21	0.00	0.22
Queue Length 95th (ft)	230	5	0	0	8	0	0	0
Control Delay (s/veh)	141.5	12.8	0.0	0.0	10.8	0.0	0.0	0.0
Lane LOS	F	B	A	A	B			
Approach Delay (s/veh)	122.7		0.0		1.6		0.0	
Approach LOS	F		A					

Intersection Summary				
Average Delay	16.9			
Intersection Capacity Utilization	66.2%	ICU Level of Service	C	
Analysis Period (min)	15			

Intersection	
Int Delay, s/veh	18

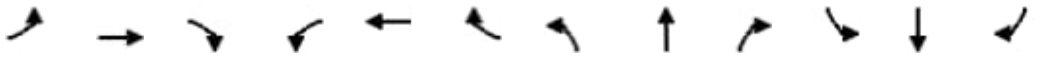
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	175	0	30	0	0	0	60	335	0	0	570	355
Future Vol, veh/h	175	0	30	0	0	0	60	335	0	0	570	355
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	100	-	-	100	-	-	200	-	-	-	-	100
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	93	93	93	93	93	93	93	93	93	93	93	93
Heavy Vehicles, %	1	1	1	1	1	1	4	4	4	1	1	1
Mvmt Flow	188	0	32	0	0	0	65	360	0	0	613	382

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	1102	1102	613	1102	1484	360	995	0	0	360	0	0
Stage 1	613	613	-	489	489	-	-	-	-	-	-	-
Stage 2	489	489	-	613	995	-	-	-	-	-	-	-
Critical Hdwy	7.11	6.51	6.21	7.11	6.51	6.21	4.14	-	-	4.11	-	-
Critical Hdwy Stg 1	6.11	5.51	-	6.11	5.51	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.11	5.51	-	6.11	5.51	-	-	-	-	-	-	-
Follow-up Hdwy	3.509	4.009	3.309	3.509	4.009	3.309	2.236	-	-	2.209	-	-
Pot Cap-1 Maneuver	190	212	494	190	125	687	688	-	-	1204	-	-
Stage 1	482	485	-	562	551	-	-	-	-	-	-	-
Stage 2	562	551	-	482	324	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	~ 172	193	494	161	114	687	688	-	-	1204	-	-
Mov Cap-2 Maneuver	~ 172	193	-	161	114	-	-	-	-	-	-	-
Stage 1	482	485	-	510	499	-	-	-	-	-	-	-
Stage 2	510	499	-	450	324	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s/v	30.55	0	1.64	0
HCM LOS	F	A		

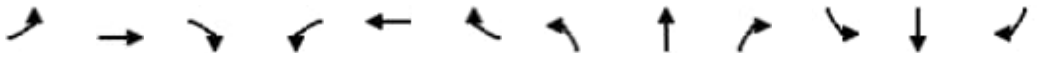
Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	EBLn2	WBLn1	WBLn2	SBL	SBT	SBR
Capacity (veh/h)	688	-	-	172	494	-	-	1204	-	-
HCM Lane V/C Ratio	0.094	-	-	1.094	0.065	-	-	-	-	-
HCM Control Delay (s/veh)	10.8	-	-	150.7	12.8	0	0	0	-	-
HCM Lane LOS	B	-	-	F	B	A	A	A	-	-
HCM 95th %tile Q(veh)	0.3	-	-	9.5	0.2	-	-	0	-	-

Notes			
~: Volume exceeds capacity	$: Delay exceeds 300s	+: Computation Not Defined	*: All major volume in platoon



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	195	0	55	0	0	0	115	200	0	0	190	410
Future Volume (vph)	195	0	55	0	0	0	115	200	0	0	190	410
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	100		0	100		0	200		0	0		100
Storage Lanes	1		0	1		0	1		0	0		1
Taper Length (ft)	100			100			100			100		
Link Speed (mph)		25			25			35			35	
Link Distance (ft)		163			149			383			881	
Travel Time (s)		4.4			4.1			7.5			17.2	
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	1%	1%	1%	1%	1%	1%	4%	4%	4%	1%	1%	1%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Shared Lane Traffic (%)												
Lane Group Flow (vph)	210	59	0	0	0	0	124	215	0	0	204	441
Sign Control		Stop			Stop			Free			Free	

Intersection Summary	
Area Type:	Other
Control Type: Unsignalized	



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	195	0	55	0	0	0	115	200	0	0	190	410
Future Volume (Veh/h)	195	0	55	0	0	0	115	200	0	0	190	410
Sign Control		Stop			Stop			Free			Free	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Hourly flow rate (vph)	210	0	59	0	0	0	124	215	0	0	204	441
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type								None			None	
Median storage veh)												
Upstream signal (ft)												
pX, platoon unblocked												
vC, conflicting volume	667	667	204	726	1108	215	645			215		
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	667	667	204	726	1108	215	645			215		
tC, single (s)	7.1	6.5	6.2	7.1	6.5	6.2	4.1			4.1		
tC, 2 stage (s)												
tF (s)	3.5	4.0	3.3	3.5	4.0	3.3	2.2			2.2		
p0 queue free %	37	100	93	100	100	100	87			100		
cM capacity (veh/h)	336	330	839	285	183	827	931			1361		

Direction, Lane #	EB 1	EB 2	WB 1	WB 2	NB 1	NB 2	SB 1	SB 2
Volume Total	210	59	0	0	124	215	204	441
Volume Left	210	0	0	0	124	0	0	0
Volume Right	0	59	0	0	0	0	0	441
cSH	336	839	1700	1700	931	1700	1361	1700
Volume to Capacity	0.63	0.07	0.00	0.00	0.13	0.13	0.00	0.26
Queue Length 95th (ft)	100	6	0	0	11	0	0	0
Control Delay (s/veh)	32.1	9.6	0.0	0.0	9.5	0.0	0.0	0.0
Lane LOS	D	A	A	A	A			
Approach Delay (s/veh)	27.2		0.0		3.5		0.0	
Approach LOS	D		A					

Intersection Summary				
Average Delay	6.8			
Intersection Capacity Utilization	42.6%	ICU Level of Service		A
Analysis Period (min)	15			

Intersection	
Int Delay, s/veh	7.1

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	195	0	55	0	0	0	115	200	0	0	190	410
Future Vol, veh/h	195	0	55	0	0	0	115	200	0	0	190	410
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	100	-	-	100	-	-	200	-	-	-	-	100
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	93	93	93	93	93	93	93	93	93	93	93	93
Heavy Vehicles, %	1	1	1	1	1	1	4	4	4	1	1	1
Mvmt Flow	210	0	59	0	0	0	124	215	0	0	204	441

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	667	667	204	667	1108	215	645	0	0	215	0	0
Stage 1	204	204	-	462	462	-	-	-	-	-	-	-
Stage 2	462	462	-	204	645	-	-	-	-	-	-	-
Critical Hdwy	7.11	6.51	6.21	7.11	6.51	6.21	4.14	-	-	4.11	-	-
Critical Hdwy Stg 1	6.11	5.51	-	6.11	5.51	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.11	5.51	-	6.11	5.51	-	-	-	-	-	-	-
Follow-up Hdwy	3.509	4.009	3.309	3.509	4.009	3.309	2.236	-	-	2.209	-	-
Pot Cap-1 Maneuver	374	381	839	374	211	827	931	-	-	1361	-	-
Stage 1	800	734	-	581	566	-	-	-	-	-	-	-
Stage 2	581	566	-	800	469	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	324	330	839	301	183	827	931	-	-	1361	-	-
Mov Cap-2 Maneuver	324	330	-	301	183	-	-	-	-	-	-	-
Stage 1	800	734	-	504	491	-	-	-	-	-	-	-
Stage 2	504	491	-	744	469	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s/v	28.9	0	3.45	0
HCM LOS	D	A		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	EBLn2	WBLn1	WBLn2	SBL	SBT	SBR
Capacity (veh/h)	931	-	-	324	839	-	-	1361	-	-
HCM Lane V/C Ratio	0.133	-	-	0.647	0.07	-	-	-	-	-
HCM Control Delay (s/veh)	9.5	-	-	34.3	9.6	0	0	0	-	-
HCM Lane LOS	A	-	-	D	A	A	A	A	-	-
HCM 95th %tile Q(veh)	0.5	-	-	4.2	0.2	-	-	0	-	-



Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	0	30	60	315	245	0
Future Volume (vph)	0	30	60	315	245	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12
Grade (%)	0%			0%	0%	
Storage Length (ft)	100	0	200			0
Storage Lanes	1	1	1			0
Taper Length (ft)	100		100			
Link Speed (mph)	25			35	35	
Link Distance (ft)	653			255	383	
Travel Time (s)	17.8			5.0	7.5	
Confl. Peds. (#/hr)						
Confl. Bikes (#/hr)						
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93
Growth Factor	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	1%	1%	4%	4%	1%	1%
Bus Blockages (#/hr)	0	0	0	0	0	0
Parking (#/hr)						
Mid-Block Traffic (%)	0%			0%	0%	
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	32	65	339	263	0
Sign Control	Stop			Free	Free	

Intersection Summary	
Area Type:	Other
Control Type: Unsignalized	



Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	0	30	60	315	245	0
Future Volume (Veh/h)	0	30	60	315	245	0
Sign Control	Stop			Free	Free	
Grade	0%			0%	0%	
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93
Hourly flow rate (vph)	0	32	65	339	263	0
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type				None	None	
Median storage veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	732	263	263			
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	732	263	263			
tC, single (s)	6.4	6.2	4.1			
tC, 2 stage (s)						
tF (s)	3.5	3.3	2.2			
p0 queue free %	100	96	95			
cM capacity (veh/h)	370	778	1290			

Direction, Lane #	EB 1	EB 2	NB 1	NB 2	SB 1
Volume Total	0	32	65	339	263
Volume Left	0	0	65	0	0
Volume Right	0	32	0	0	0
cSH	1700	778	1290	1700	1700
Volume to Capacity	0.00	0.04	0.05	0.20	0.15
Queue Length 95th (ft)	0	3	4	0	0
Control Delay (s/veh)	0.0	9.8	7.9	0.0	0.0
Lane LOS	A	A	A		
Approach Delay (s/veh)	9.8		1.3		0.0
Approach LOS	A				

Intersection Summary			
Average Delay	1.2		
Intersection Capacity Utilization	22.9%	ICU Level of Service	A
Analysis Period (min)	15		

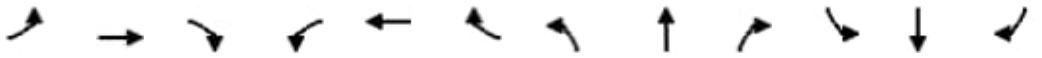
Intersection	
Int Delay, s/veh	1.2

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	0	30	60	315	245	0
Future Vol, veh/h	0	30	60	315	245	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	100	0	200	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	93	93	93	93	93	93
Heavy Vehicles, %	1	1	4	4	1	1
Mvmt Flow	0	32	65	339	263	0

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	731	263	263	0	-	0
Stage 1	263	-	-	-	-	-
Stage 2	468	-	-	-	-	-
Critical Hdwy	6.41	6.21	4.14	-	-	-
Critical Hdwy Stg 1	5.41	-	-	-	-	-
Critical Hdwy Stg 2	5.41	-	-	-	-	-
Follow-up Hdwy	3.509	3.309	2.236	-	-	-
Pot Cap-1 Maneuver	390	778	1289	-	-	-
Stage 1	783	-	-	-	-	-
Stage 2	633	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	371	778	1289	-	-	-
Mov Cap-2 Maneuver	371	-	-	-	-	-
Stage 1	744	-	-	-	-	-
Stage 2	633	-	-	-	-	-

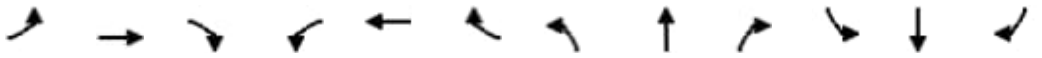
Approach	EB	NB	SB
HCM Control Delay, s/v	9.83	1.27	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	EBLn2	SBT	SBR
Capacity (veh/h)	1289	-	-	778	-	-
HCM Lane V/C Ratio	0.05	-	-	0.041	-	-
HCM Control Delay (s/veh)	7.9	-	0	9.8	-	-
HCM Lane LOS	A	-	A	A	-	-
HCM 95th %tile Q(veh)	0.2	-	-	0.1	-	-



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	10	290	50	90	350	5	40	20	150	15	35	5
Future Volume (vph)	10	290	50	90	350	5	40	20	150	15	35	5
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	0		0	0		0	0		0	0		0
Storage Lanes	0		0	0		0	0		0	0		0
Taper Length (ft)	100			100			100			100		
Link Speed (mph)		45			45			35			35	
Link Distance (ft)		397			1700			2006			1738	
Travel Time (s)		6.0			25.8			39.1			33.9	
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
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
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	1%	1%	1%	2%	2%	2%	5%	5%	5%	1%	1%	1%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	380	0	0	483	0	0	228	0	0	59	0
Sign Control		Stop			Stop			Stop			Stop	

Intersection Summary	
Area Type:	Other
Control Type: Unsignalized	



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Sign Control		Stop			Stop			Stop			Stop	
Traffic Volume (vph)	10	290	50	90	350	5	40	20	150	15	35	5
Future Volume (vph)	10	290	50	90	350	5	40	20	150	15	35	5
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
Hourly flow rate (vph)	11	315	54	98	380	5	43	22	163	16	38	5

Direction, Lane #	EB 1	WB 1	NB 1	SB 1
Volume Total (vph)	380	483	228	59
Volume Left (vph)	11	98	43	16
Volume Right (vph)	54	5	163	5
Hadj (s)	-0.06	0.07	-0.31	0.02
Departure Headway (s)	5.6	5.5	6.1	6.9
Degree Utilization, x	0.59	0.74	0.39	0.11
Capacity (veh/h)	614	632	526	434
Control Delay (s/veh)	16.2	22.8	12.8	10.8
Approach Delay (s/veh)	16.2	22.8	12.8	10.8
Approach LOS	C	C	B	B

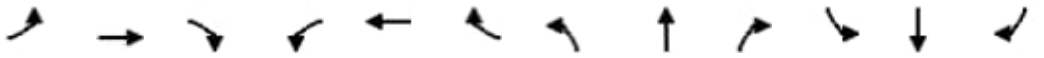
Intersection Summary				
Delay		18.1		
Level of Service		C		
Intersection Capacity Utilization		67.6%	ICU Level of Service	C
Analysis Period (min)		15		

Intersection	
Intersection Delay, s/veh	17.7
Intersection LOS	C

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	10	290	50	90	350	5	40	20	150	15	35	5
Future Vol, veh/h	10	290	50	90	350	5	40	20	150	15	35	5
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
Heavy Vehicles, %	1	1	1	2	2	2	5	5	5	1	1	1
Mvmt Flow	11	315	54	98	380	5	43	22	163	16	38	5
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

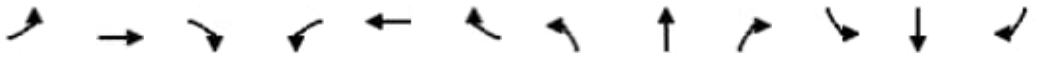
Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay, s/veh	16	22.3	12.8	10.8
HCM LOS	C	C	B	B

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	19%	3%	20%	27%
Vol Thru, %	10%	83%	79%	64%
Vol Right, %	71%	14%	1%	9%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	210	350	445	55
LT Vol	40	10	90	15
Through Vol	20	290	350	35
RT Vol	150	50	5	5
Lane Flow Rate	228	380	484	60
Geometry Grp	1	1	1	1
Degree of Util (X)	0.38	0.581	0.735	0.114
Departure Headway (Hd)	5.992	5.498	5.47	6.892
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	596	651	658	523
Service Time	4.079	3.575	3.54	4.892
HCM Lane V/C Ratio	0.383	0.584	0.736	0.115
HCM Control Delay, s/veh	12.8	16	22.3	10.8
HCM Lane LOS	B	C	C	B
HCM 95th-tile Q	1.8	3.7	6.4	0.4



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	90	125	35	115	220	130	20	205	105	180	165	70
Future Volume (vph)	90	125	35	115	220	130	20	205	105	180	165	70
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	0		0	0		0	0		0	0		255
Storage Lanes	0		0	0		0	0		0	0		1
Taper Length (ft)	100			100			100			100		
Link Speed (mph)		30			30			35			35	
Link Distance (ft)		1254			421			1037			605	
Travel Time (s)		28.5			9.6			20.2			11.8	
Confl. Peds. (#/hr)				205								
Confl. Bikes (#/hr)												
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	5%	5%	5%	3%	3%	3%	3%	3%	3%	1%	1%	1%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	269	0	0	501	0	0	355	0	0	371	75
Sign Control		Stop			Stop			Stop			Stop	

Intersection Summary	
Area Type:	Other
Control Type: Unsignalized	



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Sign Control		Stop			Stop			Stop			Stop	
Traffic Volume (vph)	90	125	35	115	220	130	20	205	105	180	165	70
Future Volume (vph)	90	125	35	115	220	130	20	205	105	180	165	70
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Hourly flow rate (vph)	97	134	38	124	237	140	22	220	113	194	177	75

Direction, Lane #	EB 1	EB 2	WB 1	WB 2	NB 1	SB 1	SB 2
Volume Total (vph)	164	105	243	259	355	371	75
Volume Left (vph)	97	0	124	0	22	194	0
Volume Right (vph)	0	38	0	140	113	0	75
Hadj (s)	0.38	-0.17	0.31	-0.33	-0.13	0.28	-0.68
Departure Headway (s)	9.2	8.6	8.6	8.0	8.0	8.4	7.4
Degree Utilization, x	0.42	0.25	0.58	0.57	0.79	0.87	0.15
Capacity (veh/h)	359	386	403	429	438	419	470
Control Delay (s/veh)	17.5	13.3	21.7	19.9	35.0	44.7	10.6
Approach Delay (s/veh)	15.9		20.8		35.0	39.0	
Approach LOS	C		C		E	E	

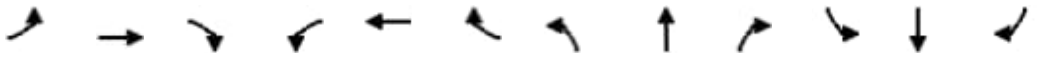
Intersection Summary				
Delay	28.3			
Level of Service	D			
Intersection Capacity Utilization	71.0%	ICU Level of Service	C	
Analysis Period (min)	15			

Intersection	
Intersection Delay, s/veh	32.3
Intersection LOS	D

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	90	125	35	115	220	130	20	205	105	180	165	70
Future Vol, veh/h	90	125	35	115	220	130	20	205	105	180	165	70
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Heavy Vehicles, %	5	5	5	3	3	3	3	3	3	1	1	1
Mvmt Flow	97	134	38	124	237	140	22	220	113	194	177	75
Number of Lanes	0	2	0	0	2	0	0	1	0	0	1	1

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	2	2	2	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	2	1	2	2
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	2	2	2
HCM Control Delay, s/veh	17.4	22.9	42.3	43.9
HCM LOS	C	C	E	E

Lane	NBLn1	EBLn1	EBLn2	WBLn1	WBLn2	SBLn1	SBLn2
Vol Left, %	6%	59%	0%	51%	0%	52%	0%
Vol Thru, %	62%	41%	64%	49%	46%	48%	0%
Vol Right, %	32%	0%	36%	0%	54%	0%	100%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	330	153	98	225	240	345	70
LT Vol	20	90	0	115	0	180	0
Through Vol	205	63	63	110	110	165	0
RT Vol	105	0	35	0	130	0	70
Lane Flow Rate	355	164	105	242	258	371	75
Geometry Grp	4b	5	5	5	5	5	5
Degree of Util (X)	0.836	0.43	0.258	0.594	0.587	0.889	0.16
Departure Headway (Hd)	8.482	9.445	8.873	8.846	8.185	8.631	7.636
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Cap	426	380	405	409	441	419	469
Service Time	6.543	7.211	6.639	6.607	5.945	6.387	5.391
HCM Lane V/C Ratio	0.833	0.432	0.259	0.592	0.585	0.885	0.16
HCM Control Delay, s/veh	42.3	19.2	14.7	23.8	22	50.4	11.9
HCM Lane LOS	E	C	B	C	C	F	B
HCM 95th-tile Q	8	2.1	1	3.7	3.7	9.2	0.6

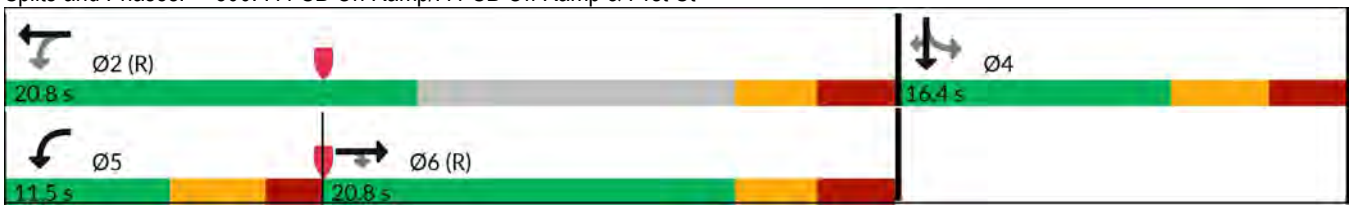


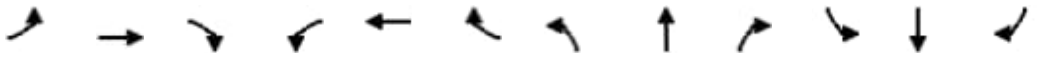
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	250	160	25	245	0	0	0	0	175	395	59
Future Volume (vph)	0	250	160	25	245	0	0	0	0	175	395	59
Ideal Flow (vphpl)	1770	1770	1750	1770	1770	1770	1900	1900	1900	1905	1905	1750
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	0		120	0		0	0		0	255		255
Storage Lanes	0		1	1		0	0		0	1		1
Taper Length (ft)	100			100			100			100		
Right Turn on Red			Yes			Yes			Yes			Yes
Link Speed (mph)		30			30			35			45	
Link Distance (ft)		421			258			763			621	
Travel Time (s)		9.6			5.9			14.9			9.4	
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Growth Factor	100%	100%	75%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Shared Lane Traffic (%)										10%		
Lane Group Flow (vph)	0	266	128	27	261	0	0	0	0	167	439	63
Turn Type		NA	Perm	pm+pt	NA					Perm	NA	Perm
Protected Phases		6		5	2						4	
Permitted Phases			6	2						4		4
Detector Phase		6	6	5	2					4	4	4
Switch Phase												
Minimum Initial (s)		15.0	15.0	6.0	15.0					10.0	10.0	10.0
Minimum Split (s)		20.8	20.8	11.5	20.8					16.4	16.4	16.4
Total Split (s)		20.8	20.8	11.5	20.8					16.4	16.4	16.4
Total Split (%)		42.7%	42.7%	23.6%	42.7%					33.7%	33.7%	33.7%
Maximum Green (s)		15.0	15.0	6.0	15.0					10.0	10.0	10.0
Yellow Time (s)		3.0	3.0	3.5	3.0					3.6	3.6	3.6
All-Red Time (s)		2.8	2.8	2.0	2.8					2.8	2.8	2.8
Lost Time Adjust (s)		0.0	0.0	0.0	0.0					0.0	0.0	0.0
Total Lost Time (s)		5.8	5.8	5.5	5.8					6.4	6.4	6.4
Lead/Lag		Lag	Lag	Lead								
Lead-Lag Optimize?		Yes	Yes	Yes								
Vehicle Extension (s)		4.9	4.9	1.5	4.9					1.5	1.5	1.5
Minimum Gap (s)		2.0	2.0	1.5	2.0					1.5	1.5	1.5
Time Before Reduce (s)		18.0	18.0	20.0	18.0					30.0	30.0	30.0
Time To Reduce (s)		22.0	22.0	0.0	22.0					0.0	0.0	0.0
Recall Mode		C-Max	C-Max	None	C-Max					None	None	None
Walk Time (s)												
Flash Don't Walk (s)												
Pedestrian Calls (#/hr)												
v/c Ratio		0.16	0.16	0.05	0.15					0.50	0.63	0.14
Control Delay (s/veh)		8.4	1.4	5.3	5.8					23.3	22.3	0.7

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Queue Delay		0.0	0.0	0.0	0.0					0.0	0.0	0.0
Total Delay (s/veh)		8.4	1.4	5.3	5.8					23.3	22.3	0.7
Queue Length 50th (ft)		17	0	3	16					46	63	0
Queue Length 95th (ft)		52	12	11	30					97	102	0
Internal Link Dist (ft)		341			178			683			541	
Turn Bay Length (ft)			120							255		255
Base Capacity (vph)		1638	824	543	1794					331	696	447
Starvation Cap Reductn		0	0	0	0					0	0	0
Spillback Cap Reductn		0	0	0	0					0	0	0
Storage Cap Reductn		0	0	0	0					0	0	0
Reduced v/c Ratio		0.16	0.16	0.05	0.15					0.50	0.63	0.14

Intersection Summary	
Area Type:	Other
Cycle Length: 48.7	
Actuated Cycle Length: 48.7	
Offset: 11.5 (24%), Referenced to phase 2:WBTL and 6:EBT, Start of Green	
Natural Cycle: 50	
Control Type: Actuated-Coordinated	

Splits and Phases: 800: I41 SB On Ramp/I41 SB Off Ramp & 71st St





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	250	160	25	245	0	0	0	0	175	395	59
Future Volume (veh/h)	0	250	160	25	245	0	0	0	0	175	395	59
Initial Q (Qb), veh	0	0	0	0	0	0				0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	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
Work Zone On Approach		No			No						No	
Adj Sat Flow, veh/h/ln	0	1742	1723	1742	1742	0				1875	1875	1723
Adj Flow Rate, veh/h	0	266	128	27	261	0				186	420	63
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94				0.94	0.94	0.94
Percent Heavy Veh, %	0	2	2	2	2	0				2	2	2
Cap, veh/h	0	1314	580	527	1811	0				364	765	298
Arrive On Green	0.00	0.40	0.40	0.08	1.00	0.00				0.20	0.20	0.20
Sat Flow, veh/h	0	3398	1460	1659	3398	0				1786	3751	1460
Grp Volume(v), veh/h	0	266	128	27	261	0				186	420	63
Grp Sat Flow(s),veh/h/ln	0	1655	1460	1659	1655	0				1786	1875	1460
Q Serve(g_s), s	0.0	2.6	2.8	0.4	0.0	0.0				4.5	4.9	1.8
Cycle Q Clear(g_c), s	0.0	2.6	2.8	0.4	0.0	0.0				4.5	4.9	1.8
Prop In Lane	0.00		1.00	1.00		0.00				1.00		1.00
Lane Grp Cap(c), veh/h	0	1314	580	527	1811	0				364	765	298
V/C Ratio(X)	0.00	0.20	0.22	0.05	0.14	0.00				0.51	0.55	0.21
Avail Cap(c_a), veh/h	0	1314	580	668	1811	0				364	765	298
HCM Platoon Ratio	1.00	1.00	1.00	2.00	2.00	1.00				1.00	1.00	1.00
Upstream Filter(I)	0.00	1.00	1.00	0.97	0.97	0.00				1.00	1.00	1.00
Uniform Delay (d), s/veh	0.0	9.7	9.8	6.8	0.0	0.0				17.3	17.5	16.2
Incr Delay (d2), s/veh	0.0	0.3	0.9	0.0	0.2	0.0				0.5	0.5	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
%ile BackOfQ(95%),veh/ln	0.0	1.5	1.6	0.2	0.1	0.0				2.8	3.2	2.8
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	0.0	10.0	10.6	6.8	0.2	0.0				17.8	18.0	16.4
LnGrp LOS		B	B	A	A					B	B	B
Approach Vol, veh/h		394			288						669	
Approach Delay, s/veh		10.2			0.8						17.8	
Approach LOS		B			A						B	

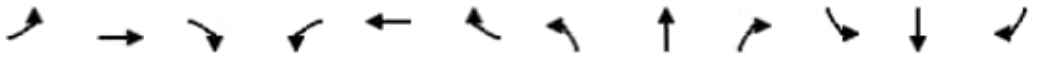
Timer - Assigned Phs	2		4	5	6
Phs Duration (G+Y+Rc), s	32.6		16.4	7.3	25.3
Change Period (Y+Rc), s	5.8		* 6.4	5.5	5.8
Max Green Setting (Gmax), s	15.0		* 10	6.0	15.0
Max Q Clear Time (g_c+I1), s	2.0		6.9	2.4	4.8
Green Ext Time (p_c), s	2.1		0.6	0.0	2.6

Intersection Summary	
HCM 7th Control Delay, s/veh	12.0
HCM 7th LOS	B

Notes

User approved volume balancing among the lanes for turning movement.

* HCM 7th computational engine requires equal clearance times for the phases crossing the barrier.

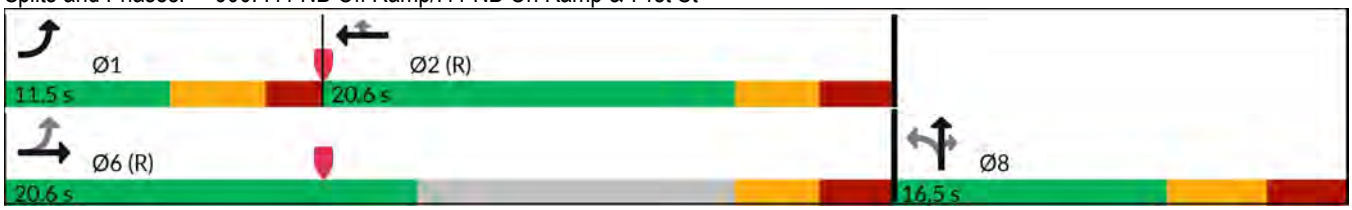


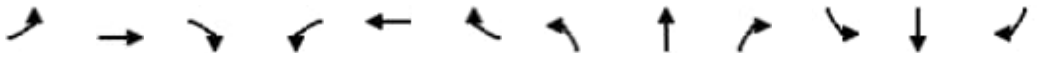
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	155	270	0	0	140	165	130	405	12	0	0	0
Future Volume (vph)	155	270	0	0	140	165	130	405	12	0	0	0
Ideal Flow (vphpl)	1770	1770	1770	1770	1770	1750	1825	1750	1750	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	0		0	0		105	250		250	0		0
Storage Lanes	1		0	0		1	1		1	0		0
Taper Length (ft)	100			100			100			100		
Right Turn on Red			Yes			Yes			Yes			Yes
Link Speed (mph)		30			30			35			45	
Link Distance (ft)		258			595			685			495	
Travel Time (s)		5.9			13.5			13.3			7.5	
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88
Growth Factor	100%	100%	100%	100%	100%	75%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	1%	1%	1%	4%	4%	4%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Shared Lane Traffic (%)							10%					
Lane Group Flow (vph)	176	307	0	0	159	141	133	475	14	0	0	0
Turn Type	pm+pt	NA			NA	Perm	Perm	NA	Perm			
Protected Phases	1	6			2			8				
Permitted Phases	6					2	8		8			
Detector Phase	1	6			2	2	8	8	8			
Switch Phase												
Minimum Initial (s)	6.0	15.0			15.0	15.0	10.0	10.0	10.0			
Minimum Split (s)	11.5	20.6			20.6	20.6	16.5	16.5	16.5			
Total Split (s)	11.5	20.6			20.6	20.6	16.5	16.5	16.5			
Total Split (%)	23.7%	42.4%			42.4%	42.4%	34.0%	34.0%	34.0%			
Maximum Green (s)	6.0	15.0			15.0	15.0	10.0	10.0	10.0			
Yellow Time (s)	3.5	3.0			3.0	3.0	3.6	3.6	3.6			
All-Red Time (s)	2.0	2.6			2.6	2.6	2.9	2.9	2.9			
Lost Time Adjust (s)	0.0	0.0			0.0	0.0	0.0	0.0	0.0			
Total Lost Time (s)	5.5	5.6			5.6	5.6	6.5	6.5	6.5			
Lead/Lag	Lead				Lag	Lag						
Lead-Lag Optimize?	Yes				Yes	Yes						
Vehicle Extension (s)	1.5	4.9			1.9	1.9	1.5	1.5	1.5			
Minimum Gap (s)	1.5	2.0			2.0	2.0	1.5	1.5	1.5			
Time Before Reduce (s)	20.0	18.0			18.0	18.0	30.0	30.0	30.0			
Time To Reduce (s)	0.0	22.0			22.0	22.0	0.0	0.0	0.0			
Recall Mode	None	C-Max			C-Max	C-Max	None	None	None			
Walk Time (s)												
Flash Don't Walk (s)												
Pedestrian Calls (#/hr)												
v/c Ratio	0.31	0.17			0.13	0.22	0.43	0.76	0.03			
Control Delay (s/veh)	7.3	5.9			12.5	2.0	21.8	28.2	0.2			

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Queue Delay	0.0	0.0			0.0	0.0	0.0	0.0	0.0			
Total Delay (s/veh)	7.3	5.9			12.5	2.0	21.8	28.2	0.2			
Queue Length 50th (ft)	22	20			16	0	36	70	0			
Queue Length 95th (ft)	44	33			32	14	78	#128	0			
Internal Link Dist (ft)		178			515			605			415	
Turn Bay Length (ft)						105	250		250			
Base Capacity (vph)	560	1797			1185	654	312	628	438			
Starvation Cap Reductn	0	0			0	0	0	0	0			
Spillback Cap Reductn	0	0			0	0	0	0	0			
Storage Cap Reductn	0	0			0	0	0	0	0			
Reduced v/c Ratio	0.31	0.17			0.13	0.22	0.43	0.76	0.03			

Intersection Summary	
Area Type:	Other
Cycle Length: 48.6	
Actuated Cycle Length: 48.6	
Offset: 11.5 (24%), Referenced to phase 2:WBT and 6:EBTL, Start of Green	
Natural Cycle: 50	
Control Type: Actuated-Coordinated	
# 95th percentile volume exceeds capacity, queue may be longer.	
Queue shown is maximum after two cycles.	

Splits and Phases: 900: I41 NB Off Ramp/I41 NB On Ramp & 71st St





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	155	270	0	0	140	165	130	405	12	0	0	0
Future Volume (veh/h)	155	270	0	0	140	165	130	405	12	0	0	0
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0			
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Ped-Bike Adj(A_pbT)	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			
Work Zone On Approach		No			No			No				
Adj Sat Flow, veh/h/ln	1742	1742	0	0	1756	1736	1768	1695	1695			
Adj Flow Rate, veh/h	176	307	0	0	159	141	148	460	14			
Peak Hour Factor	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88			
Percent Heavy Veh, %	2	2	0	0	1	1	4	4	4			
Cap, veh/h	625	1818	0	0	1086	479	344	692	293			
Arrive On Green	0.22	1.00	0.00	0.00	0.33	0.33	0.20	0.20	0.20			
Sat Flow, veh/h	1659	3398	0	0	3425	1471	1684	3391	1437			
Grp Volume(v), veh/h	176	307	0	0	159	141	148	460	14			
Grp Sat Flow(s),veh/h/ln	1659	1655	0	0	1668	1471	1684	1695	1437			
Q Serve(g_s), s	3.0	0.0	0.0	0.0	1.7	3.5	3.8	6.1	0.4			
Cycle Q Clear(g_c), s	3.0	0.0	0.0	0.0	1.7	3.5	3.8	6.1	0.4			
Prop In Lane	1.00		0.00	0.00		1.00	1.00		1.00			
Lane Grp Cap(c), veh/h	625	1818	0	0	1086	479	344	692	293			
V/C Ratio(X)	0.28	0.17	0.00	0.00	0.15	0.29	0.43	0.66	0.05			
Avail Cap(c_a), veh/h	643	1818	0	0	1086	479	344	692	293			
HCM Platoon Ratio	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Upstream Filter(I)	0.97	0.97	0.00	0.00	1.00	1.00	1.00	1.00	1.00			
Uniform Delay (d), s/veh	6.7	0.0	0.0	0.0	11.7	12.3	17.0	18.0	15.7			
Incr Delay (d2), s/veh	0.1	0.2	0.0	0.0	0.3	1.6	0.3	2.0	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			
%ile BackOfQ(95%),veh/ln	1.3	0.1	0.0	0.0	1.0	2.1	2.3	4.0	0.2			
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	6.8	0.2	0.0	0.0	12.0	13.9	17.3	19.9	15.7			
LnGrp LOS	A	A			B	B	B	B	B			
Approach Vol, veh/h		483			300			622				
Approach Delay, s/veh		2.6			12.9			19.2				
Approach LOS		A			B			B				
Timer - Assigned Phs	1	2				6		8				
Phs Duration (G+Y+Rc), s	11.0	21.5				32.5		16.5				
Change Period (Y+Rc), s	5.5	5.6				5.6		6.5				
Max Green Setting (Gmax), s	6.0	15.0				15.0		10.0				
Max Q Clear Time (g_c+I1), s	5.0	5.5				2.0		8.1				
Green Ext Time (p_c), s	0.0	0.6				2.6		0.4				

Intersection Summary	
HCM 7th Control Delay, s/veh	12.1
HCM 7th LOS	B

Notes

User approved volume balancing among the lanes for turning movement.



Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	55	15	250	70	65	145
Future Volume (vph)	55	15	250	70	65	145
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12
Grade (%)	0%			0%	0%	
Storage Length (ft)		0	0		0	0
Storage Lanes		0	0		1	1
Taper Length (ft)			100		100	
Link Speed (mph)	30			30	30	
Link Distance (ft)	787			1254	1020	
Travel Time (s)	17.9			28.5	23.2	
Confl. Peds. (#/hr)						
Confl. Bikes (#/hr)						
Peak Hour Factor	0.83	0.83	0.83	0.83	0.83	0.83
Growth Factor	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	1%	1%	1%	1%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0
Parking (#/hr)						
Mid-Block Traffic (%)	0%			0%	0%	
Shared Lane Traffic (%)						
Lane Group Flow (vph)	84	0	0	385	78	175
Sign Control	Stop			Stop	Stop	

Intersection Summary	
Area Type:	Other
Control Type: Unsignalized	



Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Sign Control	Stop			Stop	Stop	
Traffic Volume (vph)	55	15	250	70	65	145
Future Volume (vph)	55	15	250	70	65	145
Peak Hour Factor	0.83	0.83	0.83	0.83	0.83	0.83
Hourly flow rate (vph)	66	18	301	84	78	175

Direction, Lane #	EB 1	EB 2	WB 1	WB 2	NB 1	NB 2
Volume Total (vph)	44	40	329	56	78	175
Volume Left (vph)	0	0	301	0	78	0
Volume Right (vph)	0	18	0	0	0	175
Hadj (s)	0.02	-0.30	0.47	0.02	0.53	-0.67
Departure Headway (s)	5.7	5.3	5.8	5.3	6.3	5.1
Degree Utilization, x	0.07	0.06	0.53	0.08	0.14	0.25
Capacity (veh/h)	595	632	606	650	543	667
Control Delay (s/veh)	7.9	7.5	13.8	7.6	9.0	8.5
Approach Delay (s/veh)	7.7		12.9		8.7	
Approach LOS	A		B		A	

Intersection Summary			
Delay	10.8		
Level of Service	B		
Intersection Capacity Utilization	30.8%	ICU Level of Service	A
Analysis Period (min)	15		

Intersection	
Intersection Delay, s/veh	11.8
Intersection LOS	B

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	55	15	250	70	65	145
Future Vol, veh/h	55	15	250	70	65	145
Peak Hour Factor	0.83	0.83	0.83	0.83	0.83	0.83
Heavy Vehicles, %	1	1	1	1	2	2
Mvmt Flow	66	18	301	84	78	175
Number of Lanes	2	0	0	2	1	1

Approach	EB	WB	NB
Opposing Approach	WB	EB	
Opposing Lanes	2	2	0
Conflicting Approach Left		NB	EB
Conflicting Lanes Left	0	2	2
Conflicting Approach Right	NB		WB
Conflicting Lanes Right	2	0	2
HCM Control Delay, s/veh	8.6	13.8	9.7
HCM LOS	A	B	A

Lane	NBLn1	NBLn2	EBLn1	EBLn2	WBLn1	WBLn2
Vol Left, %	100%	0%	0%	0%	91%	0%
Vol Thru, %	0%	0%	100%	55%	9%	100%
Vol Right, %	0%	100%	0%	45%	0%	0%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	65	145	37	33	273	47
LT Vol	65	0	0	0	250	0
Through Vol	0	0	37	18	23	47
RT Vol	0	145	0	15	0	0
Lane Flow Rate	78	175	44	40	329	56
Geometry Grp	5	5	5	5	5	5
Degree of Util (X)	0.137	0.246	0.069	0.059	0.523	0.082
Departure Headway (Hd)	6.275	5.068	5.613	5.294	5.722	5.261
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes
Cap	569	704	632	669	626	676
Service Time	4.037	2.83	3.404	3.086	3.492	3.032
HCM Lane V/C Ratio	0.137	0.249	0.07	0.06	0.526	0.083
HCM Control Delay, s/veh	10	9.5	8.8	8.4	14.7	8.5
HCM Lane LOS	A	A	A	A	B	A
HCM 95th-tile Q	0.5	1	0.2	0.2	3	0.3

Alternative B

Reduced Gaming



Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	410	90	70	270	220	75
Future Volume (vph)	410	90	70	270	220	75
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12
Grade (%)	0%		0%			0%
Storage Length (ft)	0	0		0	300	
Storage Lanes	1	1		0	1	
Taper Length (ft)	100				100	
Link Speed (mph)	45		35			35
Link Distance (ft)	795		765			579
Travel Time (s)	12.0		14.9			11.3
Confl. Peds. (#/hr)						
Confl. Bikes (#/hr)						
Peak Hour Factor	0.85	0.85	0.85	0.85	0.85	0.85
Growth Factor	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	8%	8%	9%	9%	9%	9%
Bus Blockages (#/hr)	0	0	0	0	0	0
Parking (#/hr)						
Mid-Block Traffic (%)	0%		0%			0%
Shared Lane Traffic (%)						
Lane Group Flow (vph)	482	106	400	0	259	88
Sign Control	Stop		Stop			Stop

Intersection Summary	
Area Type:	Other
Control Type: Unsignalized	



Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Sign Control	Stop		Stop			Stop
Traffic Volume (vph)	410	90	70	270	220	75
Future Volume (vph)	410	90	70	270	220	75
Peak Hour Factor	0.85	0.85	0.85	0.85	0.85	0.85
Hourly flow rate (vph)	482	106	82	318	259	88

Direction, Lane #	WB 1	WB 2	NB 1	SB 1	SB 2
Volume Total (vph)	482	106	400	259	88
Volume Left (vph)	482	0	0	259	0
Volume Right (vph)	0	106	318	0	0
Hadj (s)	0.64	-0.56	-0.32	0.65	0.15
Departure Headway (s)	7.5	6.3	6.6	8.0	7.5
Degree Utilization, x	1.01	0.19	0.73	0.57	0.18
Capacity (veh/h)	471	561	536	445	472
Control Delay (s/veh)	69.4	9.5	25.5	20.0	10.9
Approach Delay (s/veh)	58.6		25.5	17.7	
Approach LOS	F		D	C	

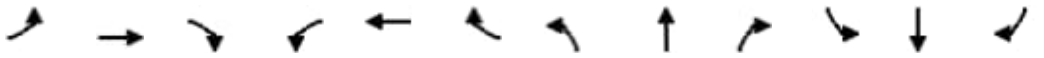
Intersection Summary			
Delay	38.1		
Level of Service	E		
Intersection Capacity Utilization	65.2%	ICU Level of Service	C
Analysis Period (min)	15		

Intersection	
Intersection Delay, s/veh	38.9
Intersection LOS	E

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	410	90	70	270	220	75
Future Vol, veh/h	410	90	70	270	220	75
Peak Hour Factor	0.85	0.85	0.85	0.85	0.85	0.85
Heavy Vehicles, %	8	8	9	9	9	9
Mvmt Flow	482	106	82	318	259	88
Number of Lanes	1	1	1	0	1	1

Approach	WB	NB	SB
Opposing Approach		SB	NB
Opposing Lanes	0	2	1
Conflicting Approach Left	NB		WB
Conflicting Lanes Left	1	0	2
Conflicting Approach Right	SB	WB	
Conflicting Lanes Right	2	2	0
HCM Control Delay, s/veh	58.9	26.7	19
HCM LOS	F	D	C

Lane	NBLn1	WBLn1	WBLn2	SBLn1	SBLn2
Vol Left, %	0%	100%	0%	100%	0%
Vol Thru, %	21%	0%	0%	0%	100%
Vol Right, %	79%	0%	100%	0%	0%
Sign Control	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	340	410	90	220	75
LT Vol	0	410	0	220	0
Through Vol	70	0	0	0	75
RT Vol	270	0	90	0	0
Lane Flow Rate	400	482	106	259	88
Geometry Grp	3b	5	5	5	5
Degree of Util (X)	0.741	1.003	0.184	0.577	0.184
Departure Headway (Hd)	6.786	7.485	6.262	8.161	7.647
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes
Cap	536	482	568	445	472
Service Time	4.786	5.283	4.059	5.861	5.347
HCM Lane V/C Ratio	0.746	1	0.187	0.582	0.186
HCM Control Delay, s/veh	26.7	69.5	10.5	21.4	12.1
HCM Lane LOS	D	F	B	C	B
HCM 95th-tile Q	6.3	13.5	0.7	3.6	0.7



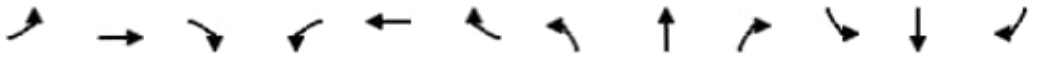
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	230	260	455	300	0	0	0	0	400	5	52
Future Volume (vph)	0	230	260	455	300	0	0	0	0	400	5	52
Ideal Flow (vphpl)	1900	1905	1750	1905	1905	1900	1900	1900	1900	1885	1885	1750
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	315		265	0		0	0		0	410		410
Storage Lanes	1		1	2		0	0		0	1		1
Taper Length (ft)	100			100			100			100		
Right Turn on Red			Yes			Yes			Yes			Yes
Link Speed (mph)		45			45			45			45	
Link Distance (ft)		795			359			754			1011	
Travel Time (s)		12.0			5.4			11.4			15.3	
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87
Growth Factor	100%	100%	75%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	7%	7%	7%	8%	8%	8%	1%	1%	1%	5%	5%	5%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Shared Lane Traffic (%)										49%		
Lane Group Flow (vph)	0	264	224	523	345	0	0	0	0	235	231	60
Turn Type		NA	Perm	Prot	NA					Perm	NA	Perm
Protected Phases		6		5	2						4	
Permitted Phases			6							4		4
Detector Phase		6	6	5	2					4	4	4
Switch Phase												
Minimum Initial (s)		10.0	10.0	8.0	10.0					10.0	10.0	10.0
Minimum Split (s)		16.6	16.6	13.7	16.6					17.2	17.2	17.2
Total Split (s)		16.6	16.6	13.7	16.6					17.2	17.2	17.2
Total Split (%)		34.9%	34.9%	28.8%	34.9%					36.2%	36.2%	36.2%
Maximum Green (s)		10.0	10.0	8.0	10.0					10.0	10.0	10.0
Yellow Time (s)		4.3	4.3	3.5	4.3					3.6	3.6	3.6
All-Red Time (s)		2.3	2.3	2.2	2.3					3.6	3.6	3.6
Lost Time Adjust (s)		0.0	0.0	0.0	0.0					0.0	0.0	0.0
Total Lost Time (s)		6.6	6.6	5.7	6.6					7.2	7.2	7.2
Lead/Lag		Lag	Lag	Lead								
Lead-Lag Optimize?		Yes	Yes	Yes								
Vehicle Extension (s)		3.0	3.0	3.0	3.9					1.5	1.5	1.5
Minimum Gap (s)		2.0	2.0	1.5	2.0					1.5	1.5	1.5
Time Before Reduce (s)		20.0	20.0	25.0	26.0					30.0	30.0	30.0
Time To Reduce (s)		20.0	20.0	0.0	14.0					0.0	0.0	0.0
Recall Mode		C-Max	C-Max	None	C-Max					None	None	None
Walk Time (s)												
Flash Don't Walk (s)												
Pedestrian Calls (#/hr)												
v/c Ratio		0.26	0.48	0.96	0.21					0.69	0.68	0.13
Control Delay (s/veh)		16.5	6.8	53.2	7.1					30.9	30.1	0.6

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Queue Delay		0.0	0.0	0.0	0.0					0.0	0.0	0.0
Total Delay (s/veh)		16.5	6.8	53.2	7.1					30.9	30.1	0.6
Queue Length 50th (ft)		22	0	74	25					63	62	0
Queue Length 95th (ft)		38	38	#145	41					#143	#140	0
Internal Link Dist (ft)		715			279			674			931	
Turn Bay Length (ft)			265							410		410
Base Capacity (vph)		1023	471	547	1671					341	342	467
Starvation Cap Reductn		0	0	0	0					0	0	0
Spillback Cap Reductn		0	0	0	0					0	0	0
Storage Cap Reductn		0	0	0	0					0	0	0
Reduced v/c Ratio		0.26	0.48	0.96	0.21					0.69	0.68	0.13

Intersection Summary	
Area Type:	Other
Cycle Length: 47.5	
Actuated Cycle Length: 47.5	
Offset: 22.5 (47%), Referenced to phase 2:WBT and 6:EBT, Start of Green	
Natural Cycle: 60	
Control Type: Actuated-Coordinated	
# 95th percentile volume exceeds capacity, queue may be longer.	
Queue shown is maximum after two cycles.	

Splits and Phases: 200: I41 SB On Ramp/I41 SB Off Ramp & STH 158





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	230	260	455	300	0	0	0	0	400	5	52
Future Volume (veh/h)	0	230	260	455	300	0	0	0	0	400	5	52
Initial Q (Qb), veh	0	0	0	0	0	0				0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	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
Work Zone On Approach		No			No						No	
Adj Sat Flow, veh/h/ln	0	1801	1654	1786	1786	0				1811	1811	1682
Adj Flow Rate, veh/h	0	264	224	523	345	0				464	0	60
Peak Hour Factor	0.87	0.87	0.87	0.87	0.87	0.87				0.87	0.87	0.87
Percent Heavy Veh, %	0	7	7	8	8	0				5	5	5
Cap, veh/h	0	1076	307	550	1712	0				718	0	297
Arrive On Green	0.00	0.22	0.22	0.17	0.50	0.00				0.21	0.00	0.21
Sat Flow, veh/h	0	5079	1402	3300	3483	0				3450	0	1425
Grp Volume(v), veh/h	0	264	224	523	345	0				464	0	60
Grp Sat Flow(s),veh/h/ln	0	1639	1402	1650	1697	0				1725	0	1425
Q Serve(g_s), s	0.0	2.1	7.1	7.5	2.7	0.0				5.9	0.0	1.7
Cycle Q Clear(g_c), s	0.0	2.1	7.1	7.5	2.7	0.0				5.9	0.0	1.7
Prop In Lane	0.00		1.00	1.00		0.00				1.00		1.00
Lane Grp Cap(c), veh/h	0	1076	307	550	1712	0				718	0	297
V/C Ratio(X)	0.00	0.25	0.73	0.95	0.20	0.00				0.65	0.00	0.20
Avail Cap(c_a), veh/h	0	1076	307	550	1712	0				719	0	297
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Upstream Filter(I)	0.00	1.00	1.00	0.96	0.96	0.00				1.00	0.00	1.00
Uniform Delay (d), s/veh	0.0	15.5	17.4	19.8	6.6	0.0				17.4	0.0	15.7
Incr Delay (d2), s/veh	0.0	0.5	14.2	25.9	0.3	0.0				1.6	0.0	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
%ile BackOfQ(95%),veh/ln	0.0	1.2	5.5	7.7	1.2	0.0				3.7	0.0	2.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	0.0	16.0	31.6	45.7	6.8	0.0				19.0	0.0	15.8
LnGrp LOS		B	C	D	A					B		B
Approach Vol, veh/h		488			868						524	
Approach Delay, s/veh		23.2			30.2						18.6	
Approach LOS		C			C						B	

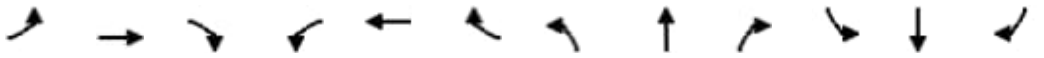
Timer - Assigned Phs		2		4	5	6						
Phs Duration (G+Y+Rc), s		30.8		17.2	13.7	17.1						
Change Period (Y+Rc), s		* 6.6		7.2	5.7	* 6.6						
Max Green Setting (Gmax), s		* 10		10.0	8.0	* 10						
Max Q Clear Time (g_c+I1), s		4.7		7.9	9.5	9.1						
Green Ext Time (p_c), s		1.1		0.2	0.0	0.2						

Intersection Summary												
HCM 7th Control Delay, s/veh			25.2									
HCM 7th LOS			C									

Notes

User approved volume balancing among the lanes for turning movement.

* HCM 7th computational engine requires equal clearance times for the phases crossing the barrier.

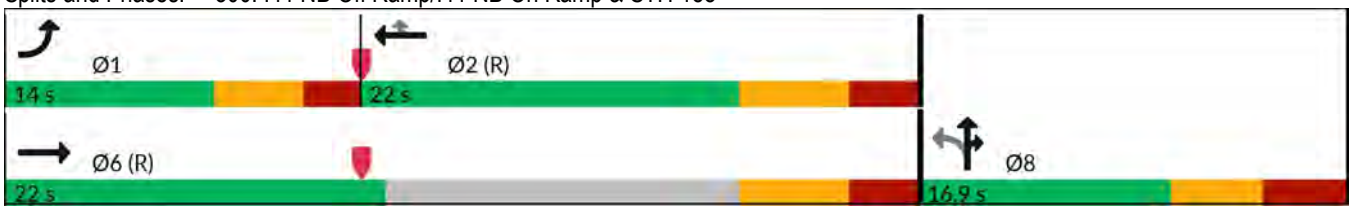


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	125	505	0	0	600	405	155	5	181	0	0	0
Future Volume (vph)	125	505	0	0	600	405	155	5	181	0	0	0
Ideal Flow (vphpl)	1905	1905	1900	1900	1915	1750	1885	1885	1750	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	225		0	135		0	400		400	0		0
Storage Lanes	1		0	1		1	1		1	0		0
Taper Length (ft)	100			100			100			100		
Right Turn on Red			Yes			Yes			Yes			Yes
Link Speed (mph)		45			45			45			45	
Link Distance (ft)		359			360			1103			1212	
Travel Time (s)		5.4			5.5			16.7			18.4	
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Growth Factor	100%	100%	100%	100%	100%	75%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	4%	4%	4%	5%	5%	5%	14%	14%	14%	1%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Shared Lane Traffic (%)												
Lane Group Flow (vph)	137	555	0	0	659	334	0	175	199	0	0	0
Turn Type	Prot	NA			NA	Perm	Perm	NA	Prot			
Protected Phases	1	6			2			8	8			
Permitted Phases						2	8					
Detector Phase	1	6			2	2	8	8	8			
Switch Phase												
Minimum Initial (s)	8.0	15.0			15.0	15.0	10.0	10.0	10.0			
Minimum Split (s)	13.7	22.0			22.0	22.0	16.9	16.9	16.9			
Total Split (s)	14.0	22.0			22.0	22.0	16.9	16.9	16.9			
Total Split (%)	26.5%	41.6%			41.6%	41.6%	31.9%	31.9%	31.9%			
Maximum Green (s)	8.3	15.0			15.0	15.0	10.0	10.0	10.0			
Yellow Time (s)	3.5	4.3			4.3	4.3	3.6	3.6	3.6			
All-Red Time (s)	2.2	2.7			2.7	2.7	3.3	3.3	3.3			
Lost Time Adjust (s)	0.0	0.0			0.0	0.0		0.0	0.0			
Total Lost Time (s)	5.7	7.0			7.0	7.0		6.9	6.9			
Lead/Lag	Lead				Lag	Lag						
Lead-Lag Optimize?	Yes				Yes	Yes						
Vehicle Extension (s)	1.5	4.3			0.2	0.2	1.5	1.5	1.5			
Minimum Gap (s)	1.5	2.0			2.0	2.0	1.5	1.5	1.5			
Time Before Reduce (s)	25.0	26.0			28.0	28.0	30.0	30.0	30.0			
Time To Reduce (s)	0.0	14.0			12.0	12.0	0.0	0.0	0.0			
Recall Mode	None	C-Max			C-Max	C-Max	None	None	None			
Walk Time (s)												
Flash Don't Walk (s)												
Pedestrian Calls (#/hr)												
v/c Ratio	0.27	0.29			0.31	0.48		0.59	0.33			
Control Delay (s/veh)	21.5	6.9			14.4	4.9		29.2	5.4			

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Queue Delay	0.0	0.0			0.0	0.0		0.0	0.0			
Total Delay (s/veh)	21.5	6.9			14.4	4.9		29.2	5.4			
Queue Length 50th (ft)	20	43			47	0		51	0			
Queue Length 95th (ft)	40	66			67	48		#116	23			
Internal Link Dist (ft)		279			280			1023			1132	
Turn Bay Length (ft)	225								400			
Base Capacity (vph)	529	1907			2139	703		298	596			
Starvation Cap Reductn	0	0			0	0		0	0			
Spillback Cap Reductn	0	0			0	0		0	0			
Storage Cap Reductn	0	0			0	0		0	0			
Reduced v/c Ratio	0.26	0.29			0.31	0.48		0.59	0.33			

Intersection Summary	
Area Type:	Other
Cycle Length: 52.9	
Actuated Cycle Length: 52.9	
Offset: 38.5 (73%), Referenced to phase 2:WBT and 6:EBT, Start of Green	
Natural Cycle: 55	
Control Type: Actuated-Coordinated	
# 95th percentile volume exceeds capacity, queue may be longer.	
Queue shown is maximum after two cycles.	

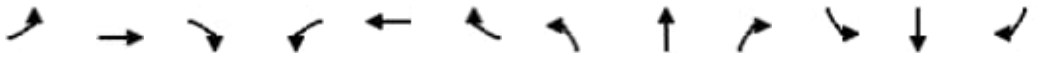
Splits and Phases: 300: I41 NB Off Ramp/I41 NB On Ramp & STH 158



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	125	505	0	0	600	405	155	5	181	0	0	0
Future Volume (veh/h)	125	505	0	0	600	405	155	5	181	0	0	0
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0			
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Ped-Bike Adj(A_pbT)	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			
Work Zone On Approach		No			No			No				
Adj Sat Flow, veh/h/ln	1846	1846	0	0	1840	1682	1679	1679	1559			
Adj Flow Rate, veh/h	137	555	0	0	659	334	170	5	199			
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91			
Percent Heavy Veh, %	4	4	0	0	5	5	14	14	14			
Cap, veh/h	446	1928	0	0	1971	444	292	9	437			
Arrive On Green	0.13	0.55	0.00	0.00	0.31	0.31	0.19	0.19	0.19			
Sat Flow, veh/h	3410	3599	0	0	6588	1425	1556	46	2325			
Grp Volume(v), veh/h	137	555	0	0	659	334	175	0	199			
Grp Sat Flow(s),veh/h/ln	1705	1753	0	0	1583	1425	1601	0	1163			
Q Serve(g_s), s	1.9	4.5	0.0	0.0	4.2	11.2	5.3	0.0	4.0			
Cycle Q Clear(g_c), s	1.9	4.5	0.0	0.0	4.2	11.2	5.3	0.0	4.0			
Prop In Lane	1.00		0.00	0.00		1.00	0.97		1.00			
Lane Grp Cap(c), veh/h	446	1928	0	0	1971	444	301	0	437			
V/C Ratio(X)	0.31	0.29	0.00	0.00	0.33	0.75	0.58	0.00	0.46			
Avail Cap(c_a), veh/h	534	1928	0	0	1971	444	302	0	439			
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Upstream Filter(I)	0.89	0.89	0.00	0.00	0.97	0.97	1.00	0.00	1.00			
Uniform Delay (d), s/veh	20.9	6.4	0.0	0.0	14.0	16.4	19.6	0.0	19.1			
Incr Delay (d2), s/veh	0.1	0.3	0.0	0.0	0.4	10.9	1.9	0.0	0.3			
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0			
%ile BackOfQ(95%),veh/ln	1.2	2.0	0.0	0.0	2.3	7.5	3.3	0.0	1.7			
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	21.0	6.7	0.0	0.0	14.5	27.3	21.5	0.0	19.4			
LnGrp LOS	C	A			B	C	C		B			
Approach Vol, veh/h		692			993			374				
Approach Delay, s/veh		9.5			18.8			20.4				
Approach LOS		A			B			C				

Timer - Assigned Phs	1	2				6		8				
Phs Duration (G+Y+Rc), s	12.6	23.5				36.1		16.9				
Change Period (Y+Rc), s	5.7	7.0				7.0		6.9				
Max Green Setting (Gmax), s	8.3	15.0				15.0		10.0				
Max Q Clear Time (g_c+I1), s	3.9	13.2				6.5		7.3				
Green Ext Time (p_c), s	0.1	0.3				3.0		0.2				

Intersection Summary												
HCM 7th Control Delay, s/veh			16.0									
HCM 7th LOS			B									

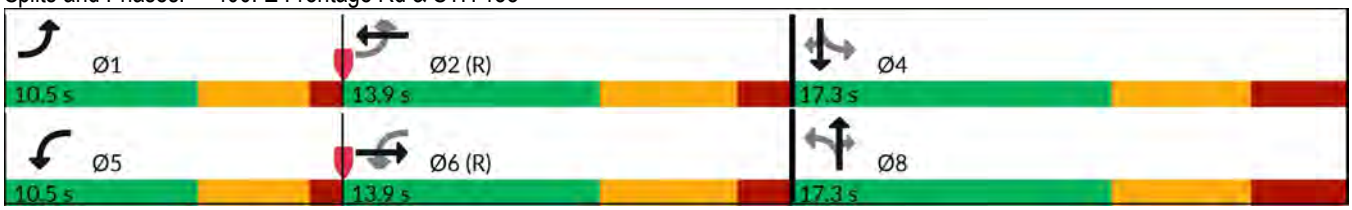


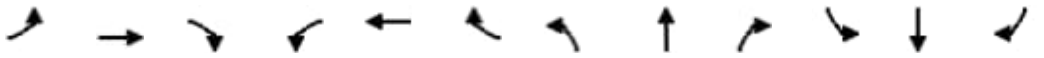
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	50	795	45	45	955	40	15	30	35	45	45	35
Future Volume (vph)	50	795	45	45	955	40	15	30	35	45	45	35
Ideal Flow (vphpl)	1915	1915	1750	1925	1925	1750	1750	1750	1750	1750	1750	1750
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	245		115	500		90	0		190	0		80
Storage Lanes	1		1	2		1	0		1	0		1
Taper Length (ft)	100			100			100			100		
Right Turn on Red			Yes			Yes			Yes			Yes
Link Speed (mph)		45			45			35			35	
Link Distance (ft)		360			1511			1020			592	
Travel Time (s)		5.5			22.9			19.9			11.5	
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Growth Factor	100%	100%	62%	100%	100%	62%	100%	100%	62%	100%	100%	62%
Heavy Vehicles (%)	7%	7%	7%	5%	5%	5%	3%	3%	3%	6%	6%	6%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Shared Lane Traffic (%)												
Lane Group Flow (vph)	53	846	30	48	1016	26	0	48	23	0	96	23
Turn Type	D.P+P	NA	Perm	D.P+P	NA	Perm	Perm	NA	Perm	Perm	NA	Perm
Protected Phases	1	6		5	2			8			4	
Permitted Phases	2		6	6		2	8		8	4		4
Detector Phase	1	6	6	5	2	2	8	8	8	4	4	4
Switch Phase												
Minimum Initial (s)	6.0	8.0	8.0	6.0	8.0	8.0	10.0	10.0	10.0	10.0	10.0	10.0
Minimum Split (s)	10.5	13.9	13.9	10.5	13.9	13.9	17.3	17.3	17.3	17.3	17.3	17.3
Total Split (s)	10.5	13.9	13.9	10.5	13.9	13.9	17.3	17.3	17.3	17.3	17.3	17.3
Total Split (%)	25.2%	33.3%	33.3%	25.2%	33.3%	33.3%	41.5%	41.5%	41.5%	41.5%	41.5%	41.5%
Maximum Green (s)	6.0	8.0	8.0	6.0	8.0	8.0	10.0	10.0	10.0	10.0	10.0	10.0
Yellow Time (s)	3.5	4.3	4.3	3.5	4.3	4.3	4.3	4.3	4.3	4.3	4.3	4.3
All-Red Time (s)	1.0	1.6	1.6	1.0	1.6	1.6	3.0	3.0	3.0	3.0	3.0	3.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0
Total Lost Time (s)	4.5	5.9	5.9	4.5	5.9	5.9		7.3	7.3		7.3	7.3
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag						
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes						
Vehicle Extension (s)	1.5	3.3	3.3	1.5	3.3	3.3	1.5	1.5	1.5	1.5	1.5	1.5
Minimum Gap (s)	1.5	2.3	2.3	1.5	2.3	2.3	1.5	1.5	1.5	1.5	1.5	1.5
Time Before Reduce (s)	20.0	8.0	8.0	20.0	8.0	8.0	30.0	30.0	30.0	30.0	30.0	30.0
Time To Reduce (s)	0.0	19.0	19.0	0.0	19.0	19.0	0.0	0.0	0.0	0.0	0.0	0.0
Recall Mode	None	C-Max	C-Max	None	C-Max	C-Max	None	None	None	None	None	None
Walk Time (s)												
Flash Don't Walk (s)												
Pedestrian Calls (#/hr)												
v/c Ratio	0.12	0.31	0.03	0.09	0.28	0.03		0.14	0.05		0.30	0.05
Control Delay (s/veh)	6.5	13.6	0.1	6.3	11.8	0.0		13.7	0.2		16.0	0.2

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0
Total Delay (s/veh)	6.5	13.6	0.1	6.3	11.8	0.0		13.7	0.2		16.0	0.2
Queue Length 50th (ft)	6	45	0	5	42	0		9	0		19	0
Queue Length 95th (ft)	18	#133	0	17	#113	0		27	0		47	0
Internal Link Dist (ft)		280			1431			940			512	
Turn Bay Length (ft)	245		115	500		90			190			80
Base Capacity (vph)	453	2763	886	519	3566	901		346	493		323	483
Starvation Cap Reductn	0	0	0	0	0	0		0	0		0	0
Spillback Cap Reductn	0	0	0	0	0	0		0	0		0	0
Storage Cap Reductn	0	0	0	0	0	0		0	0		0	0
Reduced v/c Ratio	0.12	0.31	0.03	0.09	0.28	0.03		0.14	0.05		0.30	0.05

Intersection Summary	
Area Type:	Other
Cycle Length: 41.7	
Actuated Cycle Length: 41.7	
Offset: 0 (0%), Referenced to phase 2:EBWB and 6:EBWB, Start of Green	
Natural Cycle: 45	
Control Type: Actuated-Coordinated	
# 95th percentile volume exceeds capacity, queue may be longer.	
Queue shown is maximum after two cycles.	

Splits and Phases: 400: E Frontage Rd & STH 158

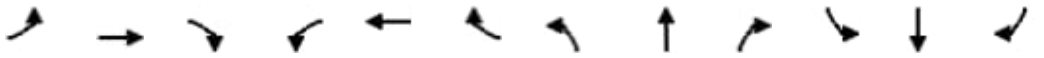




Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	50	795	45	45	955	40	15	30	35	45	45	35
Future Volume (veh/h)	50	795	45	45	955	40	15	30	35	45	45	35
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
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	1810	1810	1654	1850	1850	1682	1709	1709	1709	1668	1668	1668
Adj Flow Rate, veh/h	53	846	30	48	1016	26	16	32	23	48	48	23
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Percent Heavy Veh, %	7	7	7	5	5	5	3	3	3	6	6	6
Cap, veh/h	373	1508	428	381	1913	428	181	269	307	245	192	300
Arrive On Green	0.07	0.31	0.31	0.06	0.30	0.30	0.21	0.21	0.21	0.21	0.21	0.21
Sat Flow, veh/h	1724	4943	1402	1762	6364	1425	313	1268	1448	549	907	1414
Grp Volume(v), veh/h	53	846	30	48	1016	26	48	0	23	96	0	23
Grp Sat Flow(s),veh/h/ln	1724	1648	1402	1762	1591	1425	1582	0	1448	1456	0	1414
Q Serve(g_s), s	0.8	6.0	0.6	0.7	5.6	0.5	0.0	0.0	0.5	0.1	0.0	0.5
Cycle Q Clear(g_c), s	0.8	6.0	0.6	0.7	5.6	0.5	1.0	0.0	0.5	2.0	0.0	0.5
Prop In Lane	1.00		1.00	1.00		1.00	0.33		1.00	0.50		1.00
Lane Grp Cap(c), veh/h	373	1508	428	381	1913	428	450	0	307	437	0	300
V/C Ratio(X)	0.14	0.56	0.07	0.13	0.53	0.06	0.11	0.00	0.07	0.22	0.00	0.08
Avail Cap(c_a), veh/h	506	1508	428	524	1913	428	489	0	345	474	0	337
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.96	0.96	0.96	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	9.1	12.2	10.4	9.1	12.2	10.5	13.4	0.0	13.2	13.8	0.0	13.3
Incr Delay (d2), s/veh	0.1	1.5	0.3	0.1	1.1	0.3	0.0	0.0	0.0	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(95%),veh/ln	0.4	3.1	0.3	0.3	2.7	0.3	0.5	0.0	0.3	1.1	0.0	0.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	9.2	13.7	10.7	9.2	13.3	10.7	13.4	0.0	13.3	13.9	0.0	13.3
LnGrp LOS	A	B	B	A	B	B	B		B	B		B
Approach Vol, veh/h		929			1090			71			119	
Approach Delay, s/veh		13.3			13.0			13.4			13.8	
Approach LOS		B			B			B			B	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	7.3	18.5		16.2	7.1	18.7		16.2				
Change Period (Y+Rc), s	4.5	5.9		7.3	4.5	5.9		7.3				
Max Green Setting (Gmax), s	6.0	8.0		10.0	6.0	8.0		10.0				
Max Q Clear Time (g_c+I1), s	2.8	7.6		4.0	2.7	8.0		3.0				
Green Ext Time (p_c), s	0.0	0.3		0.1	0.0	0.0		0.0				

Intersection Summary												
HCM 7th Control Delay, s/veh			13.2									
HCM 7th LOS			B									



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	50	200	30	65	230	40	35	255	70	55	315	145
Future Volume (vph)	50	200	30	65	230	40	35	255	70	55	315	145
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	130		0	135		0	305		0	400		235
Storage Lanes	1		0	1		0	1		0	1		0
Taper Length (ft)	100			100			100			100		
Link Speed (mph)		45			45			35			35	
Link Distance (ft)		463			370			458			1143	
Travel Time (s)		7.0			5.6			8.9			22.3	
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	4%	4%	4%	3%	3%	3%	4%	4%	4%	5%	5%	5%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Shared Lane Traffic (%)												
Lane Group Flow (vph)	51	235	0	66	276	0	36	331	0	56	469	0
Sign Control		Stop			Stop			Stop			Stop	

Intersection Summary	
Area Type:	Other
Control Type: Unsignalized	

Intersection has too many lanes per leg.

HCM All-Way analysis is limited to two lanes per leg.

Channelized right turn lanes are not counted.

Intersection	
Intersection Delay, s/veh	21.7
Intersection LOS	C

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	50	200	30	65	230	40	35	255	70	55	315	145
Future Vol, veh/h	50	200	30	65	230	40	35	255	70	55	315	145
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Heavy Vehicles, %	4	4	4	3	3	3	4	4	4	5	5	5
Mvmt Flow	51	204	31	66	235	41	36	260	71	56	321	148
Number of Lanes	1	1	0	1	1	0	1	2	0	1	2	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	2	2	3	3
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	3	3	2	2
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	3	3	2	2
HCM Control Delay, s/veh	22.7	26.1	17.8	21.1
HCM LOS	C	D	C	C

Lane	NBLn1	NBLn2	NBLn3	EBLn1	EBLn2	WBLn1	WBLn2	SBLn1	SBLn2	SBLn3
Vol Left, %	100%	0%	0%	100%	0%	100%	0%	100%	0%	0%
Vol Thru, %	0%	100%	55%	0%	87%	0%	85%	0%	100%	42%
Vol Right, %	0%	0%	45%	0%	13%	0%	15%	0%	0%	58%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	35	170	155	50	230	65	270	55	210	250
LT Vol	35	0	0	50	0	65	0	55	0	0
Through Vol	0	170	85	0	200	0	230	0	210	105
RT Vol	0	0	70	0	30	0	40	0	0	145
Lane Flow Rate	36	173	158	51	235	66	276	56	214	255
Geometry Grp	6	6	6	6	6	6	6	6	6	6
Degree of Util (X)	0.097	0.444	0.39	0.138	0.596	0.176	0.682	0.146	0.525	0.595
Departure Headway (Hd)	9.735	9.215	8.886	9.739	9.136	9.531	8.916	9.341	8.822	8.401
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Cap	367	390	405	368	394	376	405	383	407	429
Service Time	7.51	6.989	6.66	7.512	6.909	7.302	6.688	7.111	6.591	6.17
HCM Lane V/C Ratio	0.098	0.444	0.39	0.139	0.596	0.176	0.681	0.146	0.526	0.594
HCM Control Delay, s/veh	13.6	19.2	17.3	14.1	24.6	14.3	28.9	13.7	21	22.9
HCM Lane LOS	B	C	C	B	C	B	D	B	C	C
HCM 95th-tile Q	0.3	2.2	1.8	0.5	3.7	0.6	4.9	0.5	3	3.8



Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	280	15	0	410	15	0
Future Volume (vph)	280	15	0	410	15	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12
Grade (%)	0%			0%	0%	
Storage Length (ft)		0	0		100	0
Storage Lanes		0	0		1	1
Taper Length (ft)			100		100	
Link Speed (mph)	45			45	25	
Link Distance (ft)	1503			463	202	
Travel Time (s)	22.8			7.0	5.5	
Confl. Peds. (#/hr)						
Confl. Bikes (#/hr)						
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98
Growth Factor	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	4%	4%	4%	4%	1%	1%
Bus Blockages (#/hr)	0	0	0	0	0	0
Parking (#/hr)						
Mid-Block Traffic (%)	0%			0%	0%	
Shared Lane Traffic (%)						
Lane Group Flow (vph)	301	0	0	418	15	0
Sign Control	Free			Free	Stop	

Intersection Summary	
Area Type:	Other
Control Type: Unsignalized	



Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (veh/h)	280	15	0	410	15	0
Future Volume (Veh/h)	280	15	0	410	15	0
Sign Control	Free			Free	Stop	
Grade	0%			0%	0%	
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98
Hourly flow rate (vph)	286	15	0	418	15	0
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type	None			None		
Median storage veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume			301		712	294
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol			301		712	294
tC, single (s)			4.1		6.4	6.2
tC, 2 stage (s)						
tF (s)			2.2		3.5	3.3
p0 queue free %			100		96	100
cM capacity (veh/h)			1249		401	748

Direction, Lane #	EB 1	WB 1	NB 1	NB 2
Volume Total	301	418	15	0
Volume Left	0	0	15	0
Volume Right	15	0	0	0
cSH	1700	1249	401	1700
Volume to Capacity	0.18	0.00	0.04	0.00
Queue Length 95th (ft)	0	0	3	0
Control Delay (s/veh)	0.0	0.0	14.3	0.0
Lane LOS			B	A
Approach Delay (s/veh)	0.0	0.0	14.3	
Approach LOS			B	

Intersection Summary			
Average Delay	0.3		
Intersection Capacity Utilization	31.6%	ICU Level of Service	A
Analysis Period (min)	15		

Intersection	
Int Delay, s/veh	0.3

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	280	15	0	410	15	0
Future Vol, veh/h	280	15	0	410	15	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	100	0
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	98	98	98	98	98	98
Heavy Vehicles, %	4	4	4	4	1	1
Mvmt Flow	286	15	0	418	15	0

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	301	0	712	293
Stage 1	-	-	-	-	293	-
Stage 2	-	-	-	-	418	-
Critical Hdwy	-	-	4.14	-	6.41	6.21
Critical Hdwy Stg 1	-	-	-	-	5.41	-
Critical Hdwy Stg 2	-	-	-	-	5.41	-
Follow-up Hdwy	-	-	2.236	-	3.509	3.309
Pot Cap-1 Maneuver	-	-	1249	-	401	748
Stage 1	-	-	-	-	759	-
Stage 2	-	-	-	-	666	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1249	-	401	748
Mov Cap-2 Maneuver	-	-	-	-	401	-
Stage 1	-	-	-	-	759	-
Stage 2	-	-	-	-	666	-

Approach	EB	WB	NB
HCM Control Delay, s/v	0	0	14.34
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	NBLn2	EBT	EBR	WBL	WBT
Capacity (veh/h)	401	-	-	-	1249	-
HCM Lane V/C Ratio	0.038	-	-	-	-	-
HCM Control Delay (s/veh)	14.3	0	-	-	0	-
HCM Lane LOS	B	A	-	-	A	-
HCM 95th %tile Q(veh)	0.1	-	-	-	0	-



Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	30	1	1	330	375	35
Future Volume (vph)	30	1	1	330	375	35
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12
Grade (%)	0%			0%	0%	
Storage Length (ft)	100	0	0			0
Storage Lanes	0	1	0			0
Taper Length (ft)	100		100			
Link Speed (mph)	25			35	35	
Link Distance (ft)	248			622	213	
Travel Time (s)	6.8			12.1	4.1	
Confl. Peds. (#/hr)						
Confl. Bikes (#/hr)						
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93
Growth Factor	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	1%	1%	4%	4%	1%	1%
Bus Blockages (#/hr)	0	0	0	0	0	0
Parking (#/hr)						
Mid-Block Traffic (%)	0%			0%	0%	
Shared Lane Traffic (%)						
Lane Group Flow (vph)	32	1	0	356	441	0
Sign Control	Stop			Free	Free	

Intersection Summary	
Area Type:	Other
Control Type: Unsignalized	



Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	30	1	1	330	375	35
Future Volume (Veh/h)	30	1	1	330	375	35
Sign Control	Stop			Free	Free	
Grade	0%			0%	0%	
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93
Hourly flow rate (vph)	32	1	1	355	403	38
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type				None	None	
Median storage veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	779	422	441			
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	779	422	441			
tC, single (s)	6.4	6.2	4.1			
tC, 2 stage (s)						
tF (s)	3.5	3.3	2.2			
p0 queue free %	91	100	100			
cM capacity (veh/h)	365	634	1108			

Direction, Lane #	EB 1	EB 2	NB 1	SB 1
Volume Total	32	1	356	441
Volume Left	32	0	1	0
Volume Right	0	1	0	38
cSH	365	634	1108	1700
Volume to Capacity	0.09	0.00	0.00	0.26
Queue Length 95th (ft)	7	0	0	0
Control Delay (s/veh)	15.8	10.7	0.0	0.0
Lane LOS	C	B	A	
Approach Delay (s/veh)	15.6		0.0	0.0
Approach LOS	C			

Intersection Summary			
Average Delay	0.6		
Intersection Capacity Utilization	31.9%	ICU Level of Service	A
Analysis Period (min)	15		

Intersection	
Int Delay, s/veh	0.6

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	30	1	1	330	375	35
Future Vol, veh/h	30	1	1	330	375	35
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	-	0	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	93	93	93	93	93	93
Heavy Vehicles, %	1	1	4	4	1	1
Mvmt Flow	32	1	1	355	403	38

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	779	422	441	0	-	0
Stage 1	422	-	-	-	-	-
Stage 2	357	-	-	-	-	-
Critical Hdwy	6.41	6.21	4.14	-	-	-
Critical Hdwy Stg 1	5.41	-	-	-	-	-
Critical Hdwy Stg 2	5.41	-	-	-	-	-
Follow-up Hdwy	3.509	3.309	2.236	-	-	-
Pot Cap-1 Maneuver	366	634	1109	-	-	-
Stage 1	664	-	-	-	-	-
Stage 2	710	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	365	634	1109	-	-	-
Mov Cap-2 Maneuver	365	-	-	-	-	-
Stage 1	663	-	-	-	-	-
Stage 2	710	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s/v	15.64	0.02	0
HCM LOS	C		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	EBLn2	SBT	SBR
Capacity (veh/h)	5	-	365	634	-	-
HCM Lane V/C Ratio	0.001	-	0.088	0.002	-	-
HCM Control Delay (s/veh)	8.3	0	15.8	10.7	-	-
HCM Lane LOS	A	A	C	B	-	-
HCM 95th %tile Q(veh)	0	-	0.3	0	-	-



Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	90	15	15	240	275	100
Future Volume (vph)	90	15	15	240	275	100
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12
Grade (%)	0%			0%	0%	
Storage Length (ft)	100	0	0			0
Storage Lanes	0	1	0			0
Taper Length (ft)	100		100			
Link Speed (mph)	25			35	35	
Link Distance (ft)	178			881	622	
Travel Time (s)	4.9			17.2	12.1	
Confl. Peds. (#/hr)						
Confl. Bikes (#/hr)						
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93
Growth Factor	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	1%	1%	4%	4%	1%	1%
Bus Blockages (#/hr)	0	0	0	0	0	0
Parking (#/hr)						
Mid-Block Traffic (%)	0%			0%	0%	
Shared Lane Traffic (%)						
Lane Group Flow (vph)	97	16	0	274	404	0
Sign Control	Stop			Free	Free	

Intersection Summary	
Area Type:	Other
Control Type: Unsignalized	



Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	90	15	15	240	275	100
Future Volume (Veh/h)	90	15	15	240	275	100
Sign Control	Stop			Free	Free	
Grade	0%			0%	0%	
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93
Hourly flow rate (vph)	97	16	16	258	296	108
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type				None	None	
Median storage veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	640	350	404			
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	640	350	404			
tC, single (s)	6.4	6.2	4.1			
tC, 2 stage (s)						
tF (s)	3.5	3.3	2.2			
p0 queue free %	78	98	99			
cM capacity (veh/h)	435	696	1144			

Direction, Lane #	EB 1	EB 2	NB 1	SB 1
Volume Total	97	16	274	404
Volume Left	97	0	16	0
Volume Right	0	16	0	108
cSH	435	696	1144	1700
Volume to Capacity	0.22	0.02	0.01	0.24
Queue Length 95th (ft)	21	2	1	0
Control Delay (s/veh)	15.6	10.3	0.6	0.0
Lane LOS	C	B	A	
Approach Delay (s/veh)	14.9		0.6	0.0
Approach LOS	B			

Intersection Summary			
Average Delay	2.3		
Intersection Capacity Utilization	36.6%	ICU Level of Service	A
Analysis Period (min)	15		

Intersection	
Int Delay, s/veh	2.3

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	90	15	15	240	275	100
Future Vol, veh/h	90	15	15	240	275	100
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	-	0	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	93	93	93	93	93	93
Heavy Vehicles, %	1	1	4	4	1	1
Mvmt Flow	97	16	16	258	296	108

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	640	349	403	0	-	0
Stage 1	349	-	-	-	-	-
Stage 2	290	-	-	-	-	-
Critical Hdwy	6.41	6.21	4.14	-	-	-
Critical Hdwy Stg 1	5.41	-	-	-	-	-
Critical Hdwy Stg 2	5.41	-	-	-	-	-
Follow-up Hdwy	3.509	3.309	2.236	-	-	-
Pot Cap-1 Maneuver	441	696	1145	-	-	-
Stage 1	716	-	-	-	-	-
Stage 2	761	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	434	696	1145	-	-	-
Mov Cap-2 Maneuver	434	-	-	-	-	-
Stage 1	704	-	-	-	-	-
Stage 2	761	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s/v	14.89	0.48	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	EBLn2	SBT	SBR
Capacity (veh/h)	106	-	434	696	-	-
HCM Lane V/C Ratio	0.014	-	0.223	0.023	-	-
HCM Control Delay (s/veh)	8.2	0	15.7	10.3	-	-
HCM Lane LOS	A	A	C	B	-	-
HCM 95th %tile Q(veh)	0	-	0.8	0.1	-	-



Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	100	30	35	155	175	115
Future Volume (vph)	100	30	35	155	175	115
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12
Grade (%)	0%			0%	0%	
Storage Length (ft)	100	0	0			0
Storage Lanes	0	1	0			0
Taper Length (ft)	100		100			
Link Speed (mph)	25			35	35	
Link Distance (ft)	163			383	881	
Travel Time (s)	4.4			7.5	17.2	
Confl. Peds. (#/hr)						
Confl. Bikes (#/hr)						
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93
Growth Factor	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	1%	1%	4%	4%	1%	1%
Bus Blockages (#/hr)	0	0	0	0	0	0
Parking (#/hr)						
Mid-Block Traffic (%)	0%			0%	0%	
Shared Lane Traffic (%)						
Lane Group Flow (vph)	108	32	0	205	312	0
Sign Control	Stop			Free	Free	

Intersection Summary	
Area Type:	Other
Control Type: Unsignalized	



Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	100	30	35	155	175	115
Future Volume (Veh/h)	100	30	35	155	175	115
Sign Control	Stop			Free	Free	
Grade	0%			0%	0%	
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93
Hourly flow rate (vph)	108	32	38	167	188	124
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type				None	None	
Median storage veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	493	250	312			
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	493	250	312			
tC, single (s)	6.4	6.2	4.1			
tC, 2 stage (s)						
tF (s)	3.5	3.3	2.2			
p0 queue free %	79	96	97			
cM capacity (veh/h)	521	791	1237			

Direction, Lane #	EB 1	EB 2	NB 1	SB 1
Volume Total	108	32	205	312
Volume Left	108	0	38	0
Volume Right	0	32	0	124
cSH	521	791	1237	1700
Volume to Capacity	0.21	0.04	0.03	0.18
Queue Length 95th (ft)	19	3	2	0
Control Delay (s/veh)	13.7	9.7	1.7	0.0
Lane LOS	B	A	A	
Approach Delay (s/veh)	12.8		1.7	0.0
Approach LOS	B			

Intersection Summary			
Average Delay	3.3		
Intersection Capacity Utilization	41.9%	ICU Level of Service	A
Analysis Period (min)	15		

Intersection	
Int Delay, s/veh	3.2

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	100	30	35	155	175	115
Future Vol, veh/h	100	30	35	155	175	115
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	-	0	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	93	93	93	93	93	93
Heavy Vehicles, %	1	1	4	4	1	1
Mvmt Flow	108	32	38	167	188	124

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	492	250	312	0	-	0
Stage 1	250	-	-	-	-	-
Stage 2	242	-	-	-	-	-
Critical Hdwy	6.41	6.21	4.14	-	-	-
Critical Hdwy Stg 1	5.41	-	-	-	-	-
Critical Hdwy Stg 2	5.41	-	-	-	-	-
Follow-up Hdwy	3.509	3.309	2.236	-	-	-
Pot Cap-1 Maneuver	538	791	1237	-	-	-
Stage 1	794	-	-	-	-	-
Stage 2	801	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	520	791	1237	-	-	-
Mov Cap-2 Maneuver	520	-	-	-	-	-
Stage 1	767	-	-	-	-	-
Stage 2	801	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s/v	12.8	1.47	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	EBLn2	SBT	SBR
Capacity (veh/h)	332	-	520	791	-	-
HCM Lane V/C Ratio	0.03	-	0.207	0.041	-	-
HCM Control Delay (s/veh)	8	0	13.7	9.7	-	-
HCM Lane LOS	A	A	B	A	-	-
HCM 95th %tile Q(veh)	0.1	-	0.8	0.1	-	-



Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	0	15	15	190	205	0
Future Volume (vph)	0	15	15	190	205	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12
Grade (%)	0%			0%	0%	
Storage Length (ft)	100	0	0			0
Storage Lanes	1	1	0			0
Taper Length (ft)	100		100			
Link Speed (mph)	25			35	35	
Link Distance (ft)	653			255	383	
Travel Time (s)	17.8			5.0	7.5	
Confl. Peds. (#/hr)						
Confl. Bikes (#/hr)						
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93
Growth Factor	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	1%	1%	4%	4%	1%	1%
Bus Blockages (#/hr)	0	0	0	0	0	0
Parking (#/hr)						
Mid-Block Traffic (%)	0%			0%	0%	
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	16	0	220	220	0
Sign Control	Stop			Free	Free	

Intersection Summary	
Area Type:	Other
Control Type: Unsignalized	



Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	0	15	15	190	205	0
Future Volume (Veh/h)	0	15	15	190	205	0
Sign Control	Stop			Free	Free	
Grade	0%			0%	0%	
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93
Hourly flow rate (vph)	0	16	16	204	220	0
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type				None	None	
Median storage veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	456	220	220			
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	456	220	220			
tC, single (s)	6.4	6.2	4.1			
tC, 2 stage (s)						
tF (s)	3.5	3.3	2.2			
p0 queue free %	100	98	99			
cM capacity (veh/h)	557	822	1337			

Direction, Lane #	EB 1	EB 2	NB 1	SB 1
Volume Total	0	16	220	220
Volume Left	0	0	16	0
Volume Right	0	16	0	0
cSH	1700	822	1337	1700
Volume to Capacity	0.00	0.02	0.01	0.13
Queue Length 95th (ft)	0	1	1	0
Control Delay (s/veh)	0.0	9.5	0.7	0.0
Lane LOS	A	A	A	
Approach Delay (s/veh)	9.5		0.7	0.0
Approach LOS	A			

Intersection Summary			
Average Delay	0.7		
Intersection Capacity Utilization	25.7%	ICU Level of Service	A
Analysis Period (min)	15		

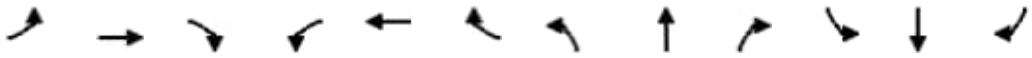
Intersection	
Int Delay, s/veh	0.6

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	0	15	15	190	205	0
Future Vol, veh/h	0	15	15	190	205	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	100	0	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	93	93	93	93	93	93
Heavy Vehicles, %	1	1	4	4	1	1
Mvmt Flow	0	16	16	204	220	0

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	457	220	220	0	-	0
Stage 1	220	-	-	-	-	-
Stage 2	237	-	-	-	-	-
Critical Hdwy	6.41	6.21	4.14	-	-	-
Critical Hdwy Stg 1	5.41	-	-	-	-	-
Critical Hdwy Stg 2	5.41	-	-	-	-	-
Follow-up Hdwy	3.509	3.309	2.236	-	-	-
Pot Cap-1 Maneuver	563	822	1337	-	-	-
Stage 1	819	-	-	-	-	-
Stage 2	805	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	556	822	1337	-	-	-
Mov Cap-2 Maneuver	556	-	-	-	-	-
Stage 1	807	-	-	-	-	-
Stage 2	805	-	-	-	-	-

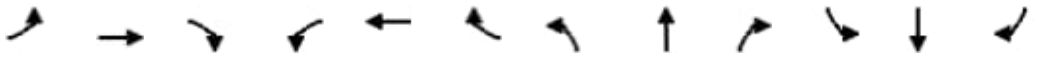
Approach	EB	NB	SB
HCM Control Delay, s/v	9.47	0.57	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	EBLn2	SBT	SBR
Capacity (veh/h)	132	-	-	822	-	-
HCM Lane V/C Ratio	0.012	-	-	0.02	-	-
HCM Control Delay (s/veh)	7.7	0	0	9.5	-	-
HCM Lane LOS	A	A	A	A	-	-
HCM 95th %tile Q(veh)	0	-	-	0.1	-	-



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	10	265	50	90	290	5	40	15	150	15	25	5
Future Volume (vph)	10	265	50	90	290	5	40	15	150	15	25	5
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	0		0	0		0	0		0	0		0
Storage Lanes	0		0	0		0	0		0	0		0
Taper Length (ft)	100			100			100			100		
Link Speed (mph)		45			45			35			35	
Link Distance (ft)		397			1700			2006			1738	
Travel Time (s)		6.0			25.8			39.1			33.9	
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
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
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	1%	1%	1%	2%	2%	2%	5%	5%	5%	1%	1%	1%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	353	0	0	418	0	0	222	0	0	48	0
Sign Control		Stop			Stop			Stop			Stop	

Intersection Summary	
Area Type:	Other
Control Type: Unsignalized	



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Sign Control		Stop			Stop			Stop			Stop	
Traffic Volume (vph)	10	265	50	90	290	5	40	15	150	15	25	5
Future Volume (vph)	10	265	50	90	290	5	40	15	150	15	25	5
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
Hourly flow rate (vph)	11	288	54	98	315	5	43	16	163	16	27	5

Direction, Lane #	EB 1	WB 1	NB 1	SB 1
Volume Total (vph)	353	418	222	48
Volume Left (vph)	11	98	43	16
Volume Right (vph)	54	5	163	5
Hadj (s)	-0.07	0.07	-0.32	0.02
Departure Headway (s)	5.3	5.3	5.7	6.5
Degree Utilization, x	0.52	0.62	0.35	0.09
Capacity (veh/h)	642	649	563	447
Control Delay (s/veh)	13.9	16.6	11.8	10.1
Approach Delay (s/veh)	13.9	16.6	11.8	10.1
Approach LOS	B	C	B	B

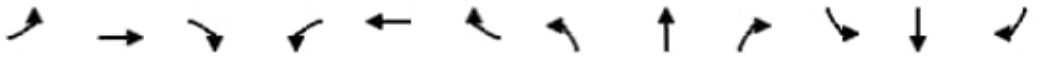
Intersection Summary				
Delay	14.3			
Level of Service	B			
Intersection Capacity Utilization	62.1%	ICU Level of Service	B	
Analysis Period (min)	15			

Intersection	
Intersection Delay, s/veh	14.4
Intersection LOS	B

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	10	265	50	90	290	5	40	15	150	15	25	5
Future Vol, veh/h	10	265	50	90	290	5	40	15	150	15	25	5
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
Heavy Vehicles, %	1	1	1	2	2	2	5	5	5	1	1	1
Mvmt Flow	11	288	54	98	315	5	43	16	163	16	27	5
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

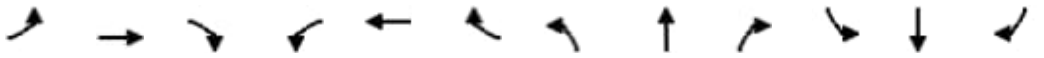
Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay, s/veh	13.9	16.6	11.8	10.1
HCM LOS	B	C	B	B

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	20%	3%	23%	33%
Vol Thru, %	7%	82%	75%	56%
Vol Right, %	73%	15%	1%	11%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	205	325	385	45
LT Vol	40	10	90	15
Through Vol	15	265	290	25
RT Vol	150	50	5	5
Lane Flow Rate	223	353	418	49
Geometry Grp	1	1	1	1
Degree of Util (X)	0.351	0.517	0.617	0.087
Departure Headway (Hd)	5.665	5.268	5.31	6.414
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	633	682	678	555
Service Time	3.723	3.317	3.356	4.493
HCM Lane V/C Ratio	0.352	0.518	0.617	0.088
HCM Control Delay, s/veh	11.8	13.9	16.6	10.1
HCM Lane LOS	B	B	C	B
HCM 95th-tile Q	1.6	3	4.3	0.3



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	45	125	30	115	225	80	20	125	105	165	140	50
Future Volume (vph)	45	125	30	115	225	80	20	125	105	165	140	50
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	0		0	0		0	0		0	0		255
Storage Lanes	0		0	0		0	0		0	0		1
Taper Length (ft)	100			100			100			100		
Link Speed (mph)		30			30			35			35	
Link Distance (ft)		1254			421			1037			605	
Travel Time (s)		28.5			9.6			20.2			11.8	
Confl. Peds. (#/hr)				205								
Confl. Bikes (#/hr)												
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	5%	5%	5%	3%	3%	3%	3%	3%	3%	1%	1%	1%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	214	0	0	452	0	0	269	0	0	328	54
Sign Control		Stop			Stop			Stop			Stop	

Intersection Summary	
Area Type:	Other
Control Type: Unsignalized	



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Sign Control		Stop			Stop			Stop			Stop	
Traffic Volume (vph)	45	125	30	115	225	80	20	125	105	165	140	50
Future Volume (vph)	45	125	30	115	225	80	20	125	105	165	140	50
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Hourly flow rate (vph)	48	134	32	124	242	86	22	134	113	177	151	54

Direction, Lane #	EB 1	EB 2	WB 1	WB 2	NB 1	SB 1	SB 2
Volume Total (vph)	115	99	245	207	269	328	54
Volume Left (vph)	48	0	124	0	22	177	0
Volume Right (vph)	0	32	0	86	113	0	54
Hadj (s)	0.29	-0.14	0.30	-0.24	-0.18	0.29	-0.68
Departure Headway (s)	8.0	7.6	7.6	7.0	7.1	7.5	6.5
Degree Utilization, x	0.26	0.21	0.51	0.40	0.53	0.68	0.10
Capacity (veh/h)	411	433	456	491	474	457	525
Control Delay (s/veh)	12.6	11.4	17.1	13.5	18.0	23.8	9.0
Approach Delay (s/veh)	12.0		15.4		18.0	21.7	
Approach LOS	B		C		C	C	

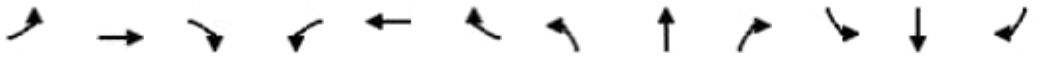
Intersection Summary				
Delay	17.2			
Level of Service	C			
Intersection Capacity Utilization	61.8%	ICU Level of Service	B	
Analysis Period (min)	15			

Intersection	
Intersection Delay, s/veh	18.8
Intersection LOS	C

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	45	125	30	115	225	80	20	125	105	165	140	50
Future Vol, veh/h	45	125	30	115	225	80	20	125	105	165	140	50
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Heavy Vehicles, %	5	5	5	3	3	3	3	3	3	1	1	1
Mvmt Flow	48	134	32	124	242	86	22	134	113	177	151	54
Number of Lanes	0	2	0	0	2	0	0	1	0	0	1	1

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	2	2	2	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	2	1	2	2
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	2	2	2
HCM Control Delay, s/veh	13.2	16.9	19.5	23.8
HCM LOS	B	C	C	C

Lane	NBLn1	EBLn1	EBLn2	WBLn1	WBLn2	SBLn1	SBLn2
Vol Left, %	8%	42%	0%	51%	0%	54%	0%
Vol Thru, %	50%	58%	68%	49%	58%	46%	0%
Vol Right, %	42%	0%	32%	0%	42%	0%	100%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	250	108	93	228	193	305	50
LT Vol	20	45	0	115	0	165	0
Through Vol	125	63	63	113	113	140	0
RT Vol	105	0	30	0	80	0	50
Lane Flow Rate	269	116	99	245	207	328	54
Geometry Grp	4b	5	5	5	5	5	5
Degree of Util (X)	0.555	0.262	0.213	0.522	0.41	0.694	0.099
Departure Headway (Hd)	7.437	8.17	7.718	7.682	7.123	7.623	6.629
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Cap	484	438	463	467	505	472	539
Service Time	5.504	5.945	5.493	5.446	4.886	5.384	4.39
HCM Lane V/C Ratio	0.556	0.265	0.214	0.525	0.41	0.695	0.1
HCM Control Delay, s/veh	19.5	13.8	12.6	18.6	14.8	26	10.1
HCM Lane LOS	C	B	B	C	B	D	B
HCM 95th-tile Q	3.3	1	0.8	3	2	5.3	0.3

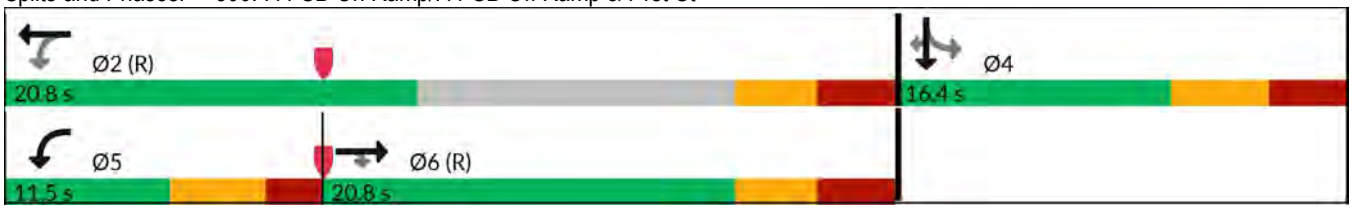


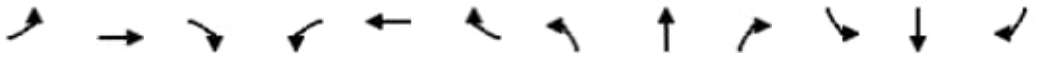
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	250	145	25	195	0	0	0	0	170	380	59
Future Volume (vph)	0	250	145	25	195	0	0	0	0	170	380	59
Ideal Flow (vphpl)	1770	1770	1750	1770	1770	1770	1900	1900	1900	1905	1905	1750
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	0		120	0		0	0		0	255		255
Storage Lanes	0		1	1		0	0		0	1		1
Taper Length (ft)	100			100			100			100		
Right Turn on Red			Yes			Yes			Yes			Yes
Link Speed (mph)		30			30			35			45	
Link Distance (ft)		421			258			763			621	
Travel Time (s)		9.6			5.9			14.9			9.4	
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Growth Factor	100%	100%	75%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Shared Lane Traffic (%)										10%		
Lane Group Flow (vph)	0	266	116	27	207	0	0	0	0	163	422	63
Turn Type		NA	Perm	pm+pt	NA					Perm	NA	Perm
Protected Phases		6		5	2						4	
Permitted Phases			6	2						4		4
Detector Phase		6	6	5	2					4	4	4
Switch Phase												
Minimum Initial (s)		15.0	15.0	6.0	15.0					10.0	10.0	10.0
Minimum Split (s)		20.8	20.8	11.5	20.8					16.4	16.4	16.4
Total Split (s)		20.8	20.8	11.5	20.8					16.4	16.4	16.4
Total Split (%)		42.7%	42.7%	23.6%	42.7%					33.7%	33.7%	33.7%
Maximum Green (s)		15.0	15.0	6.0	15.0					10.0	10.0	10.0
Yellow Time (s)		3.0	3.0	3.5	3.0					3.6	3.6	3.6
All-Red Time (s)		2.8	2.8	2.0	2.8					2.8	2.8	2.8
Lost Time Adjust (s)		0.0	0.0	0.0	0.0					0.0	0.0	0.0
Total Lost Time (s)		5.8	5.8	5.5	5.8					6.4	6.4	6.4
Lead/Lag		Lag	Lag	Lead								
Lead-Lag Optimize?		Yes	Yes	Yes								
Vehicle Extension (s)		4.9	4.9	1.5	4.9					1.5	1.5	1.5
Minimum Gap (s)		2.0	2.0	1.5	2.0					1.5	1.5	1.5
Time Before Reduce (s)		18.0	18.0	20.0	18.0					30.0	30.0	30.0
Time To Reduce (s)		22.0	22.0	0.0	22.0					0.0	0.0	0.0
Recall Mode		C-Max	C-Max	None	C-Max					None	None	None
Walk Time (s)												
Flash Don't Walk (s)												
Pedestrian Calls (#/hr)												
v/c Ratio		0.16	0.14	0.05	0.12					0.49	0.61	0.14
Control Delay (s/veh)		8.4	1.1	5.3	5.6					23.0	21.8	0.7

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Queue Delay		0.0	0.0	0.0	0.0					0.0	0.0	0.0
Total Delay (s/veh)		8.4	1.1	5.3	5.6					23.0	21.8	0.7
Queue Length 50th (ft)		17	0	3	13					45	60	0
Queue Length 95th (ft)		52	8	11	24					95	98	0
Internal Link Dist (ft)		341			178			683			541	
Turn Bay Length (ft)			120							255		255
Base Capacity (vph)		1638	824	543	1794					331	696	447
Starvation Cap Reductn		0	0	0	0					0	0	0
Spillback Cap Reductn		0	0	0	0					0	0	0
Storage Cap Reductn		0	0	0	0					0	0	0
Reduced v/c Ratio		0.16	0.14	0.05	0.12					0.49	0.61	0.14

Intersection Summary	
Area Type:	Other
Cycle Length: 48.7	
Actuated Cycle Length: 48.7	
Offset: 11.5 (24%), Referenced to phase 2:WBTL and 6:EBT, Start of Green	
Natural Cycle: 50	
Control Type: Actuated-Coordinated	

Splits and Phases: 800: I41 SB On Ramp/I41 SB Off Ramp & 71st St





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	250	145	25	195	0	0	0	0	170	380	59
Future Volume (veh/h)	0	250	145	25	195	0	0	0	0	170	380	59
Initial Q (Qb), veh	0	0	0	0	0	0				0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	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
Work Zone On Approach		No			No						No	
Adj Sat Flow, veh/h/ln	0	1742	1723	1742	1742	0				1875	1875	1723
Adj Flow Rate, veh/h	0	266	116	27	207	0				181	404	63
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94				0.94	0.94	0.94
Percent Heavy Veh, %	0	2	2	2	2	0				2	2	2
Cap, veh/h	0	1315	580	531	1811	0				364	765	298
Arrive On Green	0.00	0.40	0.40	0.04	0.55	0.00				0.20	0.20	0.20
Sat Flow, veh/h	0	3398	1460	1659	3398	0				1786	3751	1460
Grp Volume(v), veh/h	0	266	116	27	207	0				181	404	63
Grp Sat Flow(s),veh/h/ln	0	1655	1460	1659	1655	0				1786	1875	1460
Q Serve(g_s), s	0.0	2.6	2.6	0.4	1.5	0.0				4.4	4.7	1.8
Cycle Q Clear(g_c), s	0.0	2.6	2.6	0.4	1.5	0.0				4.4	4.7	1.8
Prop In Lane	0.00		1.00	1.00		0.00				1.00		1.00
Lane Grp Cap(c), veh/h	0	1315	580	531	1811	0				364	765	298
V/C Ratio(X)	0.00	0.20	0.20	0.05	0.11	0.00				0.50	0.53	0.21
Avail Cap(c_a), veh/h	0	1315	580	671	1811	0				364	765	298
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Upstream Filter(I)	0.00	1.00	1.00	0.99	0.99	0.00				1.00	1.00	1.00
Uniform Delay (d), s/veh	0.0	9.7	9.7	7.1	5.4	0.0				17.3	17.4	16.2
Incr Delay (d2), s/veh	0.0	0.3	0.8	0.0	0.1	0.0				0.4	0.3	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
%ile BackOfQ(95%),veh/ln	0.0	1.5	1.4	0.2	0.7	0.0				2.7	3.0	2.8
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	0.0	10.0	10.5	7.1	5.5	0.0				17.7	17.7	16.4
LnGrp LOS		B	B	A	A					B	B	B
Approach Vol, veh/h		382			234						648	
Approach Delay, s/veh		10.2			5.7						17.6	
Approach LOS		B			A						B	

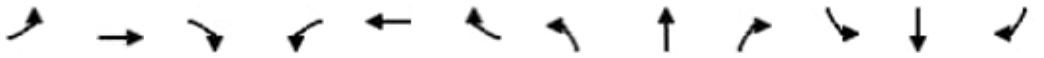
Timer - Assigned Phs	2		4	5	6
Phs Duration (G+Y+Rc), s	32.6		16.4	7.3	25.3
Change Period (Y+Rc), s	5.8		* 6.4	5.5	5.8
Max Green Setting (Gmax), s	15.0		* 10	6.0	15.0
Max Q Clear Time (g_c+I1), s	3.5		6.7	2.4	4.6
Green Ext Time (p_c), s	1.5		0.6	0.0	2.5

Intersection Summary	
HCM 7th Control Delay, s/veh	13.1
HCM 7th LOS	B

Notes

User approved volume balancing among the lanes for turning movement.

* HCM 7th computational engine requires equal clearance times for the phases crossing the barrier.

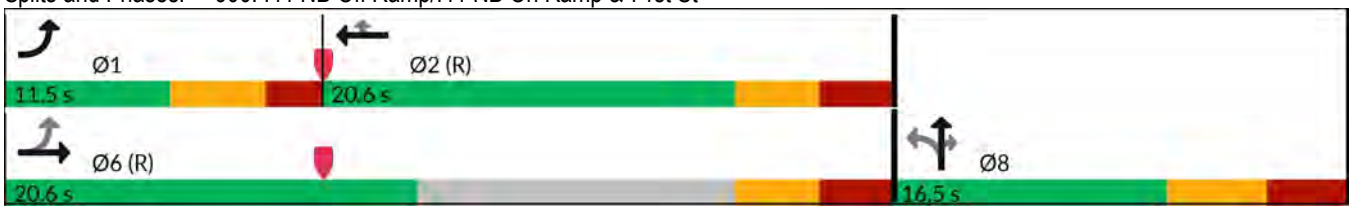


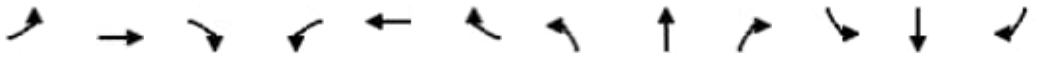
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	150	270	0	0	135	160	85	395	12	0	0	0
Future Volume (vph)	150	270	0	0	135	160	85	395	12	0	0	0
Ideal Flow (vphpl)	1770	1770	1770	1770	1770	1750	1825	1750	1750	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	0		0	0		105	250		250	0		0
Storage Lanes	1		0	0		1	1		1	0		0
Taper Length (ft)	100			100			100			100		
Right Turn on Red			Yes			Yes			Yes			Yes
Link Speed (mph)		30			30			35			45	
Link Distance (ft)		258			595			685			495	
Travel Time (s)		5.9			13.5			13.3			7.5	
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88
Growth Factor	100%	100%	100%	100%	100%	75%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	1%	1%	1%	4%	4%	4%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Shared Lane Traffic (%)							10%					
Lane Group Flow (vph)	170	307	0	0	153	136	87	459	14	0	0	0
Turn Type	pm+pt	NA			NA	Perm	Perm	NA	Perm			
Protected Phases	1	6			2			8				
Permitted Phases	6					2	8		8			
Detector Phase	1	6			2	2	8	8	8			
Switch Phase												
Minimum Initial (s)	6.0	15.0			15.0	15.0	10.0	10.0	10.0			
Minimum Split (s)	11.5	20.6			20.6	20.6	16.5	16.5	16.5			
Total Split (s)	11.5	20.6			20.6	20.6	16.5	16.5	16.5			
Total Split (%)	23.7%	42.4%			42.4%	42.4%	34.0%	34.0%	34.0%			
Maximum Green (s)	6.0	15.0			15.0	15.0	10.0	10.0	10.0			
Yellow Time (s)	3.5	3.0			3.0	3.0	3.6	3.6	3.6			
All-Red Time (s)	2.0	2.6			2.6	2.6	2.9	2.9	2.9			
Lost Time Adjust (s)	0.0	0.0			0.0	0.0	0.0	0.0	0.0			
Total Lost Time (s)	5.5	5.6			5.6	5.6	6.5	6.5	6.5			
Lead/Lag	Lead				Lag	Lag						
Lead-Lag Optimize?	Yes				Yes	Yes						
Vehicle Extension (s)	1.5	4.9			1.9	1.9	1.5	1.5	1.5			
Minimum Gap (s)	1.5	2.0			2.0	2.0	1.5	1.5	1.5			
Time Before Reduce (s)	20.0	18.0			18.0	18.0	30.0	30.0	30.0			
Time To Reduce (s)	0.0	22.0			22.0	22.0	0.0	0.0	0.0			
Recall Mode	None	C-Max			C-Max	C-Max	None	None	None			
Walk Time (s)												
Flash Don't Walk (s)												
Pedestrian Calls (#/hr)												
v/c Ratio	0.30	0.17			0.13	0.21	0.28	0.73	0.03			
Control Delay (s/veh)	7.2	5.9			12.5	1.9	19.1	26.8	0.2			

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Queue Delay	0.0	0.0			0.0	0.0	0.0	0.0	0.0			
Total Delay (s/veh)	7.2	5.9			12.5	1.9	19.1	26.8	0.2			
Queue Length 50th (ft)	21	20			16	0	23	67	0			
Queue Length 95th (ft)	43	33			32	13	54	#121	0			
Internal Link Dist (ft)		178			515			605			415	
Turn Bay Length (ft)						105	250		250			
Base Capacity (vph)	563	1797			1185	654	312	629	438			
Starvation Cap Reductn	0	0			0	0	0	0	0			
Spillback Cap Reductn	0	0			0	0	0	0	0			
Storage Cap Reductn	0	0			0	0	0	0	0			
Reduced v/c Ratio	0.30	0.17			0.13	0.21	0.28	0.73	0.03			

Intersection Summary	
Area Type:	Other
Cycle Length: 48.6	
Actuated Cycle Length: 48.6	
Offset: 11.5 (24%), Referenced to phase 2:WBT and 6:EBTL, Start of Green	
Natural Cycle: 50	
Control Type: Actuated-Coordinated	
# 95th percentile volume exceeds capacity, queue may be longer.	
Queue shown is maximum after two cycles.	

Splits and Phases: 900: I41 NB Off Ramp/I41 NB On Ramp & 71st St





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	150	270	0	0	135	160	85	395	12	0	0	0
Future Volume (veh/h)	150	270	0	0	135	160	85	395	12	0	0	0
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0			
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Ped-Bike Adj(A_pbT)	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			
Work Zone On Approach		No			No			No				
Adj Sat Flow, veh/h/ln	1742	1742	0	0	1756	1736	1768	1695	1695			
Adj Flow Rate, veh/h	170	307	0	0	153	136	97	449	14			
Peak Hour Factor	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88			
Percent Heavy Veh, %	2	2	0	0	1	1	4	4	4			
Cap, veh/h	629	1818	0	0	1089	480	343	692	293			
Arrive On Green	0.22	1.00	0.00	0.00	0.33	0.33	0.20	0.20	0.20			
Sat Flow, veh/h	1659	3398	0	0	3425	1471	1684	3391	1437			
Grp Volume(v), veh/h	170	307	0	0	153	136	97	449	14			
Grp Sat Flow(s),veh/h/ln	1659	1655	0	0	1668	1471	1684	1695	1437			
Q Serve(g_s), s	2.9	0.0	0.0	0.0	1.6	3.4	2.4	6.0	0.4			
Cycle Q Clear(g_c), s	2.9	0.0	0.0	0.0	1.6	3.4	2.4	6.0	0.4			
Prop In Lane	1.00		0.00	0.00		1.00	1.00		1.00			
Lane Grp Cap(c), veh/h	629	1818	0	0	1089	480	343	692	293			
V/C Ratio(X)	0.27	0.17	0.00	0.00	0.14	0.28	0.28	0.65	0.05			
Avail Cap(c_a), veh/h	649	1818	0	0	1089	480	344	692	293			
HCM Platoon Ratio	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Upstream Filter(I)	0.97	0.97	0.00	0.00	1.00	1.00	1.00	1.00	1.00			
Uniform Delay (d), s/veh	6.7	0.0	0.0	0.0	11.6	12.2	16.5	17.9	15.7			
Incr Delay (d2), s/veh	0.1	0.2	0.0	0.0	0.3	1.5	0.2	1.7	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			
%ile BackOfQ(95%),veh/ln	1.3	0.1	0.0	0.0	1.0	2.1	1.5	3.9	0.2			
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	6.7	0.2	0.0	0.0	11.9	13.7	16.6	19.6	15.7			
LnGrp LOS	A	A			B	B	B	B	B			
Approach Vol, veh/h		477			289			560				
Approach Delay, s/veh		2.5			12.8			19.0				
Approach LOS		A			B			B				
Timer - Assigned Phs	1	2				6		8				
Phs Duration (G+Y+Rc), s	10.9	21.6				32.5		16.5				
Change Period (Y+Rc), s	5.5	5.6				5.6		6.5				
Max Green Setting (Gmax), s	6.0	15.0				15.0		10.0				
Max Q Clear Time (g_c+I1), s	4.9	5.4				2.0		8.0				
Green Ext Time (p_c), s	0.0	0.6				2.6		0.4				

Intersection Summary	
HCM 7th Control Delay, s/veh	11.7
HCM 7th LOS	B

Notes

User approved volume balancing among the lanes for turning movement.



Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	55	15	230	70	65	95
Future Volume (vph)	55	15	230	70	65	95
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12
Grade (%)	0%			0%	0%	
Storage Length (ft)		0	0		0	0
Storage Lanes		0	0		1	1
Taper Length (ft)			100		100	
Link Speed (mph)	30			30	30	
Link Distance (ft)	787			1254	1020	
Travel Time (s)	17.9			28.5	23.2	
Confl. Peds. (#/hr)						
Confl. Bikes (#/hr)						
Peak Hour Factor	0.83	0.83	0.83	0.83	0.83	0.83
Growth Factor	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	1%	1%	1%	1%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0
Parking (#/hr)						
Mid-Block Traffic (%)	0%			0%	0%	
Shared Lane Traffic (%)						
Lane Group Flow (vph)	84	0	0	361	78	114
Sign Control	Stop			Stop	Stop	

Intersection Summary	
Area Type:	Other
Control Type: Unsignalized	



Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Sign Control	Stop			Stop	Stop	
Traffic Volume (vph)	55	15	230	70	65	95
Future Volume (vph)	55	15	230	70	65	95
Peak Hour Factor	0.83	0.83	0.83	0.83	0.83	0.83
Hourly flow rate (vph)	66	18	277	84	78	114

Direction, Lane #	EB 1	EB 2	WB 1	WB 2	NB 1	NB 2
Volume Total (vph)	44	40	305	56	78	114
Volume Left (vph)	0	0	277	0	78	0
Volume Right (vph)	0	18	0	0	0	114
Hadj (s)	0.02	-0.30	0.47	0.02	0.53	-0.67
Departure Headway (s)	5.4	5.1	5.6	5.1	6.2	5.0
Degree Utilization, x	0.07	0.06	0.47	0.08	0.13	0.16
Capacity (veh/h)	623	666	625	675	551	676
Control Delay (s/veh)	7.6	7.2	12.3	7.4	8.9	7.7
Approach Delay (s/veh)	7.4		11.6		8.2	
Approach LOS	A		B		A	

Intersection Summary				
Delay	10.0			
Level of Service	B			
Intersection Capacity Utilization	29.7%	ICU Level of Service		A
Analysis Period (min)	15			

Intersection	
Intersection Delay, s/veh	10.9
Intersection LOS	B

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	55	15	230	70	65	95
Future Vol, veh/h	55	15	230	70	65	95
Peak Hour Factor	0.83	0.83	0.83	0.83	0.83	0.83
Heavy Vehicles, %	1	1	1	1	2	2
Mvmt Flow	66	18	277	84	78	114
Number of Lanes	2	0	0	2	1	1

Approach	EB	WB	NB
Opposing Approach	WB	EB	
Opposing Lanes	2	2	0
Conflicting Approach Left		NB	EB
Conflicting Lanes Left	0	2	2
Conflicting Approach Right	NB		WB
Conflicting Lanes Right	2	0	2
HCM Control Delay, s/veh	8.4	12.4	9.2
HCM LOS	A	B	A

Lane	NBLn1	NBLn2	EBLn1	EBLn2	WBLn1	WBLn2
Vol Left, %	100%	0%	0%	0%	91%	0%
Vol Thru, %	0%	0%	100%	55%	9%	100%
Vol Right, %	0%	100%	0%	45%	0%	0%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	65	95	37	33	253	47
LT Vol	65	0	0	0	230	0
Through Vol	0	0	37	18	23	47
RT Vol	0	95	0	15	0	0
Lane Flow Rate	78	114	44	40	305	56
Geometry Grp	5	5	5	5	5	5
Degree of Util (X)	0.135	0.158	0.066	0.057	0.472	0.08
Departure Headway (Hd)	6.188	4.982	5.411	5.093	5.566	5.11
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes
Cap	578	718	658	699	647	699
Service Time	3.938	2.731	3.175	2.857	3.315	2.859
HCM Lane V/C Ratio	0.135	0.159	0.067	0.057	0.471	0.08
HCM Control Delay, s/veh	9.9	8.7	8.6	8.2	13.2	8.3
HCM Lane LOS	A	A	A	A	B	A
HCM 95th-tile Q	0.5	0.6	0.2	0.2	2.5	0.3



Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	415	135	70	270	345	75
Future Volume (vph)	415	135	70	270	345	75
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12
Grade (%)	0%		0%			0%
Storage Length (ft)	0	0		0	300	
Storage Lanes	1	1		0	1	
Taper Length (ft)	100				100	
Link Speed (mph)	45		35			35
Link Distance (ft)	795		765			579
Travel Time (s)	12.0		14.9			11.3
Confl. Peds. (#/hr)						
Confl. Bikes (#/hr)						
Peak Hour Factor	0.85	0.85	0.85	0.85	0.85	0.85
Growth Factor	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	8%	8%	9%	9%	9%	9%
Bus Blockages (#/hr)	0	0	0	0	0	0
Parking (#/hr)						
Mid-Block Traffic (%)	0%		0%			0%
Shared Lane Traffic (%)						
Lane Group Flow (vph)	488	159	400	0	406	88
Sign Control	Stop		Stop			Stop

Intersection Summary	
Area Type:	Other
Control Type: Unsignalized	



Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Sign Control	Stop		Stop			Stop
Traffic Volume (vph)	415	135	70	270	345	75
Future Volume (vph)	415	135	70	270	345	75
Peak Hour Factor	0.85	0.85	0.85	0.85	0.85	0.85
Hourly flow rate (vph)	488	159	82	318	406	88

Direction, Lane #	WB 1	WB 2	NB 1	SB 1	SB 2
Volume Total (vph)	488	159	400	406	88
Volume Left (vph)	488	0	0	406	0
Volume Right (vph)	0	159	318	0	0
Hadj (s)	0.64	-0.56	-0.32	0.65	0.15
Departure Headway (s)	8.0	6.8	6.9	8.0	7.5
Degree Utilization, x	1.08	0.30	0.77	0.91	0.18
Capacity (veh/h)	445	523	512	442	470
Control Delay (s/veh)	93.9	11.4	29.2	50.0	11.0
Approach Delay (s/veh)	73.6		29.2	43.0	
Approach LOS	F		D	E	

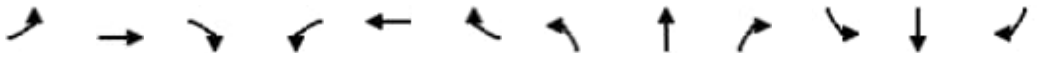
Intersection Summary			
Delay	52.3		
Level of Service	F		
Intersection Capacity Utilization	72.4%	ICU Level of Service	C
Analysis Period (min)	15		

Intersection	
Intersection Delay, s/veh	53.6
Intersection LOS	F

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	415	135	70	270	345	75
Future Vol, veh/h	415	135	70	270	345	75
Peak Hour Factor	0.85	0.85	0.85	0.85	0.85	0.85
Heavy Vehicles, %	8	8	9	9	9	9
Mvmt Flow	488	159	82	318	406	88
Number of Lanes	1	1	1	0	1	1

Approach	WB	NB	SB
Opposing Approach		SB	NB
Opposing Lanes	0	2	1
Conflicting Approach Left	NB		WB
Conflicting Lanes Left	1	0	2
Conflicting Approach Right	SB	WB	
Conflicting Lanes Right	2	2	0
HCM Control Delay, s/veh	74	30.8	45.2
HCM LOS	F	D	E

Lane	NBLn1	WBLn1	WBLn2	SBLn1	SBLn2
Vol Left, %	0%	100%	0%	100%	0%
Vol Thru, %	21%	0%	0%	0%	100%
Vol Right, %	79%	0%	100%	0%	0%
Sign Control	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	340	415	135	345	75
LT Vol	0	415	0	345	0
Through Vol	70	0	0	0	75
RT Vol	270	0	135	0	0
Lane Flow Rate	400	488	159	406	88
Geometry Grp	3b	5	5	5	5
Degree of Util (X)	0.772	1.081	0.298	0.907	0.185
Departure Headway (Hd)	7.262	7.974	6.744	8.384	7.869
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes
Cap	500	454	530	434	459
Service Time	5.262	5.744	4.513	6.084	5.569
HCM Lane V/C Ratio	0.8	1.075	0.3	0.935	0.192
HCM Control Delay, s/veh	30.8	94.1	12.4	52.3	12.3
HCM Lane LOS	D	F	B	F	B
HCM 95th-tile Q	6.8	15.9	1.2	9.8	0.7

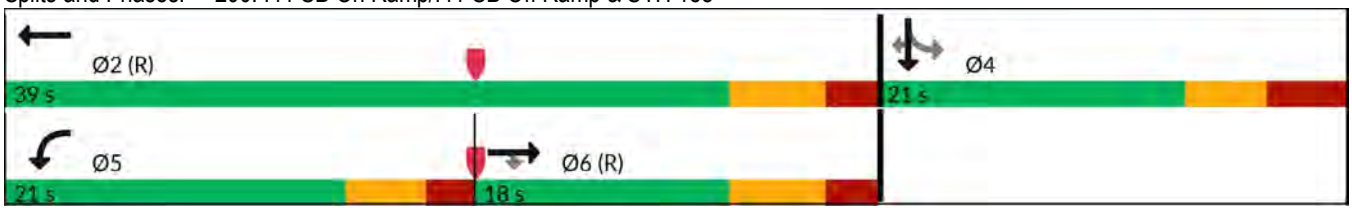


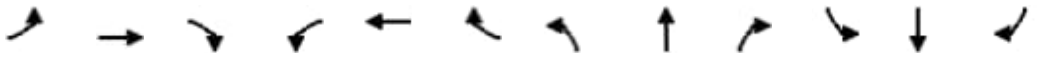
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	255	360	560	340	0	0	0	0	425	5	55
Future Volume (vph)	0	255	360	560	340	0	0	0	0	425	5	55
Ideal Flow (vphpl)	1900	1905	1750	1905	1905	1900	1900	1900	1900	1885	1885	1750
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	315		265	0		0	0		0	410		410
Storage Lanes	1		1	2		0	0		0	1		1
Taper Length (ft)	100			100			100			100		
Right Turn on Red			Yes			Yes			Yes			Yes
Link Speed (mph)		45			45			45			45	
Link Distance (ft)		795			359			754			1011	
Travel Time (s)		12.0			5.4			11.4			15.3	
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87
Growth Factor	100%	100%	75%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	7%	7%	7%	8%	8%	8%	1%	1%	1%	5%	5%	5%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Shared Lane Traffic (%)										49%		
Lane Group Flow (vph)	0	293	310	644	391	0	0	0	0	249	246	63
Turn Type		NA	Perm	Prot	NA					Perm	NA	Perm
Protected Phases		6		5	2						4	
Permitted Phases			6							4		4
Detector Phase		6	6	5	2					4	4	4
Switch Phase												
Minimum Initial (s)		10.0	10.0	8.0	10.0					10.0	10.0	10.0
Minimum Split (s)		16.6	16.6	13.7	16.6					17.2	17.2	17.2
Total Split (s)		18.0	18.0	21.0	39.0					21.0	21.0	21.0
Total Split (%)		30.0%	30.0%	35.0%	65.0%					35.0%	35.0%	35.0%
Maximum Green (s)		11.4	11.4	15.3	32.4					13.8	13.8	13.8
Yellow Time (s)		4.3	4.3	3.5	4.3					3.6	3.6	3.6
All-Red Time (s)		2.3	2.3	2.2	2.3					3.6	3.6	3.6
Lost Time Adjust (s)		0.0	0.0	0.0	0.0					0.0	0.0	0.0
Total Lost Time (s)		6.6	6.6	5.7	6.6					7.2	7.2	7.2
Lead/Lag		Lag	Lag	Lead								
Lead-Lag Optimize?		Yes	Yes	Yes								
Vehicle Extension (s)		3.0	3.0	3.0	3.9					1.5	1.5	1.5
Minimum Gap (s)		2.0	2.0	1.5	2.0					1.5	1.5	1.5
Time Before Reduce (s)		20.0	20.0	25.0	26.0					30.0	30.0	30.0
Time To Reduce (s)		20.0	20.0	0.0	14.0					0.0	0.0	0.0
Recall Mode		C-Max	C-Max	None	C-Max					None	None	None
Walk Time (s)												
Flash Don't Walk (s)												
Pedestrian Calls (#/hr)												
v/c Ratio		0.27	0.57	0.80	0.21					0.75	0.73	0.15
Control Delay (s/veh)		21.0	7.8	16.7	2.7					37.4	36.6	0.7

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Queue Delay		0.0	0.0	0.0	0.0					0.0	0.0	0.0
Total Delay (s/veh)		21.0	7.8	16.7	2.7					37.4	36.6	0.7
Queue Length 50th (ft)		33	0	102	1					87	86	0
Queue Length 95th (ft)		53	52	136	m11					#168	#165	0
Internal Link Dist (ft)		715			279			674			931	
Turn Bay Length (ft)			265							410		410
Base Capacity (vph)		1072	548	834	1888					372	373	456
Starvation Cap Reductn		0	0	0	0					0	0	0
Spillback Cap Reductn		0	0	0	0					0	0	0
Storage Cap Reductn		0	0	0	0					0	0	0
Reduced v/c Ratio		0.27	0.57	0.77	0.21					0.67	0.66	0.14

Intersection Summary	
Area Type:	Other
Cycle Length: 60	
Actuated Cycle Length: 60	
Offset: 32 (53%), Referenced to phase 2:WBT and 6:EBT, Start of Green	
Natural Cycle: 60	
Control Type: Actuated-Coordinated	
# 95th percentile volume exceeds capacity, queue may be longer.	
Queue shown is maximum after two cycles.	
m Volume for 95th percentile queue is metered by upstream signal.	

Splits and Phases: 200: I41 SB On Ramp/I41 SB Off Ramp & STH 158





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	255	360	560	340	0	0	0	0	425	5	55
Future Volume (veh/h)	0	255	360	560	340	0	0	0	0	425	5	55
Initial Q (Qb), veh	0	0	0	0	0	0				0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	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
Work Zone On Approach		No			No						No	
Adj Sat Flow, veh/h/ln	0	1801	1654	1786	1786	0				1811	1811	1682
Adj Flow Rate, veh/h	0	293	310	644	391	0				493	0	63
Peak Hour Factor	0.87	0.87	0.87	0.87	0.87	0.87				0.87	0.87	0.87
Percent Heavy Veh, %	0	7	7	8	8	0				5	5	5
Cap, veh/h	0	1302	371	773	2016	0				607	0	251
Arrive On Green	0.00	0.26	0.26	0.08	0.20	0.00				0.18	0.00	0.18
Sat Flow, veh/h	0	5079	1402	3300	3483	0				3450	0	1425
Grp Volume(v), veh/h	0	293	310	644	391	0				493	0	63
Grp Sat Flow(s),veh/h/ln	0	1639	1402	1650	1697	0				1725	0	1425
Q Serve(g_s), s	0.0	2.8	12.5	11.5	5.8	0.0				8.2	0.0	2.3
Cycle Q Clear(g_c), s	0.0	2.8	12.5	11.5	5.8	0.0				8.2	0.0	2.3
Prop In Lane	0.00		1.00	1.00		0.00				1.00		1.00
Lane Grp Cap(c), veh/h	0	1302	371	773	2016	0				607	0	251
V/C Ratio(X)	0.00	0.23	0.84	0.83	0.19	0.00				0.81	0.00	0.25
Avail Cap(c_a), veh/h	0	1302	371	842	2016	0				794	0	328
HCM Platoon Ratio	1.00	1.00	1.00	0.33	0.33	1.00				1.00	1.00	1.00
Upstream Filter(I)	0.00	1.00	1.00	0.96	0.96	0.00				1.00	0.00	1.00
Uniform Delay (d), s/veh	0.0	17.2	20.8	26.5	12.1	0.0				23.8	0.0	21.3
Incr Delay (d2), s/veh	0.0	0.4	19.5	6.5	0.2	0.0				3.7	0.0	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
%ile BackOfQ(95%),veh/ln	0.0	1.7	9.3	9.1	3.0	0.0				5.8	0.0	3.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	0.0	17.6	40.3	33.0	12.3	0.0				27.5	0.0	21.5
LnGrp LOS		B	D	C	B					C		C
Approach Vol, veh/h		603			1035						556	
Approach Delay, s/veh		29.3			25.2						26.8	
Approach LOS		C			C						C	

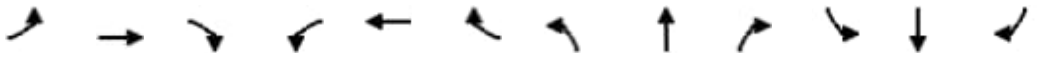
Timer - Assigned Phs	2		4	5	6
Phs Duration (G+Y+Rc), s	42.2		17.8	19.8	22.5
Change Period (Y+Rc), s	* 6.6		7.2	5.7	* 6.6
Max Green Setting (Gmax), s	* 32		13.8	15.3	* 11
Max Q Clear Time (g_c+I1), s	7.8		10.2	13.5	14.5
Green Ext Time (p_c), s	3.2		0.3	0.5	0.0

Intersection Summary	
HCM 7th Control Delay, s/veh	26.7
HCM 7th LOS	C

Notes

User approved volume balancing among the lanes for turning movement.

* HCM 7th computational engine requires equal clearance times for the phases crossing the barrier.

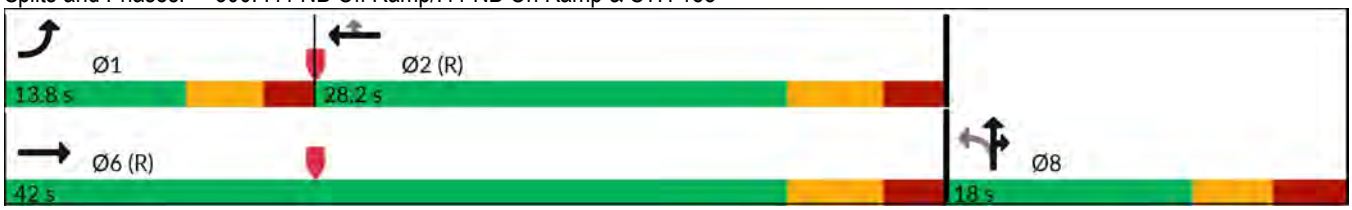


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	140	540	0	0	705	490	195	5	200	0	0	0
Future Volume (vph)	140	540	0	0	705	490	195	5	200	0	0	0
Ideal Flow (vphpl)	1905	1905	1900	1900	1915	1750	1885	1885	1750	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	225		0	135		0	400		400	0		0
Storage Lanes	1		0	1		1	1		1	0		0
Taper Length (ft)	100			100			100			100		
Right Turn on Red			Yes			Yes			Yes			Yes
Link Speed (mph)		45			45			45			45	
Link Distance (ft)		359			360			1103			1212	
Travel Time (s)		5.4			5.5			16.7			18.4	
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Growth Factor	100%	100%	100%	100%	100%	75%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	4%	4%	4%	5%	5%	5%	14%	14%	14%	1%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Shared Lane Traffic (%)												
Lane Group Flow (vph)	154	593	0	0	775	404	0	219	220	0	0	0
Turn Type	Prot	NA			NA	Perm	Perm	NA	Prot			
Protected Phases	1	6			2			8	8			
Permitted Phases						2	8					
Detector Phase	1	6			2	2	8	8	8			
Switch Phase												
Minimum Initial (s)	8.0	15.0			15.0	15.0	10.0	10.0	10.0			
Minimum Split (s)	13.7	22.0			22.0	22.0	16.9	16.9	16.9			
Total Split (s)	13.8	42.0			28.2	28.2	18.0	18.0	18.0			
Total Split (%)	23.0%	70.0%			47.0%	47.0%	30.0%	30.0%	30.0%			
Maximum Green (s)	8.1	35.0			21.2	21.2	11.1	11.1	11.1			
Yellow Time (s)	3.5	4.3			4.3	4.3	3.6	3.6	3.6			
All-Red Time (s)	2.2	2.7			2.7	2.7	3.3	3.3	3.3			
Lost Time Adjust (s)	0.0	0.0			0.0	0.0		0.0	0.0			
Total Lost Time (s)	5.7	7.0			7.0	7.0		6.9	6.9			
Lead/Lag	Lead				Lag	Lag						
Lead-Lag Optimize?	Yes				Yes	Yes						
Vehicle Extension (s)	1.5	4.3			0.2	0.2	1.5	1.5	1.5			
Minimum Gap (s)	1.5	2.0			2.0	2.0	1.5	1.5	1.5			
Time Before Reduce (s)	25.0	26.0			28.0	28.0	30.0	30.0	30.0			
Time To Reduce (s)	0.0	14.0			12.0	12.0	0.0	0.0	0.0			
Recall Mode	None	C-Max			C-Max	C-Max	None	None	None			
Walk Time (s)												
Flash Don't Walk (s)												
Pedestrian Calls (#/hr)												
v/c Ratio	0.34	0.29			0.30	0.50		0.77	0.37			
Control Delay (s/veh)	10.4	2.2			4.1	6.5		44.5	5.8			

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Queue Delay	0.0	0.0			0.0	0.8		0.0	0.0			
Total Delay (s/veh)	10.4	2.2			4.1	7.3		44.5	5.8			
Queue Length 50th (ft)	29	25			2	104		76	0			
Queue Length 95th (ft)	54	36			3	212		#172	26			
Internal Link Dist (ft)		279			280			1023			1132	
Turn Bay Length (ft)	225								400			
Base Capacity (vph)	455	2047			2543	814		291	604			
Starvation Cap Reductn	0	0			0	172		0	0			
Spillback Cap Reductn	0	0			0	0		0	0			
Storage Cap Reductn	0	0			0	0		0	0			
Reduced v/c Ratio	0.34	0.29			0.30	0.63		0.75	0.36			

Intersection Summary	
Area Type:	Other
Cycle Length: 60	
Actuated Cycle Length: 60	
Offset: 0 (0%), Referenced to phase 2:WBT and 6:EBT, Start of Green	
Natural Cycle: 60	
Control Type: Actuated-Coordinated	
# 95th percentile volume exceeds capacity, queue may be longer.	
Queue shown is maximum after two cycles.	

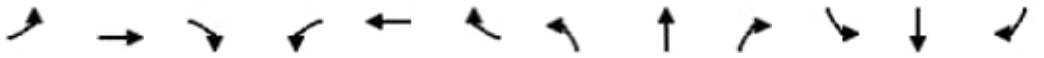
Splits and Phases: 300: I41 NB Off Ramp/I41 NB On Ramp & STH 158



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	140	540	0	0	705	490	195	5	200	0	0	0
Future Volume (veh/h)	140	540	0	0	705	490	195	5	200	0	0	0
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0			
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Ped-Bike Adj(A_pbT)	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			
Work Zone On Approach		No			No			No				
Adj Sat Flow, veh/h/ln	1846	1846	0	0	1840	1682	1679	1679	1559			
Adj Flow Rate, veh/h	154	593	0	0	775	404	214	5	220			
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91			
Percent Heavy Veh, %	4	4	0	0	5	5	14	14	14			
Cap, veh/h	420	2107	0	0	2423	545	262	6	390			
Arrive On Green	0.04	0.20	0.00	0.00	0.26	0.26	0.17	0.17	0.17			
Sat Flow, veh/h	3410	3599	0	0	6588	1425	1564	37	2325			
Grp Volume(v), veh/h	154	593	0	0	775	404	219	0	220			
Grp Sat Flow(s),veh/h/ln	1705	1753	0	0	1583	1425	1601	0	1163			
Q Serve(g_s), s	2.6	8.6	0.0	0.0	5.9	15.6	7.9	0.0	5.2			
Cycle Q Clear(g_c), s	2.6	8.6	0.0	0.0	5.9	15.6	7.9	0.0	5.2			
Prop In Lane	1.00		0.00	0.00		1.00	0.98		1.00			
Lane Grp Cap(c), veh/h	420	2107	0	0	2423	545	268	0	390			
V/C Ratio(X)	0.37	0.28	0.00	0.00	0.32	0.74	0.82	0.00	0.56			
Avail Cap(c_a), veh/h	460	2107	0	0	2423	545	296	0	430			
HCM Platoon Ratio	0.33	0.33	1.00	1.00	0.67	0.67	1.00	1.00	1.00			
Upstream Filter(I)	0.87	0.87	0.00	0.00	0.95	0.95	1.00	0.00	1.00			
Uniform Delay (d), s/veh	26.5	13.1	0.0	0.0	16.0	19.6	24.1	0.0	23.0			
Incr Delay (d2), s/veh	0.2	0.3	0.0	0.0	0.3	8.4	13.4	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			
%ile BackOfQ(95%),veh/ln	1.8	5.2	0.0	0.0	3.4	10.2	6.5	0.0	2.3			
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	26.7	13.3	0.0	0.0	16.3	27.9	37.4	0.0	23.6			
LnGrp LOS	C	B			B	C	D		C			
Approach Vol, veh/h		747			1179			439				
Approach Delay, s/veh		16.1			20.3			30.5				
Approach LOS		B			C			C				

Timer - Assigned Phs	1	2				6		8				
Phs Duration (G+Y+Rc), s	13.1	30.0				43.0		17.0				
Change Period (Y+Rc), s	5.7	7.0				7.0		6.9				
Max Green Setting (Gmax), s	8.1	21.2				35.0		11.1				
Max Q Clear Time (g_c+I1), s	4.6	17.6				10.6		9.9				
Green Ext Time (p_c), s	0.1	0.5				5.8		0.1				

Intersection Summary												
HCM 7th Control Delay, s/veh			20.9									
HCM 7th LOS			C									



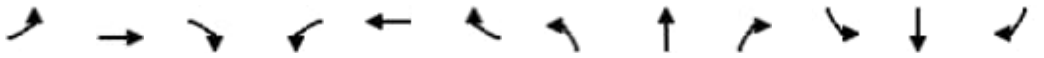
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	50	870	45	45	1140	40	15	35	35	45	55	40
Future Volume (vph)	50	870	45	45	1140	40	15	35	35	45	55	40
Ideal Flow (vphpl)	1915	1915	1750	1925	1925	1750	1750	1750	1750	1750	1750	1750
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	245		115	500		90	0		190	0		80
Storage Lanes	1		1	2		1	0		1	0		1
Taper Length (ft)	100			100			100			100		
Right Turn on Red			Yes			Yes			Yes			Yes
Link Speed (mph)		45			45			35			35	
Link Distance (ft)		360			1511			1020			592	
Travel Time (s)		5.5			22.9			19.9			11.5	
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Growth Factor	100%	100%	62%	100%	100%	62%	100%	100%	62%	100%	100%	62%
Heavy Vehicles (%)	7%	7%	7%	5%	5%	5%	3%	3%	3%	6%	6%	6%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Shared Lane Traffic (%)												
Lane Group Flow (vph)	53	926	30	48	1213	26	0	53	23	0	107	26
Turn Type	D.P+P	NA	Perm	D.P+P	NA	Perm	Perm	NA	Perm	Perm	NA	Perm
Protected Phases	1	6		5	2			8			4	
Permitted Phases	2		6	6		2	8		8	4		4
Detector Phase	1	6	6	5	2	2	8	8	8	4	4	4
Switch Phase												
Minimum Initial (s)	6.0	8.0	8.0	6.0	8.0	8.0	10.0	10.0	10.0	10.0	10.0	10.0
Minimum Split (s)	10.5	13.9	13.9	10.5	13.9	13.9	17.3	17.3	17.3	17.3	17.3	17.3
Total Split (s)	11.0	28.0	28.0	11.0	28.0	28.0	21.0	21.0	21.0	21.0	21.0	21.0
Total Split (%)	18.3%	46.7%	46.7%	18.3%	46.7%	46.7%	35.0%	35.0%	35.0%	35.0%	35.0%	35.0%
Maximum Green (s)	6.5	22.1	22.1	6.5	22.1	22.1	13.7	13.7	13.7	13.7	13.7	13.7
Yellow Time (s)	3.5	4.3	4.3	3.5	4.3	4.3	4.3	4.3	4.3	4.3	4.3	4.3
All-Red Time (s)	1.0	1.6	1.6	1.0	1.6	1.6	3.0	3.0	3.0	3.0	3.0	3.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0
Total Lost Time (s)	4.5	5.9	5.9	4.5	5.9	5.9		7.3	7.3		7.3	7.3
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag						
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes						
Vehicle Extension (s)	1.5	3.3	3.3	1.5	3.3	3.3	1.5	1.5	1.5	1.5	1.5	1.5
Minimum Gap (s)	1.5	2.3	2.3	1.5	2.3	2.3	1.5	1.5	1.5	1.5	1.5	1.5
Time Before Reduce (s)	20.0	8.0	8.0	20.0	8.0	8.0	30.0	30.0	30.0	30.0	30.0	30.0
Time To Reduce (s)	0.0	19.0	19.0	0.0	19.0	19.0	0.0	0.0	0.0	0.0	0.0	0.0
Recall Mode	None	C-Max	C-Max	None	C-Max	C-Max	None	None	None	None	None	None
Walk Time (s)												
Flash Don't Walk (s)												
Pedestrian Calls (#/hr)												
v/c Ratio	0.15	0.33	0.03	0.11	0.33	0.03		0.20	0.06		0.44	0.07
Control Delay (s/veh)	3.0	4.3	0.1	5.4	10.1	0.0		22.8	0.3		28.0	0.4

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0
Total Delay (s/veh)	3.0	4.3	0.1	5.4	10.1	0.0		22.8	0.3		28.0	0.4
Queue Length 50th (ft)	2	29	0	5	84	0		17	0		35	0
Queue Length 95th (ft)	9	49	m1	17	120	0		41	0		73	0
Internal Link Dist (ft)		280			1431			940			512	
Turn Bay Length (ft)	245		115	500		90			190			80
Base Capacity (vph)	369	2807	866	469	3624	882		333	433		312	424
Starvation Cap Reductn	0	0	0	0	0	0		0	0		0	0
Spillback Cap Reductn	0	0	0	0	0	0		0	0		0	0
Storage Cap Reductn	0	0	0	0	0	0		0	0		0	0
Reduced v/c Ratio	0.14	0.33	0.03	0.10	0.33	0.03		0.16	0.05		0.34	0.06

Intersection Summary	
Area Type:	Other
Cycle Length: 60	
Actuated Cycle Length: 60	
Offset: 54 (90%), Referenced to phase 2:EBWB and 6:EBWB, Start of Green	
Natural Cycle: 45	
Control Type: Actuated-Coordinated	
m Volume for 95th percentile queue is metered by upstream signal.	

Splits and Phases: 400: E Frontage Rd & STH 158

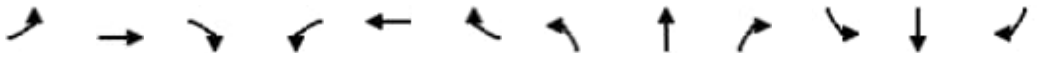




Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	50	870	45	45	1140	40	15	35	35	45	55	40
Future Volume (veh/h)	50	870	45	45	1140	40	15	35	35	45	55	40
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
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	1810	1810	1654	1850	1850	1682	1709	1709	1709	1668	1668	1668
Adj Flow Rate, veh/h	53	926	30	48	1213	26	16	37	23	48	59	26
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Percent Heavy Veh, %	7	7	7	5	5	5	3	3	3	6	6	6
Cap, veh/h	379	2414	685	497	3085	691	123	212	234	165	161	228
Arrive On Green	0.12	0.98	0.98	0.06	0.48	0.48	0.16	0.16	0.16	0.16	0.16	0.16
Sat Flow, veh/h	1724	4943	1402	1762	6364	1425	277	1314	1448	484	994	1414
Grp Volume(v), veh/h	53	926	30	48	1213	26	53	0	23	107	0	26
Grp Sat Flow(s),veh/h/ln	1724	1648	1402	1762	1591	1425	1591	0	1448	1478	0	1414
Q Serve(g_s), s	0.8	0.4	0.0	0.8	7.3	0.6	0.0	0.0	0.8	1.3	0.0	0.9
Cycle Q Clear(g_c), s	0.8	0.4	0.0	0.8	7.3	0.6	1.6	0.0	0.8	3.7	0.0	0.9
Prop In Lane	1.00		1.00	1.00		1.00	0.30		1.00	0.45		1.00
Lane Grp Cap(c), veh/h	379	2414	685	497	3085	691	335	0	234	326	0	228
V/C Ratio(X)	0.14	0.38	0.04	0.10	0.39	0.04	0.16	0.00	0.10	0.33	0.00	0.11
Avail Cap(c_a), veh/h	465	2414	685	590	3085	691	436	0	331	420	0	323
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)	0.96	0.96	0.96	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	6.5	0.4	0.4	6.4	9.8	8.1	21.8	0.0	21.4	22.6	0.0	21.5
Incr Delay (d2), s/veh	0.1	0.4	0.1	0.0	0.4	0.1	0.1	0.0	0.1	0.2	0.0	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(95%),veh/ln	0.4	0.3	0.1	0.4	3.5	0.3	1.1	0.0	0.5	2.3	0.0	0.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	6.6	0.8	0.5	6.5	10.2	8.2	21.8	0.0	21.5	22.8	0.0	21.6
LnGrp LOS	A	A	A	A	B	A	C		C	C		C
Approach Vol, veh/h		1009			1287			76			133	
Approach Delay, s/veh		1.1			10.0			21.7			22.5	
Approach LOS		A			B			C			C	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	8.0	35.0		17.0	7.8	35.2		17.0				
Change Period (Y+Rc), s	4.5	5.9		7.3	4.5	5.9		7.3				
Max Green Setting (Gmax), s	6.5	22.1		13.7	6.5	22.1		13.7				
Max Q Clear Time (g_c+I1), s	2.8	9.3		5.7	2.8	2.4		3.6				
Green Ext Time (p_c), s	0.0	6.9		0.2	0.0	6.6		0.1				

Intersection Summary		
HCM 7th Control Delay, s/veh	7.5	
HCM 7th LOS	A	



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	50	210	30	65	245	40	35	255	70	55	315	145
Future Volume (vph)	50	210	30	65	245	40	35	255	70	55	315	145
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	130		0	135		0	305		0	400		235
Storage Lanes	1		0	1		0	1		0	1		0
Taper Length (ft)	100			100			100			100		
Link Speed (mph)		45			45			35			35	
Link Distance (ft)		463			370			458			1143	
Travel Time (s)		7.0			5.6			8.9			22.3	
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	4%	4%	4%	3%	3%	3%	4%	4%	4%	5%	5%	5%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Shared Lane Traffic (%)												
Lane Group Flow (vph)	51	245	0	66	291	0	36	331	0	56	469	0
Sign Control		Stop			Stop			Stop			Stop	

Intersection Summary	
Area Type:	Other
Control Type: Unsignalized	

Intersection has too many lanes per leg.

HCM All-Way analysis is limited to two lanes per leg.

Channelized right turn lanes are not counted.

Intersection	
Intersection Delay, s/veh	23.4
Intersection LOS	C

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	50	210	30	65	245	40	35	255	70	55	315	145
Future Vol, veh/h	50	210	30	65	245	40	35	255	70	55	315	145
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Heavy Vehicles, %	4	4	4	3	3	3	4	4	4	5	5	5
Mvmt Flow	51	214	31	66	250	41	36	260	71	56	321	148
Number of Lanes	1	1	0	1	1	0	1	2	0	1	2	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	2	2	3	3
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	3	3	2	2
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	3	3	2	2
HCM Control Delay, s/veh	24.6	29.4	18.4	22
HCM LOS	C	D	C	C

Lane	NBLn1	NBLn2	NBLn3	EBLn1	EBLn2	WBLn1	WBLn2	SBLn1	SBLn2	SBLn3
Vol Left, %	100%	0%	0%	100%	0%	100%	0%	100%	0%	0%
Vol Thru, %	0%	100%	55%	0%	88%	0%	86%	0%	100%	42%
Vol Right, %	0%	0%	45%	0%	13%	0%	14%	0%	0%	58%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	35	170	155	50	240	65	285	55	210	250
LT Vol	35	0	0	50	0	65	0	55	0	0
Through Vol	0	170	85	0	210	0	245	0	210	105
RT Vol	0	0	70	0	30	0	40	0	0	145
Lane Flow Rate	36	173	158	51	245	66	291	56	214	255
Geometry Grp	6	6	6	6	6	6	6	6	6	6
Degree of Util (X)	0.098	0.453	0.399	0.14	0.631	0.178	0.73	0.148	0.536	0.608
Departure Headway (Hd)	9.922	9.401	9.071	9.874	9.275	9.645	9.035	9.517	8.998	8.576
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Cap	360	382	395	362	389	371	398	376	401	421
Service Time	7.707	7.185	6.855	7.655	7.055	7.424	6.814	7.296	6.775	6.353
HCM Lane V/C Ratio	0.1	0.453	0.4	0.141	0.63	0.178	0.731	0.149	0.534	0.606
HCM Control Delay, s/veh	13.8	19.8	17.8	14.3	26.8	14.5	32.8	14	21.8	23.9
HCM Lane LOS	B	C	C	B	D	B	D	B	C	C
HCM 95th-tile Q	0.3	2.3	1.9	0.5	4.2	0.6	5.7	0.5	3.1	3.9



Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	290	15	0	425	15	0
Future Volume (vph)	290	15	0	425	15	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12
Grade (%)	0%			0%	0%	
Storage Length (ft)		0	0		100	0
Storage Lanes		0	0		1	1
Taper Length (ft)			100		100	
Link Speed (mph)	45			45	25	
Link Distance (ft)	1503			463	202	
Travel Time (s)	22.8			7.0	5.5	
Confl. Peds. (#/hr)						
Confl. Bikes (#/hr)						
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98
Growth Factor	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	4%	4%	4%	4%	1%	1%
Bus Blockages (#/hr)	0	0	0	0	0	0
Parking (#/hr)						
Mid-Block Traffic (%)	0%			0%	0%	
Shared Lane Traffic (%)						
Lane Group Flow (vph)	311	0	0	434	15	0
Sign Control	Free			Free	Stop	

Intersection Summary	
Area Type:	Other
Control Type: Unsignalized	



Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (veh/h)	290	15	0	425	15	0
Future Volume (Veh/h)	290	15	0	425	15	0
Sign Control	Free			Free	Stop	
Grade	0%			0%	0%	
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98
Hourly flow rate (vph)	296	15	0	434	15	0
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type	None			None		
Median storage veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume			311		738	304
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol			311		738	304
tC, single (s)			4.1		6.4	6.2
tC, 2 stage (s)						
tF (s)			2.2		3.5	3.3
p0 queue free %			100		96	100
cM capacity (veh/h)			1238		387	739

Direction, Lane #	EB 1	WB 1	NB 1	NB 2
Volume Total	311	434	15	0
Volume Left	0	0	15	0
Volume Right	15	0	0	0
cSH	1700	1238	387	1700
Volume to Capacity	0.18	0.00	0.04	0.00
Queue Length 95th (ft)	0	0	3	0
Control Delay (s/veh)	0.0	0.0	14.7	0.0
Lane LOS			B	A
Approach Delay (s/veh)	0.0	0.0	14.7	
Approach LOS			B	

Intersection Summary			
Average Delay	0.3		
Intersection Capacity Utilization	32.4%	ICU Level of Service	A
Analysis Period (min)	15		

Intersection	
Int Delay, s/veh	0.3

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	290	15	0	425	15	0
Future Vol, veh/h	290	15	0	425	15	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	100	0
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	98	98	98	98	98	98
Heavy Vehicles, %	4	4	4	4	1	1
Mvmt Flow	296	15	0	434	15	0

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	311	0	737	304
Stage 1	-	-	-	-	304	-
Stage 2	-	-	-	-	434	-
Critical Hdwy	-	-	4.14	-	6.41	6.21
Critical Hdwy Stg 1	-	-	-	-	5.41	-
Critical Hdwy Stg 2	-	-	-	-	5.41	-
Follow-up Hdwy	-	-	2.236	-	3.509	3.309
Pot Cap-1 Maneuver	-	-	1238	-	387	739
Stage 1	-	-	-	-	751	-
Stage 2	-	-	-	-	656	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1238	-	387	739
Mov Cap-2 Maneuver	-	-	-	-	387	-
Stage 1	-	-	-	-	751	-
Stage 2	-	-	-	-	656	-

Approach	EB	WB	NB
HCM Control Delay, s/v	0	0	14.68
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	NBLn2	EBT	EBR	WBL	WBT
Capacity (veh/h)	387	-	-	-	1238	-
HCM Lane V/C Ratio	0.04	-	-	-	-	-
HCM Control Delay (s/veh)	14.7	0	-	-	0	-
HCM Lane LOS	B	A	-	-	A	-
HCM 95th %tile Q(veh)	0.1	-	-	-	0	-



Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	30	1	1	330	375	35
Future Volume (vph)	30	1	1	330	375	35
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12
Grade (%)	0%			0%	0%	
Storage Length (ft)	100	0	0			0
Storage Lanes	0	1	0			0
Taper Length (ft)	100		100			
Link Speed (mph)	25			35	35	
Link Distance (ft)	248			622	213	
Travel Time (s)	6.8			12.1	4.1	
Confl. Peds. (#/hr)						
Confl. Bikes (#/hr)						
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93
Growth Factor	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	1%	1%	4%	4%	1%	1%
Bus Blockages (#/hr)	0	0	0	0	0	0
Parking (#/hr)						
Mid-Block Traffic (%)	0%			0%	0%	
Shared Lane Traffic (%)						
Lane Group Flow (vph)	32	1	0	356	441	0
Sign Control	Stop			Free	Free	

Intersection Summary	
Area Type:	Other
Control Type: Unsignalized	



Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	30	1	1	330	375	35
Future Volume (Veh/h)	30	1	1	330	375	35
Sign Control	Stop			Free	Free	
Grade	0%			0%	0%	
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93
Hourly flow rate (vph)	32	1	1	355	403	38
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type				None	None	
Median storage veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	779	422	441			
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	779	422	441			
tC, single (s)	6.4	6.2	4.1			
tC, 2 stage (s)						
tF (s)	3.5	3.3	2.2			
p0 queue free %	91	100	100			
cM capacity (veh/h)	365	634	1108			

Direction, Lane #	EB 1	EB 2	NB 1	SB 1
Volume Total	32	1	356	441
Volume Left	32	0	1	0
Volume Right	0	1	0	38
cSH	365	634	1108	1700
Volume to Capacity	0.09	0.00	0.00	0.26
Queue Length 95th (ft)	7	0	0	0
Control Delay (s/veh)	15.8	10.7	0.0	0.0
Lane LOS	C	B	A	
Approach Delay (s/veh)	15.6		0.0	0.0
Approach LOS	C			

Intersection Summary			
Average Delay	0.6		
Intersection Capacity Utilization	31.9%	ICU Level of Service	A
Analysis Period (min)	15		

Intersection	
Int Delay, s/veh	0.6

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	30	1	1	330	375	35
Future Vol, veh/h	30	1	1	330	375	35
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	-	0	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	93	93	93	93	93	93
Heavy Vehicles, %	1	1	4	4	1	1
Mvmt Flow	32	1	1	355	403	38

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	779	422	441	0	-	0
Stage 1	422	-	-	-	-	-
Stage 2	357	-	-	-	-	-
Critical Hdwy	6.41	6.21	4.14	-	-	-
Critical Hdwy Stg 1	5.41	-	-	-	-	-
Critical Hdwy Stg 2	5.41	-	-	-	-	-
Follow-up Hdwy	3.509	3.309	2.236	-	-	-
Pot Cap-1 Maneuver	366	634	1109	-	-	-
Stage 1	664	-	-	-	-	-
Stage 2	710	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	365	634	1109	-	-	-
Mov Cap-2 Maneuver	365	-	-	-	-	-
Stage 1	663	-	-	-	-	-
Stage 2	710	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s/v	15.64	0.02	0
HCM LOS	C		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	EBLn2	SBT	SBR
Capacity (veh/h)	5	-	365	634	-	-
HCM Lane V/C Ratio	0.001	-	0.088	0.002	-	-
HCM Control Delay (s/veh)	8.3	0	15.8	10.7	-	-
HCM Lane LOS	A	A	C	B	-	-
HCM 95th %tile Q(veh)	0	-	0.3	0	-	-



Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	90	15	15	240	275	100
Future Volume (vph)	90	15	15	240	275	100
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12
Grade (%)	0%			0%	0%	
Storage Length (ft)	100	0	0			0
Storage Lanes	0	1	0			0
Taper Length (ft)	100		100			
Link Speed (mph)	25			35	35	
Link Distance (ft)	178			881	622	
Travel Time (s)	4.9			17.2	12.1	
Confl. Peds. (#/hr)						
Confl. Bikes (#/hr)						
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93
Growth Factor	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	1%	1%	4%	4%	1%	1%
Bus Blockages (#/hr)	0	0	0	0	0	0
Parking (#/hr)						
Mid-Block Traffic (%)	0%			0%	0%	
Shared Lane Traffic (%)						
Lane Group Flow (vph)	97	16	0	274	404	0
Sign Control	Stop			Free	Free	

Intersection Summary	
Area Type:	Other
Control Type: Unsignalized	



Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	90	15	15	240	275	100
Future Volume (Veh/h)	90	15	15	240	275	100
Sign Control	Stop			Free	Free	
Grade	0%			0%	0%	
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93
Hourly flow rate (vph)	97	16	16	258	296	108
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type				None	None	
Median storage veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	640	350	404			
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	640	350	404			
tC, single (s)	6.4	6.2	4.1			
tC, 2 stage (s)						
tF (s)	3.5	3.3	2.2			
p0 queue free %	78	98	99			
cM capacity (veh/h)	435	696	1144			

Direction, Lane #	EB 1	EB 2	NB 1	SB 1
Volume Total	97	16	274	404
Volume Left	97	0	16	0
Volume Right	0	16	0	108
cSH	435	696	1144	1700
Volume to Capacity	0.22	0.02	0.01	0.24
Queue Length 95th (ft)	21	2	1	0
Control Delay (s/veh)	15.6	10.3	0.6	0.0
Lane LOS	C	B	A	
Approach Delay (s/veh)	14.9		0.6	0.0
Approach LOS	B			

Intersection Summary			
Average Delay	2.3		
Intersection Capacity Utilization	36.6%	ICU Level of Service	A
Analysis Period (min)	15		

Intersection	
Int Delay, s/veh	2.3

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	90	15	15	240	275	100
Future Vol, veh/h	90	15	15	240	275	100
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	-	0	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	93	93	93	93	93	93
Heavy Vehicles, %	1	1	4	4	1	1
Mvmt Flow	97	16	16	258	296	108

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	640	349	403	0	-	0
Stage 1	349	-	-	-	-	-
Stage 2	290	-	-	-	-	-
Critical Hdwy	6.41	6.21	4.14	-	-	-
Critical Hdwy Stg 1	5.41	-	-	-	-	-
Critical Hdwy Stg 2	5.41	-	-	-	-	-
Follow-up Hdwy	3.509	3.309	2.236	-	-	-
Pot Cap-1 Maneuver	441	696	1145	-	-	-
Stage 1	716	-	-	-	-	-
Stage 2	761	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	434	696	1145	-	-	-
Mov Cap-2 Maneuver	434	-	-	-	-	-
Stage 1	704	-	-	-	-	-
Stage 2	761	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s/v	14.89	0.48	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	EBLn2	SBT	SBR
Capacity (veh/h)	106	-	434	696	-	-
HCM Lane V/C Ratio	0.014	-	0.223	0.023	-	-
HCM Control Delay (s/veh)	8.2	0	15.7	10.3	-	-
HCM Lane LOS	A	A	C	B	-	-
HCM 95th %tile Q(veh)	0	-	0.8	0.1	-	-



Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	100	30	35	155	175	115
Future Volume (vph)	100	30	35	155	175	115
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12
Grade (%)	0%			0%	0%	
Storage Length (ft)	100	0	0			0
Storage Lanes	0	1	0			0
Taper Length (ft)	100		100			
Link Speed (mph)	25			35	35	
Link Distance (ft)	163			383	881	
Travel Time (s)	4.4			7.5	17.2	
Confl. Peds. (#/hr)						
Confl. Bikes (#/hr)						
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93
Growth Factor	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	1%	1%	4%	4%	1%	1%
Bus Blockages (#/hr)	0	0	0	0	0	0
Parking (#/hr)						
Mid-Block Traffic (%)	0%			0%	0%	
Shared Lane Traffic (%)						
Lane Group Flow (vph)	108	32	0	205	312	0
Sign Control	Stop			Free	Free	

Intersection Summary	
Area Type:	Other
Control Type: Unsignalized	



Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	100	30	35	155	175	115
Future Volume (Veh/h)	100	30	35	155	175	115
Sign Control	Stop			Free	Free	
Grade	0%			0%	0%	
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93
Hourly flow rate (vph)	108	32	38	167	188	124
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type				None	None	
Median storage veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	493	250	312			
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	493	250	312			
tC, single (s)	6.4	6.2	4.1			
tC, 2 stage (s)						
tF (s)	3.5	3.3	2.2			
p0 queue free %	79	96	97			
cM capacity (veh/h)	521	791	1237			

Direction, Lane #	EB 1	EB 2	NB 1	SB 1
Volume Total	108	32	205	312
Volume Left	108	0	38	0
Volume Right	0	32	0	124
cSH	521	791	1237	1700
Volume to Capacity	0.21	0.04	0.03	0.18
Queue Length 95th (ft)	19	3	2	0
Control Delay (s/veh)	13.7	9.7	1.7	0.0
Lane LOS	B	A	A	
Approach Delay (s/veh)	12.8		1.7	0.0
Approach LOS	B			

Intersection Summary			
Average Delay	3.3		
Intersection Capacity Utilization	41.9%	ICU Level of Service	A
Analysis Period (min)	15		

Intersection	
Int Delay, s/veh	3.2

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	100	30	35	155	175	115
Future Vol, veh/h	100	30	35	155	175	115
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	-	0	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	93	93	93	93	93	93
Heavy Vehicles, %	1	1	4	4	1	1
Mvmt Flow	108	32	38	167	188	124

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	492	250	312	0	-	0
Stage 1	250	-	-	-	-	-
Stage 2	242	-	-	-	-	-
Critical Hdwy	6.41	6.21	4.14	-	-	-
Critical Hdwy Stg 1	5.41	-	-	-	-	-
Critical Hdwy Stg 2	5.41	-	-	-	-	-
Follow-up Hdwy	3.509	3.309	2.236	-	-	-
Pot Cap-1 Maneuver	538	791	1237	-	-	-
Stage 1	794	-	-	-	-	-
Stage 2	801	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	520	791	1237	-	-	-
Mov Cap-2 Maneuver	520	-	-	-	-	-
Stage 1	767	-	-	-	-	-
Stage 2	801	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s/v	12.8	1.47	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	EBLn2	SBT	SBR
Capacity (veh/h)	332	-	520	791	-	-
HCM Lane V/C Ratio	0.03	-	0.207	0.041	-	-
HCM Control Delay (s/veh)	8	0	13.7	9.7	-	-
HCM Lane LOS	A	A	B	A	-	-
HCM 95th %tile Q(veh)	0.1	-	0.8	0.1	-	-



Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	0	15	15	190	205	0
Future Volume (vph)	0	15	15	190	205	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12
Grade (%)	0%			0%	0%	
Storage Length (ft)	100	0	0			0
Storage Lanes	1	1	0			0
Taper Length (ft)	100		100			
Link Speed (mph)	25			35	35	
Link Distance (ft)	653			255	383	
Travel Time (s)	17.8			5.0	7.5	
Confl. Peds. (#/hr)						
Confl. Bikes (#/hr)						
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93
Growth Factor	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	1%	1%	4%	4%	1%	1%
Bus Blockages (#/hr)	0	0	0	0	0	0
Parking (#/hr)						
Mid-Block Traffic (%)	0%			0%	0%	
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	16	0	220	220	0
Sign Control	Stop			Free	Free	

Intersection Summary	
Area Type:	Other
Control Type: Unsignalized	



Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	0	15	15	190	205	0
Future Volume (Veh/h)	0	15	15	190	205	0
Sign Control	Stop			Free	Free	
Grade	0%			0%	0%	
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93
Hourly flow rate (vph)	0	16	16	204	220	0
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type				None	None	
Median storage veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	456	220	220			
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	456	220	220			
tC, single (s)	6.4	6.2	4.1			
tC, 2 stage (s)						
tF (s)	3.5	3.3	2.2			
p0 queue free %	100	98	99			
cM capacity (veh/h)	557	822	1337			

Direction, Lane #	EB 1	EB 2	NB 1	SB 1
Volume Total	0	16	220	220
Volume Left	0	0	16	0
Volume Right	0	16	0	0
cSH	1700	822	1337	1700
Volume to Capacity	0.00	0.02	0.01	0.13
Queue Length 95th (ft)	0	1	1	0
Control Delay (s/veh)	0.0	9.5	0.7	0.0
Lane LOS	A	A	A	
Approach Delay (s/veh)	9.5		0.7	0.0
Approach LOS	A			

Intersection Summary			
Average Delay	0.7		
Intersection Capacity Utilization	25.7%	ICU Level of Service	A
Analysis Period (min)	15		

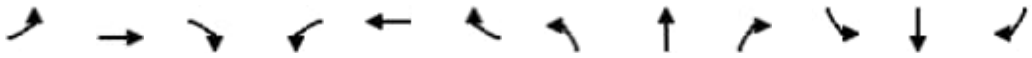
Intersection	
Int Delay, s/veh	0.6

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	0	15	15	190	205	0
Future Vol, veh/h	0	15	15	190	205	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	100	0	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	93	93	93	93	93	93
Heavy Vehicles, %	1	1	4	4	1	1
Mvmt Flow	0	16	16	204	220	0

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	457	220	220	0	-	0
Stage 1	220	-	-	-	-	-
Stage 2	237	-	-	-	-	-
Critical Hdwy	6.41	6.21	4.14	-	-	-
Critical Hdwy Stg 1	5.41	-	-	-	-	-
Critical Hdwy Stg 2	5.41	-	-	-	-	-
Follow-up Hdwy	3.509	3.309	2.236	-	-	-
Pot Cap-1 Maneuver	563	822	1337	-	-	-
Stage 1	819	-	-	-	-	-
Stage 2	805	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	556	822	1337	-	-	-
Mov Cap-2 Maneuver	556	-	-	-	-	-
Stage 1	807	-	-	-	-	-
Stage 2	805	-	-	-	-	-

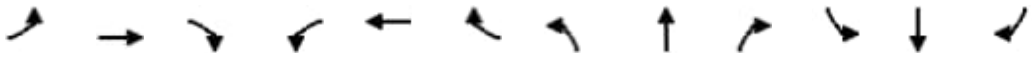
Approach	EB	NB	SB
HCM Control Delay, s/v	9.47	0.57	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	EBLn2	SBT	SBR
Capacity (veh/h)	132	-	-	822	-	-
HCM Lane V/C Ratio	0.012	-	-	0.02	-	-
HCM Control Delay (s/veh)	7.7	0	0	9.5	-	-
HCM Lane LOS	A	A	A	A	-	-
HCM 95th %tile Q(veh)	0	-	-	0.1	-	-



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	10	275	50	90	305	5	40	20	150	15	35	5
Future Volume (vph)	10	275	50	90	305	5	40	20	150	15	35	5
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	0		0	0		0	0		0	0		0
Storage Lanes	0		0	0		0	0		0	0		0
Taper Length (ft)	100			100			100			100		
Link Speed (mph)		45			45			35			35	
Link Distance (ft)		397			1700			2006			1738	
Travel Time (s)		6.0			25.8			39.1			33.9	
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
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
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	1%	1%	1%	2%	2%	2%	5%	5%	5%	1%	1%	1%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	364	0	0	435	0	0	228	0	0	59	0
Sign Control		Stop			Stop			Stop			Stop	

Intersection Summary	
Area Type:	Other
Control Type: Unsignalized	



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Sign Control		Stop			Stop			Stop			Stop	
Traffic Volume (vph)	10	275	50	90	305	5	40	20	150	15	35	5
Future Volume (vph)	10	275	50	90	305	5	40	20	150	15	35	5
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
Hourly flow rate (vph)	11	299	54	98	332	5	43	22	163	16	38	5

Direction, Lane #	EB 1	WB 1	NB 1	SB 1
Volume Total (vph)	364	435	228	59
Volume Left (vph)	11	98	43	16
Volume Right (vph)	54	5	163	5
Hadj (s)	-0.07	0.07	-0.31	0.02
Departure Headway (s)	5.4	5.4	5.9	6.6
Degree Utilization, x	0.55	0.66	0.37	0.11
Capacity (veh/h)	626	636	547	433
Control Delay (s/veh)	14.8	18.3	12.3	10.4
Approach Delay (s/veh)	14.8	18.3	12.3	10.4
Approach LOS	B	C	B	B

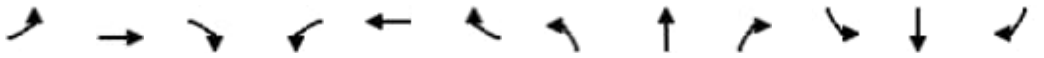
Intersection Summary				
Delay	15.4			
Level of Service	C			
Intersection Capacity Utilization	64.4%	ICU Level of Service	C	
Analysis Period (min)	15			

Intersection	
Intersection Delay, s/veh	15.4
Intersection LOS	C

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	10	275	50	90	305	5	40	20	150	15	35	5
Future Vol, veh/h	10	275	50	90	305	5	40	20	150	15	35	5
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
Heavy Vehicles, %	1	1	1	2	2	2	5	5	5	1	1	1
Mvmt Flow	11	299	54	98	332	5	43	22	163	16	38	5
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

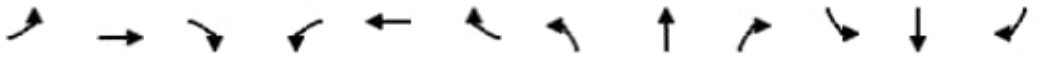
Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay, s/veh	14.7	18.2	12.3	10.5
HCM LOS	B	C	B	B

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	19%	3%	23%	27%
Vol Thru, %	10%	82%	76%	64%
Vol Right, %	71%	15%	1%	9%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	210	335	400	55
LT Vol	40	10	90	15
Through Vol	20	275	305	35
RT Vol	150	50	5	5
Lane Flow Rate	228	364	435	60
Geometry Grp	1	1	1	1
Degree of Util (X)	0.368	0.544	0.653	0.109
Departure Headway (Hd)	5.804	5.383	5.41	6.549
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	616	666	665	543
Service Time	3.874	3.444	3.467	4.642
HCM Lane V/C Ratio	0.37	0.547	0.654	0.11
HCM Control Delay, s/veh	12.3	14.7	18.2	10.5
HCM Lane LOS	B	B	C	B
HCM 95th-tile Q	1.7	3.3	4.8	0.4



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	45	125	35	115	225	85	20	125	105	165	140	55
Future Volume (vph)	45	125	35	115	225	85	20	125	105	165	140	55
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	0		0	0		0	0		0	0		255
Storage Lanes	0		0	0		0	0		0	0		1
Taper Length (ft)	100			100			100			100		
Link Speed (mph)		30			30			35			35	
Link Distance (ft)		1254			421			1037			605	
Travel Time (s)		28.5			9.6			20.2			11.8	
Confl. Peds. (#/hr)				205								
Confl. Bikes (#/hr)												
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	5%	5%	5%	3%	3%	3%	3%	3%	3%	1%	1%	1%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	220	0	0	457	0	0	269	0	0	328	59
Sign Control		Stop			Stop			Stop			Stop	

Intersection Summary	
Area Type:	Other
Control Type: Unsignalized	



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Sign Control		Stop			Stop			Stop			Stop	
Traffic Volume (vph)	45	125	35	115	225	85	20	125	105	165	140	55
Future Volume (vph)	45	125	35	115	225	85	20	125	105	165	140	55
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Hourly flow rate (vph)	48	134	38	124	242	91	22	134	113	177	151	59

Direction, Lane #	EB 1	EB 2	WB 1	WB 2	NB 1	SB 1	SB 2
Volume Total (vph)	115	105	245	212	269	328	59
Volume Left (vph)	48	0	124	0	22	177	0
Volume Right (vph)	0	38	0	91	113	0	59
Hadj (s)	0.29	-0.17	0.30	-0.25	-0.18	0.29	-0.68
Departure Headway (s)	8.1	7.6	7.6	7.0	7.2	7.5	6.5
Degree Utilization, x	0.26	0.22	0.52	0.41	0.54	0.69	0.11
Capacity (veh/h)	410	434	454	489	471	454	522
Control Delay (s/veh)	12.7	11.5	17.3	13.7	18.2	24.2	9.1
Approach Delay (s/veh)	12.1		15.6		18.2	21.9	
Approach LOS	B		C		C	C	

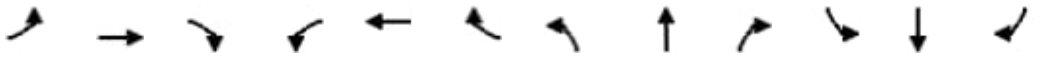
Intersection Summary				
Delay	17.4			
Level of Service	C			
Intersection Capacity Utilization	62.1%	ICU Level of Service	B	
Analysis Period (min)	15			

Intersection	
Intersection Delay, s/veh	19
Intersection LOS	C

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	45	125	35	115	225	85	20	125	105	165	140	55
Future Vol, veh/h	45	125	35	115	225	85	20	125	105	165	140	55
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Heavy Vehicles, %	5	5	5	3	3	3	3	3	3	1	1	1
Mvmt Flow	48	134	38	124	242	91	22	134	113	177	151	59
Number of Lanes	0	2	0	0	2	0	0	1	0	0	1	1

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	2	2	2	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	2	1	2	2
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	2	2	2
HCM Control Delay, s/veh	13.4	17	19.7	23.9
HCM LOS	B	C	C	C

Lane	NBLn1	EBLn1	EBLn2	WBLn1	WBLn2	SBLn1	SBLn2
Vol Left, %	8%	42%	0%	51%	0%	54%	0%
Vol Thru, %	50%	58%	64%	49%	57%	46%	0%
Vol Right, %	42%	0%	36%	0%	43%	0%	100%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	250	108	98	228	198	305	55
LT Vol	20	45	0	115	0	165	0
Through Vol	125	63	63	113	113	140	0
RT Vol	105	0	35	0	85	0	55
Lane Flow Rate	269	116	105	245	212	328	59
Geometry Grp	4b	5	5	5	5	5	5
Degree of Util (X)	0.559	0.263	0.225	0.524	0.422	0.698	0.11
Departure Headway (Hd)	7.483	8.203	7.727	7.716	7.146	7.662	6.667
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Cap	481	437	462	467	501	472	536
Service Time	5.553	5.982	5.505	5.485	4.915	5.426	4.431
HCM Lane V/C Ratio	0.559	0.265	0.227	0.525	0.423	0.695	0.11
HCM Control Delay, s/veh	19.7	13.9	12.8	18.7	15.1	26.4	10.3
HCM Lane LOS	C	B	B	C	C	D	B
HCM 95th-tile Q	3.4	1	0.9	3	2.1	5.3	0.4

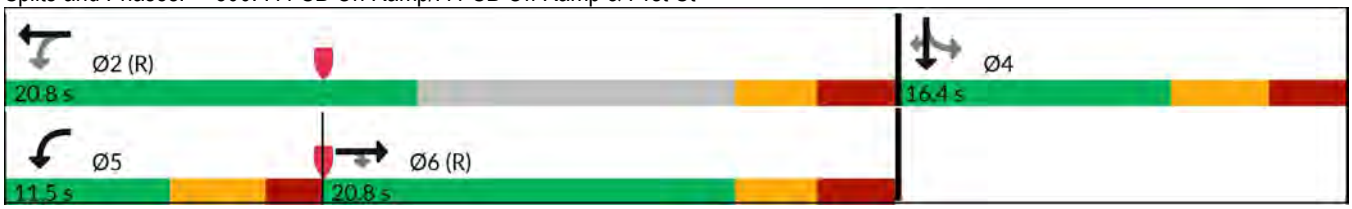


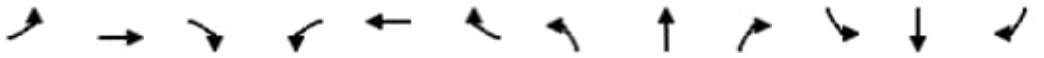
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	250	145	25	200	0	0	0	0	175	395	59
Future Volume (vph)	0	250	145	25	200	0	0	0	0	175	395	59
Ideal Flow (vphpl)	1770	1770	1750	1770	1770	1770	1900	1900	1900	1905	1905	1750
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	0		120	0		0	0		0	255		255
Storage Lanes	0		1	1		0	0		0	1		1
Taper Length (ft)	100			100			100			100		
Right Turn on Red			Yes			Yes			Yes			Yes
Link Speed (mph)		30			30			35			45	
Link Distance (ft)		421			258			763			621	
Travel Time (s)		9.6			5.9			14.9			9.4	
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Growth Factor	100%	100%	75%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Shared Lane Traffic (%)										10%		
Lane Group Flow (vph)	0	266	116	27	213	0	0	0	0	167	439	63
Turn Type		NA	Perm	pm+pt	NA					Perm	NA	Perm
Protected Phases		6		5	2						4	
Permitted Phases			6	2						4		4
Detector Phase		6	6	5	2					4	4	4
Switch Phase												
Minimum Initial (s)		15.0	15.0	6.0	15.0					10.0	10.0	10.0
Minimum Split (s)		20.8	20.8	11.5	20.8					16.4	16.4	16.4
Total Split (s)		20.8	20.8	11.5	20.8					16.4	16.4	16.4
Total Split (%)		42.7%	42.7%	23.6%	42.7%					33.7%	33.7%	33.7%
Maximum Green (s)		15.0	15.0	6.0	15.0					10.0	10.0	10.0
Yellow Time (s)		3.0	3.0	3.5	3.0					3.6	3.6	3.6
All-Red Time (s)		2.8	2.8	2.0	2.8					2.8	2.8	2.8
Lost Time Adjust (s)		0.0	0.0	0.0	0.0					0.0	0.0	0.0
Total Lost Time (s)		5.8	5.8	5.5	5.8					6.4	6.4	6.4
Lead/Lag		Lag	Lag	Lead								
Lead-Lag Optimize?		Yes	Yes	Yes								
Vehicle Extension (s)		4.9	4.9	1.5	4.9					1.5	1.5	1.5
Minimum Gap (s)		2.0	2.0	1.5	2.0					1.5	1.5	1.5
Time Before Reduce (s)		18.0	18.0	20.0	18.0					30.0	30.0	30.0
Time To Reduce (s)		22.0	22.0	0.0	22.0					0.0	0.0	0.0
Recall Mode		C-Max	C-Max	None	C-Max					None	None	None
Walk Time (s)												
Flash Don't Walk (s)												
Pedestrian Calls (#/hr)												
v/c Ratio		0.16	0.14	0.05	0.12					0.50	0.63	0.14
Control Delay (s/veh)		8.4	1.1	5.3	5.6					23.3	22.3	0.7

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Queue Delay		0.0	0.0	0.0	0.0					0.0	0.0	0.0
Total Delay (s/veh)		8.4	1.1	5.3	5.6					23.3	22.3	0.7
Queue Length 50th (ft)		17	0	3	13					46	63	0
Queue Length 95th (ft)		52	8	11	25					97	102	0
Internal Link Dist (ft)		341			178			683			541	
Turn Bay Length (ft)			120							255		255
Base Capacity (vph)		1638	824	543	1794					331	696	447
Starvation Cap Reductn		0	0	0	0					0	0	0
Spillback Cap Reductn		0	0	0	0					0	0	0
Storage Cap Reductn		0	0	0	0					0	0	0
Reduced v/c Ratio		0.16	0.14	0.05	0.12					0.50	0.63	0.14

Intersection Summary	
Area Type:	Other
Cycle Length: 48.7	
Actuated Cycle Length: 48.7	
Offset: 11.5 (24%), Referenced to phase 2:WBTL and 6:EBT, Start of Green	
Natural Cycle: 50	
Control Type: Actuated-Coordinated	

Splits and Phases: 800: I41 SB On Ramp/I41 SB Off Ramp & 71st St





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	250	145	25	200	0	0	0	0	175	395	59
Future Volume (veh/h)	0	250	145	25	200	0	0	0	0	175	395	59
Initial Q (Qb), veh	0	0	0	0	0	0				0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	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
Work Zone On Approach		No			No						No	
Adj Sat Flow, veh/h/ln	0	1742	1723	1742	1742	0				1875	1875	1723
Adj Flow Rate, veh/h	0	266	116	27	213	0				186	420	63
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94				0.94	0.94	0.94
Percent Heavy Veh, %	0	2	2	2	2	0				2	2	2
Cap, veh/h	0	1314	580	531	1811	0				364	765	298
Arrive On Green	0.00	0.40	0.40	0.04	0.55	0.00				0.20	0.20	0.20
Sat Flow, veh/h	0	3398	1460	1659	3398	0				1786	3751	1460
Grp Volume(v), veh/h	0	266	116	27	213	0				186	420	63
Grp Sat Flow(s),veh/h/ln	0	1655	1460	1659	1655	0				1786	1875	1460
Q Serve(g_s), s	0.0	2.6	2.6	0.4	1.5	0.0				4.5	4.9	1.8
Cycle Q Clear(g_c), s	0.0	2.6	2.6	0.4	1.5	0.0				4.5	4.9	1.8
Prop In Lane	0.00		1.00	1.00		0.00				1.00		1.00
Lane Grp Cap(c), veh/h	0	1314	580	531	1811	0				364	765	298
V/C Ratio(X)	0.00	0.20	0.20	0.05	0.12	0.00				0.51	0.55	0.21
Avail Cap(c_a), veh/h	0	1314	580	671	1811	0				364	765	298
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Upstream Filter(I)	0.00	1.00	1.00	0.99	0.99	0.00				1.00	1.00	1.00
Uniform Delay (d), s/veh	0.0	9.7	9.7	7.1	5.4	0.0				17.3	17.5	16.2
Incr Delay (d2), s/veh	0.0	0.3	0.8	0.0	0.1	0.0				0.5	0.5	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
%ile BackOfQ(95%),veh/ln	0.0	1.5	1.4	0.2	0.7	0.0				2.8	3.2	2.8
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	0.0	10.0	10.5	7.1	5.5	0.0				17.8	18.0	16.4
LnGrp LOS		B	B	A	A					B	B	B
Approach Vol, veh/h		382			240						669	
Approach Delay, s/veh		10.2			5.7						17.8	
Approach LOS		B			A						B	

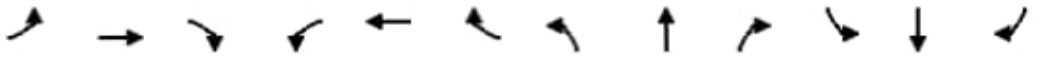
Timer - Assigned Phs	2		4	5	6
Phs Duration (G+Y+Rc), s	32.6		16.4	7.3	25.3
Change Period (Y+Rc), s	5.8		* 6.4	5.5	5.8
Max Green Setting (Gmax), s	15.0		* 10	6.0	15.0
Max Q Clear Time (g_c+I1), s	3.5		6.9	2.4	4.6
Green Ext Time (p_c), s	1.5		0.6	0.0	2.5

Intersection Summary	
HCM 7th Control Delay, s/veh	13.3
HCM 7th LOS	B

Notes

User approved volume balancing among the lanes for turning movement.

* HCM 7th computational engine requires equal clearance times for the phases crossing the barrier.

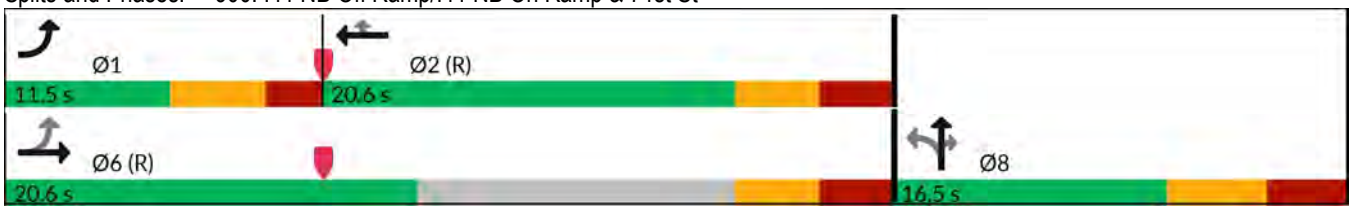


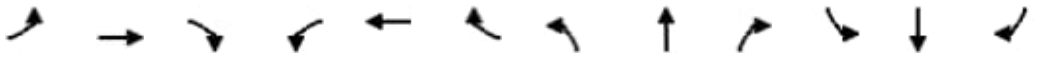
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	155	270	0	0	140	165	85	405	12	0	0	0
Future Volume (vph)	155	270	0	0	140	165	85	405	12	0	0	0
Ideal Flow (vphpl)	1770	1770	1770	1770	1770	1750	1825	1750	1750	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	0		0	0		105	250		250	0		0
Storage Lanes	1		0	0		1	1		1	0		0
Taper Length (ft)	100			100			100			100		
Right Turn on Red			Yes			Yes			Yes			Yes
Link Speed (mph)		30			30			35			45	
Link Distance (ft)		258			595			685			495	
Travel Time (s)		5.9			13.5			13.3			7.5	
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88
Growth Factor	100%	100%	100%	100%	100%	75%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	1%	1%	1%	4%	4%	4%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Shared Lane Traffic (%)							10%					
Lane Group Flow (vph)	176	307	0	0	159	141	87	470	14	0	0	0
Turn Type	pm+pt	NA			NA	Perm	Perm	NA	Perm			
Protected Phases	1	6			2			8				
Permitted Phases	6					2	8		8			
Detector Phase	1	6			2	2	8	8	8			
Switch Phase												
Minimum Initial (s)	6.0	15.0			15.0	15.0	10.0	10.0	10.0			
Minimum Split (s)	11.5	20.6			20.6	20.6	16.5	16.5	16.5			
Total Split (s)	11.5	20.6			20.6	20.6	16.5	16.5	16.5			
Total Split (%)	23.7%	42.4%			42.4%	42.4%	34.0%	34.0%	34.0%			
Maximum Green (s)	6.0	15.0			15.0	15.0	10.0	10.0	10.0			
Yellow Time (s)	3.5	3.0			3.0	3.0	3.6	3.6	3.6			
All-Red Time (s)	2.0	2.6			2.6	2.6	2.9	2.9	2.9			
Lost Time Adjust (s)	0.0	0.0			0.0	0.0	0.0	0.0	0.0			
Total Lost Time (s)	5.5	5.6			5.6	5.6	6.5	6.5	6.5			
Lead/Lag	Lead				Lag	Lag						
Lead-Lag Optimize?	Yes				Yes	Yes						
Vehicle Extension (s)	1.5	4.9			1.9	1.9	1.5	1.5	1.5			
Minimum Gap (s)	1.5	2.0			2.0	2.0	1.5	1.5	1.5			
Time Before Reduce (s)	20.0	18.0			18.0	18.0	30.0	30.0	30.0			
Time To Reduce (s)	0.0	22.0			22.0	22.0	0.0	0.0	0.0			
Recall Mode	None	C-Max			C-Max	C-Max	None	None	None			
Walk Time (s)												
Flash Don't Walk (s)												
Pedestrian Calls (#/hr)												
v/c Ratio	0.31	0.17			0.13	0.22	0.28	0.75	0.03			
Control Delay (s/veh)	7.3	5.9			12.5	2.0	19.1	27.7	0.2			

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Queue Delay	0.0	0.0			0.0	0.0	0.0	0.0	0.0			
Total Delay (s/veh)	7.3	5.9			12.5	2.0	19.1	27.7	0.2			
Queue Length 50th (ft)	22	20			16	0	23	69	0			
Queue Length 95th (ft)	44	33			32	14	54	#125	0			
Internal Link Dist (ft)		178			515			605			415	
Turn Bay Length (ft)						105	250		250			
Base Capacity (vph)	560	1797			1185	654	312	629	438			
Starvation Cap Reductn	0	0			0	0	0	0	0			
Spillback Cap Reductn	0	0			0	0	0	0	0			
Storage Cap Reductn	0	0			0	0	0	0	0			
Reduced v/c Ratio	0.31	0.17			0.13	0.22	0.28	0.75	0.03			

Intersection Summary	
Area Type:	Other
Cycle Length: 48.6	
Actuated Cycle Length: 48.6	
Offset: 11.5 (24%), Referenced to phase 2:WBT and 6:EBTL, Start of Green	
Natural Cycle: 50	
Control Type: Actuated-Coordinated	
# 95th percentile volume exceeds capacity, queue may be longer.	
Queue shown is maximum after two cycles.	

Splits and Phases: 900: I41 NB Off Ramp/I41 NB On Ramp & 71st St





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	155	270	0	0	140	165	85	405	12	0	0	0
Future Volume (veh/h)	155	270	0	0	140	165	85	405	12	0	0	0
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0			
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Ped-Bike Adj(A_pbT)	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			
Work Zone On Approach		No			No			No				
Adj Sat Flow, veh/h/ln	1742	1742	0	0	1756	1736	1768	1695	1695			
Adj Flow Rate, veh/h	176	307	0	0	159	141	97	460	14			
Peak Hour Factor	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88			
Percent Heavy Veh, %	2	2	0	0	1	1	4	4	4			
Cap, veh/h	625	1818	0	0	1086	479	344	692	293			
Arrive On Green	0.22	1.00	0.00	0.00	0.33	0.33	0.20	0.20	0.20			
Sat Flow, veh/h	1659	3398	0	0	3425	1471	1684	3391	1437			
Grp Volume(v), veh/h	176	307	0	0	159	141	97	460	14			
Grp Sat Flow(s),veh/h/ln	1659	1655	0	0	1668	1471	1684	1695	1437			
Q Serve(g_s), s	3.0	0.0	0.0	0.0	1.7	3.5	2.4	6.1	0.4			
Cycle Q Clear(g_c), s	3.0	0.0	0.0	0.0	1.7	3.5	2.4	6.1	0.4			
Prop In Lane	1.00		0.00	0.00		1.00	1.00		1.00			
Lane Grp Cap(c), veh/h	625	1818	0	0	1086	479	344	692	293			
V/C Ratio(X)	0.28	0.17	0.00	0.00	0.15	0.29	0.28	0.67	0.05			
Avail Cap(c_a), veh/h	643	1818	0	0	1086	479	344	692	293			
HCM Platoon Ratio	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Upstream Filter(I)	0.97	0.97	0.00	0.00	1.00	1.00	1.00	1.00	1.00			
Uniform Delay (d), s/veh	6.7	0.0	0.0	0.0	11.7	12.3	16.5	18.0	15.7			
Incr Delay (d2), s/veh	0.1	0.2	0.0	0.0	0.3	1.6	0.2	2.0	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			
%ile BackOfQ(95%),veh/ln	1.3	0.1	0.0	0.0	1.0	2.1	1.5	4.0	0.2			
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	6.8	0.2	0.0	0.0	12.0	13.9	16.6	19.9	15.7			
LnGrp LOS	A	A			B	B	B	B	B			
Approach Vol, veh/h		483			300			571				
Approach Delay, s/veh		2.6			12.9			19.3				
Approach LOS		A			B			B				
Timer - Assigned Phs	1	2				6		8				
Phs Duration (G+Y+Rc), s	11.0	21.6				32.5		16.5				
Change Period (Y+Rc), s	5.5	5.6				5.6		6.5				
Max Green Setting (Gmax), s	6.0	15.0				15.0		10.0				
Max Q Clear Time (g_c+I1), s	5.0	5.5				2.0		8.1				
Green Ext Time (p_c), s	0.0	0.6				2.6		0.4				

Intersection Summary	
HCM 7th Control Delay, s/veh	11.9
HCM 7th LOS	B

Notes

User approved volume balancing among the lanes for turning movement.



Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	55	15	235	70	65	100
Future Volume (vph)	55	15	235	70	65	100
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12
Grade (%)	0%			0%	0%	
Storage Length (ft)		0	0		0	0
Storage Lanes		0	0		1	1
Taper Length (ft)			100		100	
Link Speed (mph)	30			30	30	
Link Distance (ft)	787			1254	1020	
Travel Time (s)	17.9			28.5	23.2	
Confl. Peds. (#/hr)						
Confl. Bikes (#/hr)						
Peak Hour Factor	0.83	0.83	0.83	0.83	0.83	0.83
Growth Factor	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	1%	1%	1%	1%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0
Parking (#/hr)						
Mid-Block Traffic (%)	0%			0%	0%	
Shared Lane Traffic (%)						
Lane Group Flow (vph)	84	0	0	367	78	120
Sign Control	Stop			Stop	Stop	

Intersection Summary	
Area Type:	Other
Control Type: Unsignalized	



Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Sign Control	Stop			Stop	Stop	
Traffic Volume (vph)	55	15	235	70	65	100
Future Volume (vph)	55	15	235	70	65	100
Peak Hour Factor	0.83	0.83	0.83	0.83	0.83	0.83
Hourly flow rate (vph)	66	18	283	84	78	120

Direction, Lane #	EB 1	EB 2	WB 1	WB 2	NB 1	NB 2
Volume Total (vph)	44	40	311	56	78	120
Volume Left (vph)	0	0	283	0	78	0
Volume Right (vph)	0	18	0	0	0	120
Hadj (s)	0.02	-0.30	0.47	0.02	0.53	-0.67
Departure Headway (s)	5.5	5.2	5.6	5.2	6.2	5.0
Degree Utilization, x	0.07	0.06	0.48	0.08	0.13	0.17
Capacity (veh/h)	620	662	623	672	549	674
Control Delay (s/veh)	7.7	7.3	12.6	7.4	8.9	7.8
Approach Delay (s/veh)	7.5		11.8		8.2	
Approach LOS	A		B		A	

Intersection Summary				
Delay	10.1			
Level of Service	B			
Intersection Capacity Utilization	30.0%	ICU Level of Service	A	
Analysis Period (min)	15			

Intersection	
Intersection Delay, s/veh	11.1
Intersection LOS	B

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	55	15	235	70	65	100
Future Vol, veh/h	55	15	235	70	65	100
Peak Hour Factor	0.83	0.83	0.83	0.83	0.83	0.83
Heavy Vehicles, %	1	1	1	1	2	2
Mvmt Flow	66	18	283	84	78	120
Number of Lanes	2	0	0	2	1	1

Approach	EB	WB	NB
Opposing Approach	WB	EB	
Opposing Lanes	2	2	0
Conflicting Approach Left		NB	EB
Conflicting Lanes Left	0	2	2
Conflicting Approach Right	NB		WB
Conflicting Lanes Right	2	0	2
HCM Control Delay, s/veh	8.4	12.7	9.2
HCM LOS	A	B	A

Lane	NBLn1	NBLn2	EBLn1	EBLn2	WBLn1	WBLn2
Vol Left, %	100%	0%	0%	0%	91%	0%
Vol Thru, %	0%	0%	100%	55%	9%	100%
Vol Right, %	0%	100%	0%	45%	0%	0%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	65	100	37	33	258	47
LT Vol	65	0	0	0	235	0
Through Vol	0	0	37	18	23	47
RT Vol	0	100	0	15	0	0
Lane Flow Rate	78	120	44	40	311	56
Geometry Grp	5	5	5	5	5	5
Degree of Util (X)	0.135	0.167	0.067	0.057	0.483	0.08
Departure Headway (Hd)	6.207	5.001	5.438	5.12	5.584	5.127
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes
Cap	576	714	655	695	644	697
Service Time	3.958	2.752	3.202	2.884	3.334	2.876
HCM Lane V/C Ratio	0.135	0.168	0.067	0.058	0.483	0.08
HCM Control Delay, s/veh	9.9	8.8	8.6	8.2	13.5	8.3
HCM Lane LOS	A	A	A	A	B	A
HCM 95th-tile Q	0.5	0.6	0.2	0.2	2.6	0.3

Alternative C

Non-Gaming



Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	205	90	70	200	220	75
Future Volume (vph)	205	90	70	200	220	75
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12
Grade (%)	0%		0%			0%
Storage Length (ft)	0	0		0	300	
Storage Lanes	1	1		0	1	
Taper Length (ft)	100				100	
Link Speed (mph)	45		35			35
Link Distance (ft)	795		765			579
Travel Time (s)	12.0		14.9			11.3
Confl. Peds. (#/hr)						
Confl. Bikes (#/hr)						
Peak Hour Factor	0.85	0.85	0.85	0.85	0.85	0.85
Growth Factor	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	8%	8%	9%	9%	9%	9%
Bus Blockages (#/hr)	0	0	0	0	0	0
Parking (#/hr)						
Mid-Block Traffic (%)	0%		0%			0%
Shared Lane Traffic (%)						
Lane Group Flow (vph)	241	106	317	0	259	88
Sign Control	Stop		Stop			Stop

Intersection Summary	
Area Type:	Other
Control Type: Unsignalized	



Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Sign Control	Stop		Stop			Stop
Traffic Volume (vph)	205	90	70	200	220	75
Future Volume (vph)	205	90	70	200	220	75
Peak Hour Factor	0.85	0.85	0.85	0.85	0.85	0.85
Hourly flow rate (vph)	241	106	82	235	259	88

Direction, Lane #	WB 1	WB 2	NB 1	SB 1	SB 2
Volume Total (vph)	241	106	317	259	88
Volume Left (vph)	241	0	0	259	0
Volume Right (vph)	0	106	235	0	0
Hadj (s)	0.64	-0.56	-0.29	0.65	0.15
Departure Headway (s)	7.0	5.8	5.7	6.8	6.2
Degree Utilization, x	0.47	0.17	0.50	0.49	0.15
Capacity (veh/h)	490	586	613	515	552
Control Delay (s/veh)	14.8	8.8	14.2	14.8	9.2
Approach Delay (s/veh)	13.0		14.2	13.3	
Approach LOS	B		B	B	

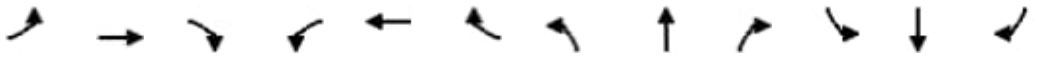
Intersection Summary			
Delay	13.5		
Level of Service	B		
Intersection Capacity Utilization	49.5%	ICU Level of Service	A
Analysis Period (min)	15		

Intersection	
Intersection Delay, s/veh	14.2
Intersection LOS	B

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	205	90	70	200	220	75
Future Vol, veh/h	205	90	70	200	220	75
Peak Hour Factor	0.85	0.85	0.85	0.85	0.85	0.85
Heavy Vehicles, %	8	8	9	9	9	9
Mvmt Flow	241	106	82	235	259	88
Number of Lanes	1	1	1	0	1	1

Approach	WB	NB	SB
Opposing Approach		SB	NB
Opposing Lanes	0	2	1
Conflicting Approach Left	NB		WB
Conflicting Lanes Left	1	0	2
Conflicting Approach Right	SB	WB	
Conflicting Lanes Right	2	2	0
HCM Control Delay, s/veh	14	14.3	14.3
HCM LOS	B	B	B

Lane	NBLn1	WBLn1	WBLn2	SBLn1	SBLn2
Vol Left, %	0%	100%	0%	100%	0%
Vol Thru, %	26%	0%	0%	0%	100%
Vol Right, %	74%	0%	100%	0%	0%
Sign Control	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	270	205	90	220	75
LT Vol	0	205	0	220	0
Through Vol	70	0	0	0	75
RT Vol	200	0	90	0	0
Lane Flow Rate	318	241	106	259	88
Geometry Grp	3b	5	5	5	5
Degree of Util (X)	0.501	0.47	0.171	0.484	0.153
Departure Headway (Hd)	5.676	7.02	5.803	6.738	6.23
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes
Cap	635	514	617	536	575
Service Time	3.717	4.764	3.546	4.482	3.975
HCM Lane V/C Ratio	0.501	0.469	0.172	0.483	0.153
HCM Control Delay, s/veh	14.3	15.9	9.7	15.7	10.1
HCM Lane LOS	B	C	A	C	B
HCM 95th-tile Q	2.8	2.5	0.6	2.6	0.5



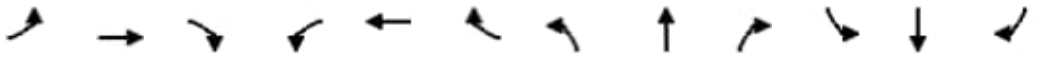
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	185	235	455	200	0	0	0	0	400	5	25
Future Volume (vph)	0	185	235	455	200	0	0	0	0	400	5	25
Ideal Flow (vphpl)	1900	1905	1750	1905	1905	1900	1900	1900	1900	1885	1885	1750
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	315		265	0		0	0		0	410		410
Storage Lanes	1		1	2		0	0		0	1		1
Taper Length (ft)	100			100			100			100		
Right Turn on Red			Yes			Yes			Yes			Yes
Link Speed (mph)		45			45			45			45	
Link Distance (ft)		795			359			754			1011	
Travel Time (s)		12.0			5.4			11.4			15.3	
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87
Growth Factor	100%	100%	75%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	7%	7%	7%	8%	8%	8%	1%	1%	1%	5%	5%	5%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Shared Lane Traffic (%)										49%		
Lane Group Flow (vph)	0	213	203	523	230	0	0	0	0	235	231	29
Turn Type		NA	Perm	Prot	NA					Perm	NA	Perm
Protected Phases		6		5	2						4	
Permitted Phases			6							4		4
Detector Phase		6	6	5	2					4	4	4
Switch Phase												
Minimum Initial (s)		10.0	10.0	8.0	10.0					10.0	10.0	10.0
Minimum Split (s)		16.6	16.6	13.7	16.6					17.2	17.2	17.2
Total Split (s)		16.6	16.6	13.7	16.6					17.2	17.2	17.2
Total Split (%)		34.9%	34.9%	28.8%	34.9%					36.2%	36.2%	36.2%
Maximum Green (s)		10.0	10.0	8.0	10.0					10.0	10.0	10.0
Yellow Time (s)		4.3	4.3	3.5	4.3					3.6	3.6	3.6
All-Red Time (s)		2.3	2.3	2.2	2.3					3.6	3.6	3.6
Lost Time Adjust (s)		0.0	0.0	0.0	0.0					0.0	0.0	0.0
Total Lost Time (s)		6.6	6.6	5.7	6.6					7.2	7.2	7.2
Lead/Lag		Lag	Lag	Lead								
Lead-Lag Optimize?		Yes	Yes	Yes								
Vehicle Extension (s)		3.0	3.0	3.0	3.9					1.5	1.5	1.5
Minimum Gap (s)		2.0	2.0	1.5	2.0					1.5	1.5	1.5
Time Before Reduce (s)		20.0	20.0	25.0	26.0					30.0	30.0	30.0
Time To Reduce (s)		20.0	20.0	0.0	14.0					0.0	0.0	0.0
Recall Mode		C-Max	C-Max	None	C-Max					None	None	None
Walk Time (s)												
Flash Don't Walk (s)												
Pedestrian Calls (#/hr)												
v/c Ratio		0.21	0.43	0.96	0.14					0.69	0.68	0.06
Control Delay (s/veh)		16.1	5.7	53.2	6.7					30.9	30.1	0.2

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Queue Delay		0.0	0.0	0.0	0.0					0.0	0.0	0.0
Total Delay (s/veh)		16.1	5.7	53.2	6.7					30.9	30.1	0.2
Queue Length 50th (ft)		17	0	74	16					63	62	0
Queue Length 95th (ft)		31	31	#145	28					#143	#140	0
Internal Link Dist (ft)		715			279			674			931	
Turn Bay Length (ft)			265							410		410
Base Capacity (vph)		1023	471	547	1671					341	342	467
Starvation Cap Reductn		0	0	0	0					0	0	0
Spillback Cap Reductn		0	0	0	0					0	0	0
Storage Cap Reductn		0	0	0	0					0	0	0
Reduced v/c Ratio		0.21	0.43	0.96	0.14					0.69	0.68	0.06

Intersection Summary	
Area Type:	Other
Cycle Length: 47.5	
Actuated Cycle Length: 47.5	
Offset: 22.5 (47%), Referenced to phase 2:WBT and 6:EBT, Start of Green	
Natural Cycle: 60	
Control Type: Actuated-Coordinated	
# 95th percentile volume exceeds capacity, queue may be longer.	
Queue shown is maximum after two cycles.	

Splits and Phases: 200: I41 SB On Ramp/I41 SB Off Ramp & STH 158





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	185	235	455	200	0	0	0	0	400	5	25
Future Volume (veh/h)	0	185	235	455	200	0	0	0	0	400	5	25
Initial Q (Qb), veh	0	0	0	0	0	0				0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	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
Work Zone On Approach		No			No						No	
Adj Sat Flow, veh/h/ln	0	1801	1654	1786	1786	0				1811	1811	1682
Adj Flow Rate, veh/h	0	213	203	523	230	0				464	0	29
Peak Hour Factor	0.87	0.87	0.87	0.87	0.87	0.87				0.87	0.87	0.87
Percent Heavy Veh, %	0	7	7	8	8	0				5	5	5
Cap, veh/h	0	1077	307	550	1712	0				718	0	297
Arrive On Green	0.00	0.22	0.22	0.17	0.50	0.00				0.21	0.00	0.21
Sat Flow, veh/h	0	5079	1402	3300	3483	0				3450	0	1425
Grp Volume(v), veh/h	0	213	203	523	230	0				464	0	29
Grp Sat Flow(s),veh/h/ln	0	1639	1402	1650	1697	0				1725	0	1425
Q Serve(g_s), s	0.0	1.7	6.3	7.5	1.7	0.0				5.9	0.0	0.8
Cycle Q Clear(g_c), s	0.0	1.7	6.3	7.5	1.7	0.0				5.9	0.0	0.8
Prop In Lane	0.00		1.00	1.00		0.00				1.00		1.00
Lane Grp Cap(c), veh/h	0	1077	307	550	1712	0				718	0	297
V/C Ratio(X)	0.00	0.20	0.66	0.95	0.13	0.00				0.65	0.00	0.10
Avail Cap(c_a), veh/h	0	1077	307	550	1712	0				719	0	297
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Upstream Filter(I)	0.00	1.00	1.00	0.98	0.98	0.00				1.00	0.00	1.00
Uniform Delay (d), s/veh	0.0	15.3	17.1	19.8	6.3	0.0				17.4	0.0	15.4
Incr Delay (d2), s/veh	0.0	0.4	10.7	26.2	0.2	0.0				1.6	0.0	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
%ile BackOfQ(95%),veh/ln	0.0	1.0	4.6	7.7	0.7	0.0				3.7	0.0	1.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	0.0	15.7	27.8	46.0	6.5	0.0				19.0	0.0	15.4
LnGrp LOS		B	C	D	A					B		B
Approach Vol, veh/h		416			753						493	
Approach Delay, s/veh		21.6			33.9						18.8	
Approach LOS		C			C						B	

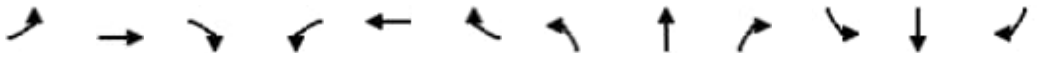
Timer - Assigned Phs	2		4	5	6
Phs Duration (G+Y+Rc), s	30.8		17.2	13.7	17.1
Change Period (Y+Rc), s	* 6.6		7.2	5.7	* 6.6
Max Green Setting (Gmax), s	* 10		10.0	8.0	* 10
Max Q Clear Time (g_c+I1), s	3.7		7.9	9.5	8.3
Green Ext Time (p_c), s	0.8		0.2	0.0	0.3

Intersection Summary	
HCM 7th Control Delay, s/veh	26.4
HCM 7th LOS	C

Notes

User approved volume balancing among the lanes for turning movement.

* HCM 7th computational engine requires equal clearance times for the phases crossing the barrier.

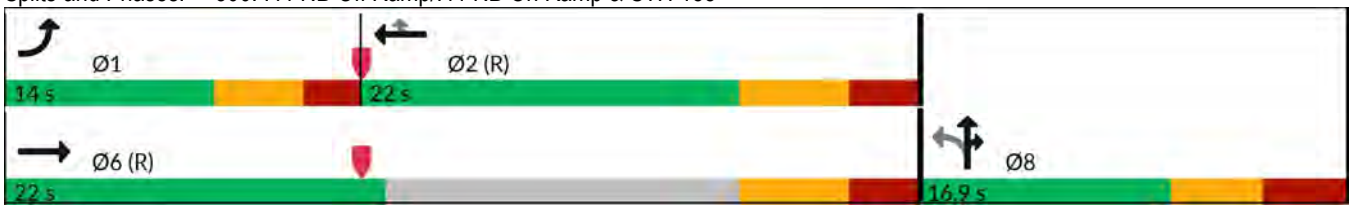


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	90	495	0	0	575	405	80	5	181	0	0	0
Future Volume (vph)	90	495	0	0	575	405	80	5	181	0	0	0
Ideal Flow (vphpl)	1905	1905	1900	1900	1915	1750	1885	1885	1750	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	225		0	135		0	400		400	0		0
Storage Lanes	1		0	1		1	1		1	0		0
Taper Length (ft)	100			100			100			100		
Right Turn on Red			Yes			Yes			Yes			Yes
Link Speed (mph)		45			45			45			45	
Link Distance (ft)		359			360			1103			1212	
Travel Time (s)		5.4			5.5			16.7			18.4	
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Growth Factor	100%	100%	100%	100%	100%	75%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	4%	4%	4%	5%	5%	5%	14%	14%	14%	1%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Shared Lane Traffic (%)												
Lane Group Flow (vph)	99	544	0	0	632	334	0	93	199	0	0	0
Turn Type	Prot	NA			NA	Perm	Perm	NA	Prot			
Protected Phases	1	6			2			8	8			
Permitted Phases						2	8					
Detector Phase	1	6			2	2	8	8	8			
Switch Phase												
Minimum Initial (s)	8.0	15.0			15.0	15.0	10.0	10.0	10.0			
Minimum Split (s)	13.7	22.0			22.0	22.0	16.9	16.9	16.9			
Total Split (s)	14.0	22.0			22.0	22.0	16.9	16.9	16.9			
Total Split (%)	26.5%	41.6%			41.6%	41.6%	31.9%	31.9%	31.9%			
Maximum Green (s)	8.3	15.0			15.0	15.0	10.0	10.0	10.0			
Yellow Time (s)	3.5	4.3			4.3	4.3	3.6	3.6	3.6			
All-Red Time (s)	2.2	2.7			2.7	2.7	3.3	3.3	3.3			
Lost Time Adjust (s)	0.0	0.0			0.0	0.0		0.0	0.0			
Total Lost Time (s)	5.7	7.0			7.0	7.0		6.9	6.9			
Lead/Lag	Lead				Lag	Lag						
Lead-Lag Optimize?	Yes				Yes	Yes						
Vehicle Extension (s)	1.5	4.3			0.2	0.2	1.5	1.5	1.5			
Minimum Gap (s)	1.5	2.0			2.0	2.0	1.5	1.5	1.5			
Time Before Reduce (s)	25.0	26.0			28.0	28.0	30.0	30.0	30.0			
Time To Reduce (s)	0.0	14.0			12.0	12.0	0.0	0.0	0.0			
Recall Mode	None	C-Max			C-Max	C-Max	None	None	None			
Walk Time (s)												
Flash Don't Walk (s)												
Pedestrian Calls (#/hr)												
v/c Ratio	0.19	0.24			0.23	0.42		0.31	0.33			
Control Delay (s/veh)	20.8	6.1			13.6	4.2		21.8	5.4			

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Queue Delay	0.0	0.0			0.0	0.0		0.0	0.0			
Total Delay (s/veh)	20.8	6.1			13.6	4.2		21.8	5.4			
Queue Length 50th (ft)	14	42			44	0		25	0			
Queue Length 95th (ft)	31	65			65	48		59	23			
Internal Link Dist (ft)		279			280			1023			1132	
Turn Bay Length (ft)	225								400			
Base Capacity (vph)	529	2222			2706	801		298	596			
Starvation Cap Reductn	0	0			0	0		0	0			
Spillback Cap Reductn	0	0			0	0		0	0			
Storage Cap Reductn	0	0			0	0		0	0			
Reduced v/c Ratio	0.19	0.24			0.23	0.42		0.31	0.33			

Intersection Summary	
Area Type:	Other
Cycle Length: 52.9	
Actuated Cycle Length: 52.9	
Offset: 38.5 (73%), Referenced to phase 2:WBT and 6:EBT, Start of Green	
Natural Cycle: 55	
Control Type: Actuated-Coordinated	

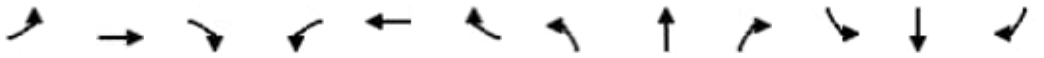
Splits and Phases: 300: I41 NB Off Ramp/I41 NB On Ramp & STH 158



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	90	495	0	0	575	405	80	5	181	0	0	0
Future Volume (veh/h)	90	495	0	0	575	405	80	5	181	0	0	0
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0			
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Ped-Bike Adj(A_pbT)	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			
Work Zone On Approach		No			No			No				
Adj Sat Flow, veh/h/ln	1846	1846	0	0	1840	1682	1679	1679	1559			
Adj Flow Rate, veh/h	99	544	0	0	632	334	88	5	199			
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91			
Percent Heavy Veh, %	4	4	0	0	5	5	14	14	14			
Cap, veh/h	395	1934	0	0	2078	468	282	16	433			
Arrive On Green	0.12	0.55	0.00	0.00	0.33	0.33	0.19	0.19	0.19			
Sat Flow, veh/h	3410	3599	0	0	6588	1425	1517	86	2325			
Grp Volume(v), veh/h	99	544	0	0	632	334	93	0	199			
Grp Sat Flow(s),veh/h/ln	1705	1753	0	0	1583	1425	1603	0	1163			
Q Serve(g_s), s	1.4	4.4	0.0	0.0	3.9	10.9	2.7	0.0	4.0			
Cycle Q Clear(g_c), s	1.4	4.4	0.0	0.0	3.9	10.9	2.7	0.0	4.0			
Prop In Lane	1.00		0.00	0.00		1.00	0.95		1.00			
Lane Grp Cap(c), veh/h	395	1934	0	0	2078	468	298	0	433			
V/C Ratio(X)	0.25	0.28	0.00	0.00	0.30	0.71	0.31	0.00	0.46			
Avail Cap(c_a), veh/h	534	1934	0	0	2078	468	303	0	439			
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Upstream Filter(I)	0.89	0.89	0.00	0.00	0.97	0.97	1.00	0.00	1.00			
Uniform Delay (d), s/veh	21.3	6.3	0.0	0.0	13.3	15.6	18.6	0.0	19.2			
Incr Delay (d2), s/veh	0.1	0.3	0.0	0.0	0.4	8.7	0.2	0.0	0.3			
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0			
%ile BackOfQ(95%),veh/ln	0.9	1.9	0.0	0.0	2.1	7.0	1.5	0.0	1.7			
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	21.4	6.6	0.0	0.0	13.7	24.3	18.9	0.0	19.5			
LnGrp LOS	C	A			B	C	B		B			
Approach Vol, veh/h		643			966			292				
Approach Delay, s/veh		8.9			17.3			19.3				
Approach LOS		A			B			B				

Timer - Assigned Phs	1	2				6		8				
Phs Duration (G+Y+Rc), s	11.8	24.4				36.2		16.8				
Change Period (Y+Rc), s	5.7	7.0				7.0		6.9				
Max Green Setting (Gmax), s	8.3	15.0				15.0		10.0				
Max Q Clear Time (g_c+I1), s	3.4	12.9				6.4		6.0				
Green Ext Time (p_c), s	0.0	0.3				3.0		0.2				

Intersection Summary												
HCM 7th Control Delay, s/veh			14.8									
HCM 7th LOS			B									

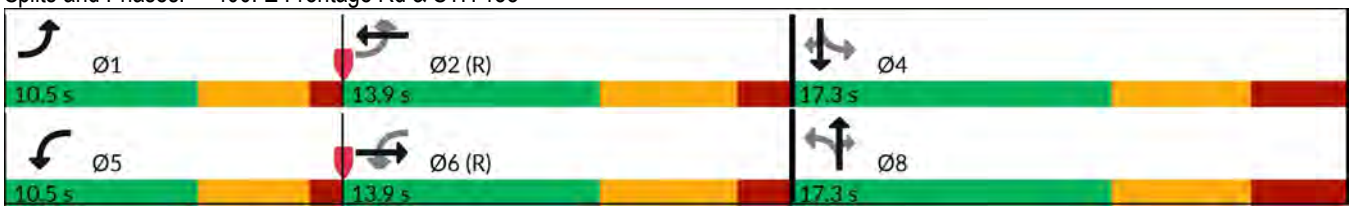


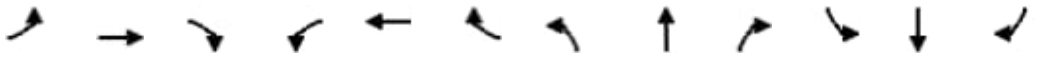
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	50	785	45	45	930	40	15	30	35	45	45	35
Future Volume (vph)	50	785	45	45	930	40	15	30	35	45	45	35
Ideal Flow (vphpl)	1915	1915	1750	1925	1925	1750	1750	1750	1750	1750	1750	1750
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	245		115	500		90	0		190	0		80
Storage Lanes	1		1	2		1	0		1	0		1
Taper Length (ft)	100			100			100			100		
Right Turn on Red			Yes			Yes			Yes			Yes
Link Speed (mph)		45			45			35			35	
Link Distance (ft)		360			1511			1020			592	
Travel Time (s)		5.5			22.9			19.9			11.5	
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Growth Factor	100%	100%	62%	100%	100%	62%	100%	100%	62%	100%	100%	62%
Heavy Vehicles (%)	7%	7%	7%	5%	5%	5%	3%	3%	3%	6%	6%	6%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Shared Lane Traffic (%)												
Lane Group Flow (vph)	53	835	30	48	989	26	0	48	23	0	96	23
Turn Type	D.P+P	NA	Perm	D.P+P	NA	Perm	Perm	NA	Perm	Perm	NA	Perm
Protected Phases	1	6		5	2			8			4	
Permitted Phases	2		6	6		2	8		8	4		4
Detector Phase	1	6	6	5	2	2	8	8	8	4	4	4
Switch Phase												
Minimum Initial (s)	6.0	8.0	8.0	6.0	8.0	8.0	10.0	10.0	10.0	10.0	10.0	10.0
Minimum Split (s)	10.5	13.9	13.9	10.5	13.9	13.9	17.3	17.3	17.3	17.3	17.3	17.3
Total Split (s)	10.5	13.9	13.9	10.5	13.9	13.9	17.3	17.3	17.3	17.3	17.3	17.3
Total Split (%)	25.2%	33.3%	33.3%	25.2%	33.3%	33.3%	41.5%	41.5%	41.5%	41.5%	41.5%	41.5%
Maximum Green (s)	6.0	8.0	8.0	6.0	8.0	8.0	10.0	10.0	10.0	10.0	10.0	10.0
Yellow Time (s)	3.5	4.3	4.3	3.5	4.3	4.3	4.3	4.3	4.3	4.3	4.3	4.3
All-Red Time (s)	1.0	1.6	1.6	1.0	1.6	1.6	3.0	3.0	3.0	3.0	3.0	3.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0
Total Lost Time (s)	4.5	5.9	5.9	4.5	5.9	5.9		7.3	7.3		7.3	7.3
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag						
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes						
Vehicle Extension (s)	1.5	3.3	3.3	1.5	3.3	3.3	1.5	1.5	1.5	1.5	1.5	1.5
Minimum Gap (s)	1.5	2.3	2.3	1.5	2.3	2.3	1.5	1.5	1.5	1.5	1.5	1.5
Time Before Reduce (s)	20.0	8.0	8.0	20.0	8.0	8.0	30.0	30.0	30.0	30.0	30.0	30.0
Time To Reduce (s)	0.0	19.0	19.0	0.0	19.0	19.0	0.0	0.0	0.0	0.0	0.0	0.0
Recall Mode	None	C-Max	C-Max	None	C-Max	C-Max	None	None	None	None	None	None
Walk Time (s)												
Flash Don't Walk (s)												
Pedestrian Calls (#/hr)												
v/c Ratio	0.12	0.30	0.03	0.09	0.28	0.03		0.14	0.05		0.30	0.05
Control Delay (s/veh)	6.5	13.4	0.1	6.3	11.5	0.0		13.7	0.2		16.0	0.2

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0
Total Delay (s/veh)	6.5	13.4	0.1	6.3	11.5	0.0		13.7	0.2		16.0	0.2
Queue Length 50th (ft)	6	43	0	5	40	0		9	0		19	0
Queue Length 95th (ft)	18	#130	0	17	#109	0		27	0		47	0
Internal Link Dist (ft)		280			1431			940			512	
Turn Bay Length (ft)	245		115	500		90			190			80
Base Capacity (vph)	457	2763	886	522	3566	901		346	493		323	483
Starvation Cap Reductn	0	0	0	0	0	0		0	0		0	0
Spillback Cap Reductn	0	0	0	0	0	0		0	0		0	0
Storage Cap Reductn	0	0	0	0	0	0		0	0		0	0
Reduced v/c Ratio	0.12	0.30	0.03	0.09	0.28	0.03		0.14	0.05		0.30	0.05

Intersection Summary	
Area Type:	Other
Cycle Length: 41.7	
Actuated Cycle Length: 41.7	
Offset: 0 (0%), Referenced to phase 2:EBWB and 6:EBWB, Start of Green	
Natural Cycle: 45	
Control Type: Actuated-Coordinated	
# 95th percentile volume exceeds capacity, queue may be longer.	
Queue shown is maximum after two cycles.	

Splits and Phases: 400: E Frontage Rd & STH 158

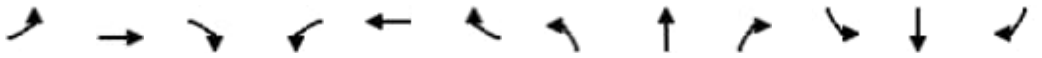




Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	50	785	45	45	930	40	15	30	35	45	45	35
Future Volume (veh/h)	50	785	45	45	930	40	15	30	35	45	45	35
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
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	1810	1810	1654	1850	1850	1682	1709	1709	1709	1668	1668	1668
Adj Flow Rate, veh/h	53	835	30	48	989	26	16	32	23	48	48	23
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Percent Heavy Veh, %	7	7	7	5	5	5	3	3	3	6	6	6
Cap, veh/h	377	1508	428	383	1913	428	181	269	307	245	192	300
Arrive On Green	0.07	0.31	0.31	0.06	0.30	0.30	0.21	0.21	0.21	0.21	0.21	0.21
Sat Flow, veh/h	1724	4943	1402	1762	6364	1425	313	1268	1448	549	907	1414
Grp Volume(v), veh/h	53	835	30	48	989	26	48	0	23	96	0	23
Grp Sat Flow(s),veh/h/ln	1724	1648	1402	1762	1591	1425	1582	0	1448	1456	0	1414
Q Serve(g_s), s	0.8	5.9	0.6	0.7	5.4	0.5	0.0	0.0	0.5	0.1	0.0	0.5
Cycle Q Clear(g_c), s	0.8	5.9	0.6	0.7	5.4	0.5	1.0	0.0	0.5	2.0	0.0	0.5
Prop In Lane	1.00		1.00	1.00		1.00	0.33		1.00	0.50		1.00
Lane Grp Cap(c), veh/h	377	1508	428	383	1913	428	450	0	307	437	0	300
V/C Ratio(X)	0.14	0.55	0.07	0.13	0.52	0.06	0.11	0.00	0.07	0.22	0.00	0.08
Avail Cap(c_a), veh/h	510	1508	428	527	1913	428	489	0	345	474	0	337
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.97	0.97	0.97	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	9.1	12.2	10.4	9.1	12.2	10.5	13.4	0.0	13.2	13.8	0.0	13.3
Incr Delay (d2), s/veh	0.1	1.4	0.3	0.1	1.0	0.3	0.0	0.0	0.0	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(95%),veh/ln	0.4	3.1	0.3	0.3	2.7	0.3	0.5	0.0	0.3	1.1	0.0	0.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	9.1	13.6	10.7	9.2	13.2	10.7	13.4	0.0	13.3	13.9	0.0	13.3
LnGrp LOS	A	B	B	A	B	B	B		B	B		B
Approach Vol, veh/h		918			1063			71			119	
Approach Delay, s/veh		13.3			12.9			13.4			13.8	
Approach LOS		B			B			B			B	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	7.3	18.5		16.2	7.1	18.7		16.2				
Change Period (Y+Rc), s	4.5	5.9		7.3	4.5	5.9		7.3				
Max Green Setting (Gmax), s	6.0	8.0		10.0	6.0	8.0		10.0				
Max Q Clear Time (g_c+I1), s	2.8	7.4		4.0	2.7	7.9		3.0				
Green Ext Time (p_c), s	0.0	0.4		0.1	0.0	0.0		0.0				

Intersection Summary												
HCM 7th Control Delay, s/veh			13.1									
HCM 7th LOS			B									



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	50	200	30	50	230	40	45	185	65	55	110	145
Future Volume (vph)	50	200	30	50	230	40	45	185	65	55	110	145
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	130		0	135		0	305		0	400		235
Storage Lanes	1		0	1		0	1		0	1		0
Taper Length (ft)	100			100			100			100		
Link Speed (mph)		45			45			35			35	
Link Distance (ft)		463			370			458			1143	
Travel Time (s)		7.0			5.6			8.9			22.3	
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	4%	4%	4%	3%	3%	3%	4%	4%	4%	5%	5%	5%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Shared Lane Traffic (%)												
Lane Group Flow (vph)	51	235	0	51	276	0	46	255	0	56	260	0
Sign Control		Stop			Stop			Stop			Stop	

Intersection Summary	
Area Type:	Other
Control Type: Unsignalized	

Intersection has too many lanes per leg.

HCM All-Way analysis is limited to two lanes per leg.

Channelized right turn lanes are not counted.

Intersection	
Intersection Delay, s/veh	15.8
Intersection LOS	C

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	50	200	30	50	230	40	45	185	65	55	110	145
Future Vol, veh/h	50	200	30	50	230	40	45	185	65	55	110	145
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Heavy Vehicles, %	4	4	4	3	3	3	4	4	4	5	5	5
Mvmt Flow	51	204	31	51	235	41	46	189	66	56	112	148
Number of Lanes	1	1	0	1	1	0	1	2	0	1	2	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	2	2	3	3
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	3	3	2	2
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	3	3	2	2
HCM Control Delay, s/veh	17	19	13.4	13.8
HCM LOS	C	C	B	B

Lane	NBLn1	NBLn2	NBLn3	EBLn1	EBLn2	WBLn1	WBLn2	SBLn1	SBLn2	SBLn3
Vol Left, %	100%	0%	0%	100%	0%	100%	0%	100%	0%	0%
Vol Thru, %	0%	100%	49%	0%	87%	0%	85%	0%	100%	20%
Vol Right, %	0%	0%	51%	0%	13%	0%	15%	0%	0%	80%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	45	123	127	50	230	50	270	55	73	182
LT Vol	45	0	0	50	0	50	0	55	0	0
Through Vol	0	123	62	0	200	0	230	0	73	37
RT Vol	0	0	65	0	30	0	40	0	0	145
Lane Flow Rate	46	126	129	51	235	51	276	56	75	185
Geometry Grp	6	6	6	6	6	6	6	6	6	6
Degree of Util (X)	0.108	0.279	0.274	0.118	0.503	0.116	0.579	0.132	0.166	0.381
Departure Headway (Hd)	8.504	7.989	7.619	8.308	7.71	8.177	7.567	8.491	7.976	7.401
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Cap	420	448	469	430	467	437	477	421	448	484
Service Time	6.284	5.769	5.399	6.083	5.485	5.948	5.339	6.269	5.754	5.179
HCM Lane V/C Ratio	0.11	0.281	0.275	0.119	0.503	0.117	0.579	0.133	0.167	0.382
HCM Control Delay, s/veh	12.3	13.9	13.3	12.2	18.1	12	20.3	12.6	12.4	14.7
HCM Lane LOS	B	B	B	B	C	B	C	B	B	B
HCM 95th-tile Q	0.4	1.1	1.1	0.4	2.8	0.4	3.6	0.5	0.6	1.8



Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	20	1	1	275	185	5
Future Volume (vph)	20	1	1	275	185	5
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12
Grade (%)	0%			0%	0%	
Storage Length (ft)	100	0	0			0
Storage Lanes	0	1	0			0
Taper Length (ft)	100		100			
Link Speed (mph)	25			35	35	
Link Distance (ft)	248			622	213	
Travel Time (s)	6.8			12.1	4.1	
Confl. Peds. (#/hr)						
Confl. Bikes (#/hr)						
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93
Growth Factor	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	1%	1%	4%	4%	1%	1%
Bus Blockages (#/hr)	0	0	0	0	0	0
Parking (#/hr)						
Mid-Block Traffic (%)	0%			0%	0%	
Shared Lane Traffic (%)						
Lane Group Flow (vph)	22	1	0	297	204	0
Sign Control	Stop			Free	Free	

Intersection Summary	
Area Type:	Other
Control Type: Unsignalized	



Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	20	1	1	275	185	5
Future Volume (Veh/h)	20	1	1	275	185	5
Sign Control	Stop			Free	Free	
Grade	0%			0%	0%	
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93
Hourly flow rate (vph)	22	1	1	296	199	5
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type				None	None	
Median storage veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	500	202	204			
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	500	202	204			
tC, single (s)	6.4	6.2	4.1			
tC, 2 stage (s)						
tF (s)	3.5	3.3	2.2			
p0 queue free %	96	100	100			
cM capacity (veh/h)	532	842	1356			

Direction, Lane #	EB 1	EB 2	NB 1	SB 1
Volume Total	22	1	297	204
Volume Left	22	0	1	0
Volume Right	0	1	0	5
cSH	532	842	1356	1700
Volume to Capacity	0.04	0.00	0.00	0.12
Queue Length 95th (ft)	3	0	0	0
Control Delay (s/veh)	12.1	9.3	0.0	0.0
Lane LOS	B	A	A	
Approach Delay (s/veh)	11.9		0.0	0.0
Approach LOS	B			

Intersection Summary			
Average Delay	0.5		
Intersection Capacity Utilization	25.3%	ICU Level of Service	A
Analysis Period (min)	15		

Intersection	
Int Delay, s/veh	0.5

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	20	1	1	275	185	5
Future Vol, veh/h	20	1	1	275	185	5
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	-	0	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	93	93	93	93	93	93
Heavy Vehicles, %	1	1	4	4	1	1
Mvmt Flow	22	1	1	296	199	5

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	499	202	204	0	-	0
Stage 1	202	-	-	-	-	-
Stage 2	298	-	-	-	-	-
Critical Hdwy	6.41	6.21	4.14	-	-	-
Critical Hdwy Stg 1	5.41	-	-	-	-	-
Critical Hdwy Stg 2	5.41	-	-	-	-	-
Follow-up Hdwy	3.509	3.309	2.236	-	-	-
Pot Cap-1 Maneuver	533	842	1355	-	-	-
Stage 1	835	-	-	-	-	-
Stage 2	756	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	532	842	1355	-	-	-
Mov Cap-2 Maneuver	532	-	-	-	-	-
Stage 1	834	-	-	-	-	-
Stage 2	756	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s/v	11.92	0.03	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	EBLn2	SBT	SBR
Capacity (veh/h)	7	-	532	842	-	-
HCM Lane V/C Ratio	0.001	-	0.04	0.001	-	-
HCM Control Delay (s/veh)	7.7	0	12.1	9.3	-	-
HCM Lane LOS	A	A	B	A	-	-
HCM 95th %tile Q(veh)	0	-	0.1	0	-	-



Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	70	10	1	205	175	10
Future Volume (vph)	70	10	1	205	175	10
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12
Grade (%)	0%			0%	0%	
Storage Length (ft)	100	0	0			0
Storage Lanes	0	1	0			0
Taper Length (ft)	100		100			
Link Speed (mph)	25			35	35	
Link Distance (ft)	178			881	622	
Travel Time (s)	4.9			17.2	12.1	
Confl. Peds. (#/hr)						
Confl. Bikes (#/hr)						
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93
Growth Factor	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	1%	1%	4%	4%	1%	1%
Bus Blockages (#/hr)	0	0	0	0	0	0
Parking (#/hr)						
Mid-Block Traffic (%)	0%			0%	0%	
Shared Lane Traffic (%)						
Lane Group Flow (vph)	75	11	0	221	199	0
Sign Control	Stop			Free	Free	

Intersection Summary	
Area Type:	Other
Control Type: Unsignalized	



Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	70	10	1	205	175	10
Future Volume (Veh/h)	70	10	1	205	175	10
Sign Control	Stop			Free	Free	
Grade	0%			0%	0%	
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93
Hourly flow rate (vph)	75	11	1	220	188	11
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type				None	None	
Median storage veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	416	194	199			
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	416	194	199			
tC, single (s)	6.4	6.2	4.1			
tC, 2 stage (s)						
tF (s)	3.5	3.3	2.2			
p0 queue free %	87	99	100			
cM capacity (veh/h)	595	851	1361			

Direction, Lane #	EB 1	EB 2	NB 1	SB 1
Volume Total	75	11	221	199
Volume Left	75	0	1	0
Volume Right	0	11	0	11
cSH	595	851	1361	1700
Volume to Capacity	0.13	0.01	0.00	0.12
Queue Length 95th (ft)	11	1	0	0
Control Delay (s/veh)	11.9	9.3	0.0	0.0
Lane LOS	B	A	A	
Approach Delay (s/veh)	11.6		0.0	0.0
Approach LOS	B			

Intersection Summary			
Average Delay	2.0		
Intersection Capacity Utilization	22.1%	ICU Level of Service	A
Analysis Period (min)	15		

Intersection	
Int Delay, s/veh	2

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	70	10	1	205	175	10
Future Vol, veh/h	70	10	1	205	175	10
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	-	0	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	93	93	93	93	93	93
Heavy Vehicles, %	1	1	4	4	1	1
Mvmt Flow	75	11	1	220	188	11

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	416	194	199	0	-	0
Stage 1	194	-	-	-	-	-
Stage 2	223	-	-	-	-	-
Critical Hdwy	6.41	6.21	4.14	-	-	-
Critical Hdwy Stg 1	5.41	-	-	-	-	-
Critical Hdwy Stg 2	5.41	-	-	-	-	-
Follow-up Hdwy	3.509	3.309	2.236	-	-	-
Pot Cap-1 Maneuver	595	850	1362	-	-	-
Stage 1	842	-	-	-	-	-
Stage 2	817	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	594	850	1362	-	-	-
Mov Cap-2 Maneuver	594	-	-	-	-	-
Stage 1	841	-	-	-	-	-
Stage 2	817	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s/v	11.6	0.04	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	EBLn2	SBT	SBR
Capacity (veh/h)	9	-	594	850	-	-
HCM Lane V/C Ratio	0.001	-	0.127	0.013	-	-
HCM Control Delay (s/veh)	7.6	0	11.9	9.3	-	-
HCM Lane LOS	A	A	B	A	-	-
HCM 95th %tile Q(veh)	0	-	0.4	0	-	-



Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	65	20	5	140	170	15
Future Volume (vph)	65	20	5	140	170	15
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12
Grade (%)	0%			0%	0%	
Storage Length (ft)	100	0	0			0
Storage Lanes	0	1	0			0
Taper Length (ft)	100		100			
Link Speed (mph)	25			35	35	
Link Distance (ft)	163			383	881	
Travel Time (s)	4.4			7.5	17.2	
Confl. Peds. (#/hr)						
Confl. Bikes (#/hr)						
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93
Growth Factor	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	1%	1%	4%	4%	1%	1%
Bus Blockages (#/hr)	0	0	0	0	0	0
Parking (#/hr)						
Mid-Block Traffic (%)	0%			0%	0%	
Shared Lane Traffic (%)						
Lane Group Flow (vph)	70	22	0	156	199	0
Sign Control	Stop			Free	Free	

Intersection Summary	
Area Type:	Other
Control Type: Unsignalized	



Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	65	20	5	140	170	15
Future Volume (Veh/h)	65	20	5	140	170	15
Sign Control	Stop			Free	Free	
Grade	0%			0%	0%	
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93
Hourly flow rate (vph)	70	22	5	151	183	16
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type				None	None	
Median storage veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	352	191	199			
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	352	191	199			
tC, single (s)	6.4	6.2	4.1			
tC, 2 stage (s)						
tF (s)	3.5	3.3	2.2			
p0 queue free %	89	97	100			
cM capacity (veh/h)	645	853	1361			

Direction, Lane #	EB 1	EB 2	NB 1	SB 1
Volume Total	70	22	156	199
Volume Left	70	0	5	0
Volume Right	0	22	0	16
cSH	645	853	1361	1700
Volume to Capacity	0.11	0.03	0.00	0.12
Queue Length 95th (ft)	9	2	0	0
Control Delay (s/veh)	11.3	9.3	0.3	0.0
Lane LOS	B	A	A	
Approach Delay (s/veh)	10.8		0.3	0.0
Approach LOS	B			

Intersection Summary			
Average Delay	2.3		
Intersection Capacity Utilization	21.7%	ICU Level of Service	A
Analysis Period (min)	15		

Intersection	
Int Delay, s/veh	2.3

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	65	20	5	140	170	15
Future Vol, veh/h	65	20	5	140	170	15
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	-	0	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	93	93	93	93	93	93
Heavy Vehicles, %	1	1	4	4	1	1
Mvmt Flow	70	22	5	151	183	16

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	352	191	199	0	-	0
Stage 1	191	-	-	-	-	-
Stage 2	161	-	-	-	-	-
Critical Hdwy	6.41	6.21	4.14	-	-	-
Critical Hdwy Stg 1	5.41	-	-	-	-	-
Critical Hdwy Stg 2	5.41	-	-	-	-	-
Follow-up Hdwy	3.509	3.309	2.236	-	-	-
Pot Cap-1 Maneuver	647	853	1362	-	-	-
Stage 1	844	-	-	-	-	-
Stage 2	870	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	645	853	1362	-	-	-
Mov Cap-2 Maneuver	645	-	-	-	-	-
Stage 1	840	-	-	-	-	-
Stage 2	870	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s/v	10.81	0.26	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	EBLn2	SBT	SBR
Capacity (veh/h)	62	-	645	853	-	-
HCM Lane V/C Ratio	0.004	-	0.108	0.025	-	-
HCM Control Delay (s/veh)	7.7	0	11.3	9.3	-	-
HCM Lane LOS	A	A	B	A	-	-
HCM 95th %tile Q(veh)	0	-	0.4	0.1	-	-



Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	0	10	1	145	190	0
Future Volume (vph)	0	10	1	145	190	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12
Grade (%)	0%			0%	0%	
Storage Length (ft)	100	0	0			0
Storage Lanes	1	1	0			0
Taper Length (ft)	100		100			
Link Speed (mph)	25			35	35	
Link Distance (ft)	653			255	383	
Travel Time (s)	17.8			5.0	7.5	
Confl. Peds. (#/hr)						
Confl. Bikes (#/hr)						
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93
Growth Factor	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	1%	1%	4%	4%	1%	1%
Bus Blockages (#/hr)	0	0	0	0	0	0
Parking (#/hr)						
Mid-Block Traffic (%)	0%			0%	0%	
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	11	0	157	204	0
Sign Control	Stop			Free	Free	

Intersection Summary	
Area Type:	Other
Control Type: Unsignalized	



Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	0	10	1	145	190	0
Future Volume (Veh/h)	0	10	1	145	190	0
Sign Control	Stop			Free	Free	
Grade	0%			0%	0%	
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93
Hourly flow rate (vph)	0	11	1	156	204	0
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type				None	None	
Median storage veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	362	204	204			
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	362	204	204			
tC, single (s)	6.4	6.2	4.1			
tC, 2 stage (s)						
tF (s)	3.5	3.3	2.2			
p0 queue free %	100	99	100			
cM capacity (veh/h)	639	839	1356			

Direction, Lane #	EB 1	EB 2	NB 1	SB 1
Volume Total	0	11	157	204
Volume Left	0	0	1	0
Volume Right	0	11	0	0
cSH	1700	839	1356	1700
Volume to Capacity	0.00	0.01	0.00	0.12
Queue Length 95th (ft)	0	1	0	0
Control Delay (s/veh)	0.0	9.3	0.1	0.0
Lane LOS	A	A	A	
Approach Delay (s/veh)	9.3		0.1	0.0
Approach LOS	A			

Intersection Summary			
Average Delay	0.3		
Intersection Capacity Utilization	20.0%	ICU Level of Service	A
Analysis Period (min)	15		

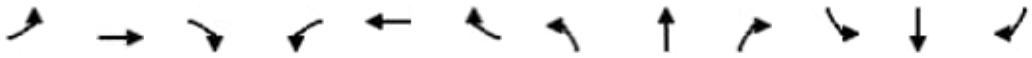
Intersection	
Int Delay, s/veh	0.3

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	0	10	1	145	190	0
Future Vol, veh/h	0	10	1	145	190	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	100	0	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	93	93	93	93	93	93
Heavy Vehicles, %	1	1	4	4	1	1
Mvmt Flow	0	11	1	156	204	0

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	362	204	204	0	-	0
Stage 1	204	-	-	-	-	-
Stage 2	158	-	-	-	-	-
Critical Hdwy	6.41	6.21	4.14	-	-	-
Critical Hdwy Stg 1	5.41	-	-	-	-	-
Critical Hdwy Stg 2	5.41	-	-	-	-	-
Follow-up Hdwy	3.509	3.309	2.236	-	-	-
Pot Cap-1 Maneuver	639	839	1355	-	-	-
Stage 1	832	-	-	-	-	-
Stage 2	873	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	638	839	1355	-	-	-
Mov Cap-2 Maneuver	638	-	-	-	-	-
Stage 1	832	-	-	-	-	-
Stage 2	873	-	-	-	-	-

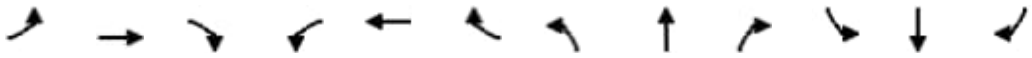
Approach	EB	NB	SB
HCM Control Delay, s/v	9.35	0.05	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	EBLn2	SBT	SBR
Capacity (veh/h)	12	-	-	839	-	-
HCM Lane V/C Ratio	0.001	-	-	0.013	-	-
HCM Control Delay (s/veh)	7.7	0	0	9.3	-	-
HCM Lane LOS	A	A	A	A	-	-
HCM 95th %tile Q(veh)	0	-	-	0	-	-



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	10	260	50	90	275	5	40	15	15	15	25	5
Future Volume (vph)	10	260	50	90	275	5	40	15	15	15	25	5
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	0		0	0		0	0		0	0		0
Storage Lanes	0		0	0		0	0		0	0		0
Taper Length (ft)	100			100			100			100		
Link Speed (mph)		45			45			35			35	
Link Distance (ft)		397			1700			2006			1738	
Travel Time (s)		6.0			25.8			39.1			33.9	
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
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
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	1%	1%	1%	2%	2%	2%	5%	5%	5%	1%	1%	1%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	348	0	0	402	0	0	75	0	0	48	0
Sign Control		Stop			Stop			Stop			Stop	

Intersection Summary	
Area Type:	Other
Control Type: Unsignalized	



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Sign Control		Stop			Stop			Stop			Stop	
Traffic Volume (vph)	10	260	50	90	275	5	40	15	15	15	25	5
Future Volume (vph)	10	260	50	90	275	5	40	15	15	15	25	5
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
Hourly flow rate (vph)	11	283	54	98	299	5	43	16	16	16	27	5

Direction, Lane #	EB 1	WB 1	NB 1	SB 1
Volume Total (vph)	348	402	75	48
Volume Left (vph)	11	98	43	16
Volume Right (vph)	54	5	16	5
Hadj (s)	-0.07	0.08	0.07	0.02
Departure Headway (s)	4.7	4.8	5.8	5.9
Degree Utilization, x	0.45	0.53	0.12	0.08
Capacity (veh/h)	733	732	533	528
Control Delay (s/veh)	11.6	13.1	9.6	9.3
Approach Delay (s/veh)	11.6	13.1	9.6	9.3
Approach LOS	B	B	A	A

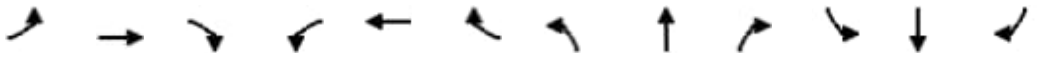
Intersection Summary				
Delay	12.0			
Level of Service	B			
Intersection Capacity Utilization	53.7%	ICU Level of Service	A	
Analysis Period (min)	15			

Intersection	
Intersection Delay, s/veh	11.9
Intersection LOS	B

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	10	260	50	90	275	5	40	15	15	15	25	5
Future Vol, veh/h	10	260	50	90	275	5	40	15	15	15	25	5
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
Heavy Vehicles, %	1	1	1	2	2	2	5	5	5	1	1	1
Mvmt Flow	11	283	54	98	299	5	43	16	16	16	27	5
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

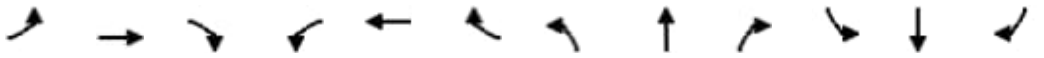
Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay, s/veh	11.5	13	9.7	9.3
HCM LOS	B	B	A	A

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	57%	3%	24%	33%
Vol Thru, %	21%	81%	74%	56%
Vol Right, %	21%	16%	1%	11%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	70	320	370	45
LT Vol	40	10	90	15
Through Vol	15	260	275	25
RT Vol	15	50	5	5
Lane Flow Rate	76	348	402	49
Geometry Grp	1	1	1	1
Degree of Util (X)	0.123	0.448	0.527	0.079
Departure Headway (Hd)	5.836	4.639	4.713	5.845
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	618	769	760	616
Service Time	3.837	2.708	2.781	3.848
HCM Lane V/C Ratio	0.123	0.453	0.529	0.08
HCM Control Delay, s/veh	9.7	11.5	13	9.3
HCM Lane LOS	A	B	B	A
HCM 95th-tile Q	0.4	2.3	3.1	0.3



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	30	125	30	115	225	65	20	95	105	160	130	45
Future Volume (vph)	30	125	30	115	225	65	20	95	105	160	130	45
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	0		0	0		0	0		0	0		255
Storage Lanes	0		0	0		0	0		0	0		1
Taper Length (ft)	100			100			100			100		
Link Speed (mph)		30			30			35			35	
Link Distance (ft)		1254			421			1037			605	
Travel Time (s)		28.5			9.6			20.2			11.8	
Confl. Peds. (#/hr)				205								
Confl. Bikes (#/hr)												
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	5%	5%	5%	3%	3%	3%	3%	3%	3%	1%	1%	1%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	198	0	0	436	0	0	237	0	0	312	48
Sign Control		Stop			Stop			Stop			Stop	

Intersection Summary	
Area Type:	Other
Control Type: Unsignalized	



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Sign Control		Stop			Stop			Stop			Stop	
Traffic Volume (vph)	30	125	30	115	225	65	20	95	105	160	130	45
Future Volume (vph)	30	125	30	115	225	65	20	95	105	160	130	45
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Hourly flow rate (vph)	32	134	32	124	242	70	22	102	113	172	140	48

Direction, Lane #	EB 1	EB 2	WB 1	WB 2	NB 1	SB 1	SB 2
Volume Total (vph)	99	99	245	191	237	312	48
Volume Left (vph)	32	0	124	0	22	172	0
Volume Right (vph)	0	32	0	70	113	0	48
Hadj (s)	0.25	-0.14	0.30	-0.21	-0.22	0.29	-0.68
Departure Headway (s)	7.7	7.3	7.3	6.7	6.9	7.2	6.2
Degree Utilization, x	0.21	0.20	0.49	0.36	0.45	0.63	0.08
Capacity (veh/h)	431	453	474	509	487	480	545
Control Delay (s/veh)	11.5	10.9	15.9	12.2	15.5	20.4	8.6
Approach Delay (s/veh)	11.2		14.3		15.5	18.8	
Approach LOS	B		B		C	C	

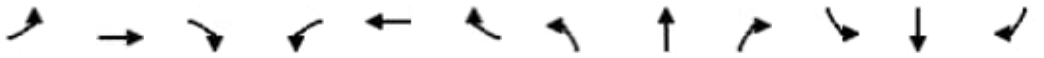
Intersection Summary					
Delay	15.3				
Level of Service	C				
Intersection Capacity Utilization	58.5%	ICU Level of Service		B	
Analysis Period (min)	15				

Intersection	
Intersection Delay, s/veh	16.7
Intersection LOS	C

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	30	125	30	115	225	65	20	95	105	160	130	45
Future Vol, veh/h	30	125	30	115	225	65	20	95	105	160	130	45
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Heavy Vehicles, %	5	5	5	3	3	3	3	3	3	1	1	1
Mvmt Flow	32	134	32	124	242	70	22	102	113	172	140	48
Number of Lanes	0	2	0	0	2	0	0	1	0	0	1	1

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	2	2	2	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	2	1	2	2
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	2	2	2
HCM Control Delay, s/veh	12.4	15.6	16.4	20.5
HCM LOS	B	C	C	C

Lane	NBLn1	EBLn1	EBLn2	WBLn1	WBLn2	SBLn1	SBLn2
Vol Left, %	9%	32%	0%	51%	0%	55%	0%
Vol Thru, %	43%	68%	68%	49%	63%	45%	0%
Vol Right, %	48%	0%	32%	0%	37%	0%	100%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	220	93	93	228	178	290	45
LT Vol	20	30	0	115	0	160	0
Through Vol	95	63	63	113	113	130	0
RT Vol	105	0	30	0	65	0	45
Lane Flow Rate	237	99	99	245	191	312	48
Geometry Grp	4b	5	5	5	5	5	5
Degree of Util (X)	0.47	0.215	0.204	0.5	0.363	0.637	0.085
Departure Headway (Hd)	7.146	7.779	7.378	7.36	6.839	7.356	6.36
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Cap	504	461	485	489	525	490	563
Service Time	5.198	5.537	5.136	5.109	4.587	5.103	4.106
HCM Lane V/C Ratio	0.47	0.215	0.204	0.501	0.364	0.637	0.085
HCM Control Delay, s/veh	16.4	12.7	12	17.3	13.5	22.2	9.7
HCM Lane LOS	C	B	B	C	B	C	A
HCM 95th-tile Q	2.5	0.8	0.8	2.8	1.6	4.4	0.3

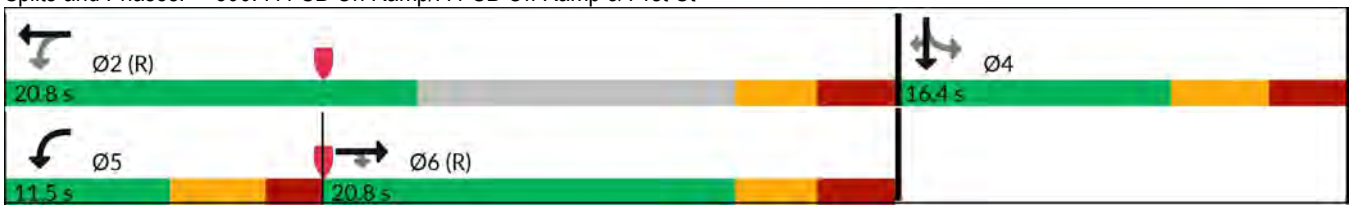


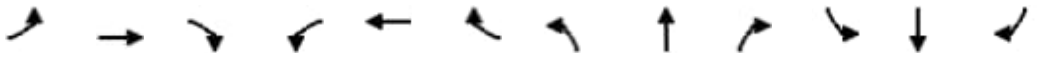
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	250	160	25	180	0	0	0	0	170	380	59
Future Volume (vph)	0	250	160	25	180	0	0	0	0	170	380	59
Ideal Flow (vphpl)	1770	1770	1750	1770	1770	1770	1900	1900	1900	1905	1905	1750
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	0		120	0		0	0		0	255		255
Storage Lanes	0		1	1		0	0		0	1		1
Taper Length (ft)	100			100			100			100		
Right Turn on Red			Yes			Yes			Yes			Yes
Link Speed (mph)		30			30			35			45	
Link Distance (ft)		421			258			763			621	
Travel Time (s)		9.6			5.9			14.9			9.4	
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Growth Factor	100%	100%	75%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Shared Lane Traffic (%)										10%		
Lane Group Flow (vph)	0	266	128	27	191	0	0	0	0	163	422	63
Turn Type		NA	Perm	pm+pt	NA					Perm	NA	Perm
Protected Phases		6		5	2						4	
Permitted Phases			6	2						4		4
Detector Phase		6	6	5	2					4	4	4
Switch Phase												
Minimum Initial (s)		15.0	15.0	6.0	15.0					10.0	10.0	10.0
Minimum Split (s)		20.8	20.8	11.5	20.8					16.4	16.4	16.4
Total Split (s)		20.8	20.8	11.5	20.8					16.4	16.4	16.4
Total Split (%)		42.7%	42.7%	23.6%	42.7%					33.7%	33.7%	33.7%
Maximum Green (s)		15.0	15.0	6.0	15.0					10.0	10.0	10.0
Yellow Time (s)		3.0	3.0	3.5	3.0					3.6	3.6	3.6
All-Red Time (s)		2.8	2.8	2.0	2.8					2.8	2.8	2.8
Lost Time Adjust (s)		0.0	0.0	0.0	0.0					0.0	0.0	0.0
Total Lost Time (s)		5.8	5.8	5.5	5.8					6.4	6.4	6.4
Lead/Lag		Lag	Lag	Lead								
Lead-Lag Optimize?		Yes	Yes	Yes								
Vehicle Extension (s)		4.9	4.9	1.5	4.9					1.5	1.5	1.5
Minimum Gap (s)		2.0	2.0	1.5	2.0					1.5	1.5	1.5
Time Before Reduce (s)		18.0	18.0	20.0	18.0					30.0	30.0	30.0
Time To Reduce (s)		22.0	22.0	0.0	22.0					0.0	0.0	0.0
Recall Mode		C-Max	C-Max	None	C-Max					None	None	None
Walk Time (s)												
Flash Don't Walk (s)												
Pedestrian Calls (#/hr)												
v/c Ratio		0.16	0.16	0.05	0.11					0.49	0.61	0.14
Control Delay (s/veh)		8.4	1.4	5.3	5.6					23.0	21.8	0.7

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Queue Delay		0.0	0.0	0.0	0.0					0.0	0.0	0.0
Total Delay (s/veh)		8.4	1.4	5.3	5.6					23.0	21.8	0.7
Queue Length 50th (ft)		17	0	3	12					45	60	0
Queue Length 95th (ft)		52	12	11	23					95	98	0
Internal Link Dist (ft)		341			178			683			541	
Turn Bay Length (ft)			120							255		255
Base Capacity (vph)		1638	824	543	1794					331	696	447
Starvation Cap Reductn		0	0	0	0					0	0	0
Spillback Cap Reductn		0	0	0	0					0	0	0
Storage Cap Reductn		0	0	0	0					0	0	0
Reduced v/c Ratio		0.16	0.16	0.05	0.11					0.49	0.61	0.14

Intersection Summary	
Area Type:	Other
Cycle Length: 48.7	
Actuated Cycle Length: 48.7	
Offset: 11.5 (24%), Referenced to phase 2:WBTL and 6:EBT, Start of Green	
Natural Cycle: 50	
Control Type: Actuated-Coordinated	

Splits and Phases: 800: I41 SB On Ramp/I41 SB Off Ramp & 71st St





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	250	160	25	180	0	0	0	0	170	380	59
Future Volume (veh/h)	0	250	160	25	180	0	0	0	0	170	380	59
Initial Q (Qb), veh	0	0	0	0	0	0				0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	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
Work Zone On Approach		No			No						No	
Adj Sat Flow, veh/h/ln	0	1742	1723	1742	1742	0				1875	1875	1723
Adj Flow Rate, veh/h	0	266	128	27	191	0				181	404	63
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94				0.94	0.94	0.94
Percent Heavy Veh, %	0	2	2	2	2	0				2	2	2
Cap, veh/h	0	1315	580	527	1811	0				364	765	298
Arrive On Green	0.00	0.40	0.40	0.04	0.55	0.00				0.20	0.20	0.20
Sat Flow, veh/h	0	3398	1460	1659	3398	0				1786	3751	1460
Grp Volume(v), veh/h	0	266	128	27	191	0				181	404	63
Grp Sat Flow(s),veh/h/ln	0	1655	1460	1659	1655	0				1786	1875	1460
Q Serve(g_s), s	0.0	2.6	2.8	0.4	1.4	0.0				4.4	4.7	1.8
Cycle Q Clear(g_c), s	0.0	2.6	2.8	0.4	1.4	0.0				4.4	4.7	1.8
Prop In Lane	0.00		1.00	1.00		0.00				1.00		1.00
Lane Grp Cap(c), veh/h	0	1315	580	527	1811	0				364	765	298
V/C Ratio(X)	0.00	0.20	0.22	0.05	0.11	0.00				0.50	0.53	0.21
Avail Cap(c_a), veh/h	0	1315	580	668	1811	0				364	765	298
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Upstream Filter(I)	0.00	1.00	1.00	0.99	0.99	0.00				1.00	1.00	1.00
Uniform Delay (d), s/veh	0.0	9.7	9.8	7.1	5.3	0.0				17.3	17.4	16.2
Incr Delay (d2), s/veh	0.0	0.3	0.9	0.0	0.1	0.0				0.4	0.3	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
%ile BackOfQ(95%),veh/ln	0.0	1.5	1.6	0.2	0.6	0.0				2.7	3.0	2.8
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	0.0	10.0	10.6	7.1	5.5	0.0				17.7	17.7	16.4
LnGrp LOS		B	B	A	A					B	B	B
Approach Vol, veh/h		394			218						648	
Approach Delay, s/veh		10.2			5.7						17.6	
Approach LOS		B			A						B	

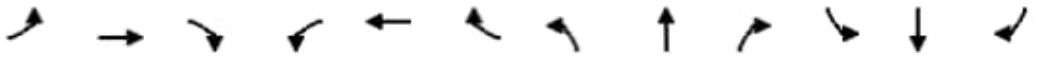
Timer - Assigned Phs		2		4	5	6						
Phs Duration (G+Y+Rc), s		32.6		16.4	7.3	25.3						
Change Period (Y+Rc), s		5.8		* 6.4	5.5	5.8						
Max Green Setting (Gmax), s		15.0		* 10	6.0	15.0						
Max Q Clear Time (g_c+I1), s		3.4		6.7	2.4	4.8						
Green Ext Time (p_c), s		1.3		0.6	0.0	2.6						

Intersection Summary		
HCM 7th Control Delay, s/veh	13.2	
HCM 7th LOS	B	

Notes

User approved volume balancing among the lanes for turning movement.

* HCM 7th computational engine requires equal clearance times for the phases crossing the barrier.

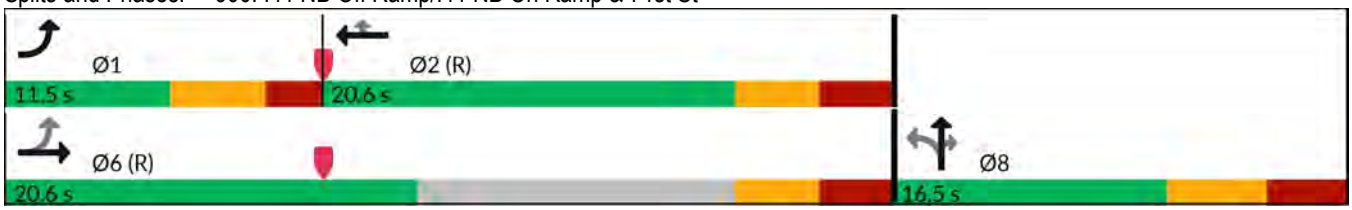


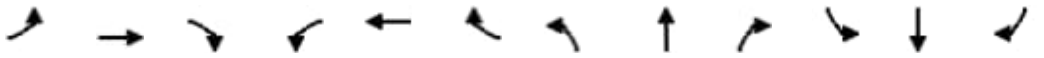
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	150	270	0	0	135	160	70	395	12	0	0	0
Future Volume (vph)	150	270	0	0	135	160	70	395	12	0	0	0
Ideal Flow (vphpl)	1770	1770	1770	1770	1770	1750	1825	1750	1750	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	0		0	0		105	250		250	0		0
Storage Lanes	1		0	0		1	1		1	0		0
Taper Length (ft)	100			100			100			100		
Right Turn on Red			Yes			Yes			Yes			Yes
Link Speed (mph)		30			30			35			45	
Link Distance (ft)		258			595			685			495	
Travel Time (s)		5.9			13.5			13.3			7.5	
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88
Growth Factor	100%	100%	100%	100%	100%	75%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	1%	1%	1%	4%	4%	4%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Shared Lane Traffic (%)							10%					
Lane Group Flow (vph)	170	307	0	0	153	136	72	457	14	0	0	0
Turn Type	pm+pt	NA			NA	Perm	Perm	NA	Perm			
Protected Phases	1	6			2			8				
Permitted Phases	6					2	8		8			
Detector Phase	1	6			2	2	8	8	8			
Switch Phase												
Minimum Initial (s)	6.0	15.0			15.0	15.0	10.0	10.0	10.0			
Minimum Split (s)	11.5	20.6			20.6	20.6	16.5	16.5	16.5			
Total Split (s)	11.5	20.6			20.6	20.6	16.5	16.5	16.5			
Total Split (%)	23.7%	42.4%			42.4%	42.4%	34.0%	34.0%	34.0%			
Maximum Green (s)	6.0	15.0			15.0	15.0	10.0	10.0	10.0			
Yellow Time (s)	3.5	3.0			3.0	3.0	3.6	3.6	3.6			
All-Red Time (s)	2.0	2.6			2.6	2.6	2.9	2.9	2.9			
Lost Time Adjust (s)	0.0	0.0			0.0	0.0	0.0	0.0	0.0			
Total Lost Time (s)	5.5	5.6			5.6	5.6	6.5	6.5	6.5			
Lead/Lag	Lead				Lag	Lag						
Lead-Lag Optimize?	Yes				Yes	Yes						
Vehicle Extension (s)	1.5	4.9			1.9	1.9	1.5	1.5	1.5			
Minimum Gap (s)	1.5	2.0			2.0	2.0	1.5	1.5	1.5			
Time Before Reduce (s)	20.0	18.0			18.0	18.0	30.0	30.0	30.0			
Time To Reduce (s)	0.0	22.0			22.0	22.0	0.0	0.0	0.0			
Recall Mode	None	C-Max			C-Max	C-Max	None	None	None			
Walk Time (s)												
Flash Don't Walk (s)												
Pedestrian Calls (#/hr)												
v/c Ratio	0.30	0.17			0.13	0.21	0.23	0.73	0.03			
Control Delay (s/veh)	7.2	5.9			12.5	1.9	18.4	26.6	0.2			

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Queue Delay	0.0	0.0			0.0	0.0	0.0	0.0	0.0			
Total Delay (s/veh)	7.2	5.9			12.5	1.9	18.4	26.6	0.2			
Queue Length 50th (ft)	21	20			16	0	18	67	0			
Queue Length 95th (ft)	43	33			32	13	47	#120	0			
Internal Link Dist (ft)		178			515			605			415	
Turn Bay Length (ft)						105	250		250			
Base Capacity (vph)	563	1797			1185	654	312	629	438			
Starvation Cap Reductn	0	0			0	0	0	0	0			
Spillback Cap Reductn	0	0			0	0	0	0	0			
Storage Cap Reductn	0	0			0	0	0	0	0			
Reduced v/c Ratio	0.30	0.17			0.13	0.21	0.23	0.73	0.03			

Intersection Summary	
Area Type:	Other
Cycle Length: 48.6	
Actuated Cycle Length: 48.6	
Offset: 11.5 (24%), Referenced to phase 2:WBT and 6:EBTL, Start of Green	
Natural Cycle: 50	
Control Type: Actuated-Coordinated	
# 95th percentile volume exceeds capacity, queue may be longer.	
Queue shown is maximum after two cycles.	

Splits and Phases: 900: I41 NB Off Ramp/I41 NB On Ramp & 71st St





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	150	270	0	0	135	160	70	395	12	0	0	0
Future Volume (veh/h)	150	270	0	0	135	160	70	395	12	0	0	0
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0			
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Ped-Bike Adj(A_pbT)	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			
Work Zone On Approach		No			No			No				
Adj Sat Flow, veh/h/ln	1742	1742	0	0	1756	1736	1768	1695	1695			
Adj Flow Rate, veh/h	170	307	0	0	153	136	80	449	14			
Peak Hour Factor	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88			
Percent Heavy Veh, %	2	2	0	0	1	1	4	4	4			
Cap, veh/h	629	1818	0	0	1090	480	343	692	293			
Arrive On Green	0.22	1.00	0.00	0.00	0.33	0.33	0.20	0.20	0.20			
Sat Flow, veh/h	1659	3398	0	0	3425	1471	1684	3391	1437			
Grp Volume(v), veh/h	170	307	0	0	153	136	80	449	14			
Grp Sat Flow(s),veh/h/ln	1659	1655	0	0	1668	1471	1684	1695	1437			
Q Serve(g_s), s	2.9	0.0	0.0	0.0	1.6	3.4	1.9	6.0	0.4			
Cycle Q Clear(g_c), s	2.9	0.0	0.0	0.0	1.6	3.4	1.9	6.0	0.4			
Prop In Lane	1.00		0.00	0.00		1.00	1.00		1.00			
Lane Grp Cap(c), veh/h	629	1818	0	0	1090	480	343	692	293			
V/C Ratio(X)	0.27	0.17	0.00	0.00	0.14	0.28	0.23	0.65	0.05			
Avail Cap(c_a), veh/h	649	1818	0	0	1090	480	344	692	293			
HCM Platoon Ratio	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Upstream Filter(I)	0.97	0.97	0.00	0.00	1.00	1.00	1.00	1.00	1.00			
Uniform Delay (d), s/veh	6.7	0.0	0.0	0.0	11.6	12.2	16.3	17.9	15.7			
Incr Delay (d2), s/veh	0.1	0.2	0.0	0.0	0.3	1.5	0.1	1.7	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			
%ile BackOfQ(95%),veh/ln	1.3	0.1	0.0	0.0	1.0	2.1	1.2	3.9	0.2			
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	6.7	0.2	0.0	0.0	11.9	13.7	16.4	19.6	15.7			
LnGrp LOS	A	A			B	B	B	B	B			
Approach Vol, veh/h		477			289			543				
Approach Delay, s/veh		2.5			12.8			19.0				
Approach LOS		A			B			B				
Timer - Assigned Phs	1	2				6		8				
Phs Duration (G+Y+Rc), s	10.9	21.6				32.5		16.5				
Change Period (Y+Rc), s	5.5	5.6				5.6		6.5				
Max Green Setting (Gmax), s	6.0	15.0				15.0		10.0				
Max Q Clear Time (g_c+I1), s	4.9	5.4				2.0		8.0				
Green Ext Time (p_c), s	0.0	0.6				2.6		0.4				

Intersection Summary	
HCM 7th Control Delay, s/veh	11.6
HCM 7th LOS	B

Notes

User approved volume balancing among the lanes for turning movement.



Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	55	15	225	70	65	80
Future Volume (vph)	55	15	225	70	65	80
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12
Grade (%)	0%			0%	0%	
Storage Length (ft)		0	0		0	0
Storage Lanes		0	0		1	1
Taper Length (ft)			100		100	
Link Speed (mph)	30			30	30	
Link Distance (ft)	787			1254	1020	
Travel Time (s)	17.9			28.5	23.2	
Confl. Peds. (#/hr)						
Confl. Bikes (#/hr)						
Peak Hour Factor	0.83	0.83	0.83	0.83	0.83	0.83
Growth Factor	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	1%	1%	1%	1%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0
Parking (#/hr)						
Mid-Block Traffic (%)	0%			0%	0%	
Shared Lane Traffic (%)						
Lane Group Flow (vph)	84	0	0	355	78	96
Sign Control	Stop			Stop	Stop	

Intersection Summary	
Area Type:	Other
Control Type: Unsignalized	



Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Sign Control	Stop			Stop	Stop	
Traffic Volume (vph)	55	15	225	70	65	80
Future Volume (vph)	55	15	225	70	65	80
Peak Hour Factor	0.83	0.83	0.83	0.83	0.83	0.83
Hourly flow rate (vph)	66	18	271	84	78	96

Direction, Lane #	EB 1	EB 2	WB 1	WB 2	NB 1	NB 2
Volume Total (vph)	44	40	299	56	78	96
Volume Left (vph)	0	0	271	0	78	0
Volume Right (vph)	0	18	0	0	0	96
Hadj (s)	0.02	-0.30	0.47	0.02	0.53	-0.67
Departure Headway (s)	5.4	5.1	5.5	5.1	6.1	4.9
Degree Utilization, x	0.07	0.06	0.46	0.08	0.13	0.13
Capacity (veh/h)	642	676	631	682	553	678
Control Delay (s/veh)	7.6	7.2	12.0	7.3	8.9	7.5
Approach Delay (s/veh)	7.4		11.3		8.1	
Approach LOS	A		B		A	

Intersection Summary			
Delay	9.8		
Level of Service	A		
Intersection Capacity Utilization	29.4%	ICU Level of Service	A
Analysis Period (min)	15		

Intersection	
Intersection Delay, s/veh	10.8
Intersection LOS	B

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	55	15	225	70	65	80
Future Vol, veh/h	55	15	225	70	65	80
Peak Hour Factor	0.83	0.83	0.83	0.83	0.83	0.83
Heavy Vehicles, %	1	1	1	1	2	2
Mvmt Flow	66	18	271	84	78	96
Number of Lanes	2	0	0	2	1	1

Approach	EB	WB	NB
Opposing Approach	WB	EB	
Opposing Lanes	2	2	0
Conflicting Approach Left		NB	EB
Conflicting Lanes Left	0	2	2
Conflicting Approach Right	NB		WB
Conflicting Lanes Right	2	0	2
HCM Control Delay, s/veh	8.3	12.2	9.1
HCM LOS	A	B	A

Lane	NBLn1	NBLn2	EBLn1	EBLn2	WBLn1	WBLn2
Vol Left, %	100%	0%	0%	0%	91%	0%
Vol Thru, %	0%	0%	100%	55%	9%	100%
Vol Right, %	0%	100%	0%	45%	0%	0%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	65	80	37	33	248	47
LT Vol	65	0	0	0	225	0
Through Vol	0	0	37	18	23	47
RT Vol	0	80	0	15	0	0
Lane Flow Rate	78	96	44	40	299	56
Geometry Grp	5	5	5	5	5	5
Degree of Util (X)	0.134	0.133	0.066	0.056	0.459	0.079
Departure Headway (Hd)	6.167	4.961	5.354	5.037	5.522	5.066
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes
Cap	581	721	666	708	652	706
Service Time	3.912	2.705	3.111	2.793	3.265	2.809
HCM Lane V/C Ratio	0.134	0.133	0.066	0.056	0.459	0.079
HCM Control Delay, s/veh	9.9	8.5	8.5	8.1	12.9	8.2
HCM Lane LOS	A	A	A	A	B	A
HCM 95th-tile Q	0.5	0.5	0.2	0.2	2.4	0.3



Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	210	135	70	200	345	75
Future Volume (vph)	210	135	70	200	345	75
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12
Grade (%)	0%		0%			0%
Storage Length (ft)	0	0		0	300	
Storage Lanes	1	1		0	1	
Taper Length (ft)	100				100	
Link Speed (mph)	45		35			35
Link Distance (ft)	795		765			579
Travel Time (s)	12.0		14.9			11.3
Confl. Peds. (#/hr)						
Confl. Bikes (#/hr)						
Peak Hour Factor	0.85	0.85	0.85	0.85	0.85	0.85
Growth Factor	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	8%	8%	9%	9%	9%	9%
Bus Blockages (#/hr)	0	0	0	0	0	0
Parking (#/hr)						
Mid-Block Traffic (%)	0%		0%			0%
Shared Lane Traffic (%)						
Lane Group Flow (vph)	247	159	317	0	406	88
Sign Control	Stop		Stop			Stop

Intersection Summary	
Area Type:	Other
Control Type: Unsignalized	



Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Sign Control	Stop		Stop			Stop
Traffic Volume (vph)	210	135	70	200	345	75
Future Volume (vph)	210	135	70	200	345	75
Peak Hour Factor	0.85	0.85	0.85	0.85	0.85	0.85
Hourly flow rate (vph)	247	159	82	235	406	88

Direction, Lane #	WB 1	WB 2	NB 1	SB 1	SB 2
Volume Total (vph)	247	159	317	406	88
Volume Left (vph)	247	0	0	406	0
Volume Right (vph)	0	159	235	0	0
Hadj (s)	0.64	-0.56	-0.29	0.65	0.15
Departure Headway (s)	7.5	6.3	6.2	7.0	6.5
Degree Utilization, x	0.52	0.28	0.54	0.79	0.16
Capacity (veh/h)	459	542	557	496	534
Control Delay (s/veh)	17.0	10.5	16.2	30.6	9.5
Approach Delay (s/veh)	14.5		16.2	26.8	
Approach LOS	B		C	D	

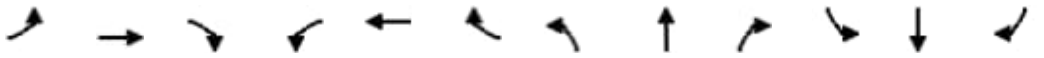
Intersection Summary			
Delay	19.9		
Level of Service	C		
Intersection Capacity Utilization	56.7%	ICU Level of Service	B
Analysis Period (min)	15		

Intersection	
Intersection Delay, s/veh	20.6
Intersection LOS	C

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	210	135	70	200	345	75
Future Vol, veh/h	210	135	70	200	345	75
Peak Hour Factor	0.85	0.85	0.85	0.85	0.85	0.85
Heavy Vehicles, %	8	8	9	9	9	9
Mvmt Flow	247	159	82	235	406	88
Number of Lanes	1	1	1	0	1	1

Approach	WB	NB	SB
Opposing Approach		SB	NB
Opposing Lanes	0	2	1
Conflicting Approach Left	NB		WB
Conflicting Lanes Left	1	0	2
Conflicting Approach Right	SB	WB	
Conflicting Lanes Right	2	2	0
HCM Control Delay, s/veh	15.5	16.3	27.6
HCM LOS	C	C	D

Lane	NBLn1	WBLn1	WBLn2	SBLn1	SBLn2
Vol Left, %	0%	100%	0%	100%	0%
Vol Thru, %	26%	0%	0%	0%	100%
Vol Right, %	74%	0%	100%	0%	0%
Sign Control	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	270	210	135	345	75
LT Vol	0	210	0	345	0
Through Vol	70	0	0	0	75
RT Vol	200	0	135	0	0
Lane Flow Rate	318	247	159	406	88
Geometry Grp	3b	5	5	5	5
Degree of Util (X)	0.542	0.515	0.277	0.789	0.159
Departure Headway (Hd)	6.137	7.498	6.276	6.995	6.486
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes
Cap	584	479	570	515	551
Service Time	4.206	5.269	4.045	4.761	4.252
HCM Lane V/C Ratio	0.545	0.516	0.279	0.788	0.16
HCM Control Delay, s/veh	16.3	18	11.5	31.3	10.5
HCM Lane LOS	C	C	B	D	B
HCM 95th-tile Q	3.2	2.9	1.1	7.3	0.6

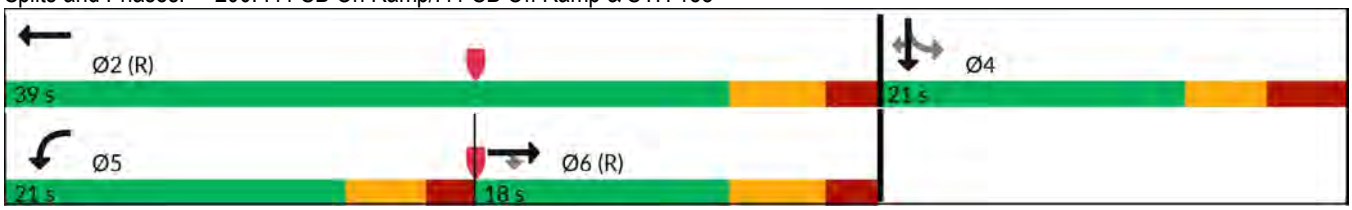


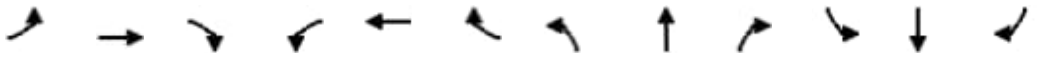
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	210	335	560	240	0	0	0	0	425	5	27
Future Volume (vph)	0	210	335	560	240	0	0	0	0	425	5	27
Ideal Flow (vphpl)	1900	1905	1750	1905	1905	1900	1900	1900	1900	1885	1885	1750
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	315		265	0		0	0		0	410		410
Storage Lanes	1		1	2		0	0		0	1		1
Taper Length (ft)	100			100			100			100		
Right Turn on Red			Yes			Yes			Yes			Yes
Link Speed (mph)		45			45			45			45	
Link Distance (ft)		795			359			754			1011	
Travel Time (s)		12.0			5.4			11.4			15.3	
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87
Growth Factor	100%	100%	75%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	7%	7%	7%	8%	8%	8%	1%	1%	1%	5%	5%	5%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Shared Lane Traffic (%)										49%		
Lane Group Flow (vph)	0	241	289	644	276	0	0	0	0	249	246	31
Turn Type		NA	Perm	Prot	NA					Perm	NA	Perm
Protected Phases		6		5	2						4	
Permitted Phases			6							4		4
Detector Phase		6	6	5	2					4	4	4
Switch Phase												
Minimum Initial (s)		10.0	10.0	8.0	10.0					10.0	10.0	10.0
Minimum Split (s)		16.6	16.6	13.7	16.6					17.2	17.2	17.2
Total Split (s)		18.0	18.0	21.0	39.0					21.0	21.0	21.0
Total Split (%)		30.0%	30.0%	35.0%	65.0%					35.0%	35.0%	35.0%
Maximum Green (s)		11.4	11.4	15.3	32.4					13.8	13.8	13.8
Yellow Time (s)		4.3	4.3	3.5	4.3					3.6	3.6	3.6
All-Red Time (s)		2.3	2.3	2.2	2.3					3.6	3.6	3.6
Lost Time Adjust (s)		0.0	0.0	0.0	0.0					0.0	0.0	0.0
Total Lost Time (s)		6.6	6.6	5.7	6.6					7.2	7.2	7.2
Lead/Lag		Lag	Lag	Lead								
Lead-Lag Optimize?		Yes	Yes	Yes								
Vehicle Extension (s)		3.0	3.0	3.0	3.9					1.5	1.5	1.5
Minimum Gap (s)		2.0	2.0	1.5	2.0					1.5	1.5	1.5
Time Before Reduce (s)		20.0	20.0	25.0	26.0					30.0	30.0	30.0
Time To Reduce (s)		20.0	20.0	0.0	14.0					0.0	0.0	0.0
Recall Mode		C-Max	C-Max	None	C-Max					None	None	None
Walk Time (s)												
Flash Don't Walk (s)												
Pedestrian Calls (#/hr)												
v/c Ratio		0.22	0.54	0.80	0.15					0.75	0.73	0.07
Control Delay (s/veh)		20.7	7.7	17.1	2.1					37.4	36.6	0.3

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Queue Delay		0.0	0.0	0.0	0.0					0.0	0.0	0.0
Total Delay (s/veh)		20.7	7.7	17.1	2.1					37.4	36.6	0.3
Queue Length 50th (ft)		27	0	103	3					87	86	0
Queue Length 95th (ft)		45	50	137	2					#168	#165	0
Internal Link Dist (ft)		715			279			674			931	
Turn Bay Length (ft)			265							410		410
Base Capacity (vph)		1072	532	834	1888					372	373	456
Starvation Cap Reductn		0	0	0	0					0	0	0
Spillback Cap Reductn		0	0	0	0					0	0	0
Storage Cap Reductn		0	0	0	0					0	0	0
Reduced v/c Ratio		0.22	0.54	0.77	0.15					0.67	0.66	0.07

Intersection Summary	
Area Type:	Other
Cycle Length: 60	
Actuated Cycle Length: 60	
Offset: 32 (53%), Referenced to phase 2:WBT and 6:EBT, Start of Green	
Natural Cycle: 60	
Control Type: Actuated-Coordinated	
# 95th percentile volume exceeds capacity, queue may be longer.	
Queue shown is maximum after two cycles.	

Splits and Phases: 200: I41 SB On Ramp/I41 SB Off Ramp & STH 158





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	210	335	560	240	0	0	0	0	425	5	27
Future Volume (veh/h)	0	210	335	560	240	0	0	0	0	425	5	27
Initial Q (Qb), veh	0	0	0	0	0	0				0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	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
Work Zone On Approach		No			No						No	
Adj Sat Flow, veh/h/ln	0	1801	1654	1786	1786	0				1811	1811	1682
Adj Flow Rate, veh/h	0	241	289	644	276	0				493	0	31
Peak Hour Factor	0.87	0.87	0.87	0.87	0.87	0.87				0.87	0.87	0.87
Percent Heavy Veh, %	0	7	7	8	8	0				5	5	5
Cap, veh/h	0	1303	372	773	2017	0				606	0	250
Arrive On Green	0.00	0.27	0.27	0.08	0.20	0.00				0.18	0.00	0.18
Sat Flow, veh/h	0	5079	1402	3300	3483	0				3450	0	1425
Grp Volume(v), veh/h	0	241	289	644	276	0				493	0	31
Grp Sat Flow(s),veh/h/ln	0	1639	1402	1650	1697	0				1725	0	1425
Q Serve(g_s), s	0.0	2.3	11.4	11.5	4.0	0.0				8.2	0.0	1.1
Cycle Q Clear(g_c), s	0.0	2.3	11.4	11.5	4.0	0.0				8.2	0.0	1.1
Prop In Lane	0.00		1.00	1.00		0.00				1.00		1.00
Lane Grp Cap(c), veh/h	0	1303	372	773	2017	0				606	0	250
V/C Ratio(X)	0.00	0.18	0.78	0.83	0.14	0.00				0.81	0.00	0.12
Avail Cap(c_a), veh/h	0	1303	372	842	2017	0				794	0	328
HCM Platoon Ratio	1.00	1.00	1.00	0.33	0.33	1.00				1.00	1.00	1.00
Upstream Filter(I)	0.00	1.00	1.00	0.97	0.97	0.00				1.00	0.00	1.00
Uniform Delay (d), s/veh	0.0	17.0	20.4	26.5	11.4	0.0				23.8	0.0	20.8
Incr Delay (d2), s/veh	0.0	0.3	14.8	6.6	0.1	0.0				3.7	0.0	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
%ile BackOfQ(95%),veh/ln	0.0	1.4	8.2	9.1	2.0	0.0				5.8	0.0	1.7
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	0.0	17.4	35.2	33.1	11.5	0.0				27.5	0.0	20.9
LnGrp LOS		B	D	C	B					C		C
Approach Vol, veh/h		530			920						524	
Approach Delay, s/veh		27.1			26.6						27.1	
Approach LOS		C			C						C	

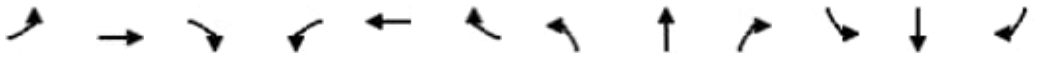
Timer - Assigned Phs		2		4	5	6						
Phs Duration (G+Y+Rc), s		42.3		17.7	19.8	22.5						
Change Period (Y+Rc), s		* 6.6		7.2	5.7	* 6.6						
Max Green Setting (Gmax), s		* 32		13.8	15.3	* 11						
Max Q Clear Time (g_c+I1), s		6.0		10.2	13.5	13.4						
Green Ext Time (p_c), s		2.2		0.3	0.5	0.0						

Intersection Summary		
HCM 7th Control Delay, s/veh	26.9	
HCM 7th LOS	C	

Notes

User approved volume balancing among the lanes for turning movement.

* HCM 7th computational engine requires equal clearance times for the phases crossing the barrier.

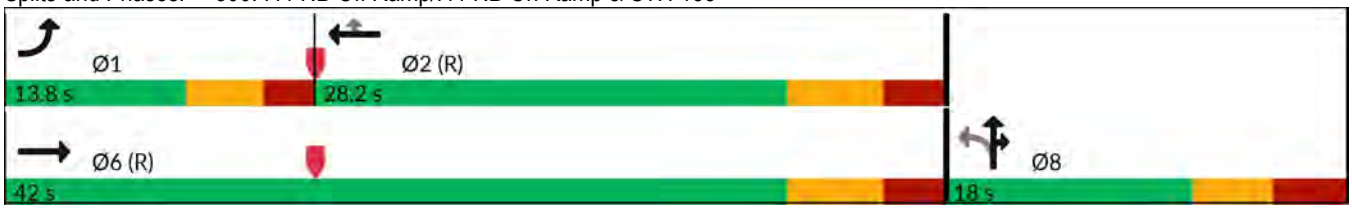


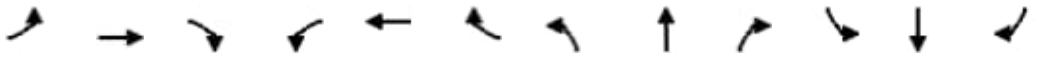
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	105	530	0	0	680	490	120	5	200	0	0	0
Future Volume (vph)	105	530	0	0	680	490	120	5	200	0	0	0
Ideal Flow (vphpl)	1905	1905	1900	1900	1915	1750	1885	1885	1750	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	225		0	135		0	400		400	0		0
Storage Lanes	1		0	1		1	1		1	0		0
Taper Length (ft)	100			100			100			100		
Right Turn on Red			Yes			Yes			Yes			Yes
Link Speed (mph)		45			45			45			45	
Link Distance (ft)		359			360			1103			1212	
Travel Time (s)		5.4			5.5			16.7			18.4	
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Growth Factor	100%	100%	100%	100%	100%	75%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	4%	4%	4%	5%	5%	5%	14%	14%	14%	1%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Shared Lane Traffic (%)												
Lane Group Flow (vph)	115	582	0	0	747	404	0	137	220	0	0	0
Turn Type	Prot	NA			NA	Perm	Perm	NA	Prot			
Protected Phases	1	6			2			8	8			
Permitted Phases						2	8					
Detector Phase	1	6			2	2	8	8	8			
Switch Phase												
Minimum Initial (s)	8.0	15.0			15.0	15.0	10.0	10.0	10.0			
Minimum Split (s)	13.7	22.0			22.0	22.0	16.9	16.9	16.9			
Total Split (s)	13.8	42.0			28.2	28.2	18.0	18.0	18.0			
Total Split (%)	23.0%	70.0%			47.0%	47.0%	30.0%	30.0%	30.0%			
Maximum Green (s)	8.1	35.0			21.2	21.2	11.1	11.1	11.1			
Yellow Time (s)	3.5	4.3			4.3	4.3	3.6	3.6	3.6			
All-Red Time (s)	2.2	2.7			2.7	2.7	3.3	3.3	3.3			
Lost Time Adjust (s)	0.0	0.0			0.0	0.0		0.0	0.0			
Total Lost Time (s)	5.7	7.0			7.0	7.0		6.9	6.9			
Lead/Lag	Lead				Lag	Lag						
Lead-Lag Optimize?	Yes				Yes	Yes						
Vehicle Extension (s)	1.5	4.3			0.2	0.2	1.5	1.5	1.5			
Minimum Gap (s)	1.5	2.0			2.0	2.0	1.5	1.5	1.5			
Time Before Reduce (s)	25.0	26.0			28.0	28.0	30.0	30.0	30.0			
Time To Reduce (s)	0.0	14.0			12.0	12.0	0.0	0.0	0.0			
Recall Mode	None	C-Max			C-Max	C-Max	None	None	None			
Walk Time (s)												
Flash Don't Walk (s)												
Pedestrian Calls (#/hr)												
v/c Ratio	0.26	0.28			0.29	0.49		0.50	0.38			
Control Delay (s/veh)	9.1	2.0			3.8	6.3		29.5	5.9			

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Queue Delay	0.0	0.0			0.0	0.8		0.0	0.0			
Total Delay (s/veh)	9.1	2.0			3.8	7.0		29.5	5.9			
Queue Length 50th (ft)	21	23			2	104		46	0			
Queue Length 95th (ft)	43	32			3	212		92	26			
Internal Link Dist (ft)		279			280			1023			1132	
Turn Bay Length (ft)	225								400			
Base Capacity (vph)	455	2071			2589	822		291	604			
Starvation Cap Reductn	0	0			0	176		0	0			
Spillback Cap Reductn	0	0			0	0		0	0			
Storage Cap Reductn	0	0			0	0		0	0			
Reduced v/c Ratio	0.25	0.28			0.29	0.63		0.47	0.36			

Intersection Summary	
Area Type:	Other
Cycle Length: 60	
Actuated Cycle Length: 60	
Offset: 0 (0%), Referenced to phase 2:WBT and 6:EBT, Start of Green	
Natural Cycle: 55	
Control Type: Actuated-Coordinated	

Splits and Phases: 300: I41 NB Off Ramp/I41 NB On Ramp & STH 158

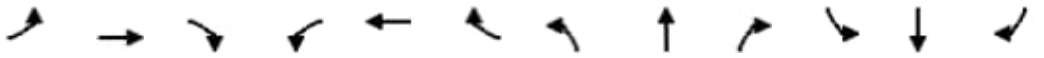




Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	105	530	0	0	680	490	120	5	200	0	0	0
Future Volume (veh/h)	105	530	0	0	680	490	120	5	200	0	0	0
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0			
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Ped-Bike Adj(A_pbT)	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			
Work Zone On Approach		No			No			No				
Adj Sat Flow, veh/h/ln	1846	1846	0	0	1840	1682	1679	1679	1559			
Adj Flow Rate, veh/h	115	582	0	0	747	404	132	5	220			
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91			
Percent Heavy Veh, %	4	4	0	0	5	5	14	14	14			
Cap, veh/h	388	2111	0	0	2490	561	257	10	387			
Arrive On Green	0.08	0.40	0.00	0.00	0.13	0.13	0.17	0.17	0.17			
Sat Flow, veh/h	3410	3599	0	0	6588	1425	1544	58	2325			
Grp Volume(v), veh/h	115	582	0	0	747	404	137	0	220			
Grp Sat Flow(s),veh/h/ln	1705	1753	0	0	1583	1425	1602	0	1163			
Q Serve(g_s), s	1.9	6.7	0.0	0.0	6.4	16.3	4.7	0.0	5.2			
Cycle Q Clear(g_c), s	1.9	6.7	0.0	0.0	6.4	16.3	4.7	0.0	5.2			
Prop In Lane	1.00		0.00	0.00		1.00	0.96		1.00			
Lane Grp Cap(c), veh/h	388	2111	0	0	2490	561	266	0	387			
V/C Ratio(X)	0.30	0.28	0.00	0.00	0.30	0.72	0.51	0.00	0.57			
Avail Cap(c_a), veh/h	460	2111	0	0	2490	561	296	0	430			
HCM Platoon Ratio	0.67	0.67	1.00	1.00	0.33	0.33	1.00	1.00	1.00			
Upstream Filter(I)	0.87	0.87	0.00	0.00	0.96	0.96	1.00	0.00	1.00			
Uniform Delay (d), s/veh	25.4	9.1	0.0	0.0	18.6	22.9	22.8	0.0	23.0			
Incr Delay (d2), s/veh	0.1	0.3	0.0	0.0	0.3	7.5	0.6	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			
%ile BackOfQ(95%),veh/ln	1.3	3.4	0.0	0.0	3.9	11.4	2.9	0.0	2.3			
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	25.6	9.4	0.0	0.0	18.9	30.4	23.4	0.0	23.7			
LnGrp LOS	C	A			B	C	C		C			
Approach Vol, veh/h		697			1151			357				
Approach Delay, s/veh		12.1			23.0			23.5				
Approach LOS		B			C			C				

Timer - Assigned Phs	1	2				6		8				
Phs Duration (G+Y+Rc), s	12.5	30.6				43.1		16.9				
Change Period (Y+Rc), s	5.7	7.0				7.0		6.9				
Max Green Setting (Gmax), s	8.1	21.2				35.0		11.1				
Max Q Clear Time (g_c+I1), s	3.9	18.3				8.7		7.2				
Green Ext Time (p_c), s	0.0	0.4				5.8		0.3				

Intersection Summary												
HCM 7th Control Delay, s/veh			19.6									
HCM 7th LOS			B									



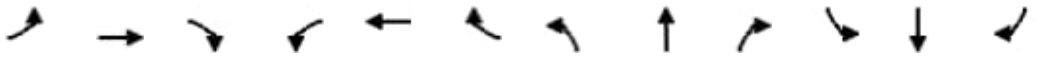
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	50	860	45	45	1115	40	15	35	35	45	55	40
Future Volume (vph)	50	860	45	45	1115	40	15	35	35	45	55	40
Ideal Flow (vphpl)	1915	1915	1750	1925	1925	1750	1750	1750	1750	1750	1750	1750
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	245		115	500		90	0		190	0		80
Storage Lanes	1		1	2		1	0		1	0		1
Taper Length (ft)	100			100			100			100		
Right Turn on Red			Yes			Yes			Yes			Yes
Link Speed (mph)		45			45			35			35	
Link Distance (ft)		360			1511			1020			592	
Travel Time (s)		5.5			22.9			19.9			11.5	
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Growth Factor	100%	100%	62%	100%	100%	62%	100%	100%	62%	100%	100%	62%
Heavy Vehicles (%)	7%	7%	7%	5%	5%	5%	3%	3%	3%	6%	6%	6%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Shared Lane Traffic (%)												
Lane Group Flow (vph)	53	915	30	48	1186	26	0	53	23	0	107	26
Turn Type	D.P+P	NA	Perm	D.P+P	NA	Perm	Perm	NA	Perm	Perm	NA	Perm
Protected Phases	1	6		5	2			8			4	
Permitted Phases	2		6	6		2	8		8	4		4
Detector Phase	1	6	6	5	2	2	8	8	8	4	4	4
Switch Phase												
Minimum Initial (s)	6.0	8.0	8.0	6.0	8.0	8.0	10.0	10.0	10.0	10.0	10.0	10.0
Minimum Split (s)	10.5	13.9	13.9	10.5	13.9	13.9	17.3	17.3	17.3	17.3	17.3	17.3
Total Split (s)	11.0	28.0	28.0	11.0	28.0	28.0	21.0	21.0	21.0	21.0	21.0	21.0
Total Split (%)	18.3%	46.7%	46.7%	18.3%	46.7%	46.7%	35.0%	35.0%	35.0%	35.0%	35.0%	35.0%
Maximum Green (s)	6.5	22.1	22.1	6.5	22.1	22.1	13.7	13.7	13.7	13.7	13.7	13.7
Yellow Time (s)	3.5	4.3	4.3	3.5	4.3	4.3	4.3	4.3	4.3	4.3	4.3	4.3
All-Red Time (s)	1.0	1.6	1.6	1.0	1.6	1.6	3.0	3.0	3.0	3.0	3.0	3.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0
Total Lost Time (s)	4.5	5.9	5.9	4.5	5.9	5.9		7.3	7.3		7.3	7.3
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag						
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes						
Vehicle Extension (s)	1.5	3.3	3.3	1.5	3.3	3.3	1.5	1.5	1.5	1.5	1.5	1.5
Minimum Gap (s)	1.5	2.3	2.3	1.5	2.3	2.3	1.5	1.5	1.5	1.5	1.5	1.5
Time Before Reduce (s)	20.0	8.0	8.0	20.0	8.0	8.0	30.0	30.0	30.0	30.0	30.0	30.0
Time To Reduce (s)	0.0	19.0	19.0	0.0	19.0	19.0	0.0	0.0	0.0	0.0	0.0	0.0
Recall Mode	None	C-Max	C-Max	None	C-Max	C-Max	None	None	None	None	None	None
Walk Time (s)												
Flash Don't Walk (s)												
Pedestrian Calls (#/hr)												
v/c Ratio	0.15	0.33	0.03	0.10	0.33	0.03		0.20	0.06		0.44	0.07
Control Delay (s/veh)	3.0	4.4	0.1	5.4	10.1	0.0		22.8	0.3		28.0	0.4

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0
Total Delay (s/veh)	3.0	4.4	0.1	5.4	10.1	0.0		22.8	0.3		28.0	0.4
Queue Length 50th (ft)	2	29	0	5	81	0		17	0		35	0
Queue Length 95th (ft)	10	49	m1	17	117	0		41	0		73	0
Internal Link Dist (ft)		280			1431			940			512	
Turn Bay Length (ft)	245		115	500		90			190			80
Base Capacity (vph)	377	2807	866	473	3624	882		333	433		312	424
Starvation Cap Reductn	0	0	0	0	0	0		0	0		0	0
Spillback Cap Reductn	0	0	0	0	0	0		0	0		0	0
Storage Cap Reductn	0	0	0	0	0	0		0	0		0	0
Reduced v/c Ratio	0.14	0.33	0.03	0.10	0.33	0.03		0.16	0.05		0.34	0.06

Intersection Summary	
Area Type:	Other
Cycle Length: 60	
Actuated Cycle Length: 60	
Offset: 54 (90%), Referenced to phase 2:EBWB and 6:EBWB, Start of Green	
Natural Cycle: 45	
Control Type: Actuated-Coordinated	
m Volume for 95th percentile queue is metered by upstream signal.	

Splits and Phases: 400: E Frontage Rd & STH 158

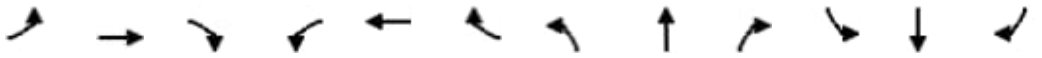




Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	50	860	45	45	1115	40	15	35	35	45	55	40
Future Volume (veh/h)	50	860	45	45	1115	40	15	35	35	45	55	40
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
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	1810	1810	1654	1850	1850	1682	1709	1709	1709	1668	1668	1668
Adj Flow Rate, veh/h	53	915	30	48	1186	26	16	37	23	48	59	26
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Percent Heavy Veh, %	7	7	7	5	5	5	3	3	3	6	6	6
Cap, veh/h	385	2414	685	500	3085	691	123	212	234	165	161	228
Arrive On Green	0.12	0.98	0.98	0.06	0.48	0.48	0.16	0.16	0.16	0.16	0.16	0.16
Sat Flow, veh/h	1724	4943	1402	1762	6364	1425	277	1314	1448	484	994	1414
Grp Volume(v), veh/h	53	915	30	48	1186	26	53	0	23	107	0	26
Grp Sat Flow(s),veh/h/ln	1724	1648	1402	1762	1591	1425	1591	0	1448	1478	0	1414
Q Serve(g_s), s	0.8	0.4	0.0	0.8	7.1	0.6	0.0	0.0	0.8	1.3	0.0	0.9
Cycle Q Clear(g_c), s	0.8	0.4	0.0	0.8	7.1	0.6	1.6	0.0	0.8	3.7	0.0	0.9
Prop In Lane	1.00		1.00	1.00		1.00	0.30		1.00	0.45		1.00
Lane Grp Cap(c), veh/h	385	2414	685	500	3085	691	335	0	234	326	0	228
V/C Ratio(X)	0.14	0.38	0.04	0.10	0.38	0.04	0.16	0.00	0.10	0.33	0.00	0.11
Avail Cap(c_a), veh/h	470	2414	685	593	3085	691	436	0	331	420	0	323
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)	0.96	0.96	0.96	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	6.5	0.4	0.4	6.4	9.8	8.1	21.8	0.0	21.4	22.6	0.0	21.5
Incr Delay (d2), s/veh	0.1	0.4	0.1	0.0	0.4	0.1	0.1	0.0	0.1	0.2	0.0	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(95%),veh/ln	0.4	0.3	0.1	0.4	3.4	0.3	1.1	0.0	0.5	2.3	0.0	0.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	6.5	0.8	0.5	6.5	10.2	8.2	21.8	0.0	21.5	22.8	0.0	21.6
LnGrp LOS	A	A	A	A	B	A	C		C	C		C
Approach Vol, veh/h		998			1260			76			133	
Approach Delay, s/veh		1.1			10.0			21.7			22.5	
Approach LOS		A			A			C			C	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	8.0	35.0		17.0	7.8	35.2		17.0				
Change Period (Y+Rc), s	4.5	5.9		7.3	4.5	5.9		7.3				
Max Green Setting (Gmax), s	6.5	22.1		13.7	6.5	22.1		13.7				
Max Q Clear Time (g_c+I1), s	2.8	9.1		5.7	2.8	2.4		3.6				
Green Ext Time (p_c), s	0.0	6.8		0.2	0.0	6.5		0.1				

Intersection Summary		
HCM 7th Control Delay, s/veh	7.4	
HCM 7th LOS	A	



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	50	210	30	50	245	40	45	185	65	55	110	145
Future Volume (vph)	50	210	30	50	245	40	45	185	65	55	110	145
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	130		0	135		0	305		0	400		235
Storage Lanes	1		0	1		0	1		0	1		0
Taper Length (ft)	100			100			100			100		
Link Speed (mph)		45			45			35			35	
Link Distance (ft)		463			370			458			1143	
Travel Time (s)		7.0			5.6			8.9			22.3	
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	4%	4%	4%	3%	3%	3%	4%	4%	4%	5%	5%	5%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Shared Lane Traffic (%)												
Lane Group Flow (vph)	51	245	0	51	291	0	46	255	0	56	260	0
Sign Control		Stop			Stop			Stop			Stop	

Intersection Summary	
Area Type:	Other
Control Type: Unsignalized	

Intersection has too many lanes per leg.

HCM All-Way analysis is limited to two lanes per leg.

Channelized right turn lanes are not counted.

Intersection	
Intersection Delay, s/veh	16.7
Intersection LOS	C

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	50	210	30	50	245	40	45	185	65	55	110	145
Future Vol, veh/h	50	210	30	50	245	40	45	185	65	55	110	145
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Heavy Vehicles, %	4	4	4	3	3	3	4	4	4	5	5	5
Mvmt Flow	51	214	31	51	250	41	46	189	66	56	112	148
Number of Lanes	1	1	0	1	1	0	1	2	0	1	2	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	2	2	3	3
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	3	3	2	2
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	3	3	2	2
HCM Control Delay, s/veh	18	20.6	13.6	14.1
HCM LOS	C	C	B	B

Lane	NBLn1	NBLn2	NBLn3	EBLn1	EBLn2	WBLn1	WBLn2	SBLn1	SBLn2	SBLn3
Vol Left, %	100%	0%	0%	100%	0%	100%	0%	100%	0%	0%
Vol Thru, %	0%	100%	49%	0%	88%	0%	86%	0%	100%	20%
Vol Right, %	0%	0%	51%	0%	13%	0%	14%	0%	0%	80%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	45	123	127	50	240	50	285	55	73	182
LT Vol	45	0	0	50	0	50	0	55	0	0
Through Vol	0	123	62	0	210	0	245	0	73	37
RT Vol	0	0	65	0	30	0	40	0	0	145
Lane Flow Rate	46	126	129	51	245	51	291	56	75	185
Geometry Grp	6	6	6	6	6	6	6	6	6	6
Degree of Util (X)	0.11	0.284	0.278	0.119	0.531	0.117	0.618	0.134	0.169	0.388
Departure Headway (Hd)	8.638	8.123	7.753	8.398	7.803	8.249	7.644	8.625	8.11	7.534
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Cap	413	440	461	425	460	433	471	414	440	475
Service Time	6.429	5.913	5.542	6.181	5.586	6.028	5.423	6.412	5.896	5.32
HCM Lane V/C Ratio	0.111	0.286	0.28	0.12	0.533	0.118	0.618	0.135	0.17	0.389
HCM Control Delay, s/veh	12.5	14.1	13.5	12.3	19.2	12.1	22.1	12.8	12.6	15.1
HCM Lane LOS	B	B	B	B	C	B	C	B	B	C
HCM 95th-tile Q	0.4	1.2	1.1	0.4	3	0.4	4.1	0.5	0.6	1.8



Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	20	1	1	275	185	5
Future Volume (vph)	20	1	1	275	185	5
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12
Grade (%)	0%			0%	0%	
Storage Length (ft)	100	0	0			0
Storage Lanes	0	1	0			0
Taper Length (ft)	100		100			
Link Speed (mph)	25			35	35	
Link Distance (ft)	248			622	213	
Travel Time (s)	6.8			12.1	4.1	
Confl. Peds. (#/hr)						
Confl. Bikes (#/hr)						
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93
Growth Factor	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	1%	1%	4%	4%	1%	1%
Bus Blockages (#/hr)	0	0	0	0	0	0
Parking (#/hr)						
Mid-Block Traffic (%)	0%			0%	0%	
Shared Lane Traffic (%)						
Lane Group Flow (vph)	22	1	0	297	204	0
Sign Control	Stop			Free	Free	

Intersection Summary	
Area Type:	Other
Control Type: Unsignalized	



Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	20	1	1	275	185	5
Future Volume (Veh/h)	20	1	1	275	185	5
Sign Control	Stop			Free	Free	
Grade	0%			0%	0%	
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93
Hourly flow rate (vph)	22	1	1	296	199	5
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type				None	None	
Median storage veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	500	202	204			
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	500	202	204			
tC, single (s)	6.4	6.2	4.1			
tC, 2 stage (s)						
tF (s)	3.5	3.3	2.2			
p0 queue free %	96	100	100			
cM capacity (veh/h)	532	842	1356			

Direction, Lane #	EB 1	EB 2	NB 1	SB 1
Volume Total	22	1	297	204
Volume Left	22	0	1	0
Volume Right	0	1	0	5
cSH	532	842	1356	1700
Volume to Capacity	0.04	0.00	0.00	0.12
Queue Length 95th (ft)	3	0	0	0
Control Delay (s/veh)	12.1	9.3	0.0	0.0
Lane LOS	B	A	A	
Approach Delay (s/veh)	11.9		0.0	0.0
Approach LOS	B			

Intersection Summary			
Average Delay	0.5		
Intersection Capacity Utilization	25.3%	ICU Level of Service	A
Analysis Period (min)	15		

Intersection	
Int Delay, s/veh	0.5

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	20	1	1	275	185	5
Future Vol, veh/h	20	1	1	275	185	5
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	-	0	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	93	93	93	93	93	93
Heavy Vehicles, %	1	1	4	4	1	1
Mvmt Flow	22	1	1	296	199	5

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	499	202	204	0	-	0
Stage 1	202	-	-	-	-	-
Stage 2	298	-	-	-	-	-
Critical Hdwy	6.41	6.21	4.14	-	-	-
Critical Hdwy Stg 1	5.41	-	-	-	-	-
Critical Hdwy Stg 2	5.41	-	-	-	-	-
Follow-up Hdwy	3.509	3.309	2.236	-	-	-
Pot Cap-1 Maneuver	533	842	1355	-	-	-
Stage 1	835	-	-	-	-	-
Stage 2	756	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	532	842	1355	-	-	-
Mov Cap-2 Maneuver	532	-	-	-	-	-
Stage 1	834	-	-	-	-	-
Stage 2	756	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s/v	11.92	0.03	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	EBLn2	SBT	SBR
Capacity (veh/h)	7	-	532	842	-	-
HCM Lane V/C Ratio	0.001	-	0.04	0.001	-	-
HCM Control Delay (s/veh)	7.7	0	12.1	9.3	-	-
HCM Lane LOS	A	A	B	A	-	-
HCM 95th %tile Q(veh)	0	-	0.1	0	-	-



Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	70	10	1	205	175	10
Future Volume (vph)	70	10	1	205	175	10
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12
Grade (%)	0%			0%	0%	
Storage Length (ft)	100	0	0			0
Storage Lanes	0	1	0			0
Taper Length (ft)	100		100			
Link Speed (mph)	25			35	35	
Link Distance (ft)	178			881	622	
Travel Time (s)	4.9			17.2	12.1	
Confl. Peds. (#/hr)						
Confl. Bikes (#/hr)						
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93
Growth Factor	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	1%	1%	4%	4%	1%	1%
Bus Blockages (#/hr)	0	0	0	0	0	0
Parking (#/hr)						
Mid-Block Traffic (%)	0%			0%	0%	
Shared Lane Traffic (%)						
Lane Group Flow (vph)	75	11	0	221	199	0
Sign Control	Stop			Free	Free	

Intersection Summary	
Area Type:	Other
Control Type: Unsignalized	



Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	70	10	1	205	175	10
Future Volume (Veh/h)	70	10	1	205	175	10
Sign Control	Stop			Free	Free	
Grade	0%			0%	0%	
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93
Hourly flow rate (vph)	75	11	1	220	188	11
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type				None	None	
Median storage veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	416	194	199			
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	416	194	199			
tC, single (s)	6.4	6.2	4.1			
tC, 2 stage (s)						
tF (s)	3.5	3.3	2.2			
p0 queue free %	87	99	100			
cM capacity (veh/h)	595	851	1361			

Direction, Lane #	EB 1	EB 2	NB 1	SB 1
Volume Total	75	11	221	199
Volume Left	75	0	1	0
Volume Right	0	11	0	11
cSH	595	851	1361	1700
Volume to Capacity	0.13	0.01	0.00	0.12
Queue Length 95th (ft)	11	1	0	0
Control Delay (s/veh)	11.9	9.3	0.0	0.0
Lane LOS	B	A	A	
Approach Delay (s/veh)	11.6		0.0	0.0
Approach LOS	B			

Intersection Summary			
Average Delay	2.0		
Intersection Capacity Utilization	22.1%	ICU Level of Service	A
Analysis Period (min)	15		

Intersection	
Int Delay, s/veh	2

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	70	10	1	205	175	10
Future Vol, veh/h	70	10	1	205	175	10
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	-	0	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	93	93	93	93	93	93
Heavy Vehicles, %	1	1	4	4	1	1
Mvmt Flow	75	11	1	220	188	11

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	416	194	199	0	-	0
Stage 1	194	-	-	-	-	-
Stage 2	223	-	-	-	-	-
Critical Hdwy	6.41	6.21	4.14	-	-	-
Critical Hdwy Stg 1	5.41	-	-	-	-	-
Critical Hdwy Stg 2	5.41	-	-	-	-	-
Follow-up Hdwy	3.509	3.309	2.236	-	-	-
Pot Cap-1 Maneuver	595	850	1362	-	-	-
Stage 1	842	-	-	-	-	-
Stage 2	817	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	594	850	1362	-	-	-
Mov Cap-2 Maneuver	594	-	-	-	-	-
Stage 1	841	-	-	-	-	-
Stage 2	817	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s/v	11.6	0.04	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	EBLn2	SBT	SBR
Capacity (veh/h)	9	-	594	850	-	-
HCM Lane V/C Ratio	0.001	-	0.127	0.013	-	-
HCM Control Delay (s/veh)	7.6	0	11.9	9.3	-	-
HCM Lane LOS	A	A	B	A	-	-
HCM 95th %tile Q(veh)	0	-	0.4	0	-	-



Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	65	20	5	140	170	15
Future Volume (vph)	65	20	5	140	170	15
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12
Grade (%)	0%			0%	0%	
Storage Length (ft)	100	0	0			0
Storage Lanes	0	1	0			0
Taper Length (ft)	100		100			
Link Speed (mph)	25			35	35	
Link Distance (ft)	163			383	881	
Travel Time (s)	4.4			7.5	17.2	
Confl. Peds. (#/hr)						
Confl. Bikes (#/hr)						
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93
Growth Factor	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	1%	1%	4%	4%	1%	1%
Bus Blockages (#/hr)	0	0	0	0	0	0
Parking (#/hr)						
Mid-Block Traffic (%)	0%			0%	0%	
Shared Lane Traffic (%)						
Lane Group Flow (vph)	70	22	0	156	199	0
Sign Control	Stop			Free	Free	

Intersection Summary	
Area Type:	Other
Control Type: Unsignalized	



Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	65	20	5	140	170	15
Future Volume (Veh/h)	65	20	5	140	170	15
Sign Control	Stop			Free	Free	
Grade	0%			0%	0%	
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93
Hourly flow rate (vph)	70	22	5	151	183	16
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type				None	None	
Median storage veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	352	191	199			
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	352	191	199			
tC, single (s)	6.4	6.2	4.1			
tC, 2 stage (s)						
tF (s)	3.5	3.3	2.2			
p0 queue free %	89	97	100			
cM capacity (veh/h)	645	853	1361			

Direction, Lane #	EB 1	EB 2	NB 1	SB 1
Volume Total	70	22	156	199
Volume Left	70	0	5	0
Volume Right	0	22	0	16
cSH	645	853	1361	1700
Volume to Capacity	0.11	0.03	0.00	0.12
Queue Length 95th (ft)	9	2	0	0
Control Delay (s/veh)	11.3	9.3	0.3	0.0
Lane LOS	B	A	A	
Approach Delay (s/veh)	10.8		0.3	0.0
Approach LOS	B			

Intersection Summary			
Average Delay	2.3		
Intersection Capacity Utilization	21.7%	ICU Level of Service	A
Analysis Period (min)	15		

Intersection	
Int Delay, s/veh	2.3

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	65	20	5	140	170	15
Future Vol, veh/h	65	20	5	140	170	15
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	-	0	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	93	93	93	93	93	93
Heavy Vehicles, %	1	1	4	4	1	1
Mvmt Flow	70	22	5	151	183	16

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	352	191	199	0	-	0
Stage 1	191	-	-	-	-	-
Stage 2	161	-	-	-	-	-
Critical Hdwy	6.41	6.21	4.14	-	-	-
Critical Hdwy Stg 1	5.41	-	-	-	-	-
Critical Hdwy Stg 2	5.41	-	-	-	-	-
Follow-up Hdwy	3.509	3.309	2.236	-	-	-
Pot Cap-1 Maneuver	647	853	1362	-	-	-
Stage 1	844	-	-	-	-	-
Stage 2	870	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	645	853	1362	-	-	-
Mov Cap-2 Maneuver	645	-	-	-	-	-
Stage 1	840	-	-	-	-	-
Stage 2	870	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s/v	10.81	0.26	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	EBLn2	SBT	SBR
Capacity (veh/h)	62	-	645	853	-	-
HCM Lane V/C Ratio	0.004	-	0.108	0.025	-	-
HCM Control Delay (s/veh)	7.7	0	11.3	9.3	-	-
HCM Lane LOS	A	A	B	A	-	-
HCM 95th %tile Q(veh)	0	-	0.4	0.1	-	-



Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	0	10	1	145	190	0
Future Volume (vph)	0	10	1	145	190	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12
Grade (%)	0%			0%	0%	
Storage Length (ft)	100	0	0			0
Storage Lanes	1	1	0			0
Taper Length (ft)	100		100			
Link Speed (mph)	25			35	35	
Link Distance (ft)	653			255	383	
Travel Time (s)	17.8			5.0	7.5	
Confl. Peds. (#/hr)						
Confl. Bikes (#/hr)						
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93
Growth Factor	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	1%	1%	4%	4%	1%	1%
Bus Blockages (#/hr)	0	0	0	0	0	0
Parking (#/hr)						
Mid-Block Traffic (%)	0%			0%	0%	
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	11	0	157	204	0
Sign Control	Stop			Free	Free	

Intersection Summary	
Area Type:	Other
Control Type: Unsignalized	



Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	0	10	1	145	190	0
Future Volume (Veh/h)	0	10	1	145	190	0
Sign Control	Stop			Free	Free	
Grade	0%			0%	0%	
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93
Hourly flow rate (vph)	0	11	1	156	204	0
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type				None	None	
Median storage veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	362	204	204			
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	362	204	204			
tC, single (s)	6.4	6.2	4.1			
tC, 2 stage (s)						
tF (s)	3.5	3.3	2.2			
p0 queue free %	100	99	100			
cM capacity (veh/h)	639	839	1356			

Direction, Lane #	EB 1	EB 2	NB 1	SB 1
Volume Total	0	11	157	204
Volume Left	0	0	1	0
Volume Right	0	11	0	0
cSH	1700	839	1356	1700
Volume to Capacity	0.00	0.01	0.00	0.12
Queue Length 95th (ft)	0	1	0	0
Control Delay (s/veh)	0.0	9.3	0.1	0.0
Lane LOS	A	A	A	
Approach Delay (s/veh)	9.3		0.1	0.0
Approach LOS	A			

Intersection Summary			
Average Delay	0.3		
Intersection Capacity Utilization	20.0%	ICU Level of Service	A
Analysis Period (min)	15		

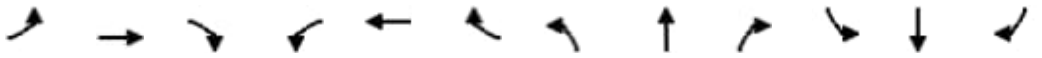
Intersection	
Int Delay, s/veh	0.3

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	0	10	1	145	190	0
Future Vol, veh/h	0	10	1	145	190	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	100	0	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	93	93	93	93	93	93
Heavy Vehicles, %	1	1	4	4	1	1
Mvmt Flow	0	11	1	156	204	0

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	362	204	204	0	-	0
Stage 1	204	-	-	-	-	-
Stage 2	158	-	-	-	-	-
Critical Hdwy	6.41	6.21	4.14	-	-	-
Critical Hdwy Stg 1	5.41	-	-	-	-	-
Critical Hdwy Stg 2	5.41	-	-	-	-	-
Follow-up Hdwy	3.509	3.309	2.236	-	-	-
Pot Cap-1 Maneuver	639	839	1355	-	-	-
Stage 1	832	-	-	-	-	-
Stage 2	873	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	638	839	1355	-	-	-
Mov Cap-2 Maneuver	638	-	-	-	-	-
Stage 1	832	-	-	-	-	-
Stage 2	873	-	-	-	-	-

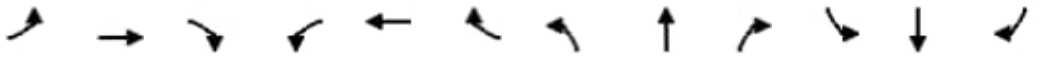
Approach	EB	NB	SB
HCM Control Delay, s/v	9.35	0.05	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	EBLn2	SBT	SBR
Capacity (veh/h)	12	-	-	839	-	-
HCM Lane V/C Ratio	0.001	-	-	0.013	-	-
HCM Control Delay (s/veh)	7.7	0	0	9.3	-	-
HCM Lane LOS	A	A	A	A	-	-
HCM 95th %tile Q(veh)	0	-	-	0	-	-



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	10	270	50	90	290	5	40	20	150	15	35	5
Future Volume (vph)	10	270	50	90	290	5	40	20	150	15	35	5
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	0		0	0		0	0		0	0		0
Storage Lanes	0		0	0		0	0		0	0		0
Taper Length (ft)	100			100			100			100		
Link Speed (mph)		45			45			35			35	
Link Distance (ft)		397			1700			2006			1738	
Travel Time (s)		6.0			25.8			39.1			33.9	
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
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
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	1%	1%	1%	2%	2%	2%	5%	5%	5%	1%	1%	1%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	358	0	0	418	0	0	228	0	0	59	0
Sign Control		Stop			Stop			Stop			Stop	

Intersection Summary	
Area Type:	Other
Control Type: Unsignalized	



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Sign Control		Stop			Stop			Stop			Stop	
Traffic Volume (vph)	10	270	50	90	290	5	40	20	150	15	35	5
Future Volume (vph)	10	270	50	90	290	5	40	20	150	15	35	5
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
Hourly flow rate (vph)	11	293	54	98	315	5	43	22	163	16	38	5

Direction, Lane #	EB 1	WB 1	NB 1	SB 1
Volume Total (vph)	358	418	228	59
Volume Left (vph)	11	98	43	16
Volume Right (vph)	54	5	163	5
Hadj (s)	-0.07	0.07	-0.31	0.02
Departure Headway (s)	5.4	5.4	5.8	6.5
Degree Utilization, x	0.54	0.63	0.37	0.11
Capacity (veh/h)	631	637	555	440
Control Delay (s/veh)	14.4	17.2	12.1	10.3
Approach Delay (s/veh)	14.4	17.2	12.1	10.3
Approach LOS	B	C	B	B

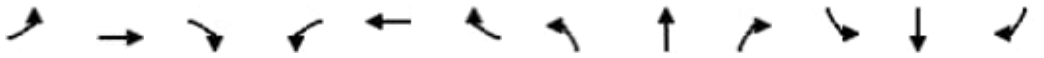
Intersection Summary				
Delay		14.8		
Level of Service		B		
Intersection Capacity Utilization		63.3%	ICU Level of Service	B
Analysis Period (min)		15		

Intersection	
Intersection Delay, s/veh	14.7
Intersection LOS	B

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	10	270	50	90	290	5	40	20	150	15	35	5
Future Vol, veh/h	10	270	50	90	290	5	40	20	150	15	35	5
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
Heavy Vehicles, %	1	1	1	2	2	2	5	5	5	1	1	1
Mvmt Flow	11	293	54	98	315	5	43	22	163	16	38	5
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

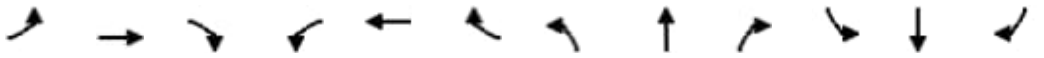
Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay, s/veh	14.4	17.1	12.1	10.4
HCM LOS	B	C	B	B

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	19%	3%	23%	27%
Vol Thru, %	10%	82%	75%	64%
Vol Right, %	71%	15%	1%	9%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	210	330	385	55
LT Vol	40	10	90	15
Through Vol	20	270	290	35
RT Vol	150	50	5	5
Lane Flow Rate	228	359	418	60
Geometry Grp	1	1	1	1
Degree of Util (X)	0.364	0.533	0.627	0.108
Departure Headway (Hd)	5.742	5.346	5.391	6.475
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	623	671	665	549
Service Time	3.81	3.404	3.446	4.564
HCM Lane V/C Ratio	0.366	0.535	0.629	0.109
HCM Control Delay, s/veh	12.1	14.4	17.1	10.4
HCM Lane LOS	B	B	C	B
HCM 95th-tile Q	1.7	3.2	4.4	0.4



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	30	125	35	115	225	70	20	95	105	160	130	50
Future Volume (vph)	30	125	35	115	225	70	20	95	105	160	130	50
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	0		0	0		0	0		0	0		255
Storage Lanes	0		0	0		0	0		0	0		1
Taper Length (ft)	100			100			100			100		
Link Speed (mph)		30			30			35			35	
Link Distance (ft)		1254			421			1037			605	
Travel Time (s)		28.5			9.6			20.2			11.8	
Confl. Peds. (#/hr)				205								
Confl. Bikes (#/hr)												
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	5%	5%	5%	3%	3%	3%	3%	3%	3%	1%	1%	1%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	204	0	0	441	0	0	237	0	0	312	54
Sign Control		Stop			Stop			Stop			Stop	

Intersection Summary	
Area Type:	Other
Control Type: Unsignalized	



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Sign Control		Stop			Stop			Stop			Stop	
Traffic Volume (vph)	30	125	35	115	225	70	20	95	105	160	130	50
Future Volume (vph)	30	125	35	115	225	70	20	95	105	160	130	50
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Hourly flow rate (vph)	32	134	38	124	242	75	22	102	113	172	140	54

Direction, Lane #	EB 1	EB 2	WB 1	WB 2	NB 1	SB 1	SB 2
Volume Total (vph)	99	105	245	196	237	312	54
Volume Left (vph)	32	0	124	0	22	172	0
Volume Right (vph)	0	38	0	75	113	0	54
Hadj (s)	0.25	-0.17	0.30	-0.22	-0.22	0.29	-0.68
Departure Headway (s)	7.7	7.3	7.3	6.8	6.9	7.3	6.3
Degree Utilization, x	0.21	0.21	0.50	0.37	0.46	0.63	0.09
Capacity (veh/h)	430	453	472	508	484	478	542
Control Delay (s/veh)	11.5	11.0	16.1	12.4	15.6	20.6	8.7
Approach Delay (s/veh)	11.3		14.5		15.6	18.9	
Approach LOS	B		B		C	C	

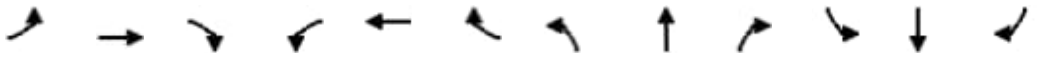
Intersection Summary				
Delay	15.4			
Level of Service	C			
Intersection Capacity Utilization	58.8%	ICU Level of Service	B	
Analysis Period (min)	15			

Intersection	
Intersection Delay, s/veh	16.8
Intersection LOS	C

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	30	125	35	115	225	70	20	95	105	160	130	50
Future Vol, veh/h	30	125	35	115	225	70	20	95	105	160	130	50
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Heavy Vehicles, %	5	5	5	3	3	3	3	3	3	1	1	1
Mvmt Flow	32	134	38	124	242	75	22	102	113	172	140	54
Number of Lanes	0	2	0	0	2	0	0	1	0	0	1	1

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	2	2	2	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	2	1	2	2
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	2	2	2
HCM Control Delay, s/veh	12.4	15.8	16.6	20.5
HCM LOS	B	C	C	C

Lane	NBLn1	EBLn1	EBLn2	WBLn1	WBLn2	SBLn1	SBLn2
Vol Left, %	9%	32%	0%	51%	0%	55%	0%
Vol Thru, %	43%	68%	64%	49%	62%	45%	0%
Vol Right, %	48%	0%	36%	0%	38%	0%	100%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	220	93	98	228	183	290	50
LT Vol	20	30	0	115	0	160	0
Through Vol	95	63	63	113	113	130	0
RT Vol	105	0	35	0	70	0	50
Lane Flow Rate	237	99	105	245	196	312	54
Geometry Grp	4b	5	5	5	5	5	5
Degree of Util (X)	0.473	0.216	0.215	0.502	0.374	0.64	0.096
Departure Headway (Hd)	7.191	7.813	7.387	7.394	6.86	7.393	6.396
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Cap	502	459	485	487	524	490	560
Service Time	5.244	5.572	5.146	5.145	4.61	5.142	4.144
HCM Lane V/C Ratio	0.472	0.216	0.216	0.503	0.374	0.637	0.096
HCM Control Delay, s/veh	16.6	12.7	12.2	17.4	13.7	22.4	9.8
HCM Lane LOS	C	B	B	C	B	C	A
HCM 95th-tile Q	2.5	0.8	0.8	2.8	1.7	4.4	0.3

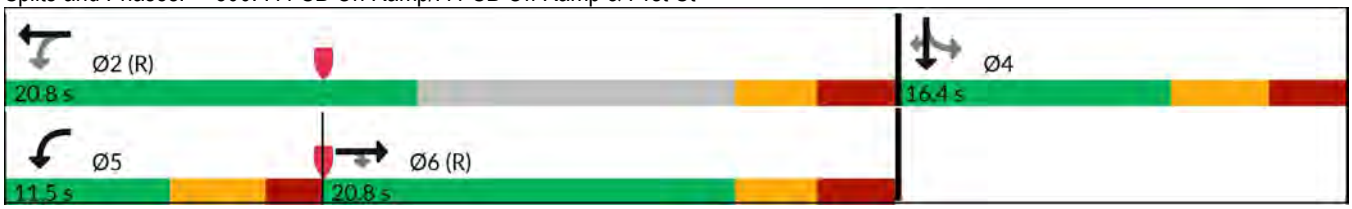


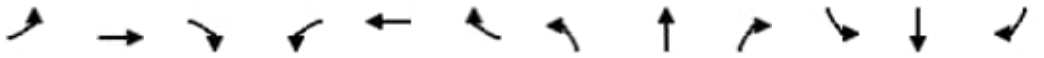
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	250	140	25	185	0	0	0	0	175	395	59
Future Volume (vph)	0	250	140	25	185	0	0	0	0	175	395	59
Ideal Flow (vphpl)	1770	1770	1750	1770	1770	1770	1900	1900	1900	1905	1905	1750
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	0		120	0		0	0		0	255		255
Storage Lanes	0		1	1		0	0		0	1		1
Taper Length (ft)	100			100			100			100		
Right Turn on Red			Yes			Yes			Yes			Yes
Link Speed (mph)		30			30			35			45	
Link Distance (ft)		421			258			763			621	
Travel Time (s)		9.6			5.9			14.9			9.4	
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Growth Factor	100%	100%	75%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Shared Lane Traffic (%)										10%		
Lane Group Flow (vph)	0	266	112	27	197	0	0	0	0	167	439	63
Turn Type		NA	Perm	pm+pt	NA					Perm	NA	Perm
Protected Phases		6		5	2						4	
Permitted Phases			6	2						4		4
Detector Phase		6	6	5	2					4	4	4
Switch Phase												
Minimum Initial (s)		15.0	15.0	6.0	15.0					10.0	10.0	10.0
Minimum Split (s)		20.8	20.8	11.5	20.8					16.4	16.4	16.4
Total Split (s)		20.8	20.8	11.5	20.8					16.4	16.4	16.4
Total Split (%)		42.7%	42.7%	23.6%	42.7%					33.7%	33.7%	33.7%
Maximum Green (s)		15.0	15.0	6.0	15.0					10.0	10.0	10.0
Yellow Time (s)		3.0	3.0	3.5	3.0					3.6	3.6	3.6
All-Red Time (s)		2.8	2.8	2.0	2.8					2.8	2.8	2.8
Lost Time Adjust (s)		0.0	0.0	0.0	0.0					0.0	0.0	0.0
Total Lost Time (s)		5.8	5.8	5.5	5.8					6.4	6.4	6.4
Lead/Lag		Lag	Lag	Lead								
Lead-Lag Optimize?		Yes	Yes	Yes								
Vehicle Extension (s)		4.9	4.9	1.5	4.9					1.5	1.5	1.5
Minimum Gap (s)		2.0	2.0	1.5	2.0					1.5	1.5	1.5
Time Before Reduce (s)		18.0	18.0	20.0	18.0					30.0	30.0	30.0
Time To Reduce (s)		22.0	22.0	0.0	22.0					0.0	0.0	0.0
Recall Mode		C-Max	C-Max	None	C-Max					None	None	None
Walk Time (s)												
Flash Don't Walk (s)												
Pedestrian Calls (#/hr)												
v/c Ratio		0.16	0.14	0.05	0.11					0.50	0.63	0.14
Control Delay (s/veh)		8.4	1.0	5.3	5.6					23.3	22.3	0.7

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Queue Delay		0.0	0.0	0.0	0.0					0.0	0.0	0.0
Total Delay (s/veh)		8.4	1.0	5.3	5.6					23.3	22.3	0.7
Queue Length 50th (ft)		17	0	3	12					46	63	0
Queue Length 95th (ft)		52	7	11	23					97	102	0
Internal Link Dist (ft)		341			178			683			541	
Turn Bay Length (ft)			120							255		255
Base Capacity (vph)		1638	824	543	1794					331	696	447
Starvation Cap Reductn		0	0	0	0					0	0	0
Spillback Cap Reductn		0	0	0	0					0	0	0
Storage Cap Reductn		0	0	0	0					0	0	0
Reduced v/c Ratio		0.16	0.14	0.05	0.11					0.50	0.63	0.14

Intersection Summary	
Area Type:	Other
Cycle Length: 48.7	
Actuated Cycle Length: 48.7	
Offset: 11.5 (24%), Referenced to phase 2:WBTL and 6:EBT, Start of Green	
Natural Cycle: 50	
Control Type: Actuated-Coordinated	

Splits and Phases: 800: I41 SB On Ramp/I41 SB Off Ramp & 71st St





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	250	140	25	185	0	0	0	0	175	395	59
Future Volume (veh/h)	0	250	140	25	185	0	0	0	0	175	395	59
Initial Q (Qb), veh	0	0	0	0	0	0				0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	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
Work Zone On Approach		No			No						No	
Adj Sat Flow, veh/h/ln	0	1742	1723	1742	1742	0				1875	1875	1723
Adj Flow Rate, veh/h	0	266	112	27	197	0				186	420	63
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94				0.94	0.94	0.94
Percent Heavy Veh, %	0	2	2	2	2	0				2	2	2
Cap, veh/h	0	1314	580	532	1811	0				364	765	298
Arrive On Green	0.00	0.40	0.40	0.04	0.55	0.00				0.20	0.20	0.20
Sat Flow, veh/h	0	3398	1460	1659	3398	0				1786	3751	1460
Grp Volume(v), veh/h	0	266	112	27	197	0				186	420	63
Grp Sat Flow(s),veh/h/ln	0	1655	1460	1659	1655	0				1786	1875	1460
Q Serve(g_s), s	0.0	2.6	2.5	0.4	1.4	0.0				4.5	4.9	1.8
Cycle Q Clear(g_c), s	0.0	2.6	2.5	0.4	1.4	0.0				4.5	4.9	1.8
Prop In Lane	0.00		1.00	1.00		0.00				1.00		1.00
Lane Grp Cap(c), veh/h	0	1314	580	532	1811	0				364	765	298
V/C Ratio(X)	0.00	0.20	0.19	0.05	0.11	0.00				0.51	0.55	0.21
Avail Cap(c_a), veh/h	0	1314	580	672	1811	0				364	765	298
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Upstream Filter(I)	0.00	1.00	1.00	0.99	0.99	0.00				1.00	1.00	1.00
Uniform Delay (d), s/veh	0.0	9.7	9.6	7.1	5.3	0.0				17.3	17.5	16.2
Incr Delay (d2), s/veh	0.0	0.3	0.7	0.0	0.1	0.0				0.5	0.5	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
%ile BackOfQ(95%),veh/ln	0.0	1.5	1.4	0.2	0.7	0.0				2.8	3.2	2.8
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	0.0	10.0	10.4	7.1	5.5	0.0				17.8	18.0	16.4
LnGrp LOS		B	B	A	A					B	B	B
Approach Vol, veh/h		378			224						669	
Approach Delay, s/veh		10.1			5.7						17.8	
Approach LOS		B			A						B	

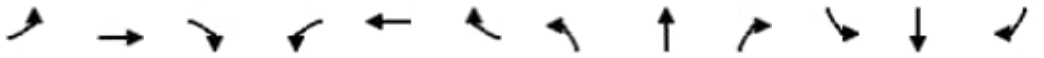
Timer - Assigned Phs	2		4	5	6
Phs Duration (G+Y+Rc), s	32.6		16.4	7.3	25.3
Change Period (Y+Rc), s	5.8		* 6.4	5.5	5.8
Max Green Setting (Gmax), s	15.0		* 10	6.0	15.0
Max Q Clear Time (g_c+I1), s	3.4		6.9	2.4	4.6
Green Ext Time (p_c), s	1.4		0.6	0.0	2.5

Intersection Summary	
HCM 7th Control Delay, s/veh	13.4
HCM 7th LOS	B

Notes

User approved volume balancing among the lanes for turning movement.

* HCM 7th computational engine requires equal clearance times for the phases crossing the barrier.

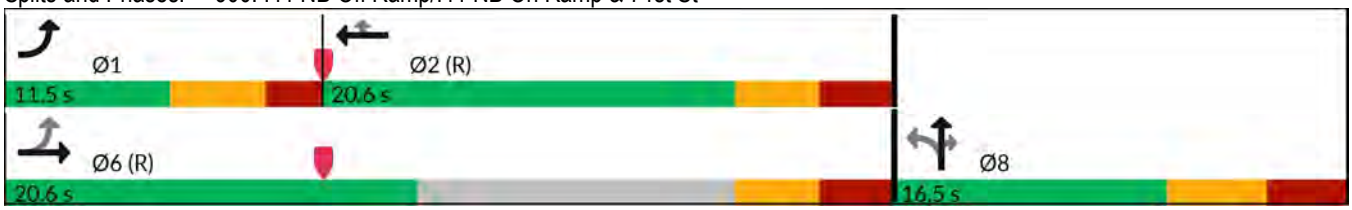


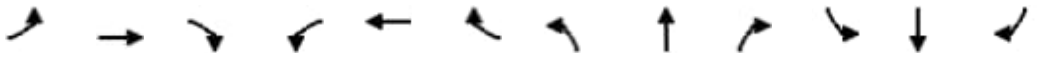
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	155	270	0	0	140	165	70	405	12	0	0	0
Future Volume (vph)	155	270	0	0	140	165	70	405	12	0	0	0
Ideal Flow (vphpl)	1770	1770	1770	1770	1770	1750	1825	1750	1750	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	0		0	0		105	250		250	0		0
Storage Lanes	1		0	0		1	1		1	0		0
Taper Length (ft)	100			100			100			100		
Right Turn on Red			Yes			Yes			Yes			Yes
Link Speed (mph)		30			30			35			45	
Link Distance (ft)		258			595			685			495	
Travel Time (s)		5.9			13.5			13.3			7.5	
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88
Growth Factor	100%	100%	100%	100%	100%	75%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	1%	1%	1%	4%	4%	4%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Shared Lane Traffic (%)							10%					
Lane Group Flow (vph)	176	307	0	0	159	141	72	468	14	0	0	0
Turn Type	pm+pt	NA			NA	Perm	Perm	NA	Perm			
Protected Phases	1	6			2			8				
Permitted Phases	6					2	8		8			
Detector Phase	1	6			2	2	8	8	8			
Switch Phase												
Minimum Initial (s)	6.0	15.0			15.0	15.0	10.0	10.0	10.0			
Minimum Split (s)	11.5	20.6			20.6	20.6	16.5	16.5	16.5			
Total Split (s)	11.5	20.6			20.6	20.6	16.5	16.5	16.5			
Total Split (%)	23.7%	42.4%			42.4%	42.4%	34.0%	34.0%	34.0%			
Maximum Green (s)	6.0	15.0			15.0	15.0	10.0	10.0	10.0			
Yellow Time (s)	3.5	3.0			3.0	3.0	3.6	3.6	3.6			
All-Red Time (s)	2.0	2.6			2.6	2.6	2.9	2.9	2.9			
Lost Time Adjust (s)	0.0	0.0			0.0	0.0	0.0	0.0	0.0			
Total Lost Time (s)	5.5	5.6			5.6	5.6	6.5	6.5	6.5			
Lead/Lag	Lead				Lag	Lag						
Lead-Lag Optimize?	Yes				Yes	Yes						
Vehicle Extension (s)	1.5	4.9			1.9	1.9	1.5	1.5	1.5			
Minimum Gap (s)	1.5	2.0			2.0	2.0	1.5	1.5	1.5			
Time Before Reduce (s)	20.0	18.0			18.0	18.0	30.0	30.0	30.0			
Time To Reduce (s)	0.0	22.0			22.0	22.0	0.0	0.0	0.0			
Recall Mode	None	C-Max			C-Max	C-Max	None	None	None			
Walk Time (s)												
Flash Don't Walk (s)												
Pedestrian Calls (#/hr)												
v/c Ratio	0.31	0.17			0.13	0.22	0.23	0.74	0.03			
Control Delay (s/veh)	7.3	5.9			12.5	2.0	18.4	27.5	0.2			

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Queue Delay	0.0	0.0			0.0	0.0	0.0	0.0	0.0			
Total Delay (s/veh)	7.3	5.9			12.5	2.0	18.4	27.5	0.2			
Queue Length 50th (ft)	22	20			16	0	18	68	0			
Queue Length 95th (ft)	44	33			32	14	47	#124	0			
Internal Link Dist (ft)		178			515			605			415	
Turn Bay Length (ft)						105	250		250			
Base Capacity (vph)	560	1797			1185	654	312	629	438			
Starvation Cap Reductn	0	0			0	0	0	0	0			
Spillback Cap Reductn	0	0			0	0	0	0	0			
Storage Cap Reductn	0	0			0	0	0	0	0			
Reduced v/c Ratio	0.31	0.17			0.13	0.22	0.23	0.74	0.03			

Intersection Summary	
Area Type:	Other
Cycle Length: 48.6	
Actuated Cycle Length: 48.6	
Offset: 11.5 (24%), Referenced to phase 2:WBT and 6:EBTL, Start of Green	
Natural Cycle: 50	
Control Type: Actuated-Coordinated	
# 95th percentile volume exceeds capacity, queue may be longer.	
Queue shown is maximum after two cycles.	

Splits and Phases: 900: I41 NB Off Ramp/I41 NB On Ramp & 71st St





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	155	270	0	0	140	165	70	405	12	0	0	0
Future Volume (veh/h)	155	270	0	0	140	165	70	405	12	0	0	0
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0			
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Ped-Bike Adj(A_pbT)	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			
Work Zone On Approach		No			No			No				
Adj Sat Flow, veh/h/ln	1742	1742	0	0	1756	1736	1768	1695	1695			
Adj Flow Rate, veh/h	176	307	0	0	159	141	80	460	14			
Peak Hour Factor	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88			
Percent Heavy Veh, %	2	2	0	0	1	1	4	4	4			
Cap, veh/h	625	1818	0	0	1086	479	343	692	293			
Arrive On Green	0.22	1.00	0.00	0.00	0.33	0.33	0.20	0.20	0.20			
Sat Flow, veh/h	1659	3398	0	0	3425	1471	1684	3391	1437			
Grp Volume(v), veh/h	176	307	0	0	159	141	80	460	14			
Grp Sat Flow(s),veh/h/ln	1659	1655	0	0	1668	1471	1684	1695	1437			
Q Serve(g_s), s	3.0	0.0	0.0	0.0	1.7	3.5	1.9	6.1	0.4			
Cycle Q Clear(g_c), s	3.0	0.0	0.0	0.0	1.7	3.5	1.9	6.1	0.4			
Prop In Lane	1.00		0.00	0.00		1.00	1.00		1.00			
Lane Grp Cap(c), veh/h	625	1818	0	0	1086	479	343	692	293			
V/C Ratio(X)	0.28	0.17	0.00	0.00	0.15	0.29	0.23	0.67	0.05			
Avail Cap(c_a), veh/h	644	1818	0	0	1086	479	344	692	293			
HCM Platoon Ratio	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Upstream Filter(I)	0.97	0.97	0.00	0.00	1.00	1.00	1.00	1.00	1.00			
Uniform Delay (d), s/veh	6.7	0.0	0.0	0.0	11.7	12.3	16.3	18.0	15.7			
Incr Delay (d2), s/veh	0.1	0.2	0.0	0.0	0.3	1.6	0.1	2.0	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			
%ile BackOfQ(95%),veh/ln	1.3	0.1	0.0	0.0	1.0	2.1	1.2	4.0	0.2			
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	6.8	0.2	0.0	0.0	12.0	13.9	16.4	19.9	15.7			
LnGrp LOS	A	A			B	B	B	B	B			
Approach Vol, veh/h		483			300			554				
Approach Delay, s/veh		2.6			12.9			19.3				
Approach LOS		A			B			B				
Timer - Assigned Phs	1	2				6		8				
Phs Duration (G+Y+Rc), s	11.0	21.6				32.5		16.5				
Change Period (Y+Rc), s	5.5	5.6				5.6		6.5				
Max Green Setting (Gmax), s	6.0	15.0				15.0		10.0				
Max Q Clear Time (g_c+I1), s	5.0	5.5				2.0		8.1				
Green Ext Time (p_c), s	0.0	0.6				2.6		0.4				

Intersection Summary	
HCM 7th Control Delay, s/veh	11.8
HCM 7th LOS	B

Notes

User approved volume balancing among the lanes for turning movement.



Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	55	15	230	70	65	85
Future Volume (vph)	55	15	230	70	65	85
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12
Grade (%)	0%			0%	0%	
Storage Length (ft)		0	0		0	0
Storage Lanes		0	0		1	1
Taper Length (ft)			100		100	
Link Speed (mph)	30			30	30	
Link Distance (ft)	787			1254	1020	
Travel Time (s)	17.9			28.5	23.2	
Confl. Peds. (#/hr)						
Confl. Bikes (#/hr)						
Peak Hour Factor	0.83	0.83	0.83	0.83	0.83	0.83
Growth Factor	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	1%	1%	1%	1%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0
Parking (#/hr)						
Mid-Block Traffic (%)	0%			0%	0%	
Shared Lane Traffic (%)						
Lane Group Flow (vph)	84	0	0	361	78	102
Sign Control	Stop			Stop	Stop	

Intersection Summary	
Area Type:	Other
Control Type: Unsignalized	



Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Sign Control	Stop			Stop	Stop	
Traffic Volume (vph)	55	15	230	70	65	85
Future Volume (vph)	55	15	230	70	65	85
Peak Hour Factor	0.83	0.83	0.83	0.83	0.83	0.83
Hourly flow rate (vph)	66	18	277	84	78	102

Direction, Lane #	EB 1	EB 2	WB 1	WB 2	NB 1	NB 2
Volume Total (vph)	44	40	305	56	78	102
Volume Left (vph)	0	0	277	0	78	0
Volume Right (vph)	0	18	0	0	0	102
Hadj (s)	0.02	-0.30	0.47	0.02	0.53	-0.67
Departure Headway (s)	5.4	5.1	5.6	5.1	6.2	5.0
Degree Utilization, x	0.07	0.06	0.47	0.08	0.13	0.14
Capacity (veh/h)	628	671	629	679	551	676
Control Delay (s/veh)	7.6	7.2	12.2	7.3	8.9	7.6
Approach Delay (s/veh)	7.4		11.5		8.1	
Approach LOS	A		B		A	

Intersection Summary			
Delay	10.0		
Level of Service	A		
Intersection Capacity Utilization	29.7%	ICU Level of Service	A
Analysis Period (min)	15		

Intersection	
Intersection Delay, s/veh	10.9
Intersection LOS	B

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	55	15	230	70	65	85
Future Vol, veh/h	55	15	230	70	65	85
Peak Hour Factor	0.83	0.83	0.83	0.83	0.83	0.83
Heavy Vehicles, %	1	1	1	1	2	2
Mvmt Flow	66	18	277	84	78	102
Number of Lanes	2	0	0	2	1	1

Approach	EB	WB	NB
Opposing Approach	WB	EB	
Opposing Lanes	2	2	0
Conflicting Approach Left		NB	EB
Conflicting Lanes Left	0	2	2
Conflicting Approach Right	NB		WB
Conflicting Lanes Right	2	0	2
HCM Control Delay, s/veh	8.3	12.4	9.2
HCM LOS	A	B	A

Lane	NBLn1	NBLn2	EBLn1	EBLn2	WBLn1	WBLn2
Vol Left, %	100%	0%	0%	0%	91%	0%
Vol Thru, %	0%	0%	100%	55%	9%	100%
Vol Right, %	0%	100%	0%	45%	0%	0%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	65	85	37	33	253	47
LT Vol	65	0	0	0	230	0
Through Vol	0	0	37	18	23	47
RT Vol	0	85	0	15	0	0
Lane Flow Rate	78	102	44	40	305	56
Geometry Grp	5	5	5	5	5	5
Degree of Util (X)	0.135	0.142	0.066	0.056	0.47	0.079
Departure Headway (Hd)	6.185	4.979	5.378	5.06	5.538	5.082
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes
Cap	579	718	662	704	650	703
Service Time	3.931	2.725	3.14	2.822	3.285	2.828
HCM Lane V/C Ratio	0.135	0.142	0.066	0.057	0.469	0.08
HCM Control Delay, s/veh	9.9	8.6	8.5	8.1	13.1	8.3
HCM Lane LOS	A	A	A	A	B	A
HCM 95th-tile Q	0.5	0.5	0.2	0.2	2.5	0.3

Appendix F

Improved Transportation System with Build Traffic Operational Analysis

- 2028 Build Traffic, Improved Transportation System: Synchro, HCS Output
- 2038 Build Traffic, Improved Transportation System: Synchro, HCS Output

Alternative A

Full Build

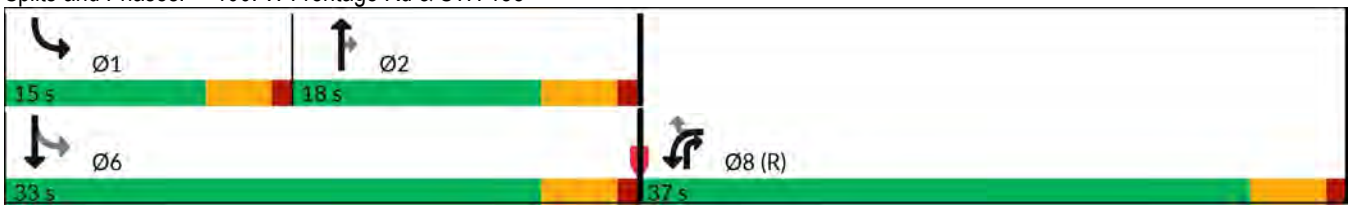


Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	1000	90	70	465	220	75
Future Volume (vph)	1000	90	70	465	220	75
Ideal Flow (vphpl)	1885	1750	1770	1750	1770	1770
Lane Width (ft)	12	12	12	12	12	12
Grade (%)	0%		0%			0%
Storage Length (ft)	425	0		200	300	
Storage Lanes	1	1		1	1	
Taper Length (ft)	100				100	
Right Turn on Red		Yes		Yes		
Link Speed (mph)	45		35			35
Link Distance (ft)	795		765			579
Travel Time (s)	12.0		14.9			11.3
Confl. Peds. (#/hr)						
Confl. Bikes (#/hr)						
Peak Hour Factor	0.85	0.85	0.85	0.85	0.85	0.85
Growth Factor	100%	62%	100%	62%	100%	100%
Heavy Vehicles (%)	8%	8%	9%	9%	9%	9%
Bus Blockages (#/hr)	0	0	0	0	0	0
Parking (#/hr)						
Mid-Block Traffic (%)	0%		0%			0%
Shared Lane Traffic (%)						
Lane Group Flow (vph)	1176	66	82	339	259	88
Turn Type	Prot	Perm	NA	pm+ov	pm+pt	NA
Protected Phases	8		2	8	1	6
Permitted Phases		8		2	6	
Detector Phase	8	8	2	8	1	6
Switch Phase						
Minimum Initial (s)	15.0	15.0	10.0	15.0	6.0	10.0
Minimum Split (s)	20.0	20.0	15.0	20.0	10.5	15.0
Total Split (s)	37.0	37.0	18.0	37.0	15.0	33.0
Total Split (%)	52.9%	52.9%	25.7%	52.9%	21.4%	47.1%
Maximum Green (s)	32.0	32.0	13.0	32.0	10.5	28.0
Yellow Time (s)	4.0	4.0	4.0	4.0	3.5	4.0
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.0	5.0	5.0	5.0	4.5	5.0
Lead/Lag			Lag		Lead	
Lead-Lag Optimize?			Yes		Yes	
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0
Minimum Gap (s)	3.0	3.0	3.0	3.0	3.0	3.0
Time Before Reduce (s)	0.0	0.0	0.0	0.0	0.0	0.0
Time To Reduce (s)	0.0	0.0	0.0	0.0	0.0	0.0
Recall Mode	C-Max	C-Max	None	C-Max	None	None
Walk Time (s)						
Flash Don't Walk (s)						
Pedestrian Calls (#/hr)						
v/c Ratio	0.68	0.09	0.34	0.32	0.71	0.17
Control Delay (s/veh)	11.8	1.9	30.5	1.4	29.5	15.7

Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	11.8	1.9	30.5	1.4	29.5	15.7
Queue Length 50th (ft)	159	1	32	2	83	25
Queue Length 95th (ft)	237	0	64	17	128	48
Internal Link Dist (ft)	715		685			499
Turn Bay Length (ft)	425			200	300	
Base Capacity (vph)	1722	767	301	1066	365	649
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.68	0.09	0.27	0.32	0.71	0.14

Intersection Summary	
Area Type:	Other
Cycle Length: 70	
Actuated Cycle Length: 70	
Offset: 32 (46%), Referenced to phase 8:WBL, Start of Green	
Natural Cycle: 60	
Control Type: Actuated-Coordinated	

Splits and Phases: 100: W Frontage Rd & STH 158

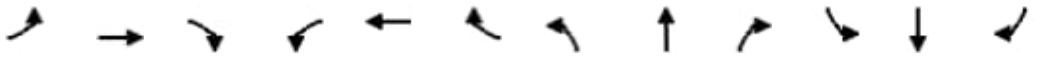




Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (veh/h)	1000	90	70	465	220	75
Future Volume (veh/h)	1000	90	70	465	220	75
Initial Q (Qb), veh	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00	1.00		1.00	1.00	
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No		No			No
Adj Sat Flow, veh/h/ln	1767	1641	1646	1627	1646	1646
Adj Flow Rate, veh/h	1176	66	82	339	259	88
Peak Hour Factor	0.85	0.85	0.85	0.85	0.85	0.85
Percent Heavy Veh, %	8	8	9	9	9	9
Cap, veh/h	1493	636	262	850	436	615
Arrive On Green	0.46	0.46	0.16	0.16	0.15	0.37
Sat Flow, veh/h	3265	1391	1646	1379	1567	1646
Grp Volume(v), veh/h	1176	66	82	339	259	88
Grp Sat Flow(s),veh/h/ln	1633	1391	1646	1379	1567	1646
Q Serve(g_s), s	21.4	1.9	3.1	8.8	9.2	2.5
Cycle Q Clear(g_c), s	21.4	1.9	3.1	8.8	9.2	2.5
Prop In Lane	1.00	1.00		1.00	1.00	
Lane Grp Cap(c), veh/h	1493	636	262	850	436	615
V/C Ratio(X)	0.79	0.10	0.31	0.40	0.59	0.14
Avail Cap(c_a), veh/h	1493	636	306	886	436	658
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.95	0.95	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	16.1	10.8	26.0	6.8	18.6	14.5
Incr Delay (d2), s/veh	4.1	0.3	0.7	0.3	2.2	0.1
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	11.6	1.0	2.1	9.5	5.9	1.6
Unsig. Movement Delay, s/veh						
LnGrp Delay(d), s/veh	20.2	11.1	26.7	7.1	20.8	14.6
LnGrp LOS	C	B	C	A	C	B
Approach Vol, veh/h	1242		421			347
Approach Delay, s/veh	19.7		10.9			19.2
Approach LOS	B		B			B

Timer - Assigned Phs	1	2				6	8
Phs Duration (G+Y+Rc), s	15.0	16.2				31.2	37.0
Change Period (Y+Rc), s	4.5	5.0				5.0	5.0
Max Green Setting (Gmax), s	10.5	13.0				28.0	32.0
Max Q Clear Time (g_c+I1), s	11.2	10.8				4.5	23.4
Green Ext Time (p_c), s	0.0	0.4				0.4	3.5

Intersection Summary	
HCM 7th Control Delay, s/veh	17.8
HCM 7th LOS	B

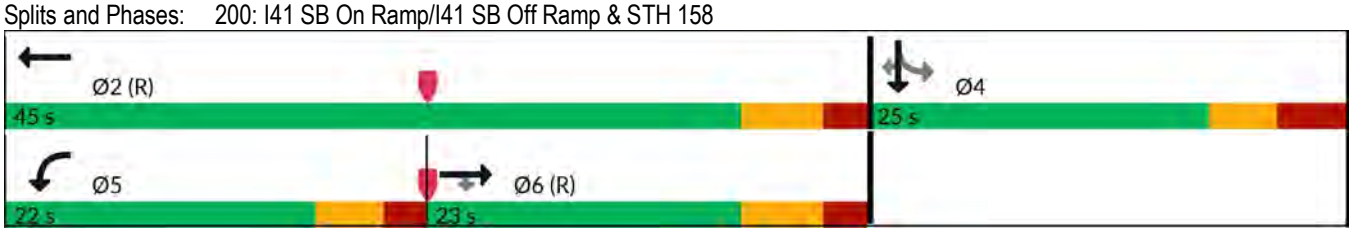


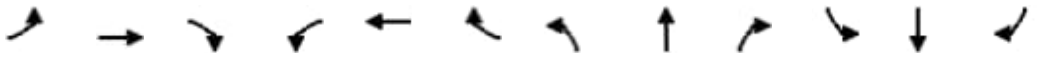
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	355	330	455	595	0	0	0	0	400	5	129
Future Volume (vph)	0	355	330	455	595	0	0	0	0	400	5	129
Ideal Flow (vphpl)	1900	1905	1750	1905	1905	1900	1900	1900	1900	1885	1885	1750
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	315		265	0		0	0		0	410		410
Storage Lanes	1		1	2		0	0		0	1		1
Taper Length (ft)	100			100			100			100		
Right Turn on Red			Yes			Yes			Yes			Yes
Link Speed (mph)		45			45			45			45	
Link Distance (ft)		795			359			754			1011	
Travel Time (s)		12.0			5.4			11.4			15.3	
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87
Growth Factor	100%	100%	75%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	7%	7%	7%	8%	8%	8%	1%	1%	1%	5%	5%	5%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Shared Lane Traffic (%)										49%		
Lane Group Flow (vph)	0	408	284	523	684	0	0	0	0	235	231	148
Turn Type		NA	Perm	Prot	NA					Perm	NA	Perm
Protected Phases		6		5	2						4	
Permitted Phases			6							4		4
Detector Phase		6	6	5	2					4	4	4
Switch Phase												
Minimum Initial (s)		10.0	10.0	8.0	10.0					10.0	10.0	10.0
Minimum Split (s)		16.6	16.6	13.7	16.6					17.2	17.2	17.2
Total Split (s)		23.0	23.0	22.0	45.0					25.0	25.0	25.0
Total Split (%)		32.9%	32.9%	31.4%	64.3%					35.7%	35.7%	35.7%
Maximum Green (s)		16.4	16.4	16.3	38.4					17.8	17.8	17.8
Yellow Time (s)		4.3	4.3	3.5	4.3					3.6	3.6	3.6
All-Red Time (s)		2.3	2.3	2.2	2.3					3.6	3.6	3.6
Lost Time Adjust (s)		0.0	0.0	0.0	0.0					0.0	0.0	0.0
Total Lost Time (s)		6.6	6.6	5.7	6.6					7.2	7.2	7.2
Lead/Lag		Lag	Lag	Lead								
Lead-Lag Optimize?		Yes	Yes	Yes								
Vehicle Extension (s)		3.0	3.0	3.0	3.9					1.5	1.5	1.5
Minimum Gap (s)		2.0	2.0	1.5	2.0					1.5	1.5	1.5
Time Before Reduce (s)		20.0	20.0	25.0	26.0					30.0	30.0	30.0
Time To Reduce (s)		20.0	20.0	0.0	14.0					0.0	0.0	0.0
Recall Mode		C-Max	C-Max	None	C-Max					None	None	None
Walk Time (s)												
Flash Don't Walk (s)												
Pedestrian Calls (#/hr)												
v/c Ratio		0.28	0.46	0.73	0.34					0.73	0.71	0.37
Control Delay (s/veh)		21.2	8.9	15.2	3.6					39.4	38.4	7.2

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Queue Delay		0.0	0.0	0.0	0.0					0.0	0.0	0.0
Total Delay (s/veh)		21.2	8.9	15.2	3.6					39.4	38.4	7.2
Queue Length 50th (ft)		58	33	103	3					101	97	0
Queue Length 95th (ft)		86	m76	142	67					157	154	37
Internal Link Dist (ft)		715			279			674			931	
Turn Bay Length (ft)			265							410		410
Base Capacity (vph)		1473	619	770	2023					411	413	470
Starvation Cap Reductn		0	0	0	0					0	0	0
Spillback Cap Reductn		0	0	0	0					0	0	0
Storage Cap Reductn		0	0	0	0					0	0	0
Reduced v/c Ratio		0.28	0.46	0.68	0.34					0.57	0.56	0.31

Intersection Summary	
Area Type:	Other
Cycle Length: 70	
Actuated Cycle Length: 70	
Offset: 42 (60%), Referenced to phase 2:WBT and 6:EBT, Start of Green	
Natural Cycle: 60	
Control Type: Actuated-Coordinated	
m Volume for 95th percentile queue is metered by upstream signal.	

Splits and Phases: 200: I41 SB On Ramp/I41 SB Off Ramp & STH 158





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	355	330	455	595	0	0	0	0	400	5	129
Future Volume (veh/h)	0	355	330	455	595	0	0	0	0	400	5	129
Initial Q (Qb), veh	0	0	0	0	0	0				0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	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
Work Zone On Approach		No			No						No	
Adj Sat Flow, veh/h/ln	0	1801	1654	1786	1786	0				1811	1811	1682
Adj Flow Rate, veh/h	0	408	284	523	684	0				464	0	148
Peak Hour Factor	0.87	0.87	0.87	0.87	0.87	0.87				0.87	0.87	0.87
Percent Heavy Veh, %	0	7	7	8	8	0				5	5	5
Cap, veh/h	0	1775	506	643	2163	0				571	0	236
Arrive On Green	0.00	0.36	0.36	0.06	0.21	0.00				0.17	0.00	0.17
Sat Flow, veh/h	0	5079	1402	3300	3483	0				3450	0	1425
Grp Volume(v), veh/h	0	408	284	523	684	0				464	0	148
Grp Sat Flow(s),veh/h/ln	0	1639	1402	1650	1697	0				1725	0	1425
Q Serve(g_s), s	0.0	4.0	11.4	11.0	11.9	0.0				9.1	0.0	6.8
Cycle Q Clear(g_c), s	0.0	4.0	11.4	11.0	11.9	0.0				9.1	0.0	6.8
Prop In Lane	0.00		1.00	1.00		0.00				1.00		1.00
Lane Grp Cap(c), veh/h	0	1775	506	643	2163	0				571	0	236
V/C Ratio(X)	0.00	0.23	0.56	0.81	0.32	0.00				0.81	0.00	0.63
Avail Cap(c_a), veh/h	0	1775	506	768	2163	0				877	0	362
HCM Platoon Ratio	1.00	1.00	1.00	0.33	0.33	1.00				1.00	1.00	1.00
Upstream Filter(I)	0.00	0.87	0.87	0.92	0.92	0.00				1.00	0.00	1.00
Uniform Delay (d), s/veh	0.0	15.6	17.9	31.5	14.7	0.0				28.2	0.0	27.2
Incr Delay (d2), s/veh	0.0	0.3	3.9	5.3	0.4	0.0				1.8	0.0	1.0
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0				0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	0.0	2.4	6.6	8.5	8.2	0.0				6.4	0.0	9.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	0.0	15.8	21.8	36.8	15.1	0.0				29.9	0.0	28.2
LnGrp LOS		B	C	D	B					C		C
Approach Vol, veh/h		692			1207						612	
Approach Delay, s/veh		18.3			24.5						29.5	
Approach LOS		B			C						C	

Timer - Assigned Phs	2		4	5	6
Phs Duration (G+Y+Rc), s	51.2		18.8	19.3	31.9
Change Period (Y+Rc), s	* 6.6		7.2	5.7	* 6.6
Max Green Setting (Gmax), s	* 38		17.8	16.3	* 16
Max Q Clear Time (g_c+I1), s	13.9		11.1	13.0	13.4
Green Ext Time (p_c), s	6.1		0.5	0.7	1.1

Intersection Summary	
HCM 7th Control Delay, s/veh	24.0
HCM 7th LOS	C

Notes

User approved volume balancing among the lanes for turning movement.

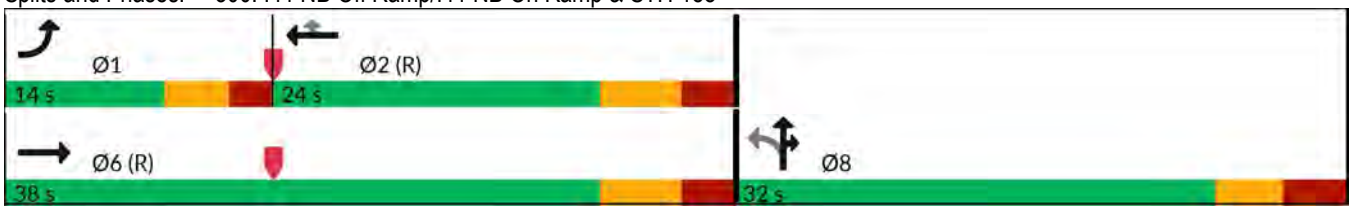
* HCM 7th computational engine requires equal clearance times for the phases crossing the barrier.

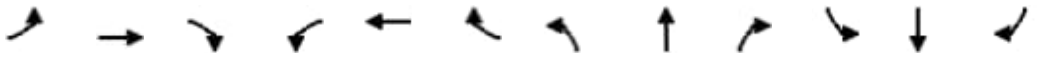
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	220	535	0	0	685	405	365	5	181	0	0	0
Future Volume (vph)	220	535	0	0	685	405	365	5	181	0	0	0
Ideal Flow (vphpl)	1905	1905	1900	1900	1915	1750	1885	1885	1750	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	225		0	135		0	400		400	0		0
Storage Lanes	1		0	1		1	1		1	0		0
Taper Length (ft)	100			100			100			100		
Right Turn on Red			Yes			Yes			Yes			Yes
Link Speed (mph)		45			45			45			45	
Link Distance (ft)		359			360			1103			1212	
Travel Time (s)		5.4			5.5			16.7			18.4	
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Growth Factor	100%	100%	100%	100%	100%	75%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	4%	4%	4%	5%	5%	5%	14%	14%	14%	1%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Shared Lane Traffic (%)												
Lane Group Flow (vph)	242	588	0	0	753	334	0	406	199	0	0	0
Turn Type	Prot	NA			NA	Perm	Perm	NA	Prot			
Protected Phases	1	6			2			8	8			
Permitted Phases						2	8					
Detector Phase	1	6			2	2	8	8	8			
Switch Phase												
Minimum Initial (s)	8.0	15.0			15.0	15.0	10.0	10.0	10.0			
Minimum Split (s)	13.7	22.0			22.0	22.0	16.9	16.9	16.9			
Total Split (s)	14.0	38.0			24.0	24.0	32.0	32.0	32.0			
Total Split (%)	20.0%	54.3%			34.3%	34.3%	45.7%	45.7%	45.7%			
Maximum Green (s)	8.3	31.0			17.0	17.0	25.1	25.1	25.1			
Yellow Time (s)	3.5	4.3			4.3	4.3	3.6	3.6	3.6			
All-Red Time (s)	2.2	2.7			2.7	2.7	3.3	3.3	3.3			
Lost Time Adjust (s)	0.0	0.0			0.0	0.0		0.0	0.0			
Total Lost Time (s)	5.7	7.0			7.0	7.0		6.9	6.9			
Lead/Lag	Lead				Lag	Lag						
Lead-Lag Optimize?	Yes				Yes	Yes						
Vehicle Extension (s)	1.5	4.3			0.2	0.2	1.5	1.5	1.5			
Minimum Gap (s)	1.5	2.0			2.0	2.0	1.5	1.5	1.5			
Time Before Reduce (s)	25.0	26.0			28.0	28.0	30.0	30.0	30.0			
Time To Reduce (s)	0.0	14.0			12.0	12.0	0.0	0.0	0.0			
Recall Mode	None	C-Max			C-Max	C-Max	None	None	None			
Walk Time (s)												
Flash Don't Walk (s)												
Pedestrian Calls (#/hr)												
v/c Ratio	0.61	0.34			0.40	0.51		0.85	0.24			
Control Delay (s/veh)	22.6	4.5			13.2	7.2		40.4	3.5			

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Queue Delay	0.0	0.0			0.0	0.0		0.0	0.0			
Total Delay (s/veh)	22.6	4.5			13.2	7.2		40.4	3.5			
Queue Length 50th (ft)	58	37			48	80		158	0			
Queue Length 95th (ft)	94	52			33	164		#258	21			
Internal Link Dist (ft)		279			280			1023			1132	
Turn Bay Length (ft)	225								400			
Base Capacity (vph)	406	1738			1878	658		565	950			
Starvation Cap Reductn	0	0			0	0		0	0			
Spillback Cap Reductn	0	0			0	0		0	0			
Storage Cap Reductn	0	0			0	0		0	0			
Reduced v/c Ratio	0.60	0.34			0.40	0.51		0.72	0.21			

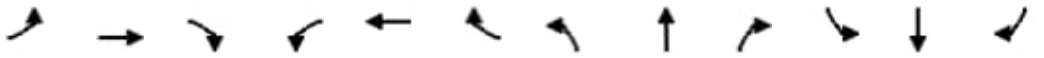
Intersection Summary	
Area Type:	Other
Cycle Length: 70	
Actuated Cycle Length: 70	
Offset: 8 (11%), Referenced to phase 2:WBT and 6:EBT, Start of Green	
Natural Cycle: 60	
Control Type: Actuated-Coordinated	
# 95th percentile volume exceeds capacity, queue may be longer.	
Queue shown is maximum after two cycles.	

Splits and Phases: 300: I41 NB Off Ramp/I41 NB On Ramp & STH 158





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	220	535	0	0	685	405	365	5	181	0	0	0
Future Volume (veh/h)	220	535	0	0	685	405	365	5	181	0	0	0
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0			
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Ped-Bike Adj(A_pbT)	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			
Work Zone On Approach		No			No			No				
Adj Sat Flow, veh/h/ln	1846	1846	0	0	1840	1682	1679	1679	1559			
Adj Flow Rate, veh/h	242	588	0	0	753	334	401	5	199			
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91			
Percent Heavy Veh, %	4	4	0	0	5	5	14	14	14			
Cap, veh/h	386	1813	0	0	2042	460	449	6	661			
Arrive On Green	0.04	0.17	0.00	0.00	0.64	0.64	0.28	0.28	0.28			
Sat Flow, veh/h	3410	3599	0	0	6588	1425	1580	20	2325			
Grp Volume(v), veh/h	242	588	0	0	753	334	406	0	199			
Grp Sat Flow(s),veh/h/ln	1705	1753	0	0	1583	1425	1600	0	1163			
Q Serve(g_s), s	4.9	10.3	0.0	0.0	3.9	11.0	17.0	0.0	4.7			
Cycle Q Clear(g_c), s	4.9	10.3	0.0	0.0	3.9	11.0	17.0	0.0	4.7			
Prop In Lane	1.00		0.00	0.00		1.00	0.99		1.00			
Lane Grp Cap(c), veh/h	386	1813	0	0	2042	460	455	0	661			
V/C Ratio(X)	0.63	0.32	0.00	0.00	0.37	0.73	0.89	0.00	0.30			
Avail Cap(c_a), veh/h	404	1813	0	0	2042	460	574	0	834			
HCM Platoon Ratio	0.33	0.33	1.00	1.00	2.00	2.00	1.00	1.00	1.00			
Upstream Filter(I)	0.90	0.90	0.00	0.00	0.97	0.97	1.00	0.00	1.00			
Uniform Delay (d), s/veh	32.2	18.3	0.0	0.0	9.1	10.4	24.0	0.0	19.6			
Incr Delay (d2), s/veh	1.8	0.4	0.0	0.0	0.5	9.4	12.1	0.0	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			
%ile BackOfQ(95%),veh/ln	3.7	7.4	0.0	0.0	1.9	5.6	11.6	0.0	2.0			
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	34.1	18.7	0.0	0.0	9.6	19.7	36.2	0.0	19.7			
LnGrp LOS	C	B			A	B	D		B			
Approach Vol, veh/h		830			1087			605				
Approach Delay, s/veh		23.2			12.7			30.8				
Approach LOS		C			B			C				
Timer - Assigned Phs	1	2				6		8				
Phs Duration (G+Y+Rc), s	13.6	29.6				43.2		26.8				
Change Period (Y+Rc), s	5.7	7.0				7.0		6.9				
Max Green Setting (Gmax), s	8.3	17.0				31.0		25.1				
Max Q Clear Time (g_c+I1), s	6.9	13.0				12.3		19.0				
Green Ext Time (p_c), s	0.0	0.5				5.1		0.9				
Intersection Summary												
HCM 7th Control Delay, s/veh			20.5									
HCM 7th LOS			C									



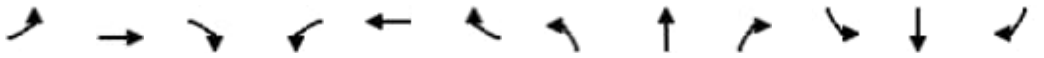
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	50	825	45	45	1040	40	15	30	35	45	45	35
Future Volume (vph)	50	825	45	45	1040	40	15	30	35	45	45	35
Ideal Flow (vphpl)	1915	1915	1750	1925	1925	1750	1750	1750	1750	1750	1750	1750
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	245		115	500		90	0		190	0		80
Storage Lanes	1		1	2		1	0		1	0		1
Taper Length (ft)	100			100			100			100		
Right Turn on Red			Yes			Yes			Yes			Yes
Link Speed (mph)		45			45			35			35	
Link Distance (ft)		360			1511			1020			592	
Travel Time (s)		5.5			22.9			19.9			11.5	
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Growth Factor	100%	100%	62%	100%	100%	62%	100%	100%	62%	100%	100%	62%
Heavy Vehicles (%)	7%	7%	7%	5%	5%	5%	3%	3%	3%	6%	6%	6%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Shared Lane Traffic (%)												
Lane Group Flow (vph)	53	878	30	48	1106	26	0	48	23	0	96	23
Turn Type	D.P+P	NA	Perm	D.P+P	NA	Perm	Perm	NA	Perm	Perm	NA	Perm
Protected Phases	1	6		5	2			8			4	
Permitted Phases	2		6	6		2	8		8	4		4
Detector Phase	1	6	6	5	2	2	8	8	8	4	4	4
Switch Phase												
Minimum Initial (s)	6.0	8.0	8.0	6.0	8.0	8.0	10.0	10.0	10.0	10.0	10.0	10.0
Minimum Split (s)	10.5	13.9	13.9	10.5	13.9	13.9	17.3	17.3	17.3	17.3	17.3	17.3
Total Split (s)	13.0	34.0	34.0	12.0	33.0	33.0	24.0	24.0	24.0	24.0	24.0	24.0
Total Split (%)	18.6%	48.6%	48.6%	17.1%	47.1%	47.1%	34.3%	34.3%	34.3%	34.3%	34.3%	34.3%
Maximum Green (s)	8.5	28.1	28.1	7.5	27.1	27.1	16.7	16.7	16.7	16.7	16.7	16.7
Yellow Time (s)	3.5	4.3	4.3	3.5	4.3	4.3	4.3	4.3	4.3	4.3	4.3	4.3
All-Red Time (s)	1.0	1.6	1.6	1.0	1.6	1.6	3.0	3.0	3.0	3.0	3.0	3.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0
Total Lost Time (s)	4.5	5.9	5.9	4.5	5.9	5.9		7.3	7.3		7.3	7.3
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag						
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes						
Vehicle Extension (s)	1.5	3.3	3.3	1.5	3.3	3.3	1.5	1.5	1.5	1.5	1.5	1.5
Minimum Gap (s)	1.5	2.3	2.3	1.5	2.3	2.3	1.5	1.5	1.5	1.5	1.5	1.5
Time Before Reduce (s)	20.0	8.0	8.0	20.0	8.0	8.0	30.0	30.0	30.0	30.0	30.0	30.0
Time To Reduce (s)	0.0	19.0	19.0	0.0	19.0	19.0	0.0	0.0	0.0	0.0	0.0	0.0
Recall Mode	None	C-Max	C-Max	None	C-Max	C-Max	None	None	None	None	None	None
Walk Time (s)												
Flash Don't Walk (s)												
Pedestrian Calls (#/hr)												
v/c Ratio	0.14	0.28	0.03	0.10	0.28	0.03		0.21	0.07		0.46	0.07
Control Delay (s/veh)	2.8	3.7	0.1	4.8	8.5	0.0		27.8	0.5		34.2	0.5

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0
Total Delay (s/veh)	2.8	3.7	0.1	4.8	8.5	0.0		27.8	0.5		34.2	0.5
Queue Length 50th (ft)	2	26	0	5	75	0		19	0		39	0
Queue Length 95th (ft)	10	46	0	17	108	0		45	0		78	0
Internal Link Dist (ft)		280			1431			940			512	
Turn Bay Length (ft)	245		115	500		90			190			80
Base Capacity (vph)	443	3090	929	519	3989	946		344	432		321	422
Starvation Cap Reductn	0	0	0	0	0	0		0	0		0	0
Spillback Cap Reductn	0	0	0	0	0	0		0	0		0	0
Storage Cap Reductn	0	0	0	0	0	0		0	0		0	0
Reduced v/c Ratio	0.12	0.28	0.03	0.09	0.28	0.03		0.14	0.05		0.30	0.05

Intersection Summary	
Area Type:	Other
Cycle Length: 70	
Actuated Cycle Length: 70	
Offset: 4 (6%), Referenced to phase 2:EBWB and 6:EBWB, Start of Green	
Natural Cycle: 45	
Control Type: Actuated-Coordinated	

Splits and Phases: 400: E Frontage Rd & STH 158

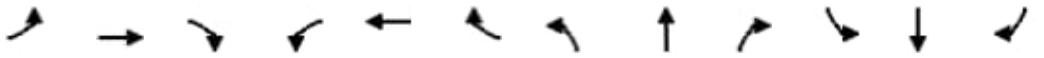




Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	50	825	45	45	1040	40	15	30	35	45	45	35
Future Volume (veh/h)	50	825	45	45	1040	40	15	30	35	45	45	35
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
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	1810	1810	1654	1850	1850	1682	1709	1709	1709	1668	1668	1668
Adj Flow Rate, veh/h	53	878	30	48	1106	26	16	32	23	48	48	23
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Percent Heavy Veh, %	7	7	7	5	5	5	3	3	3	6	6	6
Cap, veh/h	361	2257	640	457	2886	646	69	94	346	77	48	337
Arrive On Green	0.11	0.91	0.91	0.05	0.45	0.45	0.24	0.24	0.24	0.24	0.24	0.24
Sat Flow, veh/h	1724	4943	1402	1762	6364	1425	0	396	1448	0	199	1414
Grp Volume(v), veh/h	53	878	30	48	1106	26	48	0	23	96	0	23
Grp Sat Flow(s),veh/h/ln	1724	1648	1402	1762	1591	1425	396	0	1448	199	0	1414
Q Serve(g_s), s	1.1	1.7	0.1	1.0	8.0	0.7	0.0	0.0	0.9	0.0	0.0	0.9
Cycle Q Clear(g_c), s	1.1	1.7	0.1	1.0	8.0	0.7	16.7	0.0	0.9	16.7	0.0	0.9
Prop In Lane	1.00		1.00	1.00		1.00	0.33		1.00	0.50		1.00
Lane Grp Cap(c), veh/h	361	2257	640	457	2886	646	163	0	346	125	0	337
V/C Ratio(X)	0.15	0.39	0.05	0.10	0.38	0.04	0.29	0.00	0.07	0.77	0.00	0.07
Avail Cap(c_a), veh/h	475	2257	640	554	2886	646	163	0	346	125	0	337
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)	0.96	0.96	0.96	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	8.7	1.7	1.7	8.7	12.7	10.6	22.1	0.0	20.6	27.2	0.0	20.6
Incr Delay (d2), s/veh	0.1	0.5	0.1	0.0	0.4	0.1	0.4	0.0	0.0	22.8	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(95%),veh/ln	0.6	0.8	0.1	0.5	4.4	0.4	1.1	0.0	0.5	4.2	0.0	0.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	8.8	2.2	1.8	8.7	13.0	10.8	22.4	0.0	20.6	50.1	0.0	20.7
LnGrp LOS	A	A	A	A	B	B	C		C	D		C
Approach Vol, veh/h		961			1180			71			119	
Approach Delay, s/veh		2.6			12.8			21.8			44.4	
Approach LOS		A			B			C			D	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	8.4	37.6		24.0	8.1	37.9		24.0				
Change Period (Y+Rc), s	4.5	5.9		7.3	4.5	5.9		7.3				
Max Green Setting (Gmax), s	8.5	27.1		16.7	7.5	28.1		16.7				
Max Q Clear Time (g_c+I1), s	3.1	10.0		18.7	3.0	3.7		18.7				
Green Ext Time (p_c), s	0.0	7.4		0.0	0.0	6.8		0.0				

Intersection Summary												
HCM 7th Control Delay, s/veh			10.5									
HCM 7th LOS			B									



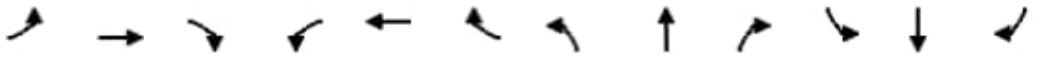
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	280	200	30	110	230	40	35	220	85	55	905	145
Future Volume (vph)	280	200	30	110	230	40	35	220	85	55	905	145
Ideal Flow (vphpl)	1845	1845	1845	1845	1845	1845	1805	1805	1805	1825	1825	1750
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	275		0	275		0	305		0	400		235
Storage Lanes	1		0	1		0	1		0	1		1
Taper Length (ft)	100			100			100			100		
Right Turn on Red			Yes			Yes			Yes			Yes
Link Speed (mph)		45			45			35			35	
Link Distance (ft)		463			370			458			1143	
Travel Time (s)		7.0			5.6			8.9			22.3	
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	62%
Heavy Vehicles (%)	4%	4%	4%	3%	3%	3%	4%	4%	4%	5%	5%	5%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Shared Lane Traffic (%)												
Lane Group Flow (vph)	286	235	0	112	276	0	36	311	0	56	923	92
Turn Type	pm+pt	NA		Perm	NA		Perm	NA		Perm	NA	Perm
Protected Phases	7	4			8			2			6	
Permitted Phases	4			8			2			6		6
Detector Phase	7	4		8	8		2	2		6	6	6
Switch Phase												
Minimum Initial (s)	6.0	10.0		10.0	10.0		15.0	15.0		15.0	15.0	15.0
Minimum Split (s)	10.5	22.5		22.5	22.5		22.5	22.5		22.5	22.5	22.5
Total Split (s)	12.0	35.0		23.0	23.0		25.0	25.0		25.0	25.0	25.0
Total Split (%)	20.0%	58.3%		38.3%	38.3%		41.7%	41.7%		41.7%	41.7%	41.7%
Maximum Green (s)	7.5	30.0		18.0	18.0		20.0	20.0		20.0	20.0	20.0
Yellow Time (s)	3.5	4.0		4.0	4.0		4.0	4.0		4.0	4.0	4.0
All-Red Time (s)	1.0	1.0		1.0	1.0		1.0	1.0		1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	0.0
Total Lost Time (s)	4.5	5.0		5.0	5.0		5.0	5.0		5.0	5.0	5.0
Lead/Lag	Lead			Lag	Lag							
Lead-Lag Optimize?	Yes			Yes	Yes							
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	3.0
Minimum Gap (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	3.0
Time Before Reduce (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	0.0
Time To Reduce (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	0.0
Recall Mode	None	None		None	None		Min	Min		Min	Min	Min
Walk Time (s)												
Flash Don't Walk (s)												
Pedestrian Calls (#/hr)												
v/c Ratio	0.64	0.29		0.41	0.62		0.28	0.27		0.16	0.80	0.16
Control Delay (s/veh)	16.6	9.4		22.6	24.2		21.2	10.2		14.8	23.8	3.1

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	0.0
Total Delay (s/veh)	16.6	9.4		22.6	24.2		21.2	10.2		14.8	23.8	3.1
Queue Length 50th (ft)	56	41		31	77		8	25		12	137	0
Queue Length 95th (ft)	101	78		70	141		33	56		37	#257	19
Internal Link Dist (ft)		383			290			378			1063	
Turn Bay Length (ft)	275			275			305			400		235
Base Capacity (vph)	450	969		363	591		135	1219		360	1217	596
Starvation Cap Reductn	0	0		0	0		0	0		0	0	0
Spillback Cap Reductn	0	0		0	0		0	0		0	0	0
Storage Cap Reductn	0	0		0	0		0	0		0	0	0
Reduced v/c Ratio	0.64	0.24		0.31	0.47		0.27	0.26		0.16	0.76	0.15

Intersection Summary
Area Type: Other
Cycle Length: 60
Actuated Cycle Length: 54.6
Natural Cycle: 60
Control Type: Actuated-Uncoordinated
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Splits and Phases: 500: W Frontage Rd & 60th St





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	280	200	30	110	230	40	35	220	85	55	905	145
Future Volume (veh/h)	280	200	30	110	230	40	35	220	85	55	905	145
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width 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
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	1787	1787	1787	1802	1802	1802	1749	1749	1749	1754	1754	1682
Adj Flow Rate, veh/h	286	204	31	112	235	41	36	224	87	56	923	92
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Percent Heavy Veh, %	4	4	4	3	3	3	4	4	4	5	5	5
Cap, veh/h	457	675	103	373	314	55	200	848	319	431	1197	512
Arrive On Green	0.15	0.45	0.45	0.21	0.21	0.21	0.36	0.36	0.36	0.36	0.36	0.36
Sat Flow, veh/h	1702	1516	230	1103	1494	261	519	2360	889	1002	3332	1425
Grp Volume(v), veh/h	286	0	235	112	0	276	36	156	155	56	923	92
Grp Sat Flow(s),veh/h/ln	1702	0	1746	1103	0	1755	519	1661	1589	1002	1666	1425
Q Serve(g_s), s	6.2	0.0	4.4	4.6	0.0	7.5	3.4	3.4	3.6	2.1	12.5	2.3
Cycle Q Clear(g_c), s	6.2	0.0	4.4	4.6	0.0	7.5	15.9	3.4	3.6	5.7	12.5	2.3
Prop In Lane	1.00		0.13	1.00		0.15	1.00		0.56	1.00		1.00
Lane Grp Cap(c), veh/h	457	0	777	373	0	369	200	597	571	431	1197	512
V/C Ratio(X)	0.63	0.00	0.30	0.30	0.00	0.75	0.18	0.26	0.27	0.13	0.77	0.18
Avail Cap(c_a), veh/h	457	0	1025	529	0	618	217	650	622	463	1304	558
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	12.4	0.0	9.1	17.7	0.0	18.9	21.6	11.6	11.6	13.7	14.5	11.2
Incr Delay (d2), s/veh	2.7	0.0	0.2	0.4	0.0	3.0	0.4	0.2	0.3	0.1	2.7	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(95%),veh/ln	3.7	0.0	2.2	1.8	0.0	5.1	0.7	1.9	1.9	0.8	7.7	1.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	15.1	0.0	9.3	18.2	0.0	21.9	22.0	11.8	11.9	13.8	17.2	11.4
LnGrp LOS	B		A	B		C	C	B	B	B	B	B
Approach Vol, veh/h		521			388			347			1071	
Approach Delay, s/veh		12.5			20.9			12.9			16.5	
Approach LOS		B			C			B			B	

Timer - Assigned Phs		2		4		6	7	8				
Phs Duration (G+Y+Rc), s		23.4		27.8		23.4	12.0	15.8				
Change Period (Y+Rc), s		5.0		5.0		5.0	4.5	5.0				
Max Green Setting (Gmax), s		20.0		30.0		20.0	7.5	18.0				
Max Q Clear Time (g_c+I1), s		17.9		6.4		14.5	8.2	9.5				
Green Ext Time (p_c), s		0.4		1.2		3.0	0.0	1.2				

Intersection Summary		
HCM 7th Control Delay, s/veh	15.8	
HCM 7th LOS	B	



Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	280	60	0	410	30	230
Future Volume (vph)	280	60	0	410	30	230
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12
Grade (%)	0%			0%	0%	
Storage Length (ft)		0	0		100	0
Storage Lanes		0	0		1	1
Taper Length (ft)			100		100	
Link Speed (mph)	45			45	25	
Link Distance (ft)	1503			463	202	
Travel Time (s)	22.8			7.0	5.5	
Confl. Peds. (#/hr)						
Confl. Bikes (#/hr)						
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98
Growth Factor	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	4%	4%	4%	4%	1%	1%
Bus Blockages (#/hr)	0	0	0	0	0	0
Parking (#/hr)						
Mid-Block Traffic (%)	0%			0%	0%	
Shared Lane Traffic (%)						
Lane Group Flow (vph)	347	0	0	418	31	235
Sign Control	Free			Free	Stop	

Intersection Summary	
Area Type:	Other
Control Type: Unsignalized	



Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (veh/h)	280	60	0	410	30	230
Future Volume (Veh/h)	280	60	0	410	30	230
Sign Control	Free			Free	Stop	
Grade	0%			0%	0%	
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98
Hourly flow rate (vph)	286	61	0	418	31	235
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type	None			None		
Median storage veh)						
Upstream signal (ft)				463		
pX, platoon unblocked					0.89	
vC, conflicting volume			347		735	317
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol			347		639	317
tC, single (s)			4.1		6.4	6.2
tC, 2 stage (s)						
tF (s)			2.2		3.5	3.3
p0 queue free %			100		92	68
cM capacity (veh/h)			1201		393	726

Direction, Lane #	EB 1	WB 1	NB 1	NB 2
Volume Total	347	418	31	235
Volume Left	0	0	31	0
Volume Right	61	0	0	235
cSH	1700	1201	393	726
Volume to Capacity	0.20	0.00	0.08	0.32
Queue Length 95th (ft)	0	0	6	35
Control Delay (s/veh)	0.0	0.0	14.9	12.3
Lane LOS			B	B
Approach Delay (s/veh)	0.0	0.0	12.6	
Approach LOS			B	

Intersection Summary			
Average Delay	3.3		
Intersection Capacity Utilization	39.3%	ICU Level of Service	A
Analysis Period (min)	15		

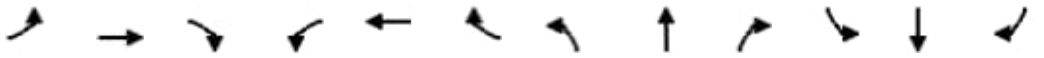
Intersection	
Int Delay, s/veh	3.2

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	280	60	0	410	30	230
Future Vol, veh/h	280	60	0	410	30	230
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	100	0
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	98	98	98	98	98	98
Heavy Vehicles, %	4	4	4	4	1	1
Mvmt Flow	286	61	0	418	31	235

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	347	0	735	316
Stage 1	-	-	-	-	316	-
Stage 2	-	-	-	-	418	-
Critical Hdwy	-	-	4.14	-	6.41	6.21
Critical Hdwy Stg 1	-	-	-	-	5.41	-
Critical Hdwy Stg 2	-	-	-	-	5.41	-
Follow-up Hdwy	-	-	2.236	-	3.509	3.309
Pot Cap-1 Maneuver	-	-	1201	-	388	726
Stage 1	-	-	-	-	741	-
Stage 2	-	-	-	-	666	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1201	-	388	726
Mov Cap-2 Maneuver	-	-	-	-	388	-
Stage 1	-	-	-	-	741	-
Stage 2	-	-	-	-	666	-

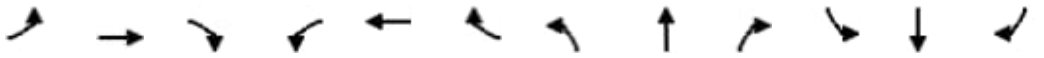
Approach	EB	WB	NB
HCM Control Delay, s/v	0	0	12.62
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	NBLn2	EBT	EBR	WBL	WBT
Capacity (veh/h)	388	726	-	-	1201	-
HCM Lane V/C Ratio	0.079	0.323	-	-	-	-
HCM Control Delay (s/veh)	15.1	12.3	-	-	0	-
HCM Lane LOS	C	B	-	-	A	-
HCM 95th %tile Q(veh)	0.3	1.4	-	-	0	-



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	0	1	1	1	1	1	340	1	1	925	120
Future Volume (vph)	0	0	1	1	1	1	1	340	1	1	925	120
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	100		0	100		0	0		0	0		100
Storage Lanes	0		1	1		0	0		0	0		1
Taper Length (ft)	100			100			100			100		
Link Speed (mph)		25			25			35			35	
Link Distance (ft)		248			177			622			213	
Travel Time (s)		6.8			4.8			12.1			4.1	
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	1%	1%	1%	1%	1%	1%	4%	4%	4%	1%	1%	1%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	0	1	1	2	0	0	368	0	0	996	129
Sign Control		Stop			Stop			Free			Free	

Intersection Summary	
Area Type:	Other
Control Type: Unsignalized	



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	0	1	1	1	1	1	340	1	1	925	120
Future Volume (Veh/h)	0	0	1	1	1	1	1	340	1	1	925	120
Sign Control		Stop			Stop			Free			Free	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Hourly flow rate (vph)	0	0	1	1	1	1	1	366	1	1	995	129
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type								None			None	
Median storage veh)												
Upstream signal (ft)											671	
pX, platoon unblocked	0.66	0.66	0.66	0.66	0.66		0.66					
vC, conflicting volume	1367	1366	995	1367	1495	367	1124			367		
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	1297	1296	730	1296	1492	367	927			367		
tC, single (s)	7.1	6.5	6.2	7.1	6.5	6.2	4.1			4.1		
tC, 2 stage (s)												
tF (s)	3.5	4.0	3.3	3.5	4.0	3.3	2.2			2.2		
p0 queue free %	100	100	100	99	99	100	100			100		
cM capacity (veh/h)	90	107	278	91	81	681	478			1197		

Direction, Lane #	EB 1	WB 1	WB 2	NB 1	SB 1	SB 2
Volume Total	1	1	2	368	996	129
Volume Left	0	1	0	1	1	0
Volume Right	1	0	1	1	0	129
cSH	278	91	145	478	1197	1700
Volume to Capacity	0.00	0.01	0.01	0.00	0.00	0.08
Queue Length 95th (ft)	0	1	1	0	0	0
Control Delay (s/veh)	18.0	45.0	30.2	0.1	0.0	0.0
Lane LOS	C	E	D	A	A	
Approach Delay (s/veh)	18.0	35.1		0.1	0.0	
Approach LOS	C	E				

Intersection Summary				
Average Delay	0.1			
Intersection Capacity Utilization	65.4%	ICU Level of Service	C	
Analysis Period (min)	15			

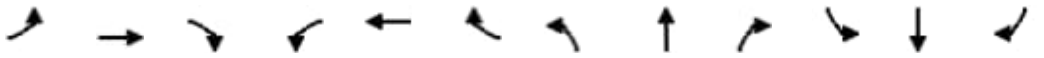
Intersection	
Int Delay, s/veh	0.1

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	0	0	1	1	1	1	1	340	1	1	925	120
Future Vol, veh/h	0	0	1	1	1	1	1	340	1	1	925	120
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	0	100	-	-	-	-	-	-	-	100
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	93	93	93	93	93	93	93	93	93	93	93	93
Heavy Vehicles, %	1	1	1	1	1	1	4	4	4	1	1	1
Mvmt Flow	0	0	1	1	1	1	1	366	1	1	995	129

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	-	-	995	1365	1494	366	1124	0	0	367	0	0
Stage 1	-	-	-	368	368	-	-	-	-	-	-	-
Stage 2	-	-	-	997	1126	-	-	-	-	-	-	-
Critical Hdwy	-	-	6.21	7.11	6.51	6.21	4.14	-	-	4.11	-	-
Critical Hdwy Stg 1	-	-	-	6.11	5.51	-	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	6.11	5.51	-	-	-	-	-	-	-
Follow-up Hdwy	-	-	3.309	3.509	4.009	3.309	2.236	-	-	2.209	-	-
Pot Cap-1 Maneuver	0	0	299	125	124	681	614	-	-	1197	-	-
Stage 1	0	0	-	654	623	-	-	-	-	-	-	-
Stage 2	0	0	-	295	281	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	-	-	299	124	123	681	614	-	-	1197	-	-
Mov Cap-2 Maneuver	-	-	-	124	123	-	-	-	-	-	-	-
Stage 1	-	-	-	652	622	-	-	-	-	-	-	-
Stage 2	-	-	-	294	281	-	-	-	-	-	-	-

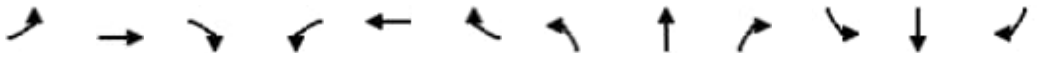
Approach	EB	WB	NB	SB
HCM Control Delay, s/v	17.1	26.38	0.03	0.01
HCM LOS	C	D		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	WBLn2	SBL	SBT	SBR
Capacity (veh/h)	5	-	-	299	124	208	2	-	-
HCM Lane V/C Ratio	0.002	-	-	0.004	0.009	0.01	0.001	-	-
HCM Control Delay (s/veh)	10.9	0	-	17.1	34.2	22.4	8	0	-
HCM Lane LOS	B	A	-	C	D	C	A	A	-
HCM 95th %tile Q(veh)	0	-	-	0	0	0	0	-	-



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	0	30	0	0	0	60	340	0	0	570	355
Future Volume (vph)	0	0	30	0	0	0	60	340	0	0	570	355
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	100		0	100		0	200		0	0		100
Storage Lanes	0		1	1		0	1		0	0		1
Taper Length (ft)	100			100			100			100		
Link Speed (mph)		25			25			35			35	
Link Distance (ft)		178			158			881			622	
Travel Time (s)		4.9			4.3			17.2			12.1	
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	1%	1%	1%	1%	1%	1%	4%	4%	4%	1%	1%	1%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	0	32	0	0	0	65	366	0	0	613	382
Sign Control		Stop			Stop			Free			Free	

Intersection Summary	
Area Type:	Other
Control Type: Unsignalized	



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	0	30	0	0	0	60	340	0	0	570	355
Future Volume (Veh/h)	0	0	30	0	0	0	60	340	0	0	570	355
Sign Control		Stop			Stop			Free			Free	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Hourly flow rate (vph)	0	0	32	0	0	0	65	366	0	0	613	382
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type								None			None	
Median storage veh)												
Upstream signal (ft)											1293	
pX, platoon unblocked	0.77	0.77	0.77	0.77	0.77		0.77					
vC, conflicting volume	1109	1109	613	1141	1491	366	995			366		
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	993	993	349	1034	1488	366	845			366		
tC, single (s)	7.1	6.5	6.2	7.1	6.5	6.2	4.1			4.1		
tC, 2 stage (s)												
tF (s)	3.5	4.0	3.3	3.5	4.0	3.3	2.2			2.2		
p0 queue free %	100	100	94	100	100	100	89			100		
cM capacity (veh/h)	159	170	537	140	86	681	604			1198		

Direction, Lane #	EB 1	WB 1	WB 2	NB 1	NB 2	SB 1	SB 2
Volume Total	32	0	0	65	366	613	382
Volume Left	0	0	0	65	0	0	0
Volume Right	32	0	0	0	0	0	382
cSH	537	1700	1700	604	1700	1198	1700
Volume to Capacity	0.06	0.00	0.00	0.11	0.22	0.00	0.22
Queue Length 95th (ft)	5	0	0	9	0	0	0
Control Delay (s/veh)	12.1	0.0	0.0	11.7	0.0	0.0	0.0
Lane LOS	B	A	A	B			
Approach Delay (s/veh)	12.1	0.0		1.8		0.0	
Approach LOS	B	A					

Intersection Summary				
Average Delay	0.8			
Intersection Capacity Utilization	53.2%	ICU Level of Service		A
Analysis Period (min)	15			

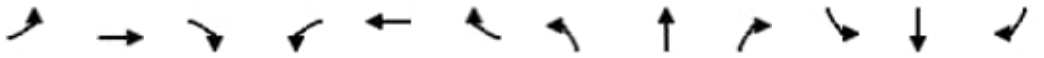
Intersection	
Int Delay, s/veh	0.8

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	0	0	30	0	0	0	60	340	0	0	570	355
Future Vol, veh/h	0	0	30	0	0	0	60	340	0	0	570	355
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	0	100	-	-	200	-	-	-	-	100
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	93	93	93	93	93	93	93	93	93	93	93	93
Heavy Vehicles, %	1	1	1	1	1	1	4	4	4	1	1	1
Mvmt Flow	0	0	32	0	0	0	65	366	0	0	613	382

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	-	-	613	1108	1489	366	995	0	0	366	0	0
Stage 1	-	-	-	495	495	-	-	-	-	-	-	-
Stage 2	-	-	-	613	995	-	-	-	-	-	-	-
Critical Hdwy	-	-	6.21	7.11	6.51	6.21	4.14	-	-	4.11	-	-
Critical Hdwy Stg 1	-	-	-	6.11	5.51	-	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	6.11	5.51	-	-	-	-	-	-	-
Follow-up Hdwy	-	-	3.309	3.509	4.009	3.309	2.236	-	-	2.209	-	-
Pot Cap-1 Maneuver	0	0	494	188	124	682	688	-	-	1199	-	-
Stage 1	0	0	-	559	548	-	-	-	-	-	-	-
Stage 2	0	0	-	482	324	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	-	-	494	159	113	682	688	-	-	1199	-	-
Mov Cap-2 Maneuver	-	-	-	159	113	-	-	-	-	-	-	-
Stage 1	-	-	-	506	496	-	-	-	-	-	-	-
Stage 2	-	-	-	450	324	-	-	-	-	-	-	-

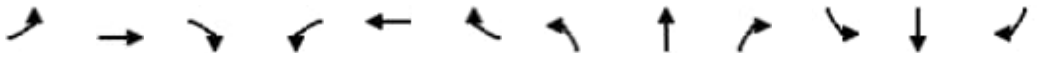
Approach	EB	WB	NB	SB
HCM Control Delay, s/v	12.79	0	1.62	0
HCM LOS	B	A		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	WBLn2	SBL	SBT	SBR
Capacity (veh/h)	688	-	-	494	-	-	1199	-	-
HCM Lane V/C Ratio	0.094	-	-	0.065	-	-	-	-	-
HCM Control Delay (s/veh)	10.8	-	-	12.8	0	0	0	-	-
HCM Lane LOS	B	-	-	B	A	A	A	-	-
HCM 95th %tile Q(veh)	0.3	-	-	0.2	-	-	0	-	-



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	200	0	55	0	0	0	115	200	0	0	190	410
Future Volume (vph)	200	0	55	0	0	0	115	200	0	0	190	410
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	125		0	100		0	200		0	0		100
Storage Lanes	1		0	1		0	1		0	0		1
Taper Length (ft)	100			100			100			100		
Link Speed (mph)		25			25			35			35	
Link Distance (ft)		163			149			383			881	
Travel Time (s)		4.4			4.1			7.5			17.2	
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	1%	1%	1%	1%	1%	1%	4%	4%	4%	1%	1%	1%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Shared Lane Traffic (%)												
Lane Group Flow (vph)	215	59	0	0	0	0	124	215	0	0	204	441
Sign Control		Stop			Stop			Free			Free	

Intersection Summary	
Area Type:	Other
Control Type: Unsignalized	



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	200	0	55	0	0	0	115	200	0	0	190	410
Future Volume (Veh/h)	200	0	55	0	0	0	115	200	0	0	190	410
Sign Control		Stop			Stop			Free			Free	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Hourly flow rate (vph)	215	0	59	0	0	0	124	215	0	0	204	441
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type								None			None	
Median storage veh)												
Upstream signal (ft)												
pX, platoon unblocked												
vC, conflicting volume	667	667	204	726	1108	215	645			215		
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	667	667	204	726	1108	215	645			215		
tC, single (s)	7.1	6.5	6.2	7.1	6.5	6.2	4.1			4.1		
tC, 2 stage (s)												
tF (s)	3.5	4.0	3.3	3.5	4.0	3.3	2.2			2.2		
p0 queue free %	36	100	93	100	100	100	87			100		
cM capacity (veh/h)	336	330	839	285	183	827	931			1361		

Direction, Lane #	EB 1	EB 2	WB 1	WB 2	NB 1	NB 2	SB 1	SB 2
Volume Total	215	59	0	0	124	215	204	441
Volume Left	215	0	0	0	124	0	0	0
Volume Right	0	59	0	0	0	0	0	441
cSH	336	839	1700	1700	931	1700	1361	1700
Volume to Capacity	0.64	0.07	0.00	0.00	0.13	0.13	0.00	0.26
Queue Length 95th (ft)	105	6	0	0	11	0	0	0
Control Delay (s/veh)	33.0	9.6	0.0	0.0	9.5	0.0	0.0	0.0
Lane LOS	D	A	A	A	A			
Approach Delay (s/veh)	28.0		0.0		3.5		0.0	
Approach LOS	D		A					

Intersection Summary				
Average Delay	7.0			
Intersection Capacity Utilization	42.6%	ICU Level of Service		A
Analysis Period (min)	15			

Intersection	
Int Delay, s/veh	7.4

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	200	0	55	0	0	0	115	200	0	0	190	410
Future Vol, veh/h	200	0	55	0	0	0	115	200	0	0	190	410
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	125	-	-	100	-	-	200	-	-	-	-	100
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	93	93	93	93	93	93	93	93	93	93	93	93
Heavy Vehicles, %	1	1	1	1	1	1	4	4	4	1	1	1
Mvmt Flow	215	0	59	0	0	0	124	215	0	0	204	441

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	667	667	204	667	1108	215	645	0	0	215	0	0
Stage 1	204	204	-	462	462	-	-	-	-	-	-	-
Stage 2	462	462	-	204	645	-	-	-	-	-	-	-
Critical Hdwy	7.11	6.51	6.21	7.11	6.51	6.21	4.14	-	-	4.11	-	-
Critical Hdwy Stg 1	6.11	5.51	-	6.11	5.51	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.11	5.51	-	6.11	5.51	-	-	-	-	-	-	-
Follow-up Hdwy	3.509	4.009	3.309	3.509	4.009	3.309	2.236	-	-	2.209	-	-
Pot Cap-1 Maneuver	374	381	839	374	211	827	931	-	-	1361	-	-
Stage 1	800	734	-	581	566	-	-	-	-	-	-	-
Stage 2	581	566	-	800	469	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	324	330	839	301	183	827	931	-	-	1361	-	-
Mov Cap-2 Maneuver	324	330	-	301	183	-	-	-	-	-	-	-
Stage 1	800	734	-	504	491	-	-	-	-	-	-	-
Stage 2	504	491	-	744	469	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s/v	29.91	0	3.45	0
HCM LOS	D	A		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	EBLn2	WBLn1	WBLn2	SBL	SBT	SBR
Capacity (veh/h)	931	-	-	324	839	-	-	1361	-	-
HCM Lane V/C Ratio	0.133	-	-	0.663	0.07	-	-	-	-	-
HCM Control Delay (s/veh)	9.5	-	-	35.5	9.6	0	0	0	-	-
HCM Lane LOS	A	-	-	E	A	A	A	A	-	-
HCM 95th %tile Q(veh)	0.5	-	-	4.5	0.2	-	-	0	-	-



Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	0	30	60	315	245	0
Future Volume (vph)	0	30	60	315	245	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12
Grade (%)	0%			0%	0%	
Storage Length (ft)	100	0	200			0
Storage Lanes	1	1	1			0
Taper Length (ft)	100		100			
Link Speed (mph)	25			35	35	
Link Distance (ft)	653			255	383	
Travel Time (s)	17.8			5.0	7.5	
Confl. Peds. (#/hr)						
Confl. Bikes (#/hr)						
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93
Growth Factor	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	1%	1%	4%	4%	1%	1%
Bus Blockages (#/hr)	0	0	0	0	0	0
Parking (#/hr)						
Mid-Block Traffic (%)	0%			0%	0%	
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	32	65	339	263	0
Sign Control	Stop			Free	Free	

Intersection Summary	
Area Type:	Other
Control Type: Unsignalized	



Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	0	30	60	315	245	0
Future Volume (Veh/h)	0	30	60	315	245	0
Sign Control	Stop			Free	Free	
Grade	0%			0%	0%	
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93
Hourly flow rate (vph)	0	32	65	339	263	0
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type				None	None	
Median storage veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	732	263	263			
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	732	263	263			
tC, single (s)	6.4	6.2	4.1			
tC, 2 stage (s)						
tF (s)	3.5	3.3	2.2			
p0 queue free %	100	96	95			
cM capacity (veh/h)	370	778	1290			

Direction, Lane #	EB 1	EB 2	NB 1	NB 2	SB 1
Volume Total	0	32	65	339	263
Volume Left	0	0	65	0	0
Volume Right	0	32	0	0	0
cSH	1700	778	1290	1700	1700
Volume to Capacity	0.00	0.04	0.05	0.20	0.15
Queue Length 95th (ft)	0	3	4	0	0
Control Delay (s/veh)	0.0	9.8	7.9	0.0	0.0
Lane LOS	A	A	A		
Approach Delay (s/veh)	9.8		1.3		0.0
Approach LOS	A				

Intersection Summary				
Average Delay	1.2			
Intersection Capacity Utilization	22.9%	ICU Level of Service	A	
Analysis Period (min)	15			

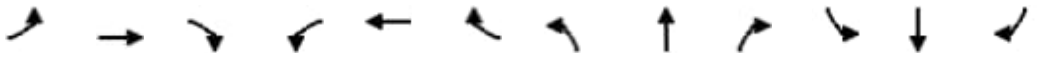
Intersection	
Int Delay, s/veh	1.2

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	0	30	60	315	245	0
Future Vol, veh/h	0	30	60	315	245	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	100	0	200	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	93	93	93	93	93	93
Heavy Vehicles, %	1	1	4	4	1	1
Mvmt Flow	0	32	65	339	263	0

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	731	263	263	0	-	0
Stage 1	263	-	-	-	-	-
Stage 2	468	-	-	-	-	-
Critical Hdwy	6.41	6.21	4.14	-	-	-
Critical Hdwy Stg 1	5.41	-	-	-	-	-
Critical Hdwy Stg 2	5.41	-	-	-	-	-
Follow-up Hdwy	3.509	3.309	2.236	-	-	-
Pot Cap-1 Maneuver	390	778	1289	-	-	-
Stage 1	783	-	-	-	-	-
Stage 2	633	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	371	778	1289	-	-	-
Mov Cap-2 Maneuver	371	-	-	-	-	-
Stage 1	744	-	-	-	-	-
Stage 2	633	-	-	-	-	-

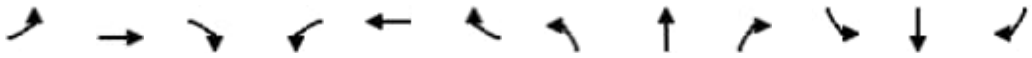
Approach	EB	NB	SB
HCM Control Delay, s/v	9.83	1.27	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	EBLn2	SBT	SBR
Capacity (veh/h)	1289	-	-	778	-	-
HCM Lane V/C Ratio	0.05	-	-	0.041	-	-
HCM Control Delay (s/veh)	7.9	-	0	9.8	-	-
HCM Lane LOS	A	-	A	A	-	-
HCM 95th %tile Q(veh)	0.2	-	-	0.1	-	-



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	10	280	50	90	335	5	40	15	150	15	25	5
Future Volume (vph)	10	280	50	90	335	5	40	15	150	15	25	5
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	0		0	0		0	0		0	0		0
Storage Lanes	0		0	0		0	0		0	0		0
Taper Length (ft)	100			100			100			100		
Link Speed (mph)		45			45			35			35	
Link Distance (ft)		397			1700			2006			1738	
Travel Time (s)		6.0			25.8			39.1			33.9	
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
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
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	1%	1%	1%	2%	2%	2%	5%	5%	5%	1%	1%	1%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	369	0	0	467	0	0	222	0	0	48	0
Sign Control		Stop			Stop			Stop			Stop	

Intersection Summary	
Area Type:	Other
Control Type: Unsignalized	



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Sign Control		Stop			Stop			Stop			Stop	
Traffic Volume (vph)	10	280	50	90	335	5	40	15	150	15	25	5
Future Volume (vph)	10	280	50	90	335	5	40	15	150	15	25	5
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
Hourly flow rate (vph)	11	304	54	98	364	5	43	16	163	16	27	5

Direction, Lane #	EB 1	WB 1	NB 1	SB 1
Volume Total (vph)	369	467	222	48
Volume Left (vph)	11	98	43	16
Volume Right (vph)	54	5	163	5
Hadj (s)	-0.06	0.07	-0.32	0.02
Departure Headway (s)	5.4	5.4	5.9	6.7
Degree Utilization, x	0.55	0.70	0.36	0.09
Capacity (veh/h)	629	645	543	440
Control Delay (s/veh)	15.0	20.0	12.2	10.4
Approach Delay (s/veh)	15.0	20.0	12.2	10.4
Approach LOS	B	C	B	B

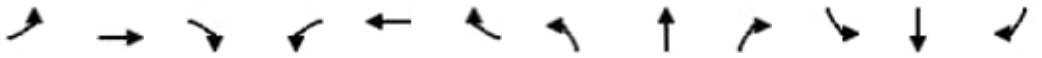
Intersection Summary				
Delay	16.3			
Level of Service	C			
Intersection Capacity Utilization	65.2%	ICU Level of Service	C	
Analysis Period (min)	15			

Intersection	
Intersection Delay, s/veh	16.3
Intersection LOS	C

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	10	280	50	90	335	5	40	15	150	15	25	5
Future Vol, veh/h	10	280	50	90	335	5	40	15	150	15	25	5
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
Heavy Vehicles, %	1	1	1	2	2	2	5	5	5	1	1	1
Mvmt Flow	11	304	54	98	364	5	43	16	163	16	27	5
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

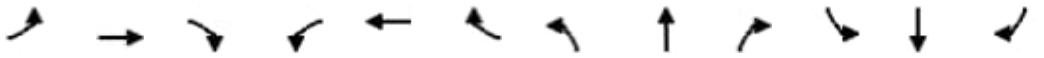
Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay, s/veh	14.9	19.9	12.2	10.4
HCM LOS	B	C	B	B

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	20%	3%	21%	33%
Vol Thru, %	7%	82%	78%	56%
Vol Right, %	73%	15%	1%	11%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	205	340	430	45
LT Vol	40	10	90	15
Through Vol	15	280	335	25
RT Vol	150	50	5	5
Lane Flow Rate	223	370	467	49
Geometry Grp	1	1	1	1
Degree of Util (X)	0.362	0.552	0.696	0.09
Departure Headway (Hd)	5.846	5.375	5.363	6.633
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	613	669	673	536
Service Time	3.916	3.436	3.419	4.73
HCM Lane V/C Ratio	0.364	0.553	0.694	0.091
HCM Control Delay, s/veh	12.2	14.9	19.9	10.4
HCM Lane LOS	B	B	C	B
HCM 95th-tile Q	1.6	3.4	5.6	0.3



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	90	125	30	115	225	125	20	205	105	180	165	65
Future Volume (vph)	90	125	30	115	225	125	20	205	105	180	165	65
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	0		0	0		0	0		200	255		255
Storage Lanes	0		0	0		0	0		1	1		0
Taper Length (ft)	100			100			100			100		
Link Speed (mph)		30			30			35			35	
Link Distance (ft)		1254			421			1037			605	
Travel Time (s)		28.5			9.6			20.2			11.8	
Confl. Peds. (#/hr)				205								
Confl. Bikes (#/hr)												
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	5%	5%	5%	3%	3%	3%	3%	3%	3%	1%	1%	1%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	263	0	0	500	0	0	242	113	194	247	0
Sign Control		Stop			Stop			Stop			Stop	

Intersection Summary	
Area Type:	Other
Control Type: Unsignalized	



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Sign Control		Stop			Stop			Stop			Stop	
Traffic Volume (vph)	90	125	30	115	225	125	20	205	105	180	165	65
Future Volume (vph)	90	125	30	115	225	125	20	205	105	180	165	65
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Hourly flow rate (vph)	97	134	32	124	242	134	22	220	113	194	177	70

Direction, Lane #	EB 1	EB 2	WB 1	WB 2	NB 1	NB 2	SB 1	SB 2
Volume Total (vph)	164	99	245	255	242	113	194	247
Volume Left (vph)	97	0	124	0	22	0	194	0
Volume Right (vph)	0	32	0	134	0	113	0	70
Hadj (s)	0.38	-0.14	0.30	-0.32	0.10	-0.65	0.52	-0.18
Departure Headway (s)	8.2	7.7	7.7	7.1	7.8	7.0	8.0	7.3
Degree Utilization, x	0.37	0.21	0.53	0.50	0.52	0.22	0.43	0.50
Capacity (veh/h)	417	442	450	480	442	489	433	466
Control Delay (s/veh)	14.9	11.6	17.9	16.0	17.7	10.8	15.8	16.3
Approach Delay (s/veh)	13.6		16.9		15.5		16.1	
Approach LOS	B		C		C		C	

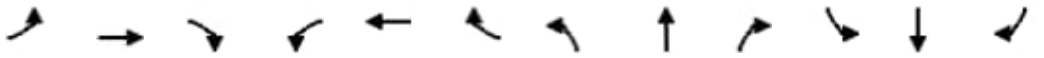
Intersection Summary				
Delay	15.8			
Level of Service	C			
Intersection Capacity Utilization	58.5%	ICU Level of Service	B	
Analysis Period (min)	15			

Intersection	
Intersection Delay, s/veh	18.3
Intersection LOS	C

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	90	125	30	115	225	125	20	205	105	180	165	65
Future Vol, veh/h	90	125	30	115	225	125	20	205	105	180	165	65
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Heavy Vehicles, %	5	5	5	3	3	3	3	3	3	1	1	1
Mvmt Flow	97	134	32	124	242	134	22	220	113	194	177	70
Number of Lanes	0	2	0	0	2	0	0	1	1	1	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	2	2	2	2
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	2	2	2	2
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	2	2	2	2
HCM Control Delay, s/veh	15.8	19.6	18.1	18.6
HCM LOS	C	C	C	C

Lane	NBLn1	NBLn2	EBLn1	EBLn2	WBLn1	WBLn2	SBLn1	SBLn2
Vol Left, %	9%	0%	59%	0%	51%	0%	100%	0%
Vol Thru, %	91%	0%	41%	68%	49%	47%	0%	72%
Vol Right, %	0%	100%	0%	32%	0%	53%	0%	28%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	225	105	153	93	228	238	180	230
LT Vol	20	0	90	0	115	0	180	0
Through Vol	205	0	63	63	113	113	0	165
RT Vol	0	105	0	30	0	125	0	65
Lane Flow Rate	242	113	164	99	245	255	194	247
Geometry Grp	5	5	5	5	5	5	5	5
Degree of Util (X)	0.551	0.233	0.397	0.226	0.555	0.533	0.455	0.531
Departure Headway (Hd)	8.199	7.43	8.714	8.173	8.161	7.52	8.455	7.735
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Cap	438	481	412	438	440	478	426	465
Service Time	5.977	5.208	6.498	5.956	5.935	5.294	6.231	5.511
HCM Lane V/C Ratio	0.553	0.235	0.398	0.226	0.557	0.533	0.455	0.531
HCM Control Delay, s/veh	20.7	12.5	17.2	13.4	20.7	18.6	18.2	19
HCM Lane LOS	C	B	C	B	C	C	C	C
HCM 95th-tile Q	3.2	0.9	1.9	0.9	3.3	3.1	2.3	3.1

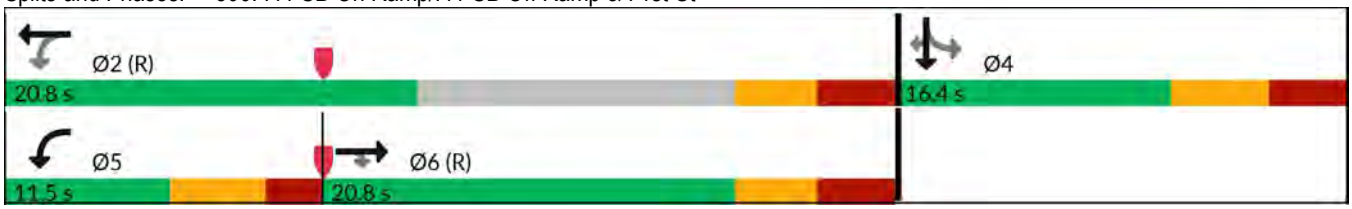


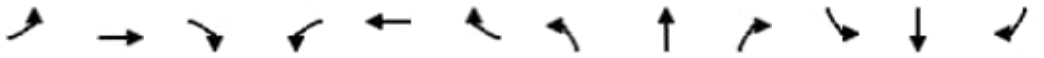
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	250	160	25	240	0	0	0	0	170	380	59
Future Volume (vph)	0	250	160	25	240	0	0	0	0	170	380	59
Ideal Flow (vphpl)	1770	1770	1750	1770	1770	1770	1900	1900	1900	1905	1905	1750
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	0		120	0		0	0		0	255		255
Storage Lanes	0		1	1		0	0		0	1		1
Taper Length (ft)	100			100			100			100		
Right Turn on Red			Yes			Yes			Yes			Yes
Link Speed (mph)		30			30			35			45	
Link Distance (ft)		421			258			763			621	
Travel Time (s)		9.6			5.9			14.9			9.4	
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Growth Factor	100%	100%	75%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Shared Lane Traffic (%)										10%		
Lane Group Flow (vph)	0	266	128	27	255	0	0	0	0	163	422	63
Turn Type		NA	Perm	pm+pt	NA					Perm	NA	Perm
Protected Phases		6		5	2						4	
Permitted Phases			6	2						4		4
Detector Phase		6	6	5	2					4	4	4
Switch Phase												
Minimum Initial (s)		15.0	15.0	6.0	15.0					10.0	10.0	10.0
Minimum Split (s)		20.8	20.8	11.5	20.8					16.4	16.4	16.4
Total Split (s)		20.8	20.8	11.5	20.8					16.4	16.4	16.4
Total Split (%)		42.7%	42.7%	23.6%	42.7%					33.7%	33.7%	33.7%
Maximum Green (s)		15.0	15.0	6.0	15.0					10.0	10.0	10.0
Yellow Time (s)		3.0	3.0	3.5	3.0					3.6	3.6	3.6
All-Red Time (s)		2.8	2.8	2.0	2.8					2.8	2.8	2.8
Lost Time Adjust (s)		0.0	0.0	0.0	0.0					0.0	0.0	0.0
Total Lost Time (s)		5.8	5.8	5.5	5.8					6.4	6.4	6.4
Lead/Lag		Lag	Lag	Lead								
Lead-Lag Optimize?		Yes	Yes	Yes								
Vehicle Extension (s)		4.9	4.9	1.5	4.9					1.5	1.5	1.5
Minimum Gap (s)		2.0	2.0	1.5	2.0					1.5	1.5	1.5
Time Before Reduce (s)		18.0	18.0	20.0	18.0					30.0	30.0	30.0
Time To Reduce (s)		22.0	22.0	0.0	22.0					0.0	0.0	0.0
Recall Mode		C-Max	C-Max	None	C-Max					None	None	None
Walk Time (s)												
Flash Don't Walk (s)												
Pedestrian Calls (#/hr)												
v/c Ratio		0.16	0.16	0.05	0.14					0.49	0.61	0.14
Control Delay (s/veh)		8.4	1.4	5.3	5.8					23.0	21.8	0.7

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Queue Delay		0.0	0.0	0.0	0.0					0.0	0.0	0.0
Total Delay (s/veh)		8.4	1.4	5.3	5.8					23.0	21.8	0.7
Queue Length 50th (ft)		17	0	3	16					45	60	0
Queue Length 95th (ft)		52	12	11	29					95	98	0
Internal Link Dist (ft)		341			178			683			541	
Turn Bay Length (ft)			120							255		255
Base Capacity (vph)		1638	824	543	1794					331	696	447
Starvation Cap Reductn		0	0	0	0					0	0	0
Spillback Cap Reductn		0	0	0	0					0	0	0
Storage Cap Reductn		0	0	0	0					0	0	0
Reduced v/c Ratio		0.16	0.16	0.05	0.14					0.49	0.61	0.14

Intersection Summary	
Area Type:	Other
Cycle Length: 48.7	
Actuated Cycle Length: 48.7	
Offset: 11.5 (24%), Referenced to phase 2:WBTL and 6:EBT, Start of Green	
Natural Cycle: 50	
Control Type: Actuated-Coordinated	

Splits and Phases: 800: I41 SB On Ramp/I41 SB Off Ramp & 71st St





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	250	160	25	240	0	0	0	0	170	380	59
Future Volume (veh/h)	0	250	160	25	240	0	0	0	0	170	380	59
Initial Q (Qb), veh	0	0	0	0	0	0				0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	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
Work Zone On Approach		No			No						No	
Adj Sat Flow, veh/h/ln	0	1742	1723	1742	1742	0				1875	1875	1723
Adj Flow Rate, veh/h	0	266	128	27	255	0				181	404	63
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94				0.94	0.94	0.94
Percent Heavy Veh, %	0	2	2	2	2	0				2	2	2
Cap, veh/h	0	1315	580	527	1811	0				364	765	298
Arrive On Green	0.00	0.40	0.40	0.08	1.00	0.00				0.20	0.20	0.20
Sat Flow, veh/h	0	3398	1460	1659	3398	0				1786	3751	1460
Grp Volume(v), veh/h	0	266	128	27	255	0				181	404	63
Grp Sat Flow(s),veh/h/ln	0	1655	1460	1659	1655	0				1786	1875	1460
Q Serve(g_s), s	0.0	2.6	2.8	0.4	0.0	0.0				4.4	4.7	1.8
Cycle Q Clear(g_c), s	0.0	2.6	2.8	0.4	0.0	0.0				4.4	4.7	1.8
Prop In Lane	0.00		1.00	1.00		0.00				1.00		1.00
Lane Grp Cap(c), veh/h	0	1315	580	527	1811	0				364	765	298
V/C Ratio(X)	0.00	0.20	0.22	0.05	0.14	0.00				0.50	0.53	0.21
Avail Cap(c_a), veh/h	0	1315	580	668	1811	0				364	765	298
HCM Platoon Ratio	1.00	1.00	1.00	2.00	2.00	1.00				1.00	1.00	1.00
Upstream Filter(I)	0.00	1.00	1.00	0.97	0.97	0.00				1.00	1.00	1.00
Uniform Delay (d), s/veh	0.0	9.7	9.8	6.8	0.0	0.0				17.3	17.4	16.2
Incr Delay (d2), s/veh	0.0	0.3	0.9	0.0	0.2	0.0				0.4	0.3	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
%ile BackOfQ(95%),veh/ln	0.0	1.5	1.6	0.2	0.1	0.0				2.7	3.0	2.8
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	0.0	10.0	10.6	6.8	0.2	0.0				17.7	17.7	16.4
LnGrp LOS		B	B	A	A					B	B	B
Approach Vol, veh/h		394			282						648	
Approach Delay, s/veh		10.2			0.8						17.6	
Approach LOS		B			A						B	

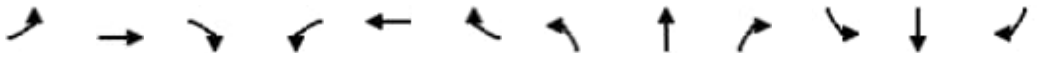
Timer - Assigned Phs		2		4	5	6						
Phs Duration (G+Y+Rc), s		32.6		16.4	7.3	25.3						
Change Period (Y+Rc), s		5.8		* 6.4	5.5	5.8						
Max Green Setting (Gmax), s		15.0		* 10	6.0	15.0						
Max Q Clear Time (g_c+I1), s		2.0		6.7	2.4	4.8						
Green Ext Time (p_c), s		2.1		0.6	0.0	2.6						

Intersection Summary												
HCM 7th Control Delay, s/veh			11.8									
HCM 7th LOS			B									

Notes

User approved volume balancing among the lanes for turning movement.

* HCM 7th computational engine requires equal clearance times for the phases crossing the barrier.

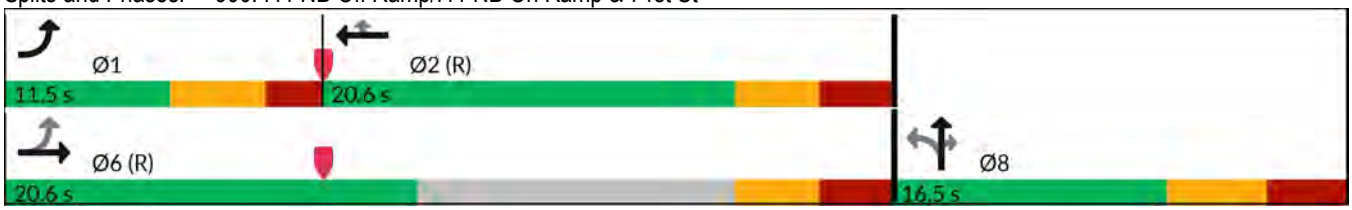


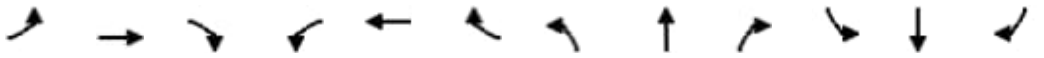
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	150	270	0	0	135	160	130	395	12	0	0	0
Future Volume (vph)	150	270	0	0	135	160	130	395	12	0	0	0
Ideal Flow (vphpl)	1770	1770	1770	1770	1770	1750	1825	1750	1750	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	0		0	0		105	250		250	0		0
Storage Lanes	1		0	0		1	1		1	0		0
Taper Length (ft)	100			100			100			100		
Right Turn on Red			Yes			Yes			Yes			Yes
Link Speed (mph)		30			30			35			45	
Link Distance (ft)		258			595			685			495	
Travel Time (s)		5.9			13.5			13.3			7.5	
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88
Growth Factor	100%	100%	100%	100%	100%	75%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	1%	1%	1%	4%	4%	4%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Shared Lane Traffic (%)							10%					
Lane Group Flow (vph)	170	307	0	0	153	136	133	464	14	0	0	0
Turn Type	pm+pt	NA			NA	Perm	Perm	NA	Perm			
Protected Phases	1	6			2			8				
Permitted Phases	6					2	8		8			
Detector Phase	1	6			2	2	8	8	8			
Switch Phase												
Minimum Initial (s)	6.0	15.0			15.0	15.0	10.0	10.0	10.0			
Minimum Split (s)	11.5	20.6			20.6	20.6	16.5	16.5	16.5			
Total Split (s)	11.5	20.6			20.6	20.6	16.5	16.5	16.5			
Total Split (%)	23.7%	42.4%			42.4%	42.4%	34.0%	34.0%	34.0%			
Maximum Green (s)	6.0	15.0			15.0	15.0	10.0	10.0	10.0			
Yellow Time (s)	3.5	3.0			3.0	3.0	3.6	3.6	3.6			
All-Red Time (s)	2.0	2.6			2.6	2.6	2.9	2.9	2.9			
Lost Time Adjust (s)	0.0	0.0			0.0	0.0	0.0	0.0	0.0			
Total Lost Time (s)	5.5	5.6			5.6	5.6	6.5	6.5	6.5			
Lead/Lag	Lead				Lag	Lag						
Lead-Lag Optimize?	Yes				Yes	Yes						
Vehicle Extension (s)	1.5	4.9			1.9	1.9	1.5	1.5	1.5			
Minimum Gap (s)	1.5	2.0			2.0	2.0	1.5	1.5	1.5			
Time Before Reduce (s)	20.0	18.0			18.0	18.0	30.0	30.0	30.0			
Time To Reduce (s)	0.0	22.0			22.0	22.0	0.0	0.0	0.0			
Recall Mode	None	C-Max			C-Max	C-Max	None	None	None			
Walk Time (s)												
Flash Don't Walk (s)												
Pedestrian Calls (#/hr)												
v/c Ratio	0.30	0.17			0.13	0.21	0.43	0.74	0.03			
Control Delay (s/veh)	7.2	5.9			12.5	1.9	21.8	27.3	0.2			

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Queue Delay	0.0	0.0			0.0	0.0	0.0	0.0	0.0			
Total Delay (s/veh)	7.2	5.9			12.5	1.9	21.8	27.3	0.2			
Queue Length 50th (ft)	21	20			16	0	36	68	0			
Queue Length 95th (ft)	43	33			32	13	78	#123	0			
Internal Link Dist (ft)		178			515			605			415	
Turn Bay Length (ft)						105	250		250			
Base Capacity (vph)	563	1797			1185	654	312	628	438			
Starvation Cap Reductn	0	0			0	0	0	0	0			
Spillback Cap Reductn	0	0			0	0	0	0	0			
Storage Cap Reductn	0	0			0	0	0	0	0			
Reduced v/c Ratio	0.30	0.17			0.13	0.21	0.43	0.74	0.03			

Intersection Summary	
Area Type:	Other
Cycle Length: 48.6	
Actuated Cycle Length: 48.6	
Offset: 11.5 (24%), Referenced to phase 2:WBT and 6:EBTL, Start of Green	
Natural Cycle: 50	
Control Type: Actuated-Coordinated	
# 95th percentile volume exceeds capacity, queue may be longer.	
Queue shown is maximum after two cycles.	

Splits and Phases: 900: I41 NB Off Ramp/I41 NB On Ramp & 71st St





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	150	270	0	0	135	160	130	395	12	0	0	0
Future Volume (veh/h)	150	270	0	0	135	160	130	395	12	0	0	0
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0			
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Ped-Bike Adj(A_pbT)	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			
Work Zone On Approach		No			No			No				
Adj Sat Flow, veh/h/ln	1742	1742	0	0	1756	1736	1768	1695	1695			
Adj Flow Rate, veh/h	170	307	0	0	153	136	148	449	14			
Peak Hour Factor	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88			
Percent Heavy Veh, %	2	2	0	0	1	1	4	4	4			
Cap, veh/h	629	1818	0	0	1089	480	344	692	293			
Arrive On Green	0.22	1.00	0.00	0.00	0.33	0.33	0.20	0.20	0.20			
Sat Flow, veh/h	1659	3398	0	0	3425	1471	1684	3391	1437			
Grp Volume(v), veh/h	170	307	0	0	153	136	148	449	14			
Grp Sat Flow(s),veh/h/ln	1659	1655	0	0	1668	1471	1684	1695	1437			
Q Serve(g_s), s	2.9	0.0	0.0	0.0	1.6	3.4	3.8	6.0	0.4			
Cycle Q Clear(g_c), s	2.9	0.0	0.0	0.0	1.6	3.4	3.8	6.0	0.4			
Prop In Lane	1.00		0.00	0.00		1.00	1.00		1.00			
Lane Grp Cap(c), veh/h	629	1818	0	0	1089	480	344	692	293			
V/C Ratio(X)	0.27	0.17	0.00	0.00	0.14	0.28	0.43	0.65	0.05			
Avail Cap(c_a), veh/h	649	1818	0	0	1089	480	344	692	293			
HCM Platoon Ratio	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Upstream Filter(I)	0.97	0.97	0.00	0.00	1.00	1.00	1.00	1.00	1.00			
Uniform Delay (d), s/veh	6.7	0.0	0.0	0.0	11.6	12.2	17.0	17.9	15.7			
Incr Delay (d2), s/veh	0.1	0.2	0.0	0.0	0.3	1.5	0.3	1.7	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			
%ile BackOfQ(95%),veh/ln	1.3	0.1	0.0	0.0	1.0	2.1	2.3	3.9	0.2			
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	6.7	0.2	0.0	0.0	11.9	13.7	17.3	19.6	15.7			
LnGrp LOS	A	A			B	B	B	B	B			
Approach Vol, veh/h		477			289			611				
Approach Delay, s/veh		2.5			12.8			18.9				
Approach LOS		A			B			B				
Timer - Assigned Phs	1	2				6		8				
Phs Duration (G+Y+Rc), s	10.9	21.6				32.5		16.5				
Change Period (Y+Rc), s	5.5	5.6				5.6		6.5				
Max Green Setting (Gmax), s	6.0	15.0				15.0		10.0				
Max Q Clear Time (g_c+I1), s	4.9	5.4				2.0		8.0				
Green Ext Time (p_c), s	0.0	0.6				2.6		0.4				

Intersection Summary	
HCM 7th Control Delay, s/veh	12.0
HCM 7th LOS	B

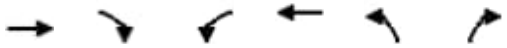
Notes

User approved volume balancing among the lanes for turning movement.



Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	55	15	245	70	65	140
Future Volume (vph)	55	15	245	70	65	140
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12
Grade (%)	0%			0%	0%	
Storage Length (ft)		0	0		0	0
Storage Lanes		0	0		1	1
Taper Length (ft)			100		100	
Link Speed (mph)	30			30	30	
Link Distance (ft)	787			1254	1020	
Travel Time (s)	17.9			28.5	23.2	
Confl. Peds. (#/hr)						
Confl. Bikes (#/hr)						
Peak Hour Factor	0.83	0.83	0.83	0.83	0.83	0.83
Growth Factor	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	1%	1%	1%	1%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0
Parking (#/hr)						
Mid-Block Traffic (%)	0%			0%	0%	
Shared Lane Traffic (%)						
Lane Group Flow (vph)	84	0	0	379	78	169
Sign Control	Stop			Stop	Stop	

Intersection Summary	
Area Type:	Other
Control Type: Unsignalized	



Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Sign Control	Stop			Stop	Stop	
Traffic Volume (vph)	55	15	245	70	65	140
Future Volume (vph)	55	15	245	70	65	140
Peak Hour Factor	0.83	0.83	0.83	0.83	0.83	0.83
Hourly flow rate (vph)	66	18	295	84	78	169

Direction, Lane #	EB 1	EB 2	WB 1	WB 2	NB 1	NB 2
Volume Total (vph)	44	40	323	56	78	169
Volume Left (vph)	0	0	295	0	78	0
Volume Right (vph)	0	18	0	0	0	169
Hadj (s)	0.02	-0.30	0.47	0.02	0.53	-0.67
Departure Headway (s)	5.6	5.3	5.7	5.3	6.2	5.0
Degree Utilization, x	0.07	0.06	0.52	0.08	0.14	0.24
Capacity (veh/h)	598	636	608	653	545	669
Control Delay (s/veh)	7.9	7.5	13.5	7.6	9.0	8.4
Approach Delay (s/veh)	7.7		12.6		8.6	
Approach LOS	A		B		A	

Intersection Summary			
Delay	10.6		
Level of Service	B		
Intersection Capacity Utilization	30.5%	ICU Level of Service	A
Analysis Period (min)	15		

Intersection	
Intersection Delay, s/veh	11.6
Intersection LOS	B

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	55	15	245	70	65	140
Future Vol, veh/h	55	15	245	70	65	140
Peak Hour Factor	0.83	0.83	0.83	0.83	0.83	0.83
Heavy Vehicles, %	1	1	1	1	2	2
Mvmt Flow	66	18	295	84	78	169
Number of Lanes	2	0	0	2	1	1

Approach	EB	WB	NB
Opposing Approach	WB	EB	
Opposing Lanes	2	2	0
Conflicting Approach Left		NB	EB
Conflicting Lanes Left	0	2	2
Conflicting Approach Right	NB		WB
Conflicting Lanes Right	2	0	2
HCM Control Delay, s/veh	8.6	13.5	9.6
HCM LOS	A	B	A

Lane	NBLn1	NBLn2	EBLn1	EBLn2	WBLn1	WBLn2
Vol Left, %	100%	0%	0%	0%	91%	0%
Vol Thru, %	0%	0%	100%	55%	9%	100%
Vol Right, %	0%	100%	0%	45%	0%	0%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	65	140	37	33	268	47
LT Vol	65	0	0	0	245	0
Through Vol	0	0	37	18	23	47
RT Vol	0	140	0	15	0	0
Lane Flow Rate	78	169	44	40	323	56
Geometry Grp	5	5	5	5	5	5
Degree of Util (X)	0.136	0.237	0.069	0.059	0.512	0.082
Departure Headway (Hd)	6.256	5.049	5.588	5.27	5.705	5.245
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes
Cap	571	707	635	673	627	679
Service Time	4.018	2.811	3.375	3.056	3.473	3.013
HCM Lane V/C Ratio	0.137	0.239	0.069	0.059	0.515	0.082
HCM Control Delay, s/veh	10	9.4	8.8	8.4	14.4	8.5
HCM Lane LOS	A	A	A	A	B	A
HCM 95th-tile Q	0.5	0.9	0.2	0.2	2.9	0.3

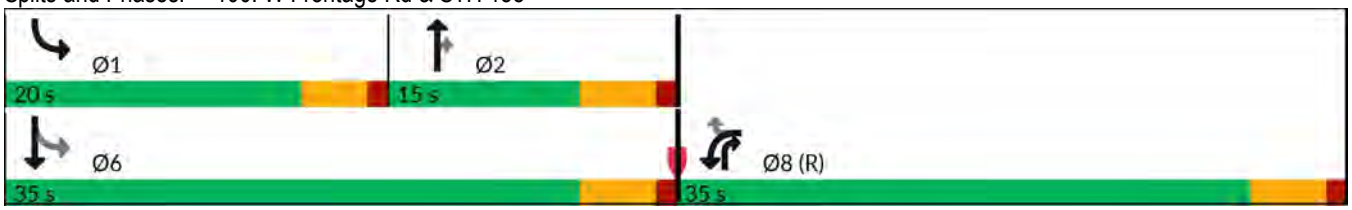


Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	1005	135	70	465	345	75
Future Volume (vph)	1005	135	70	465	345	75
Ideal Flow (vphpl)	1885	1750	1770	1750	1770	1770
Lane Width (ft)	12	12	12	12	12	12
Grade (%)	0%		0%			0%
Storage Length (ft)	425	0		200	300	
Storage Lanes	1	1		1	1	
Taper Length (ft)	100				100	
Right Turn on Red		Yes		Yes		
Link Speed (mph)	45		35			35
Link Distance (ft)	795		765			579
Travel Time (s)	12.0		14.9			11.3
Confl. Peds. (#/hr)						
Confl. Bikes (#/hr)						
Peak Hour Factor	0.85	0.85	0.85	0.85	0.85	0.85
Growth Factor	100%	62%	100%	62%	100%	100%
Heavy Vehicles (%)	8%	8%	9%	9%	9%	9%
Bus Blockages (#/hr)	0	0	0	0	0	0
Parking (#/hr)						
Mid-Block Traffic (%)	0%		0%			0%
Shared Lane Traffic (%)						
Lane Group Flow (vph)	1182	98	82	339	406	88
Turn Type	Prot	Perm	NA	pm+ov	pm+pt	NA
Protected Phases	8		2	8	1	6
Permitted Phases		8		2	6	
Detector Phase	8	8	2	8	1	6
Switch Phase						
Minimum Initial (s)	15.0	15.0	10.0	15.0	6.0	10.0
Minimum Split (s)	20.0	20.0	15.0	20.0	10.5	15.0
Total Split (s)	35.0	35.0	15.0	35.0	20.0	35.0
Total Split (%)	50.0%	50.0%	21.4%	50.0%	28.6%	50.0%
Maximum Green (s)	30.0	30.0	10.0	30.0	15.5	30.0
Yellow Time (s)	4.0	4.0	4.0	4.0	3.5	4.0
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.0	5.0	5.0	5.0	4.5	5.0
Lead/Lag			Lag		Lead	
Lead-Lag Optimize?			Yes		Yes	
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0
Minimum Gap (s)	3.0	3.0	3.0	3.0	3.0	3.0
Time Before Reduce (s)	0.0	0.0	0.0	0.0	0.0	0.0
Time To Reduce (s)	0.0	0.0	0.0	0.0	0.0	0.0
Recall Mode	C-Max	C-Max	None	C-Max	None	None
Walk Time (s)						
Flash Don't Walk (s)						
Pedestrian Calls (#/hr)						
v/c Ratio	0.78	0.14	0.35	0.36	0.87	0.14
Control Delay (s/veh)	15.8	2.1	32.0	3.3	38.3	12.9

Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	15.8	2.1	32.0	3.3	38.3	12.9
Queue Length 50th (ft)	158	0	32	19	128	22
Queue Length 95th (ft)	220	13	67	43	#198	45
Internal Link Dist (ft)	715		685			499
Turn Bay Length (ft)	425			200	300	
Base Capacity (vph)	1516	701	232	952	467	696
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.78	0.14	0.35	0.36	0.87	0.13

Intersection Summary	
Area Type:	Other
Cycle Length: 70	
Actuated Cycle Length: 70	
Offset: 30 (43%), Referenced to phase 8:WBL, Start of Green	
Natural Cycle: 70	
Control Type: Actuated-Coordinated	
# 95th percentile volume exceeds capacity, queue may be longer.	
Queue shown is maximum after two cycles.	

Splits and Phases: 100: W Frontage Rd & STH 158

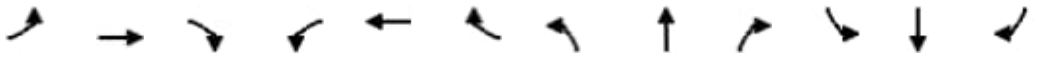




Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (veh/h)	1005	135	70	465	345	75
Future Volume (veh/h)	1005	135	70	465	345	75
Initial Q (Qb), veh	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00	1.00		1.00	1.00	
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No		No			No
Adj Sat Flow, veh/h/ln	1767	1641	1646	1627	1646	1646
Adj Flow Rate, veh/h	1182	98	82	339	406	88
Peak Hour Factor	0.85	0.85	0.85	0.85	0.85	0.85
Percent Heavy Veh, %	8	8	9	9	9	9
Cap, veh/h	1399	596	235	788	533	705
Arrive On Green	0.43	0.43	0.14	0.14	0.22	0.43
Sat Flow, veh/h	3265	1391	1646	1379	1567	1646
Grp Volume(v), veh/h	1182	98	82	339	406	88
Grp Sat Flow(s),veh/h/ln	1633	1391	1646	1379	1567	1646
Q Serve(g_s), s	22.7	3.0	3.1	9.8	14.9	2.3
Cycle Q Clear(g_c), s	22.7	3.0	3.1	9.8	14.9	2.3
Prop In Lane	1.00	1.00		1.00	1.00	
Lane Grp Cap(c), veh/h	1399	596	235	788	533	705
V/C Ratio(X)	0.84	0.16	0.35	0.43	0.76	0.12
Avail Cap(c_a), veh/h	1399	596	235	788	533	705
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.94	0.94	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	17.9	12.3	27.1	8.5	17.8	12.1
Incr Delay (d2), s/veh	6.0	0.6	0.9	0.4	6.4	0.1
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	12.7	1.6	2.2	9.5	9.6	1.4
Unsig. Movement Delay, s/veh						
LnGrp Delay(d), s/veh	24.0	12.9	27.9	8.9	24.1	12.2
LnGrp LOS	C	B	C	A	C	B
Approach Vol, veh/h	1280		421			494
Approach Delay, s/veh	23.1		12.6			22.0
Approach LOS	C		B			C

Timer - Assigned Phs	1	2				6	8
Phs Duration (G+Y+Rc), s	20.0	15.0				35.0	35.0
Change Period (Y+Rc), s	4.5	5.0				5.0	5.0
Max Green Setting (Gmax), s	15.5	10.0				30.0	30.0
Max Q Clear Time (g_c+I1), s	16.9	11.8				4.3	24.7
Green Ext Time (p_c), s	0.0	0.0				0.4	2.6

Intersection Summary	
HCM 7th Control Delay, s/veh	20.8
HCM 7th LOS	C

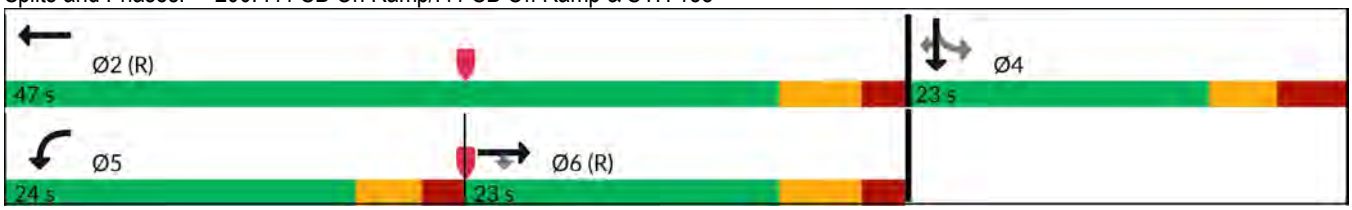


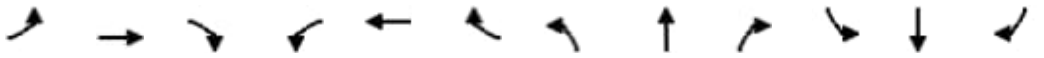
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	380	430	560	635	0	0	0	0	425	5	131
Future Volume (vph)	0	380	430	560	635	0	0	0	0	425	5	131
Ideal Flow (vphpl)	1900	1905	1750	1905	1905	1900	1900	1900	1900	1885	1885	1750
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	315		265	0		0	0		0	410		410
Storage Lanes	1		1	2		0	0		0	1		1
Taper Length (ft)	100			100			100			100		
Right Turn on Red			Yes			Yes			Yes			Yes
Link Speed (mph)		45			45			45			45	
Link Distance (ft)		795			359			754			1011	
Travel Time (s)		12.0			5.4			11.4			15.3	
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87
Growth Factor	100%	100%	75%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	7%	7%	7%	8%	8%	8%	1%	1%	1%	5%	5%	5%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Shared Lane Traffic (%)										49%		
Lane Group Flow (vph)	0	437	371	644	730	0	0	0	0	249	246	151
Turn Type		NA	Perm	Prot	NA					Perm	NA	Perm
Protected Phases		6		5	2						4	
Permitted Phases			6							4		4
Detector Phase		6	6	5	2					4	4	4
Switch Phase												
Minimum Initial (s)		10.0	10.0	8.0	10.0					10.0	10.0	10.0
Minimum Split (s)		16.6	16.6	13.7	16.6					17.2	17.2	17.2
Total Split (s)		23.0	23.0	24.0	47.0					23.0	23.0	23.0
Total Split (%)		32.9%	32.9%	34.3%	67.1%					32.9%	32.9%	32.9%
Maximum Green (s)		16.4	16.4	18.3	40.4					15.8	15.8	15.8
Yellow Time (s)		4.3	4.3	3.5	4.3					3.6	3.6	3.6
All-Red Time (s)		2.3	2.3	2.2	2.3					3.6	3.6	3.6
Lost Time Adjust (s)		0.0	0.0	0.0	0.0					0.0	0.0	0.0
Total Lost Time (s)		6.6	6.6	5.7	6.6					7.2	7.2	7.2
Lead/Lag		Lag	Lag	Lead								
Lead-Lag Optimize?		Yes	Yes	Yes								
Vehicle Extension (s)		3.0	3.0	3.0	3.9					1.5	1.5	1.5
Minimum Gap (s)		2.0	2.0	1.5	2.0					1.5	1.5	1.5
Time Before Reduce (s)		20.0	20.0	25.0	26.0					30.0	30.0	30.0
Time To Reduce (s)		20.0	20.0	0.0	14.0					0.0	0.0	0.0
Recall Mode		C-Max	C-Max	None	C-Max					None	None	None
Walk Time (s)												
Flash Don't Walk (s)												
Pedestrian Calls (#/hr)												
v/c Ratio		0.32	0.57	0.80	0.36					0.78	0.77	0.38
Control Delay (s/veh)		18.1	8.9	15.1	3.5					44.7	43.5	7.5

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Queue Delay		0.0	0.0	0.0	0.0					0.0	0.0	0.0
Total Delay (s/veh)		18.1	8.9	15.1	3.5					44.7	43.5	7.5
Queue Length 50th (ft)		64	53	138	7					106	104	0
Queue Length 95th (ft)		m78	m102	175	m33					#188	#176	39
Internal Link Dist (ft)		715			279			674			931	
Turn Bay Length (ft)			265							410		410
Base Capacity (vph)		1346	653	855	2031					365	366	436
Starvation Cap Reductn		0	0	0	0					0	0	0
Spillback Cap Reductn		0	0	0	0					0	0	0
Storage Cap Reductn		0	0	0	0					0	0	0
Reduced v/c Ratio		0.32	0.57	0.75	0.36					0.68	0.67	0.35

Intersection Summary	
Area Type:	Other
Cycle Length: 70	
Actuated Cycle Length: 70	
Offset: 32 (46%), Referenced to phase 2:WBT and 6:EBT, Start of Green	
Natural Cycle: 60	
Control Type: Actuated-Coordinated	
# 95th percentile volume exceeds capacity, queue may be longer.	
Queue shown is maximum after two cycles.	
m Volume for 95th percentile queue is metered by upstream signal.	

Splits and Phases: 200: I41 SB On Ramp/I41 SB Off Ramp & STH 158





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	380	430	560	635	0	0	0	0	425	5	131
Future Volume (veh/h)	0	380	430	560	635	0	0	0	0	425	5	131
Initial Q (Qb), veh	0	0	0	0	0	0				0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	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
Work Zone On Approach		No			No						No	
Adj Sat Flow, veh/h/ln	0	1801	1654	1786	1786	0				1811	1811	1682
Adj Flow Rate, veh/h	0	437	371	644	730	0				493	0	151
Peak Hour Factor	0.87	0.87	0.87	0.87	0.87	0.87				0.87	0.87	0.87
Percent Heavy Veh, %	0	7	7	8	8	0				5	5	5
Cap, veh/h	0	1558	444	766	2139	0				595	0	246
Arrive On Green	0.00	0.32	0.32	0.08	0.21	0.00				0.17	0.00	0.17
Sat Flow, veh/h	0	5079	1402	3300	3483	0				3450	0	1425
Grp Volume(v), veh/h	0	437	371	644	730	0				493	0	151
Grp Sat Flow(s),veh/h/ln	0	1639	1402	1650	1697	0				1725	0	1425
Q Serve(g_s), s	0.0	4.7	17.2	13.5	12.8	0.0				9.7	0.0	6.9
Cycle Q Clear(g_c), s	0.0	4.7	17.2	13.5	12.8	0.0				9.7	0.0	6.9
Prop In Lane	0.00		1.00	1.00		0.00				1.00		1.00
Lane Grp Cap(c), veh/h	0	1558	444	766	2139	0				595	0	246
V/C Ratio(X)	0.00	0.28	0.84	0.84	0.34	0.00				0.83	0.00	0.61
Avail Cap(c_a), veh/h	0	1558	444	863	2139	0				779	0	322
HCM Platoon Ratio	1.00	1.00	1.00	0.33	0.33	1.00				1.00	1.00	1.00
Upstream Filter(I)	0.00	0.73	0.73	0.88	0.88	0.00				1.00	0.00	1.00
Uniform Delay (d), s/veh	0.0	17.9	22.2	31.0	15.3	0.0				28.0	0.0	26.8
Incr Delay (d2), s/veh	0.0	0.3	12.8	6.1	0.4	0.0				4.5	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
%ile BackOfQ(95%),veh/ln	0.0	2.9	10.1	10.3	8.9	0.0				7.2	0.0	9.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	0.0	18.3	35.0	37.1	15.7	0.0				32.4	0.0	27.7
LnGrp LOS		B	C	D	B					C		C
Approach Vol, veh/h		808			1374						644	
Approach Delay, s/veh		25.9			25.7						31.3	
Approach LOS		C			C						C	

Timer - Assigned Phs	2		4	5	6
Phs Duration (G+Y+Rc), s	50.7		19.3	21.9	28.8
Change Period (Y+Rc), s	* 6.6		7.2	5.7	* 6.6
Max Green Setting (Gmax), s	* 40		15.8	18.3	* 16
Max Q Clear Time (g_c+I1), s	14.8		11.7	15.5	19.2
Green Ext Time (p_c), s	6.7		0.4	0.8	0.0

Intersection Summary	
HCM 7th Control Delay, s/veh	27.1
HCM 7th LOS	C

Notes

User approved volume balancing among the lanes for turning movement.

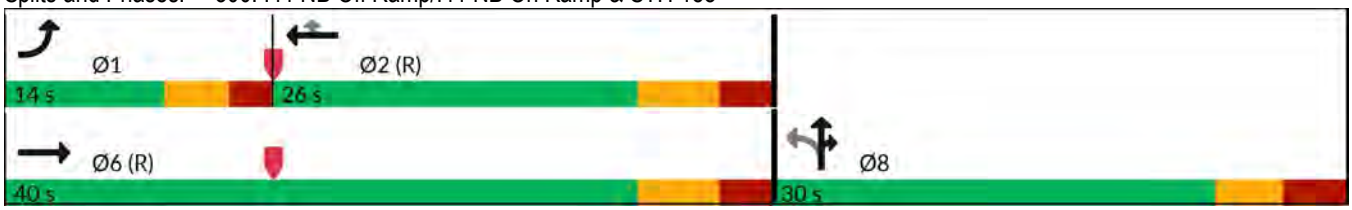
* HCM 7th computational engine requires equal clearance times for the phases crossing the barrier.

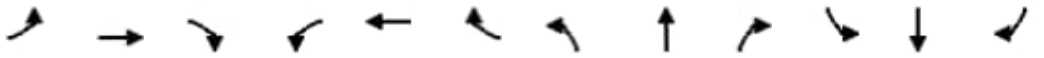
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	235	570	0	0	790	490	405	5	200	0	0	0
Future Volume (vph)	235	570	0	0	790	490	405	5	200	0	0	0
Ideal Flow (vphpl)	1905	1905	1900	1900	1915	1750	1885	1885	1750	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	225		0	135		0	400		400	0		0
Storage Lanes	1		0	1		1	1		1	0		0
Taper Length (ft)	100			100			100			100		
Right Turn on Red			Yes			Yes			Yes			Yes
Link Speed (mph)		45			45			45			45	
Link Distance (ft)		359			360			1103			1212	
Travel Time (s)		5.4			5.5			16.7			18.4	
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Growth Factor	100%	100%	100%	100%	100%	75%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	4%	4%	4%	5%	5%	5%	14%	14%	14%	1%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Shared Lane Traffic (%)												
Lane Group Flow (vph)	258	626	0	0	868	404	0	450	220	0	0	0
Turn Type	Prot	NA			NA	Perm	Perm	NA	Prot			
Protected Phases	1	6			2			8	8			
Permitted Phases						2	8					
Detector Phase	1	6			2	2	8	8	8			
Switch Phase												
Minimum Initial (s)	8.0	15.0			15.0	15.0	10.0	10.0	10.0			
Minimum Split (s)	13.7	22.0			22.0	22.0	16.9	16.9	16.9			
Total Split (s)	14.0	40.0			26.0	26.0	30.0	30.0	30.0			
Total Split (%)	20.0%	57.1%			37.1%	37.1%	42.9%	42.9%	42.9%			
Maximum Green (s)	8.3	33.0			19.0	19.0	23.1	23.1	23.1			
Yellow Time (s)	3.5	4.3			4.3	4.3	3.6	3.6	3.6			
All-Red Time (s)	2.2	2.7			2.7	2.7	3.3	3.3	3.3			
Lost Time Adjust (s)	0.0	0.0			0.0	0.0		0.0	0.0			
Total Lost Time (s)	5.7	7.0			7.0	7.0		6.9	6.9			
Lead/Lag	Lead				Lag	Lag						
Lead-Lag Optimize?	Yes				Yes	Yes						
Vehicle Extension (s)	1.5	4.3			0.2	0.2	1.5	1.5	1.5			
Minimum Gap (s)	1.5	2.0			2.0	2.0	1.5	1.5	1.5			
Time Before Reduce (s)	25.0	26.0			28.0	28.0	30.0	30.0	30.0			
Time To Reduce (s)	0.0	14.0			12.0	12.0	0.0	0.0	0.0			
Recall Mode	None	C-Max			C-Max	C-Max	None	None	None			
Walk Time (s)												
Flash Don't Walk (s)												
Pedestrian Calls (#/hr)												
v/c Ratio	0.65	0.37			0.47	0.58		0.92	0.25			
Control Delay (s/veh)	24.6	4.8			16.6	14.3		50.0	3.6			

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Queue Delay	0.0	0.0			0.0	1.0		0.0	0.0			
Total Delay (s/veh)	24.6	4.8			16.6	15.3		50.0	3.6			
Queue Length 50th (ft)	63	42			100	104		179	0			
Queue Length 95th (ft)	99	56			132	225		#339	23			
Internal Link Dist (ft)		279			280			1023			1132	
Turn Bay Length (ft)	225								400			
Base Capacity (vph)	400	1708			1835	700		520	905			
Starvation Cap Reductn	0	0			0	118		0	0			
Spillback Cap Reductn	0	0			0	0		0	0			
Storage Cap Reductn	0	0			0	0		0	0			
Reduced v/c Ratio	0.65	0.37			0.47	0.69		0.87	0.24			

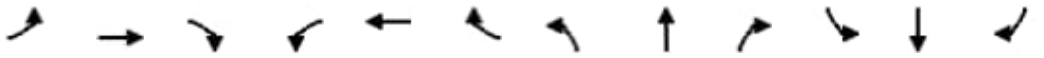
Intersection Summary	
Area Type:	Other
Cycle Length: 70	
Actuated Cycle Length: 70	
Offset: 68 (97%), Referenced to phase 2:WBT and 6:EBT, Start of Green	
Natural Cycle: 65	
Control Type: Actuated-Coordinated	
# 95th percentile volume exceeds capacity, queue may be longer.	
Queue shown is maximum after two cycles.	

Splits and Phases: 300: I41 NB Off Ramp/I41 NB On Ramp & STH 158





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	235	570	0	0	790	490	405	5	200	0	0	0
Future Volume (veh/h)	235	570	0	0	790	490	405	5	200	0	0	0
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0			
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Ped-Bike Adj(A_pbT)	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			
Work Zone On Approach		No			No			No				
Adj Sat Flow, veh/h/ln	1846	1846	0	0	1840	1682	1679	1679	1559			
Adj Flow Rate, veh/h	258	626	0	0	868	404	445	5	220			
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91			
Percent Heavy Veh, %	4	4	0	0	5	5	14	14	14			
Cap, veh/h	387	1736	0	0	1899	428	485	5	713			
Arrive On Green	0.04	0.16	0.00	0.00	0.30	0.30	0.31	0.31	0.31			
Sat Flow, veh/h	3410	3599	0	0	6588	1425	1582	18	2325			
Grp Volume(v), veh/h	258	626	0	0	868	404	450	0	220			
Grp Sat Flow(s),veh/h/ln	1705	1753	0	0	1583	1425	1600	0	1163			
Q Serve(g_s), s	5.2	11.1	0.0	0.0	7.8	19.4	19.0	0.0	5.1			
Cycle Q Clear(g_c), s	5.2	11.1	0.0	0.0	7.8	19.4	19.0	0.0	5.1			
Prop In Lane	1.00		0.00	0.00		1.00	0.99		1.00			
Lane Grp Cap(c), veh/h	387	1736	0	0	1899	428	490	0	713			
V/C Ratio(X)	0.67	0.36	0.00	0.00	0.46	0.94	0.92	0.00	0.31			
Avail Cap(c_a), veh/h	404	1736	0	0	1899	428	528	0	767			
HCM Platoon Ratio	0.33	0.33	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Upstream Filter(I)	0.86	0.86	0.00	0.00	0.96	0.96	1.00	0.00	1.00			
Uniform Delay (d), s/veh	32.4	19.4	0.0	0.0	19.9	23.9	23.4	0.0	18.6			
Incr Delay (d2), s/veh	2.6	0.5	0.0	0.0	0.8	30.9	19.5	0.0	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			
%ile BackOfQ(95%),veh/ln	4.0	8.0	0.0	0.0	4.7	14.2	13.8	0.0	2.2			
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	35.0	19.9	0.0	0.0	20.6	54.8	42.9	0.0	18.7			
LnGrp LOS	D	B			C	D	D		B			
Approach Vol, veh/h		884			1272			670				
Approach Delay, s/veh		24.3			31.5			35.0				
Approach LOS		C			C			C				
Timer - Assigned Phs	1	2				6		8				
Phs Duration (G+Y+Rc), s	13.6	28.0				41.6		28.4				
Change Period (Y+Rc), s	5.7	7.0				7.0		6.9				
Max Green Setting (Gmax), s	8.3	19.0				33.0		23.1				
Max Q Clear Time (g_c+I1), s	7.2	21.4				13.1		21.0				
Green Ext Time (p_c), s	0.0	0.0				5.7		0.5				
Intersection Summary												
HCM 7th Control Delay, s/veh			30.1									
HCM 7th LOS			C									



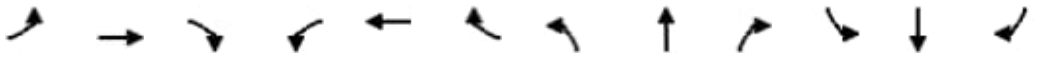
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	50	900	45	45	1225	40	15	35	35	45	55	40
Future Volume (vph)	50	900	45	45	1225	40	15	35	35	45	55	40
Ideal Flow (vphpl)	1915	1915	1750	1925	1925	1750	1750	1750	1750	1750	1750	1750
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	245		115	500		90	0		190	0		80
Storage Lanes	1		1	2		1	0		1	0		1
Taper Length (ft)	100			100			100			100		
Right Turn on Red			Yes			Yes			Yes			Yes
Link Speed (mph)		45			45			35			35	
Link Distance (ft)		360			1511			1020			592	
Travel Time (s)		5.5			22.9			19.9			11.5	
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Growth Factor	100%	100%	62%	100%	100%	62%	100%	100%	62%	100%	100%	62%
Heavy Vehicles (%)	7%	7%	7%	5%	5%	5%	3%	3%	3%	6%	6%	6%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Shared Lane Traffic (%)												
Lane Group Flow (vph)	53	957	30	48	1303	26	0	53	23	0	107	26
Turn Type	D.P+P	NA	Perm	D.P+P	NA	Perm	Perm	NA	Perm	Perm	NA	Perm
Protected Phases	1	6		5	2			8			4	
Permitted Phases	2		6	6		2	8		8	4		4
Detector Phase	1	6	6	5	2	2	8	8	8	4	4	4
Switch Phase												
Minimum Initial (s)	6.0	8.0	8.0	6.0	8.0	8.0	10.0	10.0	10.0	10.0	10.0	10.0
Minimum Split (s)	10.5	13.9	13.9	10.5	13.9	13.9	17.3	17.3	17.3	17.3	17.3	17.3
Total Split (s)	13.0	26.0	26.0	12.0	25.0	25.0	32.0	32.0	32.0	32.0	32.0	32.0
Total Split (%)	18.6%	37.1%	37.1%	17.1%	35.7%	35.7%	45.7%	45.7%	45.7%	45.7%	45.7%	45.7%
Maximum Green (s)	8.5	20.1	20.1	7.5	19.1	19.1	24.7	24.7	24.7	24.7	24.7	24.7
Yellow Time (s)	3.5	4.3	4.3	3.5	4.3	4.3	4.3	4.3	4.3	4.3	4.3	4.3
All-Red Time (s)	1.0	1.6	1.6	1.0	1.6	1.6	3.0	3.0	3.0	3.0	3.0	3.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0
Total Lost Time (s)	4.5	5.9	5.9	4.5	5.9	5.9		7.3	7.3		7.3	7.3
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag						
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes						
Vehicle Extension (s)	1.5	3.3	3.3	1.5	3.3	3.3	1.5	1.5	1.5	1.5	1.5	1.5
Minimum Gap (s)	1.5	2.3	2.3	1.5	2.3	2.3	1.5	1.5	1.5	1.5	1.5	1.5
Time Before Reduce (s)	20.0	8.0	8.0	20.0	8.0	8.0	30.0	30.0	30.0	30.0	30.0	30.0
Time To Reduce (s)	0.0	19.0	19.0	0.0	19.0	19.0	0.0	0.0	0.0	0.0	0.0	0.0
Recall Mode	None	C-Max	C-Max	None	C-Max	C-Max	None	None	None	None	None	None
Walk Time (s)												
Flash Don't Walk (s)												
Pedestrian Calls (#/hr)												
v/c Ratio	0.16	0.31	0.03	0.11	0.33	0.03		0.23	0.07		0.50	0.08
Control Delay (s/veh)	3.8	5.5	0.1	5.0	9.0	0.0		27.8	0.4		34.9	0.5

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0
Total Delay (s/veh)	3.8	5.5	0.1	5.0	9.0	0.0		27.8	0.4		34.9	0.5
Queue Length 50th (ft)	3	33	0	5	91	0		21	0		44	0
Queue Length 95th (ft)	11	79	m0	17	132	0		47	0		84	0
Internal Link Dist (ft)		280			1431			940			512	
Turn Bay Length (ft)	245		115	500		90			190			80
Base Capacity (vph)	387	3076	926	485	3971	942		515	583		483	569
Starvation Cap Reductn	0	0	0	0	0	0		0	0		0	0
Spillback Cap Reductn	0	0	0	0	0	0		0	0		0	0
Storage Cap Reductn	0	0	0	0	0	0		0	0		0	0
Reduced v/c Ratio	0.14	0.31	0.03	0.10	0.33	0.03		0.10	0.04		0.22	0.05

Intersection Summary	
Area Type:	Other
Cycle Length: 70	
Actuated Cycle Length: 70	
Offset: 58 (83%), Referenced to phase 2:EBWB and 6:EBWB, Start of Green	
Natural Cycle: 45	
Control Type: Actuated-Coordinated	
m Volume for 95th percentile queue is metered by upstream signal.	

Splits and Phases: 400: E Frontage Rd & STH 158

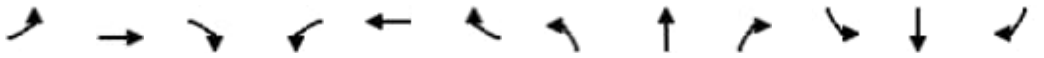




Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	50	900	45	45	1225	40	15	35	35	45	55	40
Future Volume (veh/h)	50	900	45	45	1225	40	15	35	35	45	55	40
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
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	1810	1810	1654	1850	1850	1682	1709	1709	1709	1668	1668	1668
Adj Flow Rate, veh/h	53	957	30	48	1303	26	16	37	23	48	59	26
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Percent Heavy Veh, %	7	7	7	5	5	5	3	3	3	6	6	6
Cap, veh/h	267	1697	481	336	2164	485	68	114	510	76	61	497
Arrive On Green	0.11	0.69	0.69	0.05	0.34	0.34	0.35	0.35	0.35	0.35	0.35	0.35
Sat Flow, veh/h	1724	4943	1402	1762	6364	1425	3	325	1448	5	173	1414
Grp Volume(v), veh/h	53	957	30	48	1303	26	53	0	23	107	0	26
Grp Sat Flow(s),veh/h/ln	1724	1648	1402	1762	1591	1425	328	0	1448	178	0	1414
Q Serve(g_s), s	1.3	6.9	0.5	1.2	11.9	0.9	0.2	0.0	0.7	0.2	0.0	0.9
Cycle Q Clear(g_c), s	1.3	6.9	0.5	1.2	11.9	0.9	24.6	0.0	0.7	24.6	0.0	0.9
Prop In Lane	1.00		1.00	1.00		1.00	0.30		1.00	0.45		1.00
Lane Grp Cap(c), veh/h	267	1697	481	336	2164	485	183	0	510	137	0	497
V/C Ratio(X)	0.20	0.56	0.06	0.14	0.60	0.05	0.29	0.00	0.05	0.78	0.00	0.05
Avail Cap(c_a), veh/h	382	1697	481	433	2164	485	184	0	511	139	0	499
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)	0.95	0.95	0.95	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	13.5	8.3	7.3	13.5	19.2	15.5	18.0	0.0	14.9	22.2	0.0	15.0
Incr Delay (d2), s/veh	0.1	1.3	0.2	0.1	1.2	0.2	0.3	0.0	0.0	22.0	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(95%),veh/ln	0.8	3.1	0.3	0.7	7.1	0.5	1.0	0.0	0.4	3.5	0.0	0.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	13.6	9.6	7.5	13.6	20.4	15.7	18.4	0.0	15.0	44.2	0.0	15.0
LnGrp LOS	B	A	A	B	C	B	B		B	D		B
Approach Vol, veh/h		1040			1377			76			133	
Approach Delay, s/veh		9.7			20.1			17.3			38.5	
Approach LOS		A			C			B			D	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	8.4	29.7		32.0	8.1	29.9		32.0				
Change Period (Y+Rc), s	4.5	5.9		7.3	4.5	5.9		7.3				
Max Green Setting (Gmax), s	8.5	19.1		24.7	7.5	20.1		24.7				
Max Q Clear Time (g_c+I1), s	3.3	13.9		26.6	3.2	8.9		26.6				
Green Ext Time (p_c), s	0.0	3.6		0.0	0.0	5.0		0.0				

Intersection Summary												
HCM 7th Control Delay, s/veh			16.8									
HCM 7th LOS			B									

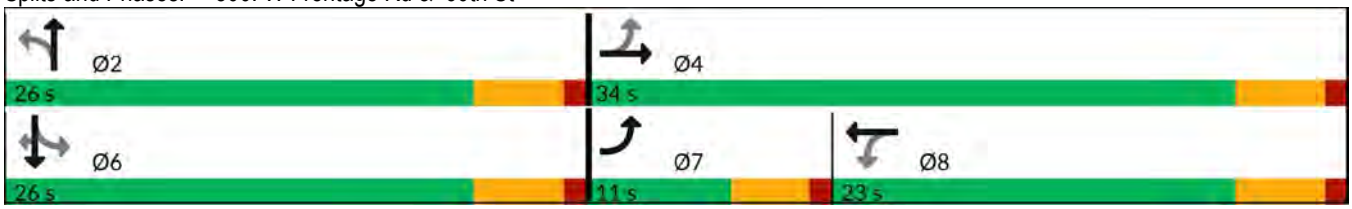


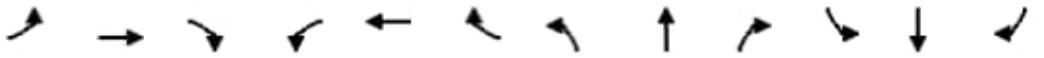
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	280	210	30	110	245	40	35	220	85	55	905	145
Future Volume (vph)	280	210	30	110	245	40	35	220	85	55	905	145
Ideal Flow (vphpl)	1845	1845	1845	1845	1845	1845	1805	1805	1805	1825	1825	1750
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	275		0	275		0	305		0	400		235
Storage Lanes	1		0	1		0	1		0	1		1
Taper Length (ft)	100			100			100			100		
Right Turn on Red			Yes			Yes			Yes			Yes
Link Speed (mph)		45			45			35			35	
Link Distance (ft)		463			370			458			1143	
Travel Time (s)		7.0			5.6			8.9			22.3	
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	62%
Heavy Vehicles (%)	4%	4%	4%	3%	3%	3%	4%	4%	4%	5%	5%	5%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Shared Lane Traffic (%)												
Lane Group Flow (vph)	286	245	0	112	291	0	36	311	0	56	923	92
Turn Type	pm+pt	NA		Perm	NA		Perm	NA		Perm	NA	Perm
Protected Phases	7	4			8			2			6	
Permitted Phases	4			8			2			6		6
Detector Phase	7	4		8	8		2	2		6	6	6
Switch Phase												
Minimum Initial (s)	6.0	10.0		10.0	10.0		15.0	15.0		15.0	15.0	15.0
Minimum Split (s)	10.5	22.5		22.5	22.5		22.5	22.5		22.5	22.5	22.5
Total Split (s)	11.0	34.0		23.0	23.0		26.0	26.0		26.0	26.0	26.0
Total Split (%)	18.3%	56.7%		38.3%	38.3%		43.3%	43.3%		43.3%	43.3%	43.3%
Maximum Green (s)	6.5	29.0		18.0	18.0		21.0	21.0		21.0	21.0	21.0
Yellow Time (s)	3.5	4.0		4.0	4.0		4.0	4.0		4.0	4.0	4.0
All-Red Time (s)	1.0	1.0		1.0	1.0		1.0	1.0		1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	0.0
Total Lost Time (s)	4.5	5.0		5.0	5.0		5.0	5.0		5.0	5.0	5.0
Lead/Lag	Lead			Lag	Lag							
Lead-Lag Optimize?	Yes			Yes	Yes							
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	3.0
Minimum Gap (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	3.0
Time Before Reduce (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	0.0
Time To Reduce (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	0.0
Recall Mode	None	None		None	None		Min	Min		Min	Min	Min
Walk Time (s)												
Flash Don't Walk (s)												
Pedestrian Calls (#/hr)												
v/c Ratio	0.69	0.31		0.41	0.64		0.29	0.26		0.16	0.78	0.16
Control Delay (s/veh)	20.7	10.1		22.2	24.6		20.8	9.8		14.2	22.0	2.9

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	0.0
Total Delay (s/veh)	20.7	10.1		22.2	24.6		20.8	9.8		14.2	22.0	2.9
Queue Length 50th (ft)	59	46		31	82		8	25		12	135	0
Queue Length 95th (ft)	#120	85		70	149		32	54		36	#228	18
Internal Link Dist (ft)		383			290			378			1063	
Turn Bay Length (ft)	275			275			305			400		235
Base Capacity (vph)	415	940		361	593		137	1279		379	1281	622
Starvation Cap Reductn	0	0		0	0		0	0		0	0	0
Spillback Cap Reductn	0	0		0	0		0	0		0	0	0
Storage Cap Reductn	0	0		0	0		0	0		0	0	0
Reduced v/c Ratio	0.69	0.26		0.31	0.49		0.26	0.24		0.15	0.72	0.15

Intersection Summary	
Area Type:	Other
Cycle Length: 60	
Actuated Cycle Length: 54.6	
Natural Cycle: 60	
Control Type: Actuated-Uncoordinated	
# 95th percentile volume exceeds capacity, queue may be longer.	
Queue shown is maximum after two cycles.	

Splits and Phases: 500: W Frontage Rd & 60th St





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	280	210	30	110	245	40	35	220	85	55	905	145
Future Volume (veh/h)	280	210	30	110	245	40	35	220	85	55	905	145
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width 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
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	1787	1787	1787	1802	1802	1802	1749	1749	1749	1754	1754	1682
Adj Flow Rate, veh/h	286	214	31	112	250	41	36	224	87	56	923	92
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Percent Heavy Veh, %	4	4	4	3	3	3	4	4	4	5	5	5
Cap, veh/h	431	669	97	383	332	54	205	856	323	437	1209	517
Arrive On Green	0.13	0.44	0.44	0.22	0.22	0.22	0.36	0.36	0.36	0.36	0.36	0.36
Sat Flow, veh/h	1702	1527	221	1093	1510	248	519	2360	889	1002	3332	1425
Grp Volume(v), veh/h	286	0	245	112	0	291	36	156	155	56	923	92
Grp Sat Flow(s),veh/h/ln	1702	0	1748	1093	0	1757	519	1661	1589	1002	1666	1425
Q Serve(g_s), s	6.2	0.0	4.6	4.5	0.0	7.8	3.3	3.3	3.5	2.1	12.3	2.2
Cycle Q Clear(g_c), s	6.2	0.0	4.6	4.5	0.0	7.8	15.6	3.3	3.5	5.6	12.3	2.2
Prop In Lane	1.00		0.13	1.00		0.14	1.00		0.56	1.00		1.00
Lane Grp Cap(c), veh/h	431	0	766	383	0	386	205	603	576	437	1209	517
V/C Ratio(X)	0.66	0.00	0.32	0.29	0.00	0.75	0.18	0.26	0.27	0.13	0.76	0.18
Avail Cap(c_a), veh/h	431	0	1007	534	0	629	233	693	663	492	1391	595
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	12.6	0.0	9.2	17.1	0.0	18.4	21.0	11.3	11.3	13.3	14.1	10.9
Incr Delay (d2), s/veh	3.8	0.0	0.2	0.4	0.0	3.0	0.4	0.2	0.2	0.1	2.2	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(95%),veh/ln	3.9	0.0	2.3	1.7	0.0	5.2	0.7	1.9	1.9	0.8	7.3	1.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	16.4	0.0	9.5	17.5	0.0	21.4	21.4	11.5	11.6	13.4	16.3	11.1
LnGrp LOS	B		A	B		C	C	B	B	B	B	B
Approach Vol, veh/h		531			403			347			1071	
Approach Delay, s/veh		13.2			20.3			12.6			15.7	
Approach LOS		B			C			B			B	

Timer - Assigned Phs		2		4		6	7	8				
Phs Duration (G+Y+Rc), s		23.3		27.1		23.3	11.0	16.1				
Change Period (Y+Rc), s		5.0		5.0		5.0	4.5	5.0				
Max Green Setting (Gmax), s		21.0		29.0		21.0	6.5	18.0				
Max Q Clear Time (g_c+I1), s		17.6		6.6		14.3	8.2	9.8				
Green Ext Time (p_c), s		0.7		1.2		3.6	0.0	1.3				

Intersection Summary												
HCM 7th Control Delay, s/veh			15.5									
HCM 7th LOS			B									



Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	290	60	0	425	30	230
Future Volume (vph)	290	60	0	425	30	230
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12
Grade (%)	0%			0%	0%	
Storage Length (ft)		0	0		100	0
Storage Lanes		0	0		1	1
Taper Length (ft)			100		100	
Link Speed (mph)	45			45	25	
Link Distance (ft)	1503			463	202	
Travel Time (s)	22.8			7.0	5.5	
Confl. Peds. (#/hr)						
Confl. Bikes (#/hr)						
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98
Growth Factor	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	4%	4%	4%	4%	1%	1%
Bus Blockages (#/hr)	0	0	0	0	0	0
Parking (#/hr)						
Mid-Block Traffic (%)	0%			0%	0%	
Shared Lane Traffic (%)						
Lane Group Flow (vph)	357	0	0	434	31	235
Sign Control	Free			Free	Stop	

Intersection Summary	
Area Type:	Other
Control Type: Unsignalized	



Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (veh/h)	290	60	0	425	30	230
Future Volume (Veh/h)	290	60	0	425	30	230
Sign Control	Free			Free	Stop	
Grade	0%			0%	0%	
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98
Hourly flow rate (vph)	296	61	0	434	31	235
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type	None			None		
Median storage veh)						
Upstream signal (ft)				463		
pX, platoon unblocked					0.88	
vC, conflicting volume			357		761	327
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol			357		659	327
tC, single (s)			4.1		6.4	6.2
tC, 2 stage (s)						
tF (s)			2.2		3.5	3.3
p0 queue free %			100		92	67
cM capacity (veh/h)			1191		378	717

Direction, Lane #	EB 1	WB 1	NB 1	NB 2
Volume Total	357	434	31	235
Volume Left	0	0	31	0
Volume Right	61	0	0	235
cSH	1700	1191	378	717
Volume to Capacity	0.21	0.00	0.08	0.33
Queue Length 95th (ft)	0	0	7	36
Control Delay (s/veh)	0.0	0.0	15.4	12.4
Lane LOS			C	B
Approach Delay (s/veh)	0.0	0.0	12.8	
Approach LOS			B	

Intersection Summary			
Average Delay	3.2		
Intersection Capacity Utilization	39.8%	ICU Level of Service	A
Analysis Period (min)	15		

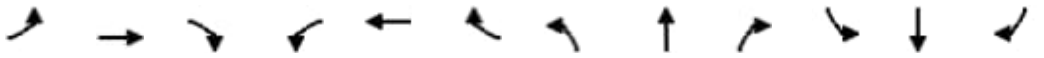
Intersection	
Int Delay, s/veh	3.2

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	290	60	0	425	30	230
Future Vol, veh/h	290	60	0	425	30	230
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	100	0
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	98	98	98	98	98	98
Heavy Vehicles, %	4	4	4	4	1	1
Mvmt Flow	296	61	0	434	31	235

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	357	0	760	327
Stage 1	-	-	-	-	327	-
Stage 2	-	-	-	-	434	-
Critical Hdwy	-	-	4.14	-	6.41	6.21
Critical Hdwy Stg 1	-	-	-	-	5.41	-
Critical Hdwy Stg 2	-	-	-	-	5.41	-
Follow-up Hdwy	-	-	2.236	-	3.509	3.309
Pot Cap-1 Maneuver	-	-	1191	-	375	717
Stage 1	-	-	-	-	733	-
Stage 2	-	-	-	-	656	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1191	-	375	717
Mov Cap-2 Maneuver	-	-	-	-	375	-
Stage 1	-	-	-	-	733	-
Stage 2	-	-	-	-	656	-

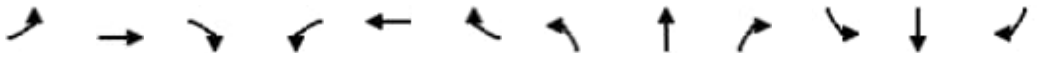
Approach	EB	WB	NB
HCM Control Delay, s/v	0	0	12.79
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	NBLn2	EBT	EBR	WBL	WBT
Capacity (veh/h)	375	717	-	-	1191	-
HCM Lane V/C Ratio	0.082	0.327	-	-	-	-
HCM Control Delay (s/veh)	15.4	12.4	-	-	0	-
HCM Lane LOS	C	B	-	-	A	-
HCM 95th %tile Q(veh)	0.3	1.4	-	-	0	-



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	0	1	1	1	1	1	340	1	1	925	120
Future Volume (vph)	0	0	1	1	1	1	1	340	1	1	925	120
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	100		0	100		0	0		0	0		100
Storage Lanes	0		1	1		0	0		0	0		1
Taper Length (ft)	100			100			100			100		
Link Speed (mph)		25			25			35			35	
Link Distance (ft)		248			177			622			213	
Travel Time (s)		6.8			4.8			12.1			4.1	
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	1%	1%	1%	1%	1%	1%	4%	4%	4%	1%	1%	1%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	0	1	1	2	0	0	368	0	0	996	129
Sign Control		Stop			Stop			Free			Free	

Intersection Summary	
Area Type:	Other
Control Type: Unsignalized	



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	0	1	1	1	1	1	340	1	1	925	120
Future Volume (Veh/h)	0	0	1	1	1	1	1	340	1	1	925	120
Sign Control		Stop			Stop			Free			Free	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Hourly flow rate (vph)	0	0	1	1	1	1	1	366	1	1	995	129
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type								None			None	
Median storage veh)												
Upstream signal (ft)											671	
pX, platoon unblocked	0.65	0.65	0.65	0.65	0.65		0.65					
vC, conflicting volume	1367	1366	995	1367	1495	367	1124			367		
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	1296	1294	724	1295	1492	367	922			367		
tC, single (s)	7.1	6.5	6.2	7.1	6.5	6.2	4.1			4.1		
tC, 2 stage (s)												
tF (s)	3.5	4.0	3.3	3.5	4.0	3.3	2.2			2.2		
p0 queue free %	100	100	100	99	99	100	100			100		
cM capacity (veh/h)	90	106	278	91	81	681	477			1197		

Direction, Lane #	EB 1	WB 1	WB 2	NB 1	SB 1	SB 2
Volume Total	1	1	2	368	996	129
Volume Left	0	1	0	1	1	0
Volume Right	1	0	1	1	0	129
cSH	278	91	144	477	1197	1700
Volume to Capacity	0.00	0.01	0.01	0.00	0.00	0.08
Queue Length 95th (ft)	0	1	1	0	0	0
Control Delay (s/veh)	18.0	45.2	30.3	0.1	0.0	0.0
Lane LOS	C	E	D	A	A	
Approach Delay (s/veh)	18.0	35.3		0.1	0.0	
Approach LOS	C	E				

Intersection Summary				
Average Delay	0.1			
Intersection Capacity Utilization	65.4%	ICU Level of Service	C	
Analysis Period (min)	15			

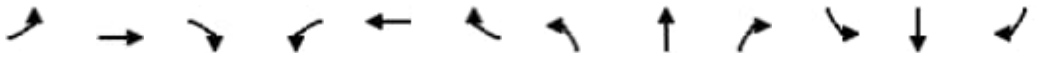
Intersection	
Int Delay, s/veh	0.1

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	0	0	1	1	1	1	1	340	1	1	925	120
Future Vol, veh/h	0	0	1	1	1	1	1	340	1	1	925	120
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	0	100	-	-	-	-	-	-	-	100
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	93	93	93	93	93	93	93	93	93	93	93	93
Heavy Vehicles, %	1	1	1	1	1	1	4	4	4	1	1	1
Mvmt Flow	0	0	1	1	1	1	1	366	1	1	995	129

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	-	-	995	1365	1494	366	1124	0	0	367	0	0
Stage 1	-	-	-	368	368	-	-	-	-	-	-	-
Stage 2	-	-	-	997	1126	-	-	-	-	-	-	-
Critical Hdwy	-	-	6.21	7.11	6.51	6.21	4.14	-	-	4.11	-	-
Critical Hdwy Stg 1	-	-	-	6.11	5.51	-	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	6.11	5.51	-	-	-	-	-	-	-
Follow-up Hdwy	-	-	3.309	3.509	4.009	3.309	2.236	-	-	2.209	-	-
Pot Cap-1 Maneuver	0	0	299	125	124	681	614	-	-	1197	-	-
Stage 1	0	0	-	654	623	-	-	-	-	-	-	-
Stage 2	0	0	-	295	281	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	-	-	299	124	123	681	614	-	-	1197	-	-
Mov Cap-2 Maneuver	-	-	-	124	123	-	-	-	-	-	-	-
Stage 1	-	-	-	652	622	-	-	-	-	-	-	-
Stage 2	-	-	-	294	281	-	-	-	-	-	-	-

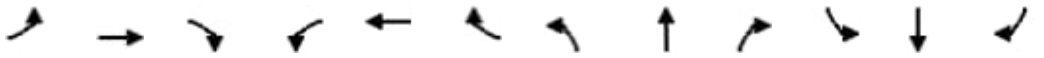
Approach	EB	WB	NB	SB
HCM Control Delay, s/v	17.1	26.38	0.03	0.01
HCM LOS	C	D		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	WBLn2	SBL	SBT	SBR
Capacity (veh/h)	5	-	-	299	124	208	2	-	-
HCM Lane V/C Ratio	0.002	-	-	0.004	0.009	0.01	0.001	-	-
HCM Control Delay (s/veh)	10.9	0	-	17.1	34.2	22.4	8	0	-
HCM Lane LOS	B	A	-	C	D	C	A	A	-
HCM 95th %tile Q(veh)	0	-	-	0	0	0	0	-	-



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	0	30	0	0	0	60	340	0	0	570	355
Future Volume (vph)	0	0	30	0	0	0	60	340	0	0	570	355
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	100		0	100		0	200		0	0		100
Storage Lanes	0		1	1		0	1		0	0		1
Taper Length (ft)	100			100			100			100		
Link Speed (mph)		25			25			35			35	
Link Distance (ft)		178			158			881			622	
Travel Time (s)		4.9			4.3			17.2			12.1	
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	1%	1%	1%	1%	1%	1%	4%	4%	4%	1%	1%	1%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	0	32	0	0	0	65	366	0	0	613	382
Sign Control		Stop			Stop			Free			Free	

Intersection Summary	
Area Type:	Other
Control Type: Unsignalized	



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	0	30	0	0	0	60	340	0	0	570	355
Future Volume (Veh/h)	0	0	30	0	0	0	60	340	0	0	570	355
Sign Control		Stop			Stop			Free			Free	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Hourly flow rate (vph)	0	0	32	0	0	0	65	366	0	0	613	382
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type								None			None	
Median storage veh)												
Upstream signal (ft)											1293	
pX, platoon unblocked	0.78	0.78	0.78	0.78	0.78		0.78					
vC, conflicting volume	1109	1109	613	1141	1491	366	995			366		
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	996	996	356	1037	1488	366	849			366		
tC, single (s)	7.1	6.5	6.2	7.1	6.5	6.2	4.1			4.1		
tC, 2 stage (s)												
tF (s)	3.5	4.0	3.3	3.5	4.0	3.3	2.2			2.2		
p0 queue free %	100	100	94	100	100	100	89			100		
cM capacity (veh/h)	160	170	535	141	86	681	605			1198		

Direction, Lane #	EB 1	WB 1	WB 2	NB 1	NB 2	SB 1	SB 2
Volume Total	32	0	0	65	366	613	382
Volume Left	0	0	0	65	0	0	0
Volume Right	32	0	0	0	0	0	382
cSH	535	1700	1700	605	1700	1198	1700
Volume to Capacity	0.06	0.00	0.00	0.11	0.22	0.00	0.22
Queue Length 95th (ft)	5	0	0	9	0	0	0
Control Delay (s/veh)	12.2	0.0	0.0	11.7	0.0	0.0	0.0
Lane LOS	B	A	A	B			
Approach Delay (s/veh)	12.2	0.0		1.8		0.0	
Approach LOS	B	A					

Intersection Summary				
Average Delay	0.8			
Intersection Capacity Utilization	53.2%	ICU Level of Service		A
Analysis Period (min)	15			

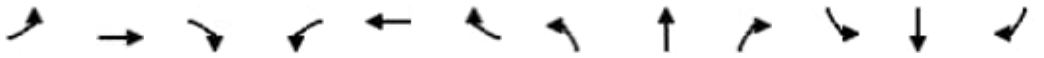
Intersection	
Int Delay, s/veh	0.8

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	0	0	30	0	0	0	60	340	0	0	570	355
Future Vol, veh/h	0	0	30	0	0	0	60	340	0	0	570	355
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	0	100	-	-	200	-	-	-	-	100
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	93	93	93	93	93	93	93	93	93	93	93	93
Heavy Vehicles, %	1	1	1	1	1	1	4	4	4	1	1	1
Mvmt Flow	0	0	32	0	0	0	65	366	0	0	613	382

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	-	-	613	1108	1489	366	995	0	0	366	0	0
Stage 1	-	-	-	495	495	-	-	-	-	-	-	-
Stage 2	-	-	-	613	995	-	-	-	-	-	-	-
Critical Hdwy	-	-	6.21	7.11	6.51	6.21	4.14	-	-	4.11	-	-
Critical Hdwy Stg 1	-	-	-	6.11	5.51	-	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	6.11	5.51	-	-	-	-	-	-	-
Follow-up Hdwy	-	-	3.309	3.509	4.009	3.309	2.236	-	-	2.209	-	-
Pot Cap-1 Maneuver	0	0	494	188	124	682	688	-	-	1199	-	-
Stage 1	0	0	-	559	548	-	-	-	-	-	-	-
Stage 2	0	0	-	482	324	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	-	-	494	159	113	682	688	-	-	1199	-	-
Mov Cap-2 Maneuver	-	-	-	159	113	-	-	-	-	-	-	-
Stage 1	-	-	-	506	496	-	-	-	-	-	-	-
Stage 2	-	-	-	450	324	-	-	-	-	-	-	-

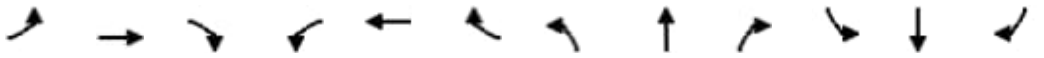
Approach	EB	WB	NB	SB
HCM Control Delay, s/v	12.79	0	1.62	0
HCM LOS	B	A		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	WBLn2	SBL	SBT	SBR
Capacity (veh/h)	688	-	-	494	-	-	1199	-	-
HCM Lane V/C Ratio	0.094	-	-	0.065	-	-	-	-	-
HCM Control Delay (s/veh)	10.8	-	-	12.8	0	0	0	-	-
HCM Lane LOS	B	-	-	B	A	A	A	-	-
HCM 95th %tile Q(veh)	0.3	-	-	0.2	-	-	0	-	-



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	200	0	55	0	0	0	115	200	0	0	190	410
Future Volume (vph)	200	0	55	0	0	0	115	200	0	0	190	410
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	100		0	100		0	200		0	0		100
Storage Lanes	1		0	1		0	1		0	0		1
Taper Length (ft)	100			100			100			100		
Link Speed (mph)		25			25			35			35	
Link Distance (ft)		163			149			383			881	
Travel Time (s)		4.4			4.1			7.5			17.2	
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	1%	1%	1%	1%	1%	1%	4%	4%	4%	1%	1%	1%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Shared Lane Traffic (%)												
Lane Group Flow (vph)	215	59	0	0	0	0	124	215	0	0	204	441
Sign Control		Stop			Stop			Free			Free	

Intersection Summary	
Area Type:	Other
Control Type: Unsignalized	



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	200	0	55	0	0	0	115	200	0	0	190	410
Future Volume (Veh/h)	200	0	55	0	0	0	115	200	0	0	190	410
Sign Control		Stop			Stop			Free			Free	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Hourly flow rate (vph)	215	0	59	0	0	0	124	215	0	0	204	441
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type								None			None	
Median storage veh)												
Upstream signal (ft)												
pX, platoon unblocked												
vC, conflicting volume	667	667	204	726	1108	215	645			215		
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	667	667	204	726	1108	215	645			215		
tC, single (s)	7.1	6.5	6.2	7.1	6.5	6.2	4.1			4.1		
tC, 2 stage (s)												
tF (s)	3.5	4.0	3.3	3.5	4.0	3.3	2.2			2.2		
p0 queue free %	36	100	93	100	100	100	87			100		
cM capacity (veh/h)	336	330	839	285	183	827	931			1361		

Direction, Lane #	EB 1	EB 2	WB 1	WB 2	NB 1	NB 2	SB 1	SB 2
Volume Total	215	59	0	0	124	215	204	441
Volume Left	215	0	0	0	124	0	0	0
Volume Right	0	59	0	0	0	0	0	441
cSH	336	839	1700	1700	931	1700	1361	1700
Volume to Capacity	0.64	0.07	0.00	0.00	0.13	0.13	0.00	0.26
Queue Length 95th (ft)	105	6	0	0	11	0	0	0
Control Delay (s/veh)	33.0	9.6	0.0	0.0	9.5	0.0	0.0	0.0
Lane LOS	D	A	A	A	A			
Approach Delay (s/veh)	28.0		0.0		3.5		0.0	
Approach LOS	D		A					

Intersection Summary				
Average Delay	7.0			
Intersection Capacity Utilization	42.6%	ICU Level of Service		A
Analysis Period (min)	15			

Intersection	
Int Delay, s/veh	7.4

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	200	0	55	0	0	0	115	200	0	0	190	410
Future Vol, veh/h	200	0	55	0	0	0	115	200	0	0	190	410
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	100	-	-	100	-	-	200	-	-	-	-	100
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	93	93	93	93	93	93	93	93	93	93	93	93
Heavy Vehicles, %	1	1	1	1	1	1	4	4	4	1	1	1
Mvmt Flow	215	0	59	0	0	0	124	215	0	0	204	441

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	667	667	204	667	1108	215	645	0	0	215	0	0
Stage 1	204	204	-	462	462	-	-	-	-	-	-	-
Stage 2	462	462	-	204	645	-	-	-	-	-	-	-
Critical Hdwy	7.11	6.51	6.21	7.11	6.51	6.21	4.14	-	-	4.11	-	-
Critical Hdwy Stg 1	6.11	5.51	-	6.11	5.51	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.11	5.51	-	6.11	5.51	-	-	-	-	-	-	-
Follow-up Hdwy	3.509	4.009	3.309	3.509	4.009	3.309	2.236	-	-	2.209	-	-
Pot Cap-1 Maneuver	374	381	839	374	211	827	931	-	-	1361	-	-
Stage 1	800	734	-	581	566	-	-	-	-	-	-	-
Stage 2	581	566	-	800	469	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	324	330	839	301	183	827	931	-	-	1361	-	-
Mov Cap-2 Maneuver	324	330	-	301	183	-	-	-	-	-	-	-
Stage 1	800	734	-	504	491	-	-	-	-	-	-	-
Stage 2	504	491	-	744	469	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s/v	29.91	0	3.45	0
HCM LOS	D	A		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	EBLn2	WBLn1	WBLn2	SBL	SBT	SBR
Capacity (veh/h)	931	-	-	324	839	-	-	1361	-	-
HCM Lane V/C Ratio	0.133	-	-	0.663	0.07	-	-	-	-	-
HCM Control Delay (s/veh)	9.5	-	-	35.5	9.6	0	0	0	-	-
HCM Lane LOS	A	-	-	E	A	A	A	A	-	-
HCM 95th %tile Q(veh)	0.5	-	-	4.5	0.2	-	-	0	-	-



Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	0	30	60	315	245	0
Future Volume (vph)	0	30	60	315	245	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12
Grade (%)	0%			0%	0%	
Storage Length (ft)	100	0	200			0
Storage Lanes	1	1	1			0
Taper Length (ft)	100		100			
Link Speed (mph)	25			35	35	
Link Distance (ft)	653			255	383	
Travel Time (s)	17.8			5.0	7.5	
Confl. Peds. (#/hr)						
Confl. Bikes (#/hr)						
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93
Growth Factor	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	1%	1%	4%	4%	1%	1%
Bus Blockages (#/hr)	0	0	0	0	0	0
Parking (#/hr)						
Mid-Block Traffic (%)	0%			0%	0%	
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	32	65	339	263	0
Sign Control	Stop			Free	Free	

Intersection Summary	
Area Type:	Other
Control Type: Unsignalized	



Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	0	30	60	315	245	0
Future Volume (Veh/h)	0	30	60	315	245	0
Sign Control	Stop			Free	Free	
Grade	0%			0%	0%	
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93
Hourly flow rate (vph)	0	32	65	339	263	0
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type				None	None	
Median storage veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	732	263	263			
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	732	263	263			
tC, single (s)	6.4	6.2	4.1			
tC, 2 stage (s)						
tF (s)	3.5	3.3	2.2			
p0 queue free %	100	96	95			
cM capacity (veh/h)	370	778	1290			

Direction, Lane #	EB 1	EB 2	NB 1	NB 2	SB 1
Volume Total	0	32	65	339	263
Volume Left	0	0	65	0	0
Volume Right	0	32	0	0	0
cSH	1700	778	1290	1700	1700
Volume to Capacity	0.00	0.04	0.05	0.20	0.15
Queue Length 95th (ft)	0	3	4	0	0
Control Delay (s/veh)	0.0	9.8	7.9	0.0	0.0
Lane LOS	A	A	A		
Approach Delay (s/veh)	9.8		1.3		0.0
Approach LOS	A				

Intersection Summary			
Average Delay	1.2		
Intersection Capacity Utilization	22.9%	ICU Level of Service	A
Analysis Period (min)	15		

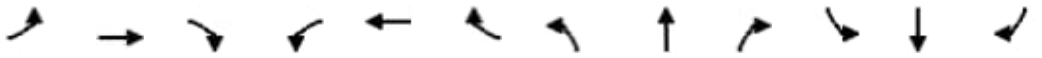
Intersection	
Int Delay, s/veh	1.2

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	0	30	60	315	245	0
Future Vol, veh/h	0	30	60	315	245	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	100	0	200	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	93	93	93	93	93	93
Heavy Vehicles, %	1	1	4	4	1	1
Mvmt Flow	0	32	65	339	263	0

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	731	263	263	0	-	0
Stage 1	263	-	-	-	-	-
Stage 2	468	-	-	-	-	-
Critical Hdwy	6.41	6.21	4.14	-	-	-
Critical Hdwy Stg 1	5.41	-	-	-	-	-
Critical Hdwy Stg 2	5.41	-	-	-	-	-
Follow-up Hdwy	3.509	3.309	2.236	-	-	-
Pot Cap-1 Maneuver	390	778	1289	-	-	-
Stage 1	783	-	-	-	-	-
Stage 2	633	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	371	778	1289	-	-	-
Mov Cap-2 Maneuver	371	-	-	-	-	-
Stage 1	744	-	-	-	-	-
Stage 2	633	-	-	-	-	-

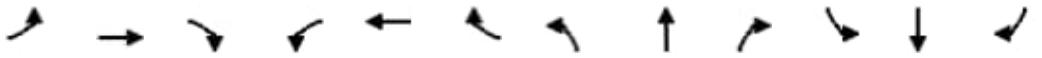
Approach	EB	NB	SB
HCM Control Delay, s/v	9.83	1.27	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	EBLn2	SBT	SBR
Capacity (veh/h)	1289	-	-	778	-	-
HCM Lane V/C Ratio	0.05	-	-	0.041	-	-
HCM Control Delay (s/veh)	7.9	-	0	9.8	-	-
HCM Lane LOS	A	-	A	A	-	-
HCM 95th %tile Q(veh)	0.2	-	-	0.1	-	-



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	10	290	50	90	350	5	40	20	150	15	35	5
Future Volume (vph)	10	290	50	90	350	5	40	20	150	15	35	5
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	0		0	0		0	0		0	0		0
Storage Lanes	0		0	0		0	0		0	0		0
Taper Length (ft)	100			100			100			100		
Link Speed (mph)		45			45			35			35	
Link Distance (ft)		397			1700			2006			1738	
Travel Time (s)		6.0			25.8			39.1			33.9	
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
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
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	1%	1%	1%	2%	2%	2%	5%	5%	5%	1%	1%	1%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	380	0	0	483	0	0	228	0	0	59	0
Sign Control		Stop			Stop			Stop			Stop	

Intersection Summary	
Area Type:	Other
Control Type: Unsignalized	



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Sign Control		Stop			Stop			Stop			Stop	
Traffic Volume (vph)	10	290	50	90	350	5	40	20	150	15	35	5
Future Volume (vph)	10	290	50	90	350	5	40	20	150	15	35	5
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
Hourly flow rate (vph)	11	315	54	98	380	5	43	22	163	16	38	5

Direction, Lane #	EB 1	WB 1	NB 1	SB 1
Volume Total (vph)	380	483	228	59
Volume Left (vph)	11	98	43	16
Volume Right (vph)	54	5	163	5
Hadj (s)	-0.06	0.07	-0.31	0.02
Departure Headway (s)	5.6	5.5	6.1	6.9
Degree Utilization, x	0.59	0.74	0.39	0.11
Capacity (veh/h)	614	632	526	434
Control Delay (s/veh)	16.2	22.8	12.8	10.8
Approach Delay (s/veh)	16.2	22.8	12.8	10.8
Approach LOS	C	C	B	B

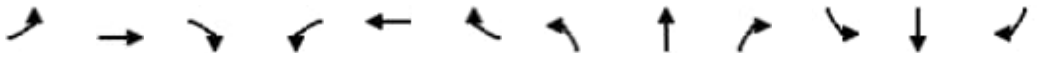
Intersection Summary				
Delay		18.1		
Level of Service		C		
Intersection Capacity Utilization		67.6%	ICU Level of Service	C
Analysis Period (min)		15		

Intersection	
Intersection Delay, s/veh	17.7
Intersection LOS	C

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	10	290	50	90	350	5	40	20	150	15	35	5
Future Vol, veh/h	10	290	50	90	350	5	40	20	150	15	35	5
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
Heavy Vehicles, %	1	1	1	2	2	2	5	5	5	1	1	1
Mvmt Flow	11	315	54	98	380	5	43	22	163	16	38	5
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

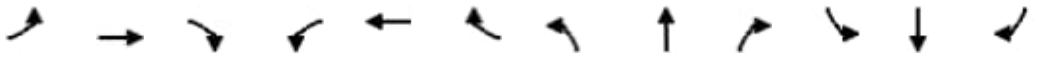
Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay, s/veh	16	22.3	12.8	10.8
HCM LOS	C	C	B	B

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	19%	3%	20%	27%
Vol Thru, %	10%	83%	79%	64%
Vol Right, %	71%	14%	1%	9%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	210	350	445	55
LT Vol	40	10	90	15
Through Vol	20	290	350	35
RT Vol	150	50	5	5
Lane Flow Rate	228	380	484	60
Geometry Grp	1	1	1	1
Degree of Util (X)	0.38	0.581	0.735	0.114
Departure Headway (Hd)	5.992	5.498	5.47	6.892
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	596	651	658	523
Service Time	4.079	3.575	3.54	4.892
HCM Lane V/C Ratio	0.383	0.584	0.736	0.115
HCM Control Delay, s/veh	12.8	16	22.3	10.8
HCM Lane LOS	B	C	C	B
HCM 95th-tile Q	1.8	3.7	6.4	0.4



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	90	125	35	115	225	130	20	205	105	180	165	70
Future Volume (vph)	90	125	35	115	225	130	20	205	105	180	165	70
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	0		0	0		0	0		200	255		255
Storage Lanes	0		0	0		0	0		1	1		0
Taper Length (ft)	100			100			100			100		
Link Speed (mph)		30			30			35			35	
Link Distance (ft)		1254			421			1037			605	
Travel Time (s)		28.5			9.6			20.2			11.8	
Confl. Peds. (#/hr)				205								
Confl. Bikes (#/hr)												
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	5%	5%	5%	3%	3%	3%	3%	3%	3%	1%	1%	1%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	269	0	0	506	0	0	242	113	194	252	0
Sign Control		Stop			Stop			Stop			Stop	

Intersection Summary	
Area Type:	Other
Control Type: Unsignalized	



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Sign Control		Stop			Stop			Stop			Stop	
Traffic Volume (vph)	90	125	35	115	225	130	20	205	105	180	165	70
Future Volume (vph)	90	125	35	115	225	130	20	205	105	180	165	70
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Hourly flow rate (vph)	97	134	38	124	242	140	22	220	113	194	177	75

Direction, Lane #	EB 1	EB 2	WB 1	WB 2	NB 1	NB 2	SB 1	SB 2
Volume Total (vph)	164	105	245	261	242	113	194	252
Volume Left (vph)	97	0	124	0	22	0	194	0
Volume Right (vph)	0	38	0	140	0	113	0	75
Hadj (s)	0.38	-0.17	0.30	-0.32	0.10	-0.65	0.52	-0.19
Departure Headway (s)	8.3	7.7	7.8	7.2	7.8	7.1	8.1	7.4
Degree Utilization, x	0.38	0.22	0.53	0.52	0.52	0.22	0.43	0.51
Capacity (veh/h)	416	442	448	479	439	486	431	465
Control Delay (s/veh)	14.9	11.7	18.0	16.4	17.9	10.9	15.9	16.7
Approach Delay (s/veh)	13.7		17.2		15.6		16.3	
Approach LOS	B		C		C		C	

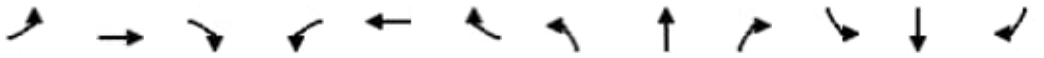
Intersection Summary					
Delay	16.0				
Level of Service	C				
Intersection Capacity Utilization	59.1%	ICU Level of Service		B	
Analysis Period (min)	15				

Intersection	
Intersection Delay, s/veh	18.6
Intersection LOS	C

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	90	125	35	115	225	130	20	205	105	180	165	70
Future Vol, veh/h	90	125	35	115	225	130	20	205	105	180	165	70
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Heavy Vehicles, %	5	5	5	3	3	3	3	3	3	1	1	1
Mvmt Flow	97	134	38	124	242	140	22	220	113	194	177	75
Number of Lanes	0	2	0	0	2	0	0	1	1	1	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	2	2	2	2
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	2	2	2	2
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	2	2	2	2
HCM Control Delay, s/veh	15.8	20	18.3	19
HCM LOS	C	C	C	C

Lane	NBLn1	NBLn2	EBLn1	EBLn2	WBLn1	WBLn2	SBLn1	SBLn2
Vol Left, %	9%	0%	59%	0%	51%	0%	100%	0%
Vol Thru, %	91%	0%	41%	64%	49%	46%	0%	70%
Vol Right, %	0%	100%	0%	36%	0%	54%	0%	30%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	225	105	153	98	228	243	180	235
LT Vol	20	0	90	0	115	0	180	0
Through Vol	205	0	63	63	113	113	0	165
RT Vol	0	105	0	35	0	130	0	70
Lane Flow Rate	242	113	164	105	245	261	194	253
Geometry Grp	5	5	5	5	5	5	5	5
Degree of Util (X)	0.554	0.235	0.399	0.238	0.557	0.547	0.457	0.545
Departure Headway (Hd)	8.249	7.479	8.753	8.187	8.198	7.551	8.493	7.762
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Cap	435	478	410	437	438	475	422	462
Service Time	6.03	5.26	6.539	5.973	5.976	5.328	6.273	5.541
HCM Lane V/C Ratio	0.556	0.236	0.4	0.24	0.559	0.549	0.46	0.548
HCM Control Delay, s/veh	20.9	12.6	17.3	13.5	20.9	19.2	18.3	19.5
HCM Lane LOS	C	B	C	B	C	C	C	C
HCM 95th-tile Q	3.3	0.9	1.9	0.9	3.3	3.2	2.3	3.2

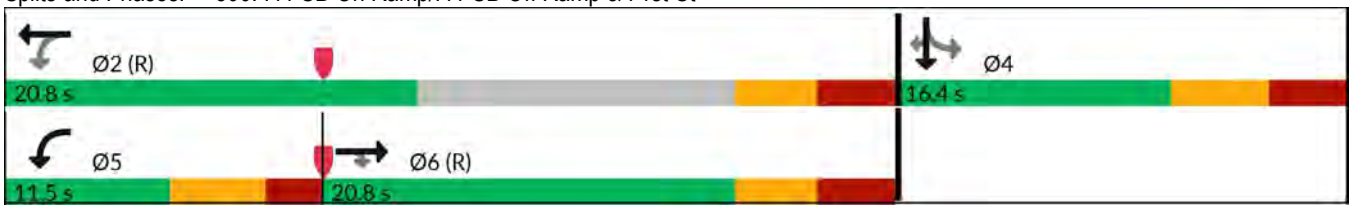


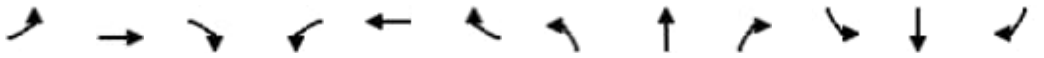
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	250	160	25	245	0	0	0	0	175	395	59
Future Volume (vph)	0	250	160	25	245	0	0	0	0	175	395	59
Ideal Flow (vphpl)	1770	1770	1750	1770	1770	1770	1900	1900	1900	1905	1905	1750
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	0		120	0		0	0		0	255		255
Storage Lanes	0		1	1		0	0		0	1		1
Taper Length (ft)	100			100			100			100		
Right Turn on Red			Yes			Yes			Yes			Yes
Link Speed (mph)		30			30			35			45	
Link Distance (ft)		421			258			763			621	
Travel Time (s)		9.6			5.9			14.9			9.4	
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Growth Factor	100%	100%	75%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Shared Lane Traffic (%)										10%		
Lane Group Flow (vph)	0	266	128	27	261	0	0	0	0	167	439	63
Turn Type		NA	Perm	pm+pt	NA					Perm	NA	Perm
Protected Phases		6		5	2						4	
Permitted Phases			6	2						4		4
Detector Phase		6	6	5	2					4	4	4
Switch Phase												
Minimum Initial (s)		15.0	15.0	6.0	15.0					10.0	10.0	10.0
Minimum Split (s)		20.8	20.8	11.5	20.8					16.4	16.4	16.4
Total Split (s)		20.8	20.8	11.5	20.8					16.4	16.4	16.4
Total Split (%)		42.7%	42.7%	23.6%	42.7%					33.7%	33.7%	33.7%
Maximum Green (s)		15.0	15.0	6.0	15.0					10.0	10.0	10.0
Yellow Time (s)		3.0	3.0	3.5	3.0					3.6	3.6	3.6
All-Red Time (s)		2.8	2.8	2.0	2.8					2.8	2.8	2.8
Lost Time Adjust (s)		0.0	0.0	0.0	0.0					0.0	0.0	0.0
Total Lost Time (s)		5.8	5.8	5.5	5.8					6.4	6.4	6.4
Lead/Lag		Lag	Lag	Lead								
Lead-Lag Optimize?		Yes	Yes	Yes								
Vehicle Extension (s)		4.9	4.9	1.5	4.9					1.5	1.5	1.5
Minimum Gap (s)		2.0	2.0	1.5	2.0					1.5	1.5	1.5
Time Before Reduce (s)		18.0	18.0	20.0	18.0					30.0	30.0	30.0
Time To Reduce (s)		22.0	22.0	0.0	22.0					0.0	0.0	0.0
Recall Mode		C-Max	C-Max	None	C-Max					None	None	None
Walk Time (s)												
Flash Don't Walk (s)												
Pedestrian Calls (#/hr)												
v/c Ratio		0.16	0.16	0.05	0.15					0.50	0.63	0.14
Control Delay (s/veh)		8.4	1.4	5.3	5.8					23.3	22.3	0.7

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Queue Delay		0.0	0.0	0.0	0.0					0.0	0.0	0.0
Total Delay (s/veh)		8.4	1.4	5.3	5.8					23.3	22.3	0.7
Queue Length 50th (ft)		17	0	3	16					46	63	0
Queue Length 95th (ft)		52	12	11	30					97	102	0
Internal Link Dist (ft)		341			178			683			541	
Turn Bay Length (ft)			120							255		255
Base Capacity (vph)		1638	824	543	1794					331	696	447
Starvation Cap Reductn		0	0	0	0					0	0	0
Spillback Cap Reductn		0	0	0	0					0	0	0
Storage Cap Reductn		0	0	0	0					0	0	0
Reduced v/c Ratio		0.16	0.16	0.05	0.15					0.50	0.63	0.14

Intersection Summary	
Area Type:	Other
Cycle Length: 48.7	
Actuated Cycle Length: 48.7	
Offset: 11.5 (24%), Referenced to phase 2:WBTL and 6:EBT, Start of Green	
Natural Cycle: 50	
Control Type: Actuated-Coordinated	

Splits and Phases: 800: I41 SB On Ramp/I41 SB Off Ramp & 71st St





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	250	160	25	245	0	0	0	0	175	395	59
Future Volume (veh/h)	0	250	160	25	245	0	0	0	0	175	395	59
Initial Q (Qb), veh	0	0	0	0	0	0				0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	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
Work Zone On Approach		No			No						No	
Adj Sat Flow, veh/h/ln	0	1742	1723	1742	1742	0				1875	1875	1723
Adj Flow Rate, veh/h	0	266	128	27	261	0				186	420	63
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94				0.94	0.94	0.94
Percent Heavy Veh, %	0	2	2	2	2	0				2	2	2
Cap, veh/h	0	1314	580	527	1811	0				364	765	298
Arrive On Green	0.00	0.40	0.40	0.08	1.00	0.00				0.20	0.20	0.20
Sat Flow, veh/h	0	3398	1460	1659	3398	0				1786	3751	1460
Grp Volume(v), veh/h	0	266	128	27	261	0				186	420	63
Grp Sat Flow(s),veh/h/ln	0	1655	1460	1659	1655	0				1786	1875	1460
Q Serve(g_s), s	0.0	2.6	2.8	0.4	0.0	0.0				4.5	4.9	1.8
Cycle Q Clear(g_c), s	0.0	2.6	2.8	0.4	0.0	0.0				4.5	4.9	1.8
Prop In Lane	0.00		1.00	1.00		0.00				1.00		1.00
Lane Grp Cap(c), veh/h	0	1314	580	527	1811	0				364	765	298
V/C Ratio(X)	0.00	0.20	0.22	0.05	0.14	0.00				0.51	0.55	0.21
Avail Cap(c_a), veh/h	0	1314	580	668	1811	0				364	765	298
HCM Platoon Ratio	1.00	1.00	1.00	2.00	2.00	1.00				1.00	1.00	1.00
Upstream Filter(I)	0.00	1.00	1.00	0.97	0.97	0.00				1.00	1.00	1.00
Uniform Delay (d), s/veh	0.0	9.7	9.8	6.8	0.0	0.0				17.3	17.5	16.2
Incr Delay (d2), s/veh	0.0	0.3	0.9	0.0	0.2	0.0				0.5	0.5	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
%ile BackOfQ(95%),veh/ln	0.0	1.5	1.6	0.2	0.1	0.0				2.8	3.2	2.8
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	0.0	10.0	10.6	6.8	0.2	0.0				17.8	18.0	16.4
LnGrp LOS		B	B	A	A					B	B	B
Approach Vol, veh/h		394			288						669	
Approach Delay, s/veh		10.2			0.8						17.8	
Approach LOS		B			A						B	

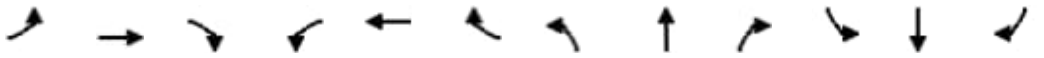
Timer - Assigned Phs	2	4	5	6
Phs Duration (G+Y+Rc), s	32.6	16.4	7.3	25.3
Change Period (Y+Rc), s	5.8	* 6.4	5.5	5.8
Max Green Setting (Gmax), s	15.0	* 10	6.0	15.0
Max Q Clear Time (g_c+I1), s	2.0	6.9	2.4	4.8
Green Ext Time (p_c), s	2.1	0.6	0.0	2.6

Intersection Summary	
HCM 7th Control Delay, s/veh	12.0
HCM 7th LOS	B

Notes

User approved volume balancing among the lanes for turning movement.

* HCM 7th computational engine requires equal clearance times for the phases crossing the barrier.

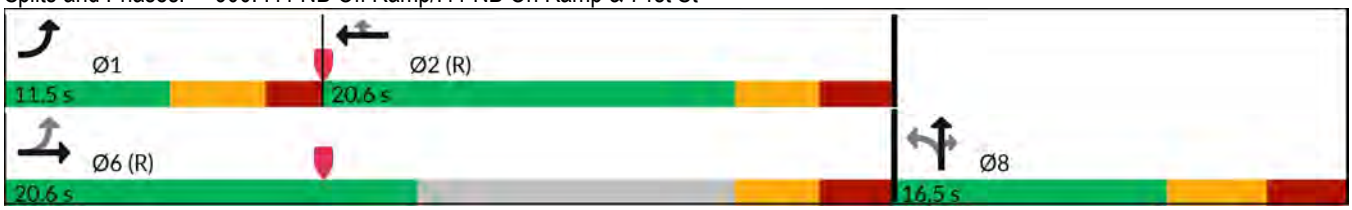


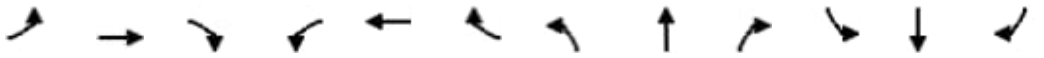
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	155	270	0	0	140	165	130	405	12	0	0	0
Future Volume (vph)	155	270	0	0	140	165	130	405	12	0	0	0
Ideal Flow (vphpl)	1770	1770	1770	1770	1770	1750	1825	1750	1750	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	0		0	0		105	250		250	0		0
Storage Lanes	1		0	0		1	1		1	0		0
Taper Length (ft)	100			100			100			100		
Right Turn on Red			Yes			Yes			Yes			Yes
Link Speed (mph)		30			30			35			45	
Link Distance (ft)		258			595			685			495	
Travel Time (s)		5.9			13.5			13.3			7.5	
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88
Growth Factor	100%	100%	100%	100%	100%	75%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	1%	1%	1%	4%	4%	4%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Shared Lane Traffic (%)							10%					
Lane Group Flow (vph)	176	307	0	0	159	141	133	475	14	0	0	0
Turn Type	pm+pt	NA			NA	Perm	Perm	NA	Perm			
Protected Phases	1	6			2			8				
Permitted Phases	6					2	8		8			
Detector Phase	1	6			2	2	8	8	8			
Switch Phase												
Minimum Initial (s)	6.0	15.0			15.0	15.0	10.0	10.0	10.0			
Minimum Split (s)	11.5	20.6			20.6	20.6	16.5	16.5	16.5			
Total Split (s)	11.5	20.6			20.6	20.6	16.5	16.5	16.5			
Total Split (%)	23.7%	42.4%			42.4%	42.4%	34.0%	34.0%	34.0%			
Maximum Green (s)	6.0	15.0			15.0	15.0	10.0	10.0	10.0			
Yellow Time (s)	3.5	3.0			3.0	3.0	3.6	3.6	3.6			
All-Red Time (s)	2.0	2.6			2.6	2.6	2.9	2.9	2.9			
Lost Time Adjust (s)	0.0	0.0			0.0	0.0	0.0	0.0	0.0			
Total Lost Time (s)	5.5	5.6			5.6	5.6	6.5	6.5	6.5			
Lead/Lag	Lead				Lag	Lag						
Lead-Lag Optimize?	Yes				Yes	Yes						
Vehicle Extension (s)	1.5	4.9			1.9	1.9	1.5	1.5	1.5			
Minimum Gap (s)	1.5	2.0			2.0	2.0	1.5	1.5	1.5			
Time Before Reduce (s)	20.0	18.0			18.0	18.0	30.0	30.0	30.0			
Time To Reduce (s)	0.0	22.0			22.0	22.0	0.0	0.0	0.0			
Recall Mode	None	C-Max			C-Max	C-Max	None	None	None			
Walk Time (s)												
Flash Don't Walk (s)												
Pedestrian Calls (#/hr)												
v/c Ratio	0.31	0.17			0.13	0.22	0.43	0.76	0.03			
Control Delay (s/veh)	7.3	5.9			12.5	2.0	21.8	28.2	0.2			

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Queue Delay	0.0	0.0			0.0	0.0	0.0	0.0	0.0			
Total Delay (s/veh)	7.3	5.9			12.5	2.0	21.8	28.2	0.2			
Queue Length 50th (ft)	22	20			16	0	36	70	0			
Queue Length 95th (ft)	44	33			32	14	78	#128	0			
Internal Link Dist (ft)		178			515			605			415	
Turn Bay Length (ft)						105	250		250			
Base Capacity (vph)	560	1797			1185	654	312	628	438			
Starvation Cap Reductn	0	0			0	0	0	0	0			
Spillback Cap Reductn	0	0			0	0	0	0	0			
Storage Cap Reductn	0	0			0	0	0	0	0			
Reduced v/c Ratio	0.31	0.17			0.13	0.22	0.43	0.76	0.03			

Intersection Summary	
Area Type:	Other
Cycle Length: 48.6	
Actuated Cycle Length: 48.6	
Offset: 11.5 (24%), Referenced to phase 2:WBT and 6:EBTL, Start of Green	
Natural Cycle: 50	
Control Type: Actuated-Coordinated	
# 95th percentile volume exceeds capacity, queue may be longer.	
Queue shown is maximum after two cycles.	

Splits and Phases: 900: I41 NB Off Ramp/I41 NB On Ramp & 71st St





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	155	270	0	0	140	165	130	405	12	0	0	0
Future Volume (veh/h)	155	270	0	0	140	165	130	405	12	0	0	0
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0			
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Ped-Bike Adj(A_pbT)	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			
Work Zone On Approach		No			No			No				
Adj Sat Flow, veh/h/ln	1742	1742	0	0	1756	1736	1768	1695	1695			
Adj Flow Rate, veh/h	176	307	0	0	159	141	148	460	14			
Peak Hour Factor	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88			
Percent Heavy Veh, %	2	2	0	0	1	1	4	4	4			
Cap, veh/h	625	1818	0	0	1086	479	344	692	293			
Arrive On Green	0.22	1.00	0.00	0.00	0.33	0.33	0.20	0.20	0.20			
Sat Flow, veh/h	1659	3398	0	0	3425	1471	1684	3391	1437			
Grp Volume(v), veh/h	176	307	0	0	159	141	148	460	14			
Grp Sat Flow(s),veh/h/ln	1659	1655	0	0	1668	1471	1684	1695	1437			
Q Serve(g_s), s	3.0	0.0	0.0	0.0	1.7	3.5	3.8	6.1	0.4			
Cycle Q Clear(g_c), s	3.0	0.0	0.0	0.0	1.7	3.5	3.8	6.1	0.4			
Prop In Lane	1.00		0.00	0.00		1.00	1.00		1.00			
Lane Grp Cap(c), veh/h	625	1818	0	0	1086	479	344	692	293			
V/C Ratio(X)	0.28	0.17	0.00	0.00	0.15	0.29	0.43	0.66	0.05			
Avail Cap(c_a), veh/h	643	1818	0	0	1086	479	344	692	293			
HCM Platoon Ratio	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Upstream Filter(I)	0.97	0.97	0.00	0.00	1.00	1.00	1.00	1.00	1.00			
Uniform Delay (d), s/veh	6.7	0.0	0.0	0.0	11.7	12.3	17.0	18.0	15.7			
Incr Delay (d2), s/veh	0.1	0.2	0.0	0.0	0.3	1.6	0.3	2.0	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			
%ile BackOfQ(95%),veh/ln	1.3	0.1	0.0	0.0	1.0	2.1	2.3	4.0	0.2			
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	6.8	0.2	0.0	0.0	12.0	13.9	17.3	19.9	15.7			
LnGrp LOS	A	A			B	B	B	B	B			
Approach Vol, veh/h		483			300			622				
Approach Delay, s/veh		2.6			12.9			19.2				
Approach LOS		A			B			B				
Timer - Assigned Phs	1	2				6		8				
Phs Duration (G+Y+Rc), s	11.0	21.5				32.5		16.5				
Change Period (Y+Rc), s	5.5	5.6				5.6		6.5				
Max Green Setting (Gmax), s	6.0	15.0				15.0		10.0				
Max Q Clear Time (g_c+I1), s	5.0	5.5				2.0		8.1				
Green Ext Time (p_c), s	0.0	0.6				2.6		0.4				

Intersection Summary	
HCM 7th Control Delay, s/veh	12.1
HCM 7th LOS	B

Notes

User approved volume balancing among the lanes for turning movement.



Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	55	15	250	70	65	145
Future Volume (vph)	55	15	250	70	65	145
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12
Grade (%)	0%			0%	0%	
Storage Length (ft)		0	0		0	0
Storage Lanes		0	0		1	1
Taper Length (ft)			100		100	
Link Speed (mph)	30			30	30	
Link Distance (ft)	787			1254	1020	
Travel Time (s)	17.9			28.5	23.2	
Confl. Peds. (#/hr)						
Confl. Bikes (#/hr)						
Peak Hour Factor	0.83	0.83	0.83	0.83	0.83	0.83
Growth Factor	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	1%	1%	1%	1%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0
Parking (#/hr)						
Mid-Block Traffic (%)	0%			0%	0%	
Shared Lane Traffic (%)						
Lane Group Flow (vph)	84	0	0	385	78	175
Sign Control	Stop			Stop	Stop	

Intersection Summary	
Area Type:	Other
Control Type: Unsignalized	



Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Sign Control	Stop			Stop	Stop	
Traffic Volume (vph)	55	15	250	70	65	145
Future Volume (vph)	55	15	250	70	65	145
Peak Hour Factor	0.83	0.83	0.83	0.83	0.83	0.83
Hourly flow rate (vph)	66	18	301	84	78	175

Direction, Lane #	EB 1	EB 2	WB 1	WB 2	NB 1	NB 2
Volume Total (vph)	44	40	329	56	78	175
Volume Left (vph)	0	0	301	0	78	0
Volume Right (vph)	0	18	0	0	0	175
Hadj (s)	0.02	-0.30	0.47	0.02	0.53	-0.67
Departure Headway (s)	5.7	5.3	5.8	5.3	6.3	5.1
Degree Utilization, x	0.07	0.06	0.53	0.08	0.14	0.25
Capacity (veh/h)	595	632	606	650	543	667
Control Delay (s/veh)	7.9	7.5	13.8	7.6	9.0	8.5
Approach Delay (s/veh)	7.7		12.9		8.7	
Approach LOS	A		B		A	

Intersection Summary				
Delay	10.8			
Level of Service	B			
Intersection Capacity Utilization	30.8%	ICU Level of Service	A	
Analysis Period (min)	15			

Intersection	
Intersection Delay, s/veh	11.8
Intersection LOS	B

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	55	15	250	70	65	145
Future Vol, veh/h	55	15	250	70	65	145
Peak Hour Factor	0.83	0.83	0.83	0.83	0.83	0.83
Heavy Vehicles, %	1	1	1	1	2	2
Mvmt Flow	66	18	301	84	78	175
Number of Lanes	2	0	0	2	1	1

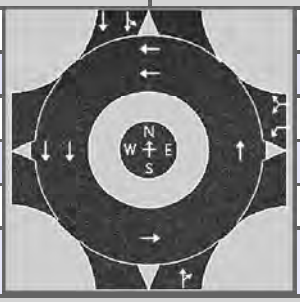
Approach	EB	WB	NB
Opposing Approach	WB	EB	
Opposing Lanes	2	2	0
Conflicting Approach Left		NB	EB
Conflicting Lanes Left	0	2	2
Conflicting Approach Right	NB		WB
Conflicting Lanes Right	2	0	2
HCM Control Delay, s/veh	8.6	13.8	9.7
HCM LOS	A	B	A

Lane	NBLn1	NBLn2	EBLn1	EBLn2	WBLn1	WBLn2
Vol Left, %	100%	0%	0%	0%	91%	0%
Vol Thru, %	0%	0%	100%	55%	9%	100%
Vol Right, %	0%	100%	0%	45%	0%	0%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	65	145	37	33	273	47
LT Vol	65	0	0	0	250	0
Through Vol	0	0	37	18	23	47
RT Vol	0	145	0	15	0	0
Lane Flow Rate	78	175	44	40	329	56
Geometry Grp	5	5	5	5	5	5
Degree of Util (X)	0.137	0.246	0.069	0.059	0.523	0.082
Departure Headway (Hd)	6.275	5.068	5.613	5.294	5.722	5.261
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes
Cap	569	704	632	669	626	676
Service Time	4.037	2.83	3.404	3.086	3.492	3.032
HCM Lane V/C Ratio	0.137	0.249	0.07	0.06	0.526	0.083
HCM Control Delay, s/veh	10	9.5	8.8	8.4	14.7	8.5
HCM Lane LOS	A	A	A	A	B	A
HCM 95th-tile Q	0.5	1	0.2	0.2	3	0.3

HCS Roundabouts Report

General Information

Analyst	MSA
Agency or Co.	
Date Performed	8/12/2024
Analysis Year	2028
Time Analyzed	PM Peak
Project Description	Improved Transportation System, Build Alt A



Site Information

Intersection	STH 158 at W Frontage Rd
E/W Street Name	STH 158
N/S Street Name	W Frontage Rd
Analysis Time Period, hrs	0.25
Peak Hour Factor	0.85
Jurisdiction	WisDOT SE

Volume Adjustments and Site Characteristics

Approach	EB				WB				NB				SB			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Number of Lanes (N)	0	0	0	0	0	1	1	0	0	0	1	0	0	0	2	0
Lane Assignment					L		LR				TR		LT		T	
Volume (V), veh/h					0	1000		90	0		70	465	0	220	75	
Percent Heavy Vehicles, %					8	8		8	9		9	9	9	9	9	
Flow Rate (v_{PCE}), pc/h					0	1271		114	0		90	596	0	282	96	
Right-Turn Bypass	None				None				None				None			
Conflicting Lanes					1				1				2			
Pedestrians Crossing, p/h					0				0				0			
Proportion of CAVs, %	0															

Critical and Follow-Up Headway Adjustment

Approach	EB			WB			NB			SB		
Lane	Left	Right	Bypass	Left	Right	Bypass	Left	Right	Bypass	Left	Right	Bypass
Critical Headway, s				4.7000	4.4000			4.7000		4.6000	4.3000	
Follow-Up Headway, s				2.5000	2.5000			2.6000		2.6000	2.6000	

Flow Computations, Capacity and v/c Ratios

Approach	EB			WB			NB			SB		
Lane	Left	Right	Bypass	Left	Right	Bypass	Left	Right	Bypass	Left	Right	Bypass
Entry Flow (v_e), pc/h				734	651			686		178	200	
Entry Volume, veh/h				680	603			629		163	184	
Circulating Flow (v_c), pc/h	1649			90			282			1271		
Exiting Flow (v_{ex}), pc/h	878			0			204			1367		
Capacity (c_{pce}), pc/h				1321	1331			1061		432	480	
Capacity (c), veh/h				1223	1232			973		396	440	
v/c Ratio (x)				0.56	0.49			0.65		0.41	0.42	

Delay and Level of Service

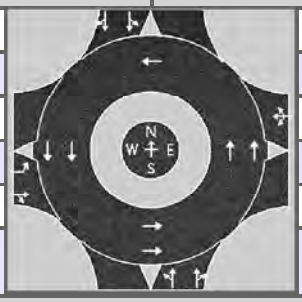
Approach	EB			WB			NB			SB		
Lane	Left	Right	Bypass	Left	Right	Bypass	Left	Right	Bypass	Left	Right	Bypass
Lane Control Delay (d), s/veh				9.3	8.1			13.4		17.3	16.0	
Lane LOS				A	A			B		C	C	
95% Queue Length, Q_{95} (veh)				3.6	2.8			4.9		2.0	2.0	
95% Queue Length, Q_{95} (ft)					74.5			131.3		53.6	53.6	
Approach Delay, s/veh | LOS				8.8	A		13.4	B		16.6	C	
Intersection Delay, s/veh | LOS	11.3						B					

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HCS Roundabouts Report

General Information

Analyst	MSA
Agency or Co.	
Date Performed	
Analysis Year	2028
Time Analyzed	PM Peak
Project Description	Improved Transportation System, Build Alt A



Site Information

Intersection	60th St at W Frontage Rd
E/W Street Name	60th St
N/S Street Name	W Frontage Rd
Analysis Time Period, hrs	0.25
Peak Hour Factor	0.98
Jurisdiction	WisDOT SE

Volume Adjustments and Site Characteristics

Approach	EB				WB				NB				SB			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Number of Lanes (N)	0	1	1	0	0	0	1	0	0	0	2	0	0	0	2	0
Lane Assignment	L		TR				LTR		LT		TR		LT		TR	
Volume (V), veh/h	0	280	200	30	0	110	230	40	0	35	220	85	0	55	905	145
Percent Heavy Vehicles, %	4	4	4	4	3	3	3	3	4	4	4	4	5	5	5	5
Flow Rate (v_{PCE}), pc/h	0	297	212	32	0	116	242	42	0	37	233	90	0	59	970	155
Right-Turn Bypass	None				None				None				None			
Conflicting Lanes	2				2				2				1			
Pedestrians Crossing, p/h	0				0				0				0			
Proportion of CAVs, %	0															

Critical and Follow-Up Headway Adjustment

Approach	EB			WB			NB			SB		
Lane	Left	Right	Bypass	Left	Right	Bypass	Left	Right	Bypass	Left	Right	Bypass
Critical Headway, s	4.6000	4.3000			4.8000		4.6000	4.3000		4.7000	4.4000	
Follow-Up Headway, s	2.6000	2.6000			2.6000		2.6000	2.6000		2.5000	2.5000	

Flow Computations, Capacity and v/c Ratios

Approach	EB			WB			NB			SB		
Lane	Left	Right	Bypass	Left	Right	Bypass	Left	Right	Bypass	Left	Right	Bypass
Entry Flow (v_e), pc/h	297	244			400		169	191		556	628	
Entry Volume, veh/h	286	235			388		163	183		530	598	
Circulating Flow (v_c), pc/h	1145			567			568			395		
Exiting Flow (v_{ex}), pc/h	361			434			572			1118		
Capacity (c_{pce}), pc/h	485	533			798		823	863		986	1019	
Capacity (c), veh/h	466	513			775		791	829		939	971	
v/c Ratio (x)	0.61	0.46			0.50		0.21	0.22		0.56	0.62	

Delay and Level of Service

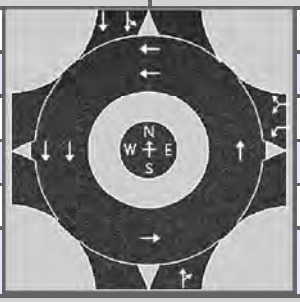
Approach	EB			WB			NB			SB		
Lane	Left	Right	Bypass	Left	Right	Bypass	Left	Right	Bypass	Left	Right	Bypass
Lane Control Delay (d), s/veh	22.3	15.1			11.7		6.8	6.7		11.5	12.5	
Lane LOS	C	C			B		A	A		B	B	
95% Queue Length, Q_{95} (veh)	4.0	2.4			2.8		0.8	0.8		3.6	4.4	
95% Queue Length, Q_{95} (ft)	103.2	61.9			71.7		20.6	20.6		93.6	114.4	
Approach Delay, s/veh | LOS	19.0	C		11.7	B		6.7	A		12.0	B	
Intersection Delay, s/veh | LOS	12.7						B					

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HCS Roundabouts Report

General Information

Analyst	MSA
Agency or Co.	
Date Performed	8/12/2024
Analysis Year	2038
Time Analyzed	PM Peak
Project Description	Improved Transportation System, Build Alt A



Site Information

Intersection	STH 158 at W Frontage Rd
E/W Street Name	STH 158
N/S Street Name	W Frontage Rd
Analysis Time Period, hrs	0.25
Peak Hour Factor	0.85
Jurisdiction	WisDOT SE

Volume Adjustments and Site Characteristics

Approach	EB				WB				NB				SB			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Number of Lanes (N)	0	0	0	0	0	1	1	0	0	0	1	0	0	0	2	0
Lane Assignment					L		LR				TR		LT		T	
Volume (V), veh/h					0	1005		135	0		70	465	0	345	75	
Percent Heavy Vehicles, %					8	8		8	9		9	9	9	9	9	
Flow Rate (v_{PCE}), pc/h					0	1277		172	0		90	596	0	442	96	
Right-Turn Bypass	None				None				None				None			
Conflicting Lanes					1				1				2			
Pedestrians Crossing, p/h					0				0				0			
Proportion of CAVs, %	0															

Critical and Follow-Up Headway Adjustment

Approach	EB			WB			NB			SB		
Lane	Left	Right	Bypass	Left	Right	Bypass	Left	Right	Bypass	Left	Right	Bypass
Critical Headway, s				4.7000	4.4000			4.7000		4.6000	4.3000	
Follow-Up Headway, s				2.5000	2.5000			2.6000		2.6000	2.6000	

Flow Computations, Capacity and v/c Ratios

Approach	EB			WB			NB			SB		
Lane	Left	Right	Bypass	Left	Right	Bypass	Left	Right	Bypass	Left	Right	Bypass
Entry Flow (v_e), pc/h				768	681			686		253	285	
Entry Volume, veh/h				711	631			629		232	262	
Circulating Flow (v_c), pc/h	1815			90			442			1277		
Exiting Flow (v_{ex}), pc/h	1038			0			262			1373		
Capacity (c_{pce}), pc/h				1321	1331			912		429	478	
Capacity (c), veh/h				1223	1232			837		394	438	
v/c Ratio (x)				0.58	0.51			0.75		0.59	0.60	

Delay and Level of Service

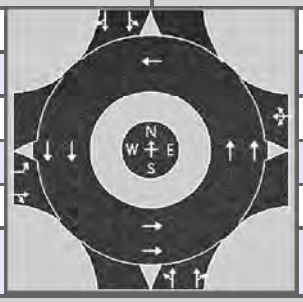
Approach	EB			WB			NB			SB		
Lane	Left	Right	Bypass	Left	Right	Bypass	Left	Right	Bypass	Left	Right	Bypass
Lane Control Delay (d), s/veh				9.9	8.5			19.9		24.3	22.6	
Lane LOS				A	A			C		C	C	
95% Queue Length, Q_{95} (veh)				3.9	3.0			7.1		3.6	3.8	
95% Queue Length, Q_{95} (ft)					79.8			190.3		96.5	101.8	
Approach Delay, s/veh | LOS				9.2	A		19.9	C		23.4	C	
Intersection Delay, s/veh | LOS	14.8						B					

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HCS Roundabouts Report

General Information

Analyst	MSA
Agency or Co.	
Date Performed	
Analysis Year	2038
Time Analyzed	PM Peak
Project Description	Improved Transportation System, Build Alt A



Site Information

Intersection	60th St at W Frontage Rd
E/W Street Name	60th St
N/S Street Name	W Frontage Rd
Analysis Time Period, hrs	0.25
Peak Hour Factor	0.98
Jurisdiction	WisDOT SE

Volume Adjustments and Site Characteristics

Approach	EB				WB				NB				SB			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Number of Lanes (N)	0	1	1	0	0	0	1	0	0	0	2	0	0	0	2	0
Lane Assignment	L		TR				LTR		LT		TR		LT		TR	
Volume (V), veh/h	0	280	210	30	0	110	245	40	0	35	220	85	0	55	905	145
Percent Heavy Vehicles, %	4	4	4	4	3	3	3	3	4	4	4	4	5	5	5	5
Flow Rate (v_{PCE}), pc/h	0	297	223	32	0	116	258	42	0	37	233	90	0	59	970	155
Right-Turn Bypass	None				None				None				None			
Conflicting Lanes	2				2				2				1			
Pedestrians Crossing, p/h	0				0				0				0			
Proportion of CAVs, %	0															

Critical and Follow-Up Headway Adjustment

Approach	EB			WB			NB			SB		
Lane	Left	Right	Bypass	Left	Right	Bypass	Left	Right	Bypass	Left	Right	Bypass
Critical Headway, s	4.6000	4.3000			4.8000		4.6000	4.3000		4.7000	4.4000	
Follow-Up Headway, s	2.6000	2.6000			2.6000		2.6000	2.6000		2.5000	2.5000	

Flow Computations, Capacity and v/c Ratios

Approach	EB			WB			NB			SB		
Lane	Left	Right	Bypass	Left	Right	Bypass	Left	Right	Bypass	Left	Right	Bypass
Entry Flow (v_e), pc/h	297	255			416		169	191		556	628	
Entry Volume, veh/h	286	245			404		163	183		530	598	
Circulating Flow (v_c), pc/h	1145			567			579			411		
Exiting Flow (v_{ex}), pc/h	372			450			572			1118		
Capacity (c_{pce}), pc/h	485	533			798		814	855		971	1005	
Capacity (c), veh/h	466	513			775		783	822		925	957	
v/c Ratio (x)	0.61	0.48			0.52		0.21	0.22		0.57	0.62	

Delay and Level of Service

Approach	EB			WB			NB			SB		
Lane	Left	Right	Bypass	Left	Right	Bypass	Left	Right	Bypass	Left	Right	Bypass
Lane Control Delay (d), s/veh	22.3	15.7			12.2		6.8	6.8		11.8	12.9	
Lane LOS	C	C			B		A	A		B	B	
95% Queue Length, Q_{95} (veh)	4.0	2.6			3.1		0.8	0.9		3.7	4.5	
95% Queue Length, Q_{95} (ft)	103.2	67.1			79.4		20.6	23.2		96.2	117.0	
Approach Delay, s/veh | LOS	19.2	C		12.2	B		6.8	A		12.4	B	
Intersection Delay, s/veh | LOS	13.1						B					

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Alternative B

Reduced Gaming

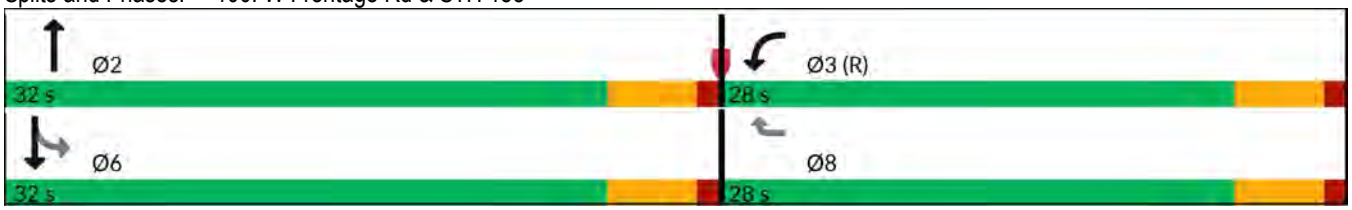


Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	410	90	70	270	220	75
Future Volume (vph)	410	90	70	270	220	75
Ideal Flow (vphpl)	1845	1750	1750	1750	1770	1770
Lane Width (ft)	12	12	12	12	12	12
Grade (%)	0%		0%			0%
Storage Length (ft)	0	0		0	300	
Storage Lanes	1	1		0	1	
Taper Length (ft)	100				100	
Right Turn on Red		Yes		Yes		
Link Speed (mph)	45		35			35
Link Distance (ft)	795		765			579
Travel Time (s)	12.0		14.9			11.3
Confl. Peds. (#/hr)						
Confl. Bikes (#/hr)						
Peak Hour Factor	0.85	0.85	0.85	0.85	0.85	0.85
Growth Factor	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	8%	8%	9%	9%	9%	9%
Bus Blockages (#/hr)	0	0	0	0	0	0
Parking (#/hr)						
Mid-Block Traffic (%)	0%		0%			0%
Shared Lane Traffic (%)						
Lane Group Flow (vph)	482	106	400	0	259	88
Turn Type	Prot	Perm	NA		Perm	NA
Protected Phases	3		2			6
Permitted Phases		8			6	
Detector Phase	3	8	2		6	6
Switch Phase						
Minimum Initial (s)	15.0	15.0	10.0		10.0	10.0
Minimum Split (s)	20.0	23.0	23.0		23.0	23.0
Total Split (s)	28.0	28.0	32.0		32.0	32.0
Total Split (%)	46.7%	46.7%	53.3%		53.3%	53.3%
Maximum Green (s)	23.0	23.0	27.0		27.0	27.0
Yellow Time (s)	4.0	4.0	4.0		4.0	4.0
All-Red Time (s)	1.0	1.0	1.0		1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0		0.0	0.0
Total Lost Time (s)	5.0	5.0	5.0		5.0	5.0
Lead/Lag						
Lead-Lag Optimize?						
Vehicle Extension (s)	3.0	3.0	3.0		3.0	3.0
Minimum Gap (s)	3.0	3.0	3.0		3.0	3.0
Time Before Reduce (s)	0.0	0.0	0.0		0.0	0.0
Time To Reduce (s)	0.0	0.0	0.0		0.0	0.0
Recall Mode	C-Max	None	None		None	None
Walk Time (s)						
Flash Don't Walk (s)						
Pedestrian Calls (#/hr)						
v/c Ratio	0.69	0.16	0.52		0.95	0.13
Control Delay (s/veh)	18.1	3.1	5.5		64.1	10.5

Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Queue Delay	0.0	0.0	0.0		0.0	0.0
Total Delay (s/veh)	18.1	3.1	5.5		64.1	10.5
Queue Length 50th (ft)	116	0	16		79	18
Queue Length 95th (ft)	#266	23	54		#189	37
Internal Link Dist (ft)	715		685			499
Turn Bay Length (ft)					300	
Base Capacity (vph)	694	649	820		302	730
Starvation Cap Reductn	0	0	0		0	0
Spillback Cap Reductn	0	0	0		0	0
Storage Cap Reductn	0	0	0		0	0
Reduced v/c Ratio	0.69	0.16	0.49		0.86	0.12

Intersection Summary	
Area Type:	Other
Cycle Length: 60	
Actuated Cycle Length: 60	
Offset: 32 (53%), Referenced to phase 3:WBL, Start of Green	
Natural Cycle: 55	
Control Type: Actuated-Coordinated	
# 95th percentile volume exceeds capacity, queue may be longer.	
Queue shown is maximum after two cycles.	

Splits and Phases: 100: W Frontage Rd & STH 158

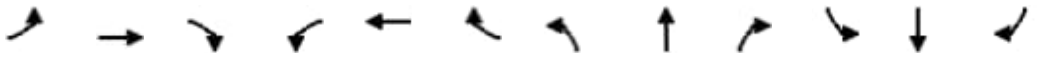




Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (veh/h)	410	90	70	270	220	75
Future Volume (veh/h)	410	90	70	270	220	75
Initial Q (Qb), veh	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00	1.00		1.00	1.00	
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No		No			No
Adj Sat Flow, veh/h/ln	1730	1641	1627	1627	1646	1646
Adj Flow Rate, veh/h	482	106	82	318	259	88
Peak Hour Factor	0.85	0.85	0.85	0.85	0.85	0.85
Percent Heavy Veh, %	8	8	9	9	9	9
Cap, veh/h	632	533	131	509	324	741
Arrive On Green	0.38	0.38	0.45	0.45	0.45	0.45
Sat Flow, veh/h	1647	1391	292	1132	866	1646
Grp Volume(v), veh/h	482	106	0	400	259	88
Grp Sat Flow(s),veh/h/ln	1647	1391	0	1423	866	1646
Q Serve(g_s), s	15.3	3.1	0.0	12.9	14.1	1.9
Cycle Q Clear(g_c), s	15.3	3.1	0.0	12.9	27.0	1.9
Prop In Lane	1.00	1.00		0.79	1.00	
Lane Grp Cap(c), veh/h	632	533	0	641	324	741
V/C Ratio(X)	0.76	0.20	0.00	0.62	0.80	0.12
Avail Cap(c_a), veh/h	632	533	0	641	324	741
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.99	0.99	0.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	16.1	12.3	0.0	12.6	24.5	9.6
Incr Delay (d2), s/veh	8.4	0.8	0.0	1.9	13.3	0.1
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	10.1	1.6	0.0	6.7	8.3	1.0
Unsig. Movement Delay, s/veh						
LnGrp Delay(d), s/veh	24.6	13.2	0.0	14.5	37.8	9.7
LnGrp LOS	C	B		B	D	A
Approach Vol, veh/h	588		400			347
Approach Delay, s/veh	22.5		14.5			30.6
Approach LOS	C		B			C

Timer - Assigned Phs	2				6	8
Phs Duration (G+Y+Rc), s	32.0				32.0	28.0
Change Period (Y+Rc), s	5.0				5.0	5.0
Max Green Setting (Gmax), s	27.0				27.0	23.0
Max Q Clear Time (g_c+I1), s	14.9				29.0	17.3
Green Ext Time (p_c), s	2.0				0.0	1.0

Intersection Summary	
HCM 7th Control Delay, s/veh	22.2
HCM 7th LOS	C

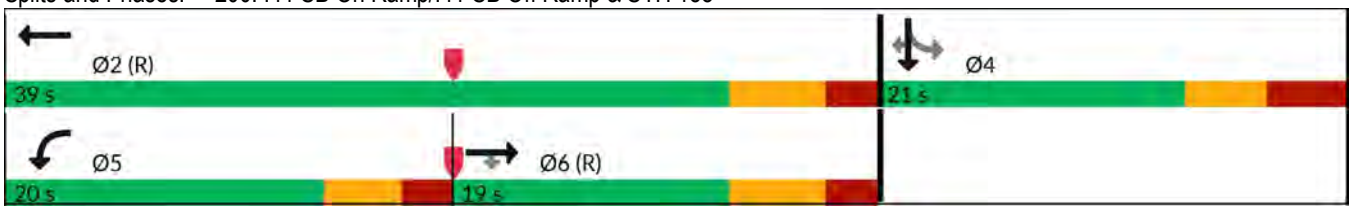


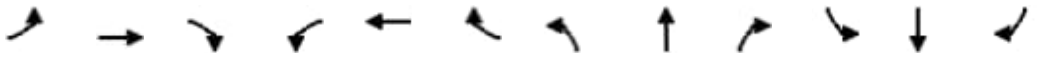
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	230	260	455	300	0	0	0	0	400	5	52
Future Volume (vph)	0	230	260	455	300	0	0	0	0	400	5	52
Ideal Flow (vphpl)	1900	1905	1750	1905	1905	1900	1900	1900	1900	1885	1885	1750
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	315		265	0		0	0		0	410		410
Storage Lanes	1		1	2		0	0		0	1		1
Taper Length (ft)	100			100			100			100		
Right Turn on Red			Yes			Yes			Yes			Yes
Link Speed (mph)		45			45			45			45	
Link Distance (ft)		795			359			754			1011	
Travel Time (s)		12.0			5.4			11.4			15.3	
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87
Growth Factor	100%	100%	75%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	7%	7%	7%	8%	8%	8%	1%	1%	1%	5%	5%	5%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Shared Lane Traffic (%)										49%		
Lane Group Flow (vph)	0	264	224	523	345	0	0	0	0	235	231	60
Turn Type		NA	Perm	Prot	NA					Perm	NA	Perm
Protected Phases		6		5	2						4	
Permitted Phases			6							4		4
Detector Phase		6	6	5	2					4	4	4
Switch Phase												
Minimum Initial (s)		10.0	10.0	8.0	10.0					10.0	10.0	10.0
Minimum Split (s)		16.6	16.6	13.7	16.6					17.2	17.2	17.2
Total Split (s)		19.0	19.0	20.0	39.0					21.0	21.0	21.0
Total Split (%)		31.7%	31.7%	33.3%	65.0%					35.0%	35.0%	35.0%
Maximum Green (s)		12.4	12.4	14.3	32.4					13.8	13.8	13.8
Yellow Time (s)		4.3	4.3	3.5	4.3					3.6	3.6	3.6
All-Red Time (s)		2.3	2.3	2.2	2.3					3.6	3.6	3.6
Lost Time Adjust (s)		0.0	0.0	0.0	0.0					0.0	0.0	0.0
Total Lost Time (s)		6.6	6.6	5.7	6.6					7.2	7.2	7.2
Lead/Lag		Lag	Lag	Lead								
Lead-Lag Optimize?		Yes	Yes	Yes								
Vehicle Extension (s)		3.0	3.0	3.0	3.9					1.5	1.5	1.5
Minimum Gap (s)		2.0	2.0	1.5	2.0					1.5	1.5	1.5
Time Before Reduce (s)		20.0	20.0	25.0	26.0					30.0	30.0	30.0
Time To Reduce (s)		20.0	20.0	0.0	14.0					0.0	0.0	0.0
Recall Mode		C-Max	C-Max	None	C-Max					None	None	None
Walk Time (s)												
Flash Don't Walk (s)												
Pedestrian Calls (#/hr)												
v/c Ratio		0.22	0.43	0.72	0.18					0.72	0.70	0.14
Control Delay (s/veh)		11.7	5.6	14.1	2.3					35.7	34.5	0.7

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Queue Delay		0.0	0.0	0.0	0.0					0.0	0.0	0.0
Total Delay (s/veh)		11.7	5.6	14.1	2.3					35.7	34.5	0.7
Queue Length 50th (ft)		24	18	82	5					83	81	0
Queue Length 95th (ft)		m35	m46	5	4					#143	141	0
Internal Link Dist (ft)		715			279			674			931	
Turn Bay Length (ft)			265							410		410
Base Capacity (vph)		1215	515	777	1903					372	374	456
Starvation Cap Reductn		0	0	0	0					0	0	0
Spillback Cap Reductn		0	0	0	0					0	0	0
Storage Cap Reductn		0	0	0	0					0	0	0
Reduced v/c Ratio		0.22	0.43	0.67	0.18					0.63	0.62	0.13

Intersection Summary	
Area Type:	Other
Cycle Length: 60	
Actuated Cycle Length: 60	
Offset: 28 (47%), Referenced to phase 2:WBT and 6:EBT, Start of Green	
Natural Cycle: 60	
Control Type: Actuated-Coordinated	
# 95th percentile volume exceeds capacity, queue may be longer.	
Queue shown is maximum after two cycles.	
m Volume for 95th percentile queue is metered by upstream signal.	

Splits and Phases: 200: I41 SB On Ramp/I41 SB Off Ramp & STH 158





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	230	260	455	300	0	0	0	0	400	5	52
Future Volume (veh/h)	0	230	260	455	300	0	0	0	0	400	5	52
Initial Q (Qb), veh	0	0	0	0	0	0				0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	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
Work Zone On Approach		No			No						No	
Adj Sat Flow, veh/h/ln	0	1801	1654	1786	1786	0				1811	1811	1682
Adj Flow Rate, veh/h	0	264	224	523	345	0				464	0	60
Peak Hour Factor	0.87	0.87	0.87	0.87	0.87	0.87				0.87	0.87	0.87
Percent Heavy Veh, %	0	7	7	8	8	0				5	5	5
Cap, veh/h	0	1511	431	659	2043	0				580	0	239
Arrive On Green	0.00	0.31	0.31	0.07	0.20	0.00				0.17	0.00	0.17
Sat Flow, veh/h	0	5079	1402	3300	3483	0				3450	0	1425
Grp Volume(v), veh/h	0	264	224	523	345	0				464	0	60
Grp Sat Flow(s),veh/h/ln	0	1639	1402	1650	1697	0				1725	0	1425
Q Serve(g_s), s	0.0	2.4	7.9	9.4	5.1	0.0				7.8	0.0	2.2
Cycle Q Clear(g_c), s	0.0	2.4	7.9	9.4	5.1	0.0				7.8	0.0	2.2
Prop In Lane	0.00		1.00	1.00		0.00				1.00		1.00
Lane Grp Cap(c), veh/h	0	1511	431	659	2043	0				580	0	239
V/C Ratio(X)	0.00	0.17	0.52	0.79	0.17	0.00				0.80	0.00	0.25
Avail Cap(c_a), veh/h	0	1511	431	787	2043	0				794	0	328
HCM Platoon Ratio	1.00	1.00	1.00	0.33	0.33	1.00				1.00	1.00	1.00
Upstream Filter(I)	0.00	0.20	0.20	0.97	0.97	0.00				1.00	0.00	1.00
Uniform Delay (d), s/veh	0.0	15.2	17.1	26.8	11.6	0.0				24.0	0.0	21.7
Incr Delay (d2), s/veh	0.0	0.1	0.9	4.6	0.2	0.0				2.8	0.0	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
%ile BackOfQ(95%),veh/ln	0.0	1.3	3.3	7.4	2.5	0.0				5.4	0.0	3.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	0.0	15.3	18.0	31.4	11.8	0.0				26.8	0.0	21.9
LnGrp LOS		B	B	C	B					C		C
Approach Vol, veh/h		488			868						524	
Approach Delay, s/veh		16.5			23.6						26.3	
Approach LOS		B			C						C	

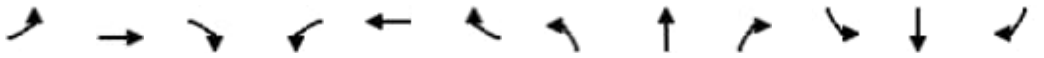
Timer - Assigned Phs		2		4	5	6						
Phs Duration (G+Y+Rc), s		42.7		17.3	17.7	25.0						
Change Period (Y+Rc), s		* 6.6		7.2	5.7	* 6.6						
Max Green Setting (Gmax), s		* 32		13.8	14.3	* 12						
Max Q Clear Time (g_c+I1), s		7.1		9.8	11.4	9.9						
Green Ext Time (p_c), s		2.8		0.3	0.6	0.6						

Intersection Summary		
HCM 7th Control Delay, s/veh	22.5	
HCM 7th LOS	C	

Notes

User approved volume balancing among the lanes for turning movement.

* HCM 7th computational engine requires equal clearance times for the phases crossing the barrier.



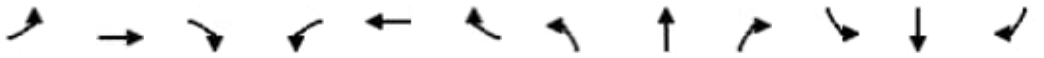
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	125	505	0	0	600	405	155	5	181	0	0	0
Future Volume (vph)	125	505	0	0	600	405	155	5	181	0	0	0
Ideal Flow (vphpl)	1905	1905	1900	1900	1915	1750	1885	1885	1750	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	225		0	135		0	400		400	0		0
Storage Lanes	1		0	1		1	1		1	0		0
Taper Length (ft)	100			100			100			100		
Right Turn on Red			Yes			Yes			Yes			Yes
Link Speed (mph)		45			45			45			45	
Link Distance (ft)		359			360			1103			1212	
Travel Time (s)		5.4			5.5			16.7			18.4	
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Growth Factor	100%	100%	100%	100%	100%	75%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	4%	4%	4%	5%	5%	5%	14%	14%	14%	1%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Shared Lane Traffic (%)												
Lane Group Flow (vph)	137	555	0	0	659	334	0	175	199	0	0	0
Turn Type	Prot	NA			NA	Perm	Perm	NA	Prot			
Protected Phases	1	6			2			8	8			
Permitted Phases						2	8					
Detector Phase	1	6			2	2	8	8	8			
Switch Phase												
Minimum Initial (s)	8.0	15.0			15.0	15.0	10.0	10.0	10.0			
Minimum Split (s)	13.7	22.0			22.0	22.0	16.9	16.9	16.9			
Total Split (s)	14.0	38.0			24.0	24.0	22.0	22.0	22.0			
Total Split (%)	23.3%	63.3%			40.0%	40.0%	36.7%	36.7%	36.7%			
Maximum Green (s)	8.3	31.0			17.0	17.0	15.1	15.1	15.1			
Yellow Time (s)	3.5	4.3			4.3	4.3	3.6	3.6	3.6			
All-Red Time (s)	2.2	2.7			2.7	2.7	3.3	3.3	3.3			
Lost Time Adjust (s)	0.0	0.0			0.0	0.0		0.0	0.0			
Total Lost Time (s)	5.7	7.0			7.0	7.0		6.9	6.9			
Lead/Lag	Lead				Lag	Lag						
Lead-Lag Optimize?	Yes				Yes	Yes						
Vehicle Extension (s)	1.5	4.3			0.2	0.2	1.5	1.5	1.5			
Minimum Gap (s)	1.5	2.0			2.0	2.0	1.5	1.5	1.5			
Time Before Reduce (s)	25.0	26.0			28.0	28.0	30.0	30.0	30.0			
Time To Reduce (s)	0.0	14.0			12.0	12.0	0.0	0.0	0.0			
Recall Mode	None	C-Max			C-Max	C-Max	None	None	None			
Walk Time (s)												
Flash Don't Walk (s)												
Pedestrian Calls (#/hr)												
v/c Ratio	0.30	0.28			0.27	0.44		0.57	0.33			
Control Delay (s/veh)	11.7	2.5			5.3	5.3		29.5	5.1			

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Queue Delay	0.0	0.0			0.0	0.0		0.0	0.0			
Total Delay (s/veh)	11.7	2.5			5.3	5.3		29.5	5.1			
Queue Length 50th (ft)	25	23			6	0		60	0			
Queue Length 95th (ft)	53	34			9	164		104	23			
Internal Link Dist (ft)		279			280			1023			1132	
Turn Bay Length (ft)	225								400			
Base Capacity (vph)	467	1999			2453	757		396	726			
Starvation Cap Reductn	0	0			0	0		0	0			
Spillback Cap Reductn	0	0			0	0		0	0			
Storage Cap Reductn	0	0			0	0		0	0			
Reduced v/c Ratio	0.29	0.28			0.27	0.44		0.44	0.27			

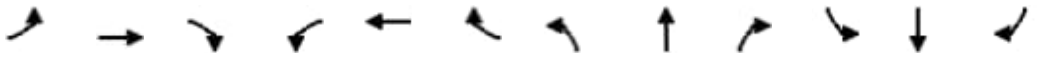
Intersection Summary	
Area Type:	Other
Cycle Length: 60	
Actuated Cycle Length: 60	
Offset: 0 (0%), Referenced to phase 2:WBT and 6:EBT, Start of Green	
Natural Cycle: 55	
Control Type: Actuated-Coordinated	

Splits and Phases: 300: I41 NB Off Ramp/I41 NB On Ramp & STH 158





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	125	505	0	0	600	405	155	5	181	0	0	0
Future Volume (veh/h)	125	505	0	0	600	405	155	5	181	0	0	0
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0			
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Ped-Bike Adj(A_pbT)	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			
Work Zone On Approach		No			No			No				
Adj Sat Flow, veh/h/ln	1846	1846	0	0	1840	1682	1679	1679	1559			
Adj Flow Rate, veh/h	137	555	0	0	659	334	170	5	199			
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91			
Percent Heavy Veh, %	4	4	0	0	5	5	14	14	14			
Cap, veh/h	408	2111	0	0	2452	552	259	8	387			
Arrive On Green	0.16	0.80	0.00	0.00	0.13	0.13	0.17	0.17	0.17			
Sat Flow, veh/h	3410	3599	0	0	6588	1425	1556	46	2325			
Grp Volume(v), veh/h	137	555	0	0	659	334	175	0	199			
Grp Sat Flow(s),veh/h/ln	1705	1753	0	0	1583	1425	1601	0	1163			
Q Serve(g_s), s	2.1	2.4	0.0	0.0	5.6	13.3	6.1	0.0	4.7			
Cycle Q Clear(g_c), s	2.1	2.4	0.0	0.0	5.6	13.3	6.1	0.0	4.7			
Prop In Lane	1.00		0.00	0.00		1.00	0.97		1.00			
Lane Grp Cap(c), veh/h	408	2111	0	0	2452	552	266	0	387			
V/C Ratio(X)	0.34	0.26	0.00	0.00	0.27	0.61	0.66	0.00	0.51			
Avail Cap(c_a), veh/h	472	2111	0	0	2452	552	403	0	585			
HCM Platoon Ratio	1.33	1.33	1.00	1.00	0.33	0.33	1.00	1.00	1.00			
Upstream Filter(I)	0.89	0.89	0.00	0.00	0.97	0.97	1.00	0.00	1.00			
Uniform Delay (d), s/veh	23.1	2.6	0.0	0.0	18.5	21.8	23.4	0.0	22.8			
Incr Delay (d2), s/veh	0.2	0.3	0.0	0.0	0.3	4.7	1.0	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			
%ile BackOfQ(95%),veh/ln	1.4	1.0	0.0	0.0	3.4	9.3	3.8	0.0	2.1			
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	23.3	2.9	0.0	0.0	18.8	26.6	24.4	0.0	23.2			
LnGrp LOS	C	A			B	C	C		C			
Approach Vol, veh/h		692			993			374				
Approach Delay, s/veh		6.9			21.4			23.8				
Approach LOS		A			C			C				
Timer - Assigned Phs	1	2				6		8				
Phs Duration (G+Y+Rc), s	12.9	30.2				43.1		16.9				
Change Period (Y+Rc), s	5.7	7.0				7.0		6.9				
Max Green Setting (Gmax), s	8.3	17.0				31.0		15.1				
Max Q Clear Time (g_c+I1), s	4.1	15.3				4.4		8.1				
Green Ext Time (p_c), s	0.1	0.3				5.5		0.5				
Intersection Summary												
HCM 7th Control Delay, s/veh			17.0									
HCM 7th LOS			B									



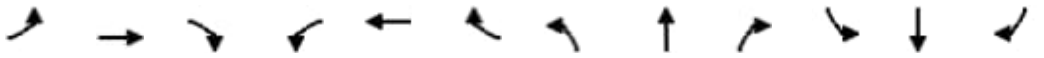
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	50	795	45	45	955	40	15	30	35	45	45	35
Future Volume (vph)	50	795	45	45	955	40	15	30	35	45	45	35
Ideal Flow (vphpl)	1915	1915	1750	1925	1925	1750	1750	1750	1750	1750	1750	1750
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	245		115	500		90	0		190	0		80
Storage Lanes	1		1	2		1	0		1	0		1
Taper Length (ft)	100			100			100			100		
Right Turn on Red			Yes			Yes			Yes			Yes
Link Speed (mph)		45			45			35			35	
Link Distance (ft)		360			1511			1020			592	
Travel Time (s)		5.5			22.9			19.9			11.5	
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Growth Factor	100%	100%	62%	100%	100%	62%	100%	100%	62%	100%	100%	62%
Heavy Vehicles (%)	7%	7%	7%	5%	5%	5%	3%	3%	3%	6%	6%	6%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Shared Lane Traffic (%)												
Lane Group Flow (vph)	53	846	30	48	1016	26	0	48	23	0	96	23
Turn Type	D.P+P	NA	Perm	D.P+P	NA	Perm	Perm	NA	Perm	Perm	NA	Perm
Protected Phases	1	6		5	2			8			4	
Permitted Phases	2		6	6		2	8		8	4		4
Detector Phase	1	6	6	5	2	2	8	8	8	4	4	4
Switch Phase												
Minimum Initial (s)	6.0	8.0	8.0	6.0	8.0	8.0	10.0	10.0	10.0	10.0	10.0	10.0
Minimum Split (s)	10.5	13.9	13.9	10.5	13.9	13.9	17.3	17.3	17.3	17.3	17.3	17.3
Total Split (s)	12.0	28.0	28.0	11.0	27.0	27.0	21.0	21.0	21.0	21.0	21.0	21.0
Total Split (%)	20.0%	46.7%	46.7%	18.3%	45.0%	45.0%	35.0%	35.0%	35.0%	35.0%	35.0%	35.0%
Maximum Green (s)	7.5	22.1	22.1	6.5	21.1	21.1	13.7	13.7	13.7	13.7	13.7	13.7
Yellow Time (s)	3.5	4.3	4.3	3.5	4.3	4.3	4.3	4.3	4.3	4.3	4.3	4.3
All-Red Time (s)	1.0	1.6	1.6	1.0	1.6	1.6	3.0	3.0	3.0	3.0	3.0	3.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0
Total Lost Time (s)	4.5	5.9	5.9	4.5	5.9	5.9		7.3	7.3		7.3	7.3
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag						
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes						
Vehicle Extension (s)	1.5	3.3	3.3	1.5	3.3	3.3	1.5	1.5	1.5	1.5	1.5	1.5
Minimum Gap (s)	1.5	2.3	2.3	1.5	2.3	2.3	1.5	1.5	1.5	1.5	1.5	1.5
Time Before Reduce (s)	20.0	8.0	8.0	20.0	8.0	8.0	30.0	30.0	30.0	30.0	30.0	30.0
Time To Reduce (s)	0.0	19.0	19.0	0.0	19.0	19.0	0.0	0.0	0.0	0.0	0.0	0.0
Recall Mode	None	C-Max	C-Max	None	C-Max	C-Max	None	None	None	None	None	None
Walk Time (s)												
Flash Don't Walk (s)												
Pedestrian Calls (#/hr)												
v/c Ratio	0.13	0.30	0.03	0.10	0.28	0.03		0.19	0.06		0.41	0.06
Control Delay (s/veh)	2.7	4.3	0.1	5.2	9.6	0.0		22.8	0.3		27.6	0.4

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0
Total Delay (s/veh)	2.7	4.3	0.1	5.2	9.6	0.0		22.8	0.3		27.6	0.4
Queue Length 50th (ft)	2	25	0	5	67	0		15	0		32	0
Queue Length 95th (ft)	10	44	0	17	97	0		39	0		68	0
Internal Link Dist (ft)		280			1431			940			512	
Turn Bay Length (ft)	245		115	500		90			190			80
Base Capacity (vph)	454	2822	870	503	3643	885		330	433		308	424
Starvation Cap Reductn	0	0	0	0	0	0		0	0		0	0
Spillback Cap Reductn	0	0	0	0	0	0		0	0		0	0
Storage Cap Reductn	0	0	0	0	0	0		0	0		0	0
Reduced v/c Ratio	0.12	0.30	0.03	0.10	0.28	0.03		0.15	0.05		0.31	0.05

Intersection Summary	
Area Type:	Other
Cycle Length: 60	
Actuated Cycle Length: 60	
Offset: 54 (90%), Referenced to phase 2:EBWB and 6:EBWB, Start of Green	
Natural Cycle: 45	
Control Type: Actuated-Coordinated	

Splits and Phases: 400: E Frontage Rd & STH 158

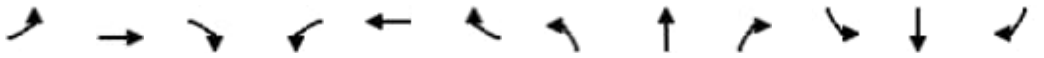




Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	50	795	45	45	955	40	15	30	35	45	45	35
Future Volume (veh/h)	50	795	45	45	955	40	15	30	35	45	45	35
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
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	1810	1810	1654	1850	1850	1682	1709	1709	1709	1668	1668	1668
Adj Flow Rate, veh/h	53	846	30	48	1016	26	16	32	23	48	48	23
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Percent Heavy Veh, %	7	7	7	5	5	5	3	3	3	6	6	6
Cap, veh/h	425	2423	687	521	3097	694	131	200	231	179	143	226
Arrive On Green	0.12	0.98	0.98	0.06	0.49	0.49	0.16	0.16	0.16	0.16	0.16	0.16
Sat Flow, veh/h	1724	4943	1402	1762	6364	1425	322	1256	1448	558	894	1414
Grp Volume(v), veh/h	53	846	30	48	1016	26	48	0	23	96	0	23
Grp Sat Flow(s),veh/h/ln	1724	1648	1402	1762	1591	1425	1578	0	1448	1452	0	1414
Q Serve(g_s), s	0.8	0.3	0.0	0.8	5.9	0.6	0.0	0.0	0.8	1.4	0.0	0.8
Cycle Q Clear(g_c), s	0.8	0.3	0.0	0.8	5.9	0.6	1.5	0.0	0.8	3.3	0.0	0.8
Prop In Lane	1.00		1.00	1.00		1.00	0.33		1.00	0.50		1.00
Lane Grp Cap(c), veh/h	425	2423	687	521	3097	694	332	0	231	322	0	226
V/C Ratio(X)	0.12	0.35	0.04	0.09	0.33	0.04	0.14	0.00	0.10	0.30	0.00	0.10
Avail Cap(c_a), veh/h	539	2423	687	615	3097	694	435	0	331	418	0	323
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)	0.97	0.97	0.97	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	6.3	0.3	0.3	6.4	9.4	8.1	21.8	0.0	21.5	22.5	0.0	21.5
Incr Delay (d2), s/veh	0.0	0.4	0.1	0.0	0.3	0.1	0.1	0.0	0.1	0.2	0.0	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(95%),veh/ln	0.4	0.3	0.0	0.4	2.8	0.3	1.0	0.0	0.5	2.0	0.0	0.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	6.3	0.7	0.4	6.4	9.7	8.2	21.9	0.0	21.6	22.7	0.0	21.6
LnGrp LOS	A	A	A	A	A	A	C		C	C		C
Approach Vol, veh/h		929			1090			71			119	
Approach Delay, s/veh		1.0			9.5			21.8			22.5	
Approach LOS		A			A			C			C	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	8.0	35.1		16.9	7.8	35.3		16.9				
Change Period (Y+Rc), s	4.5	5.9		7.3	4.5	5.9		7.3				
Max Green Setting (Gmax), s	7.5	21.1		13.7	6.5	22.1		13.7				
Max Q Clear Time (g_c+I1), s	2.8	7.9		5.3	2.8	2.3		3.5				
Green Ext Time (p_c), s	0.0	5.9		0.1	0.0	6.0		0.1				

Intersection Summary		
HCM 7th Control Delay, s/veh	7.0	
HCM 7th LOS	A	



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	50	200	30	65	230	40	35	255	70	55	315	145
Future Volume (vph)	50	200	30	65	230	40	35	255	70	55	315	145
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	130		0	135		0	305		0	400		235
Storage Lanes	1		0	1		0	1		0	1		0
Taper Length (ft)	100			100			100			100		
Link Speed (mph)		45			45			35			35	
Link Distance (ft)		463			370			458			1143	
Travel Time (s)		7.0			5.6			8.9			22.3	
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	4%	4%	4%	3%	3%	3%	4%	4%	4%	5%	5%	5%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Shared Lane Traffic (%)												
Lane Group Flow (vph)	51	235	0	66	276	0	36	331	0	56	469	0
Sign Control		Stop			Stop			Stop			Stop	

Intersection Summary	
Area Type:	Other
Control Type: Unsignalized	

Intersection has too many lanes per leg.

HCM All-Way analysis is limited to two lanes per leg.

Channelized right turn lanes are not counted.

Intersection	
Intersection Delay, s/veh	21.7
Intersection LOS	C

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	50	200	30	65	230	40	35	255	70	55	315	145
Future Vol, veh/h	50	200	30	65	230	40	35	255	70	55	315	145
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Heavy Vehicles, %	4	4	4	3	3	3	4	4	4	5	5	5
Mvmt Flow	51	204	31	66	235	41	36	260	71	56	321	148
Number of Lanes	1	1	0	1	1	0	1	2	0	1	2	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	2	2	3	3
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	3	3	2	2
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	3	3	2	2
HCM Control Delay, s/veh	22.7	26.1	17.8	21.1
HCM LOS	C	D	C	C

Lane	NBLn1	NBLn2	NBLn3	EBLn1	EBLn2	WBLn1	WBLn2	SBLn1	SBLn2	SBLn3
Vol Left, %	100%	0%	0%	100%	0%	100%	0%	100%	0%	0%
Vol Thru, %	0%	100%	55%	0%	87%	0%	85%	0%	100%	42%
Vol Right, %	0%	0%	45%	0%	13%	0%	15%	0%	0%	58%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	35	170	155	50	230	65	270	55	210	250
LT Vol	35	0	0	50	0	65	0	55	0	0
Through Vol	0	170	85	0	200	0	230	0	210	105
RT Vol	0	0	70	0	30	0	40	0	0	145
Lane Flow Rate	36	173	158	51	235	66	276	56	214	255
Geometry Grp	6	6	6	6	6	6	6	6	6	6
Degree of Util (X)	0.097	0.444	0.39	0.138	0.596	0.176	0.682	0.146	0.525	0.595
Departure Headway (Hd)	9.735	9.215	8.886	9.739	9.136	9.531	8.916	9.341	8.822	8.401
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Cap	367	390	405	368	394	376	405	383	407	429
Service Time	7.51	6.989	6.66	7.512	6.909	7.302	6.688	7.111	6.591	6.17
HCM Lane V/C Ratio	0.098	0.444	0.39	0.139	0.596	0.176	0.681	0.146	0.526	0.594
HCM Control Delay, s/veh	13.6	19.2	17.3	14.1	24.6	14.3	28.9	13.7	21	22.9
HCM Lane LOS	B	C	C	B	C	B	D	B	C	C
HCM 95th-tile Q	0.3	2.2	1.8	0.5	3.7	0.6	4.9	0.5	3	3.8



Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	280	15	0	410	15	0
Future Volume (vph)	280	15	0	410	15	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12
Grade (%)	0%			0%	0%	
Storage Length (ft)		0	0		100	0
Storage Lanes		0	0		1	1
Taper Length (ft)			100		100	
Link Speed (mph)	45			45	25	
Link Distance (ft)	1503			463	202	
Travel Time (s)	22.8			7.0	5.5	
Confl. Peds. (#/hr)						
Confl. Bikes (#/hr)						
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98
Growth Factor	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	4%	4%	4%	4%	1%	1%
Bus Blockages (#/hr)	0	0	0	0	0	0
Parking (#/hr)						
Mid-Block Traffic (%)	0%			0%	0%	
Shared Lane Traffic (%)						
Lane Group Flow (vph)	301	0	0	418	15	0
Sign Control	Free			Free	Stop	

Intersection Summary	
Area Type:	Other
Control Type: Unsignalized	



Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (veh/h)	280	15	0	410	15	0
Future Volume (Veh/h)	280	15	0	410	15	0
Sign Control	Free			Free	Stop	
Grade	0%			0%	0%	
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98
Hourly flow rate (vph)	286	15	0	418	15	0
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type	None			None		
Median storage veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume			301		712	294
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol			301		712	294
tC, single (s)			4.1		6.4	6.2
tC, 2 stage (s)						
tF (s)			2.2		3.5	3.3
p0 queue free %			100		96	100
cM capacity (veh/h)			1249		401	748

Direction, Lane #	EB 1	WB 1	NB 1	NB 2
Volume Total	301	418	15	0
Volume Left	0	0	15	0
Volume Right	15	0	0	0
cSH	1700	1249	401	1700
Volume to Capacity	0.18	0.00	0.04	0.00
Queue Length 95th (ft)	0	0	3	0
Control Delay (s/veh)	0.0	0.0	14.3	0.0
Lane LOS			B	A
Approach Delay (s/veh)	0.0	0.0	14.3	
Approach LOS			B	

Intersection Summary			
Average Delay	0.3		
Intersection Capacity Utilization	31.6%	ICU Level of Service	A
Analysis Period (min)	15		

Intersection	
Int Delay, s/veh	0.3

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	280	15	0	410	15	0
Future Vol, veh/h	280	15	0	410	15	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	100	0
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	98	98	98	98	98	98
Heavy Vehicles, %	4	4	4	4	1	1
Mvmt Flow	286	15	0	418	15	0

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	301	0	712	293
Stage 1	-	-	-	-	293	-
Stage 2	-	-	-	-	418	-
Critical Hdwy	-	-	4.14	-	6.41	6.21
Critical Hdwy Stg 1	-	-	-	-	5.41	-
Critical Hdwy Stg 2	-	-	-	-	5.41	-
Follow-up Hdwy	-	-	2.236	-	3.509	3.309
Pot Cap-1 Maneuver	-	-	1249	-	401	748
Stage 1	-	-	-	-	759	-
Stage 2	-	-	-	-	666	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1249	-	401	748
Mov Cap-2 Maneuver	-	-	-	-	401	-
Stage 1	-	-	-	-	759	-
Stage 2	-	-	-	-	666	-

Approach	EB	WB	NB
HCM Control Delay, s/v	0	0	14.34
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	NBLn2	EBT	EBR	WBL	WBT
Capacity (veh/h)	401	-	-	-	1249	-
HCM Lane V/C Ratio	0.038	-	-	-	-	-
HCM Control Delay (s/veh)	14.3	0	-	-	0	-
HCM Lane LOS	B	A	-	-	A	-
HCM 95th %tile Q(veh)	0.1	-	-	-	0	-



Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	30	1	1	330	375	35
Future Volume (vph)	30	1	1	330	375	35
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12
Grade (%)	0%			0%	0%	
Storage Length (ft)	100	0	0			0
Storage Lanes	0	1	0			0
Taper Length (ft)	100		100			
Link Speed (mph)	25			35	35	
Link Distance (ft)	248			622	213	
Travel Time (s)	6.8			12.1	4.1	
Confl. Peds. (#/hr)						
Confl. Bikes (#/hr)						
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93
Growth Factor	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	1%	1%	4%	4%	1%	1%
Bus Blockages (#/hr)	0	0	0	0	0	0
Parking (#/hr)						
Mid-Block Traffic (%)	0%			0%	0%	
Shared Lane Traffic (%)						
Lane Group Flow (vph)	32	1	0	356	441	0
Sign Control	Stop			Free	Free	

Intersection Summary	
Area Type:	Other
Control Type: Unsignalized	



Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	30	1	1	330	375	35
Future Volume (Veh/h)	30	1	1	330	375	35
Sign Control	Stop			Free	Free	
Grade	0%			0%	0%	
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93
Hourly flow rate (vph)	32	1	1	355	403	38
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type				None	None	
Median storage veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	779	422	441			
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	779	422	441			
tC, single (s)	6.4	6.2	4.1			
tC, 2 stage (s)						
tF (s)	3.5	3.3	2.2			
p0 queue free %	91	100	100			
cM capacity (veh/h)	365	634	1108			

Direction, Lane #	EB 1	EB 2	NB 1	SB 1
Volume Total	32	1	356	441
Volume Left	32	0	1	0
Volume Right	0	1	0	38
cSH	365	634	1108	1700
Volume to Capacity	0.09	0.00	0.00	0.26
Queue Length 95th (ft)	7	0	0	0
Control Delay (s/veh)	15.8	10.7	0.0	0.0
Lane LOS	C	B	A	
Approach Delay (s/veh)	15.6		0.0	0.0
Approach LOS	C			

Intersection Summary			
Average Delay	0.6		
Intersection Capacity Utilization	31.9%	ICU Level of Service	A
Analysis Period (min)	15		

Intersection	
Int Delay, s/veh	0.6

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	30	1	1	330	375	35
Future Vol, veh/h	30	1	1	330	375	35
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	-	0	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	93	93	93	93	93	93
Heavy Vehicles, %	1	1	4	4	1	1
Mvmt Flow	32	1	1	355	403	38

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	779	422	441	0	-	0
Stage 1	422	-	-	-	-	-
Stage 2	357	-	-	-	-	-
Critical Hdwy	6.41	6.21	4.14	-	-	-
Critical Hdwy Stg 1	5.41	-	-	-	-	-
Critical Hdwy Stg 2	5.41	-	-	-	-	-
Follow-up Hdwy	3.509	3.309	2.236	-	-	-
Pot Cap-1 Maneuver	366	634	1109	-	-	-
Stage 1	664	-	-	-	-	-
Stage 2	710	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	365	634	1109	-	-	-
Mov Cap-2 Maneuver	365	-	-	-	-	-
Stage 1	663	-	-	-	-	-
Stage 2	710	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s/v	15.64	0.02	0
HCM LOS	C		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	EBLn2	SBT	SBR
Capacity (veh/h)	5	-	365	634	-	-
HCM Lane V/C Ratio	0.001	-	0.088	0.002	-	-
HCM Control Delay (s/veh)	8.3	0	15.8	10.7	-	-
HCM Lane LOS	A	A	C	B	-	-
HCM 95th %tile Q(veh)	0	-	0.3	0	-	-



Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	90	15	15	240	275	100
Future Volume (vph)	90	15	15	240	275	100
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12
Grade (%)	0%			0%	0%	
Storage Length (ft)	100	0	0			0
Storage Lanes	0	1	0			0
Taper Length (ft)	100		100			
Link Speed (mph)	25			35	35	
Link Distance (ft)	178			881	622	
Travel Time (s)	4.9			17.2	12.1	
Confl. Peds. (#/hr)						
Confl. Bikes (#/hr)						
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93
Growth Factor	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	1%	1%	4%	4%	1%	1%
Bus Blockages (#/hr)	0	0	0	0	0	0
Parking (#/hr)						
Mid-Block Traffic (%)	0%			0%	0%	
Shared Lane Traffic (%)						
Lane Group Flow (vph)	97	16	0	274	404	0
Sign Control	Stop			Free	Free	

Intersection Summary	
Area Type:	Other
Control Type: Unsignalized	



Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	90	15	15	240	275	100
Future Volume (Veh/h)	90	15	15	240	275	100
Sign Control	Stop			Free	Free	
Grade	0%			0%	0%	
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93
Hourly flow rate (vph)	97	16	16	258	296	108
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type				None	None	
Median storage veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	640	350	404			
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	640	350	404			
tC, single (s)	6.4	6.2	4.1			
tC, 2 stage (s)						
tF (s)	3.5	3.3	2.2			
p0 queue free %	78	98	99			
cM capacity (veh/h)	435	696	1144			

Direction, Lane #	EB 1	EB 2	NB 1	SB 1
Volume Total	97	16	274	404
Volume Left	97	0	16	0
Volume Right	0	16	0	108
cSH	435	696	1144	1700
Volume to Capacity	0.22	0.02	0.01	0.24
Queue Length 95th (ft)	21	2	1	0
Control Delay (s/veh)	15.6	10.3	0.6	0.0
Lane LOS	C	B	A	
Approach Delay (s/veh)	14.9		0.6	0.0
Approach LOS	B			

Intersection Summary			
Average Delay	2.3		
Intersection Capacity Utilization	36.6%	ICU Level of Service	A
Analysis Period (min)	15		

Intersection	
Int Delay, s/veh	2.3

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	90	15	15	240	275	100
Future Vol, veh/h	90	15	15	240	275	100
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	-	0	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	93	93	93	93	93	93
Heavy Vehicles, %	1	1	4	4	1	1
Mvmt Flow	97	16	16	258	296	108

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	640	349	403	0	-	0
Stage 1	349	-	-	-	-	-
Stage 2	290	-	-	-	-	-
Critical Hdwy	6.41	6.21	4.14	-	-	-
Critical Hdwy Stg 1	5.41	-	-	-	-	-
Critical Hdwy Stg 2	5.41	-	-	-	-	-
Follow-up Hdwy	3.509	3.309	2.236	-	-	-
Pot Cap-1 Maneuver	441	696	1145	-	-	-
Stage 1	716	-	-	-	-	-
Stage 2	761	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	434	696	1145	-	-	-
Mov Cap-2 Maneuver	434	-	-	-	-	-
Stage 1	704	-	-	-	-	-
Stage 2	761	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s/v	14.89	0.48	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	EBLn2	SBT	SBR
Capacity (veh/h)	106	-	434	696	-	-
HCM Lane V/C Ratio	0.014	-	0.223	0.023	-	-
HCM Control Delay (s/veh)	8.2	0	15.7	10.3	-	-
HCM Lane LOS	A	A	C	B	-	-
HCM 95th %tile Q(veh)	0	-	0.8	0.1	-	-



Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	100	30	35	155	175	115
Future Volume (vph)	100	30	35	155	175	115
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12
Grade (%)	0%			0%	0%	
Storage Length (ft)	100	0	0			0
Storage Lanes	0	1	0			0
Taper Length (ft)	100		100			
Link Speed (mph)	25			35	35	
Link Distance (ft)	163			383	881	
Travel Time (s)	4.4			7.5	17.2	
Confl. Peds. (#/hr)						
Confl. Bikes (#/hr)						
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93
Growth Factor	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	1%	1%	4%	4%	1%	1%
Bus Blockages (#/hr)	0	0	0	0	0	0
Parking (#/hr)						
Mid-Block Traffic (%)	0%			0%	0%	
Shared Lane Traffic (%)						
Lane Group Flow (vph)	108	32	0	205	312	0
Sign Control	Stop			Free	Free	

Intersection Summary	
Area Type:	Other
Control Type: Unsignalized	



Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	100	30	35	155	175	115
Future Volume (Veh/h)	100	30	35	155	175	115
Sign Control	Stop			Free	Free	
Grade	0%			0%	0%	
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93
Hourly flow rate (vph)	108	32	38	167	188	124
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type				None	None	
Median storage veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	493	250	312			
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	493	250	312			
tC, single (s)	6.4	6.2	4.1			
tC, 2 stage (s)						
tF (s)	3.5	3.3	2.2			
p0 queue free %	79	96	97			
cM capacity (veh/h)	521	791	1237			

Direction, Lane #	EB 1	EB 2	NB 1	SB 1
Volume Total	108	32	205	312
Volume Left	108	0	38	0
Volume Right	0	32	0	124
cSH	521	791	1237	1700
Volume to Capacity	0.21	0.04	0.03	0.18
Queue Length 95th (ft)	19	3	2	0
Control Delay (s/veh)	13.7	9.7	1.7	0.0
Lane LOS	B	A	A	
Approach Delay (s/veh)	12.8		1.7	0.0
Approach LOS	B			

Intersection Summary			
Average Delay	3.3		
Intersection Capacity Utilization	41.9%	ICU Level of Service	A
Analysis Period (min)	15		

Intersection	
Int Delay, s/veh	3.2

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	100	30	35	155	175	115
Future Vol, veh/h	100	30	35	155	175	115
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	-	0	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	93	93	93	93	93	93
Heavy Vehicles, %	1	1	4	4	1	1
Mvmt Flow	108	32	38	167	188	124

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	492	250	312	0	-	0
Stage 1	250	-	-	-	-	-
Stage 2	242	-	-	-	-	-
Critical Hdwy	6.41	6.21	4.14	-	-	-
Critical Hdwy Stg 1	5.41	-	-	-	-	-
Critical Hdwy Stg 2	5.41	-	-	-	-	-
Follow-up Hdwy	3.509	3.309	2.236	-	-	-
Pot Cap-1 Maneuver	538	791	1237	-	-	-
Stage 1	794	-	-	-	-	-
Stage 2	801	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	520	791	1237	-	-	-
Mov Cap-2 Maneuver	520	-	-	-	-	-
Stage 1	767	-	-	-	-	-
Stage 2	801	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s/v	12.8	1.47	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	EBLn2	SBT	SBR
Capacity (veh/h)	332	-	520	791	-	-
HCM Lane V/C Ratio	0.03	-	0.207	0.041	-	-
HCM Control Delay (s/veh)	8	0	13.7	9.7	-	-
HCM Lane LOS	A	A	B	A	-	-
HCM 95th %tile Q(veh)	0.1	-	0.8	0.1	-	-



Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	0	15	15	190	205	0
Future Volume (vph)	0	15	15	190	205	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12
Grade (%)	0%			0%	0%	
Storage Length (ft)	100	0	0			0
Storage Lanes	1	1	0			0
Taper Length (ft)	100		100			
Link Speed (mph)	25			35	35	
Link Distance (ft)	653			255	383	
Travel Time (s)	17.8			5.0	7.5	
Confl. Peds. (#/hr)						
Confl. Bikes (#/hr)						
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93
Growth Factor	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	1%	1%	4%	4%	1%	1%
Bus Blockages (#/hr)	0	0	0	0	0	0
Parking (#/hr)						
Mid-Block Traffic (%)	0%			0%	0%	
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	16	0	220	220	0
Sign Control	Stop			Free	Free	

Intersection Summary	
Area Type:	Other
Control Type: Unsignalized	



Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	0	15	15	190	205	0
Future Volume (Veh/h)	0	15	15	190	205	0
Sign Control	Stop			Free	Free	
Grade	0%			0%	0%	
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93
Hourly flow rate (vph)	0	16	16	204	220	0
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type				None	None	
Median storage veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	456	220	220			
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	456	220	220			
tC, single (s)	6.4	6.2	4.1			
tC, 2 stage (s)						
tF (s)	3.5	3.3	2.2			
p0 queue free %	100	98	99			
cM capacity (veh/h)	557	822	1337			

Direction, Lane #	EB 1	EB 2	NB 1	SB 1
Volume Total	0	16	220	220
Volume Left	0	0	16	0
Volume Right	0	16	0	0
cSH	1700	822	1337	1700
Volume to Capacity	0.00	0.02	0.01	0.13
Queue Length 95th (ft)	0	1	1	0
Control Delay (s/veh)	0.0	9.5	0.7	0.0
Lane LOS	A	A	A	
Approach Delay (s/veh)	9.5		0.7	0.0
Approach LOS	A			

Intersection Summary			
Average Delay	0.7		
Intersection Capacity Utilization	25.7%	ICU Level of Service	A
Analysis Period (min)	15		

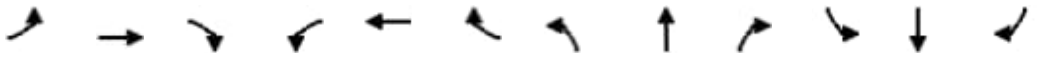
Intersection	
Int Delay, s/veh	0.6

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	0	15	15	190	205	0
Future Vol, veh/h	0	15	15	190	205	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	100	0	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	93	93	93	93	93	93
Heavy Vehicles, %	1	1	4	4	1	1
Mvmt Flow	0	16	16	204	220	0

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	457	220	220	0	-	0
Stage 1	220	-	-	-	-	-
Stage 2	237	-	-	-	-	-
Critical Hdwy	6.41	6.21	4.14	-	-	-
Critical Hdwy Stg 1	5.41	-	-	-	-	-
Critical Hdwy Stg 2	5.41	-	-	-	-	-
Follow-up Hdwy	3.509	3.309	2.236	-	-	-
Pot Cap-1 Maneuver	563	822	1337	-	-	-
Stage 1	819	-	-	-	-	-
Stage 2	805	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	556	822	1337	-	-	-
Mov Cap-2 Maneuver	556	-	-	-	-	-
Stage 1	807	-	-	-	-	-
Stage 2	805	-	-	-	-	-

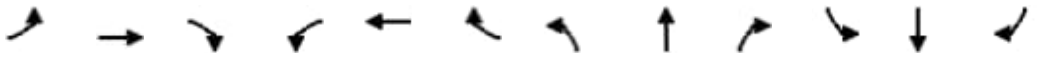
Approach	EB	NB	SB
HCM Control Delay, s/v	9.47	0.57	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	EBLn2	SBT	SBR
Capacity (veh/h)	132	-	-	822	-	-
HCM Lane V/C Ratio	0.012	-	-	0.02	-	-
HCM Control Delay (s/veh)	7.7	0	0	9.5	-	-
HCM Lane LOS	A	A	A	A	-	-
HCM 95th %tile Q(veh)	0	-	-	0.1	-	-



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	10	265	50	90	290	5	40	15	150	15	25	5
Future Volume (vph)	10	265	50	90	290	5	40	15	150	15	25	5
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	0		0	0		0	0		0	0		0
Storage Lanes	0		0	0		0	0		0	0		0
Taper Length (ft)	100			100			100			100		
Link Speed (mph)		45			45			35			35	
Link Distance (ft)		397			1700			2006			1738	
Travel Time (s)		6.0			25.8			39.1			33.9	
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
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
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	1%	1%	1%	2%	2%	2%	5%	5%	5%	1%	1%	1%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	353	0	0	418	0	0	222	0	0	48	0
Sign Control		Stop			Stop			Stop			Stop	

Intersection Summary	
Area Type:	Other
Control Type: Unsignalized	



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Sign Control		Stop			Stop			Stop			Stop	
Traffic Volume (vph)	10	265	50	90	290	5	40	15	150	15	25	5
Future Volume (vph)	10	265	50	90	290	5	40	15	150	15	25	5
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
Hourly flow rate (vph)	11	288	54	98	315	5	43	16	163	16	27	5

Direction, Lane #	EB 1	WB 1	NB 1	SB 1
Volume Total (vph)	353	418	222	48
Volume Left (vph)	11	98	43	16
Volume Right (vph)	54	5	163	5
Hadj (s)	-0.07	0.07	-0.32	0.02
Departure Headway (s)	5.3	5.3	5.7	6.5
Degree Utilization, x	0.52	0.62	0.35	0.09
Capacity (veh/h)	642	649	563	447
Control Delay (s/veh)	13.9	16.6	11.8	10.1
Approach Delay (s/veh)	13.9	16.6	11.8	10.1
Approach LOS	B	C	B	B

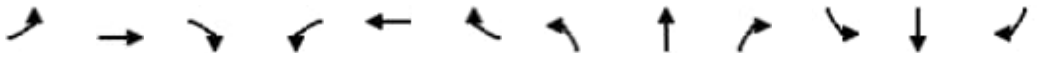
Intersection Summary				
Delay	14.3			
Level of Service	B			
Intersection Capacity Utilization	62.1%	ICU Level of Service	B	
Analysis Period (min)	15			

Intersection	
Intersection Delay, s/veh	14.4
Intersection LOS	B

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	10	265	50	90	290	5	40	15	150	15	25	5
Future Vol, veh/h	10	265	50	90	290	5	40	15	150	15	25	5
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
Heavy Vehicles, %	1	1	1	2	2	2	5	5	5	1	1	1
Mvmt Flow	11	288	54	98	315	5	43	16	163	16	27	5
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

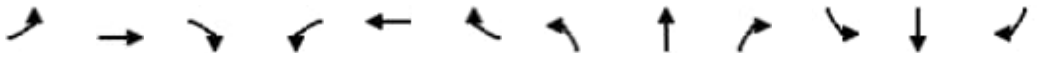
Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay, s/veh	13.9	16.6	11.8	10.1
HCM LOS	B	C	B	B

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	20%	3%	23%	33%
Vol Thru, %	7%	82%	75%	56%
Vol Right, %	73%	15%	1%	11%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	205	325	385	45
LT Vol	40	10	90	15
Through Vol	15	265	290	25
RT Vol	150	50	5	5
Lane Flow Rate	223	353	418	49
Geometry Grp	1	1	1	1
Degree of Util (X)	0.351	0.517	0.617	0.087
Departure Headway (Hd)	5.665	5.268	5.31	6.414
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	633	682	678	555
Service Time	3.723	3.317	3.356	4.493
HCM Lane V/C Ratio	0.352	0.518	0.617	0.088
HCM Control Delay, s/veh	11.8	13.9	16.6	10.1
HCM Lane LOS	B	B	C	B
HCM 95th-tile Q	1.6	3	4.3	0.3



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	45	125	30	115	225	80	20	125	105	165	140	50
Future Volume (vph)	45	125	30	115	225	80	20	125	105	165	140	50
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	0		0	0		0	0		0	0		255
Storage Lanes	0		0	0		0	0		0	0		1
Taper Length (ft)	100			100			100			100		
Link Speed (mph)		30			30			35			35	
Link Distance (ft)		1254			421			1037			605	
Travel Time (s)		28.5			9.6			20.2			11.8	
Confl. Peds. (#/hr)				205								
Confl. Bikes (#/hr)												
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	5%	5%	5%	3%	3%	3%	3%	3%	3%	1%	1%	1%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	214	0	0	452	0	0	269	0	0	328	54
Sign Control		Stop			Stop			Stop			Stop	

Intersection Summary	
Area Type:	Other
Control Type: Unsignalized	



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Sign Control		Stop			Stop			Stop			Stop	
Traffic Volume (vph)	45	125	30	115	225	80	20	125	105	165	140	50
Future Volume (vph)	45	125	30	115	225	80	20	125	105	165	140	50
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Hourly flow rate (vph)	48	134	32	124	242	86	22	134	113	177	151	54

Direction, Lane #	EB 1	EB 2	WB 1	WB 2	NB 1	SB 1	SB 2
Volume Total (vph)	115	99	245	207	269	328	54
Volume Left (vph)	48	0	124	0	22	177	0
Volume Right (vph)	0	32	0	86	113	0	54
Hadj (s)	0.29	-0.14	0.30	-0.24	-0.18	0.29	-0.68
Departure Headway (s)	8.0	7.6	7.6	7.0	7.1	7.5	6.5
Degree Utilization, x	0.26	0.21	0.51	0.40	0.53	0.68	0.10
Capacity (veh/h)	411	433	456	491	474	457	525
Control Delay (s/veh)	12.6	11.4	17.1	13.5	18.0	23.8	9.0
Approach Delay (s/veh)	12.0		15.4		18.0	21.7	
Approach LOS	B		C		C	C	

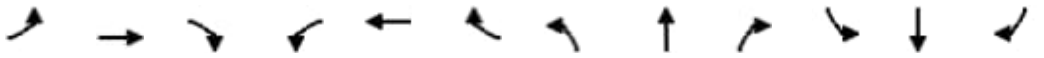
Intersection Summary				
Delay	17.2			
Level of Service	C			
Intersection Capacity Utilization	61.8%	ICU Level of Service	B	
Analysis Period (min)	15			

Intersection	
Intersection Delay, s/veh	18.8
Intersection LOS	C

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	45	125	30	115	225	80	20	125	105	165	140	50
Future Vol, veh/h	45	125	30	115	225	80	20	125	105	165	140	50
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Heavy Vehicles, %	5	5	5	3	3	3	3	3	3	1	1	1
Mvmt Flow	48	134	32	124	242	86	22	134	113	177	151	54
Number of Lanes	0	2	0	0	2	0	0	1	0	0	1	1

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	2	2	2	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	2	1	2	2
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	2	2	2
HCM Control Delay, s/veh	13.2	16.9	19.5	23.8
HCM LOS	B	C	C	C

Lane	NBLn1	EBLn1	EBLn2	WBLn1	WBLn2	SBLn1	SBLn2
Vol Left, %	8%	42%	0%	51%	0%	54%	0%
Vol Thru, %	50%	58%	68%	49%	58%	46%	0%
Vol Right, %	42%	0%	32%	0%	42%	0%	100%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	250	108	93	228	193	305	50
LT Vol	20	45	0	115	0	165	0
Through Vol	125	63	63	113	113	140	0
RT Vol	105	0	30	0	80	0	50
Lane Flow Rate	269	116	99	245	207	328	54
Geometry Grp	4b	5	5	5	5	5	5
Degree of Util (X)	0.555	0.262	0.213	0.522	0.41	0.694	0.099
Departure Headway (Hd)	7.437	8.17	7.718	7.682	7.123	7.623	6.629
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Cap	484	438	463	467	505	472	539
Service Time	5.504	5.945	5.493	5.446	4.886	5.384	4.39
HCM Lane V/C Ratio	0.556	0.265	0.214	0.525	0.41	0.695	0.1
HCM Control Delay, s/veh	19.5	13.8	12.6	18.6	14.8	26	10.1
HCM Lane LOS	C	B	B	C	B	D	B
HCM 95th-tile Q	3.3	1	0.8	3	2	5.3	0.3

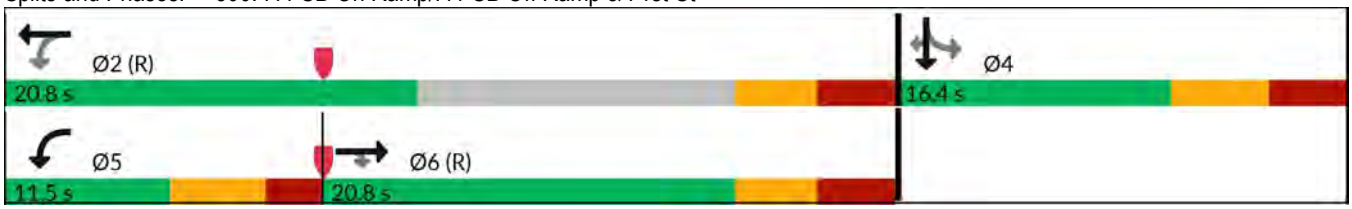


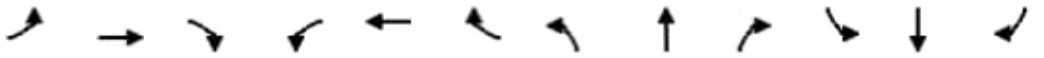
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	250	145	25	195	0	0	0	0	170	380	59
Future Volume (vph)	0	250	145	25	195	0	0	0	0	170	380	59
Ideal Flow (vphpl)	1770	1770	1750	1770	1770	1770	1900	1900	1900	1905	1905	1750
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	0		120	0		0	0		0	255		255
Storage Lanes	0		1	1		0	0		0	1		1
Taper Length (ft)	100			100			100			100		
Right Turn on Red			Yes			Yes			Yes			Yes
Link Speed (mph)		30			30			35			45	
Link Distance (ft)		421			258			763			621	
Travel Time (s)		9.6			5.9			14.9			9.4	
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Growth Factor	100%	100%	75%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Shared Lane Traffic (%)										10%		
Lane Group Flow (vph)	0	266	116	27	207	0	0	0	0	163	422	63
Turn Type		NA	Perm	pm+pt	NA					Perm	NA	Perm
Protected Phases		6		5	2						4	
Permitted Phases			6	2						4		4
Detector Phase		6	6	5	2					4	4	4
Switch Phase												
Minimum Initial (s)		15.0	15.0	6.0	15.0					10.0	10.0	10.0
Minimum Split (s)		20.8	20.8	11.5	20.8					16.4	16.4	16.4
Total Split (s)		20.8	20.8	11.5	20.8					16.4	16.4	16.4
Total Split (%)		42.7%	42.7%	23.6%	42.7%					33.7%	33.7%	33.7%
Maximum Green (s)		15.0	15.0	6.0	15.0					10.0	10.0	10.0
Yellow Time (s)		3.0	3.0	3.5	3.0					3.6	3.6	3.6
All-Red Time (s)		2.8	2.8	2.0	2.8					2.8	2.8	2.8
Lost Time Adjust (s)		0.0	0.0	0.0	0.0					0.0	0.0	0.0
Total Lost Time (s)		5.8	5.8	5.5	5.8					6.4	6.4	6.4
Lead/Lag		Lag	Lag	Lead								
Lead-Lag Optimize?		Yes	Yes	Yes								
Vehicle Extension (s)		4.9	4.9	1.5	4.9					1.5	1.5	1.5
Minimum Gap (s)		2.0	2.0	1.5	2.0					1.5	1.5	1.5
Time Before Reduce (s)		18.0	18.0	20.0	18.0					30.0	30.0	30.0
Time To Reduce (s)		22.0	22.0	0.0	22.0					0.0	0.0	0.0
Recall Mode		C-Max	C-Max	None	C-Max					None	None	None
Walk Time (s)												
Flash Don't Walk (s)												
Pedestrian Calls (#/hr)												
v/c Ratio		0.16	0.14	0.05	0.12					0.49	0.61	0.14
Control Delay (s/veh)		8.4	1.1	5.3	5.6					23.0	21.8	0.7

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Queue Delay		0.0	0.0	0.0	0.0					0.0	0.0	0.0
Total Delay (s/veh)		8.4	1.1	5.3	5.6					23.0	21.8	0.7
Queue Length 50th (ft)		17	0	3	13					45	60	0
Queue Length 95th (ft)		52	8	11	24					95	98	0
Internal Link Dist (ft)		341			178			683			541	
Turn Bay Length (ft)			120							255		255
Base Capacity (vph)		1638	824	543	1794					331	696	447
Starvation Cap Reductn		0	0	0	0					0	0	0
Spillback Cap Reductn		0	0	0	0					0	0	0
Storage Cap Reductn		0	0	0	0					0	0	0
Reduced v/c Ratio		0.16	0.14	0.05	0.12					0.49	0.61	0.14

Intersection Summary	
Area Type:	Other
Cycle Length: 48.7	
Actuated Cycle Length: 48.7	
Offset: 11.5 (24%), Referenced to phase 2:WBTL and 6:EBT, Start of Green	
Natural Cycle: 50	
Control Type: Actuated-Coordinated	

Splits and Phases: 800: I41 SB On Ramp/I41 SB Off Ramp & 71st St





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	250	145	25	195	0	0	0	0	170	380	59
Future Volume (veh/h)	0	250	145	25	195	0	0	0	0	170	380	59
Initial Q (Qb), veh	0	0	0	0	0	0				0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	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
Work Zone On Approach		No			No						No	
Adj Sat Flow, veh/h/ln	0	1742	1723	1742	1742	0				1875	1875	1723
Adj Flow Rate, veh/h	0	266	116	27	207	0				181	404	63
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94				0.94	0.94	0.94
Percent Heavy Veh, %	0	2	2	2	2	0				2	2	2
Cap, veh/h	0	1315	580	531	1811	0				364	765	298
Arrive On Green	0.00	0.40	0.40	0.04	0.55	0.00				0.20	0.20	0.20
Sat Flow, veh/h	0	3398	1460	1659	3398	0				1786	3751	1460
Grp Volume(v), veh/h	0	266	116	27	207	0				181	404	63
Grp Sat Flow(s),veh/h/ln	0	1655	1460	1659	1655	0				1786	1875	1460
Q Serve(g_s), s	0.0	2.6	2.6	0.4	1.5	0.0				4.4	4.7	1.8
Cycle Q Clear(g_c), s	0.0	2.6	2.6	0.4	1.5	0.0				4.4	4.7	1.8
Prop In Lane	0.00		1.00	1.00		0.00				1.00		1.00
Lane Grp Cap(c), veh/h	0	1315	580	531	1811	0				364	765	298
V/C Ratio(X)	0.00	0.20	0.20	0.05	0.11	0.00				0.50	0.53	0.21
Avail Cap(c_a), veh/h	0	1315	580	671	1811	0				364	765	298
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Upstream Filter(I)	0.00	1.00	1.00	0.99	0.99	0.00				1.00	1.00	1.00
Uniform Delay (d), s/veh	0.0	9.7	9.7	7.1	5.4	0.0				17.3	17.4	16.2
Incr Delay (d2), s/veh	0.0	0.3	0.8	0.0	0.1	0.0				0.4	0.3	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
%ile BackOfQ(95%),veh/ln	0.0	1.5	1.4	0.2	0.7	0.0				2.7	3.0	2.8
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	0.0	10.0	10.5	7.1	5.5	0.0				17.7	17.7	16.4
LnGrp LOS		B	B	A	A					B	B	B
Approach Vol, veh/h		382			234						648	
Approach Delay, s/veh		10.2			5.7						17.6	
Approach LOS		B			A						B	

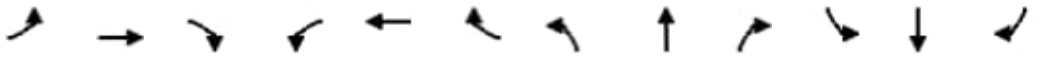
Timer - Assigned Phs	2		4	5	6
Phs Duration (G+Y+Rc), s	32.6		16.4	7.3	25.3
Change Period (Y+Rc), s	5.8		* 6.4	5.5	5.8
Max Green Setting (Gmax), s	15.0		* 10	6.0	15.0
Max Q Clear Time (g_c+I1), s	3.5		6.7	2.4	4.6
Green Ext Time (p_c), s	1.5		0.6	0.0	2.5

Intersection Summary	
HCM 7th Control Delay, s/veh	13.1
HCM 7th LOS	B

Notes

User approved volume balancing among the lanes for turning movement.

* HCM 7th computational engine requires equal clearance times for the phases crossing the barrier.

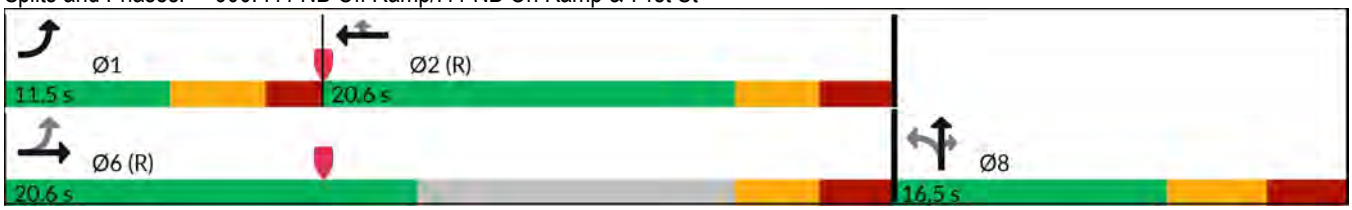


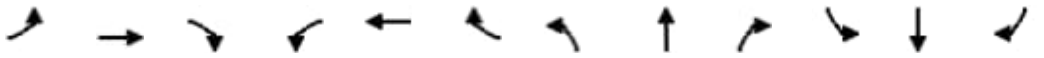
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	150	270	0	0	135	160	85	395	12	0	0	0
Future Volume (vph)	150	270	0	0	135	160	85	395	12	0	0	0
Ideal Flow (vphpl)	1770	1770	1770	1770	1770	1750	1825	1750	1750	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	0		0	0		105	250		250	0		0
Storage Lanes	1		0	0		1	1		1	0		0
Taper Length (ft)	100			100			100			100		
Right Turn on Red			Yes			Yes			Yes			Yes
Link Speed (mph)		30			30			35			45	
Link Distance (ft)		258			595			685			495	
Travel Time (s)		5.9			13.5			13.3			7.5	
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88
Growth Factor	100%	100%	100%	100%	100%	75%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	1%	1%	1%	4%	4%	4%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Shared Lane Traffic (%)							10%					
Lane Group Flow (vph)	170	307	0	0	153	136	87	459	14	0	0	0
Turn Type	pm+pt	NA			NA	Perm	Perm	NA	Perm			
Protected Phases	1	6			2			8				
Permitted Phases	6					2	8		8			
Detector Phase	1	6			2	2	8	8	8			
Switch Phase												
Minimum Initial (s)	6.0	15.0			15.0	15.0	10.0	10.0	10.0			
Minimum Split (s)	11.5	20.6			20.6	20.6	16.5	16.5	16.5			
Total Split (s)	11.5	20.6			20.6	20.6	16.5	16.5	16.5			
Total Split (%)	23.7%	42.4%			42.4%	42.4%	34.0%	34.0%	34.0%			
Maximum Green (s)	6.0	15.0			15.0	15.0	10.0	10.0	10.0			
Yellow Time (s)	3.5	3.0			3.0	3.0	3.6	3.6	3.6			
All-Red Time (s)	2.0	2.6			2.6	2.6	2.9	2.9	2.9			
Lost Time Adjust (s)	0.0	0.0			0.0	0.0	0.0	0.0	0.0			
Total Lost Time (s)	5.5	5.6			5.6	5.6	6.5	6.5	6.5			
Lead/Lag	Lead				Lag	Lag						
Lead-Lag Optimize?	Yes				Yes	Yes						
Vehicle Extension (s)	1.5	4.9			1.9	1.9	1.5	1.5	1.5			
Minimum Gap (s)	1.5	2.0			2.0	2.0	1.5	1.5	1.5			
Time Before Reduce (s)	20.0	18.0			18.0	18.0	30.0	30.0	30.0			
Time To Reduce (s)	0.0	22.0			22.0	22.0	0.0	0.0	0.0			
Recall Mode	None	C-Max			C-Max	C-Max	None	None	None			
Walk Time (s)												
Flash Don't Walk (s)												
Pedestrian Calls (#/hr)												
v/c Ratio	0.30	0.17			0.13	0.21	0.28	0.73	0.03			
Control Delay (s/veh)	7.2	5.9			12.5	1.9	19.1	26.8	0.2			

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Queue Delay	0.0	0.0			0.0	0.0	0.0	0.0	0.0			
Total Delay (s/veh)	7.2	5.9			12.5	1.9	19.1	26.8	0.2			
Queue Length 50th (ft)	21	20			16	0	23	67	0			
Queue Length 95th (ft)	43	33			32	13	54	#121	0			
Internal Link Dist (ft)		178			515			605			415	
Turn Bay Length (ft)						105	250		250			
Base Capacity (vph)	563	1797			1185	654	312	629	438			
Starvation Cap Reductn	0	0			0	0	0	0	0			
Spillback Cap Reductn	0	0			0	0	0	0	0			
Storage Cap Reductn	0	0			0	0	0	0	0			
Reduced v/c Ratio	0.30	0.17			0.13	0.21	0.28	0.73	0.03			

Intersection Summary	
Area Type:	Other
Cycle Length: 48.6	
Actuated Cycle Length: 48.6	
Offset: 11.5 (24%), Referenced to phase 2:WBT and 6:EBTL, Start of Green	
Natural Cycle: 50	
Control Type: Actuated-Coordinated	
# 95th percentile volume exceeds capacity, queue may be longer.	
Queue shown is maximum after two cycles.	

Splits and Phases: 900: I41 NB Off Ramp/I41 NB On Ramp & 71st St





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	150	270	0	0	135	160	85	395	12	0	0	0
Future Volume (veh/h)	150	270	0	0	135	160	85	395	12	0	0	0
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0			
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Ped-Bike Adj(A_pbT)	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			
Work Zone On Approach		No			No			No				
Adj Sat Flow, veh/h/ln	1742	1742	0	0	1756	1736	1768	1695	1695			
Adj Flow Rate, veh/h	170	307	0	0	153	136	97	449	14			
Peak Hour Factor	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88			
Percent Heavy Veh, %	2	2	0	0	1	1	4	4	4			
Cap, veh/h	629	1818	0	0	1089	480	343	692	293			
Arrive On Green	0.22	1.00	0.00	0.00	0.33	0.33	0.20	0.20	0.20			
Sat Flow, veh/h	1659	3398	0	0	3425	1471	1684	3391	1437			
Grp Volume(v), veh/h	170	307	0	0	153	136	97	449	14			
Grp Sat Flow(s),veh/h/ln	1659	1655	0	0	1668	1471	1684	1695	1437			
Q Serve(g_s), s	2.9	0.0	0.0	0.0	1.6	3.4	2.4	6.0	0.4			
Cycle Q Clear(g_c), s	2.9	0.0	0.0	0.0	1.6	3.4	2.4	6.0	0.4			
Prop In Lane	1.00		0.00	0.00		1.00	1.00		1.00			
Lane Grp Cap(c), veh/h	629	1818	0	0	1089	480	343	692	293			
V/C Ratio(X)	0.27	0.17	0.00	0.00	0.14	0.28	0.28	0.65	0.05			
Avail Cap(c_a), veh/h	649	1818	0	0	1089	480	344	692	293			
HCM Platoon Ratio	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Upstream Filter(I)	0.97	0.97	0.00	0.00	1.00	1.00	1.00	1.00	1.00			
Uniform Delay (d), s/veh	6.7	0.0	0.0	0.0	11.6	12.2	16.5	17.9	15.7			
Incr Delay (d2), s/veh	0.1	0.2	0.0	0.0	0.3	1.5	0.2	1.7	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			
%ile BackOfQ(95%),veh/ln	1.3	0.1	0.0	0.0	1.0	2.1	1.5	3.9	0.2			
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	6.7	0.2	0.0	0.0	11.9	13.7	16.6	19.6	15.7			
LnGrp LOS	A	A			B	B	B	B	B			
Approach Vol, veh/h		477			289			560				
Approach Delay, s/veh		2.5			12.8			19.0				
Approach LOS		A			B			B				
Timer - Assigned Phs	1	2				6		8				
Phs Duration (G+Y+Rc), s	10.9	21.6				32.5		16.5				
Change Period (Y+Rc), s	5.5	5.6				5.6		6.5				
Max Green Setting (Gmax), s	6.0	15.0				15.0		10.0				
Max Q Clear Time (g_c+I1), s	4.9	5.4				2.0		8.0				
Green Ext Time (p_c), s	0.0	0.6				2.6		0.4				

Intersection Summary	
HCM 7th Control Delay, s/veh	11.7
HCM 7th LOS	B

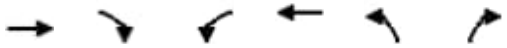
Notes

User approved volume balancing among the lanes for turning movement.



Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	55	15	230	70	65	95
Future Volume (vph)	55	15	230	70	65	95
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12
Grade (%)	0%			0%	0%	
Storage Length (ft)		0	0		0	0
Storage Lanes		0	0		1	1
Taper Length (ft)			100		100	
Link Speed (mph)	30			30	30	
Link Distance (ft)	787			1254	1020	
Travel Time (s)	17.9			28.5	23.2	
Confl. Peds. (#/hr)						
Confl. Bikes (#/hr)						
Peak Hour Factor	0.83	0.83	0.83	0.83	0.83	0.83
Growth Factor	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	1%	1%	1%	1%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0
Parking (#/hr)						
Mid-Block Traffic (%)	0%			0%	0%	
Shared Lane Traffic (%)						
Lane Group Flow (vph)	84	0	0	361	78	114
Sign Control	Stop			Stop	Stop	

Intersection Summary	
Area Type:	Other
Control Type: Unsignalized	



Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Sign Control	Stop			Stop	Stop	
Traffic Volume (vph)	55	15	230	70	65	95
Future Volume (vph)	55	15	230	70	65	95
Peak Hour Factor	0.83	0.83	0.83	0.83	0.83	0.83
Hourly flow rate (vph)	66	18	277	84	78	114

Direction, Lane #	EB 1	EB 2	WB 1	WB 2	NB 1	NB 2
Volume Total (vph)	44	40	305	56	78	114
Volume Left (vph)	0	0	277	0	78	0
Volume Right (vph)	0	18	0	0	0	114
Hadj (s)	0.02	-0.30	0.47	0.02	0.53	-0.67
Departure Headway (s)	5.4	5.1	5.6	5.1	6.2	5.0
Degree Utilization, x	0.07	0.06	0.47	0.08	0.13	0.16
Capacity (veh/h)	623	666	625	675	551	676
Control Delay (s/veh)	7.6	7.2	12.3	7.4	8.9	7.7
Approach Delay (s/veh)	7.4		11.6		8.2	
Approach LOS	A		B		A	

Intersection Summary			
Delay	10.0		
Level of Service	B		
Intersection Capacity Utilization	29.7%	ICU Level of Service	A
Analysis Period (min)	15		

Intersection	
Intersection Delay, s/veh	10.9
Intersection LOS	B

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	55	15	230	70	65	95
Future Vol, veh/h	55	15	230	70	65	95
Peak Hour Factor	0.83	0.83	0.83	0.83	0.83	0.83
Heavy Vehicles, %	1	1	1	1	2	2
Mvmt Flow	66	18	277	84	78	114
Number of Lanes	2	0	0	2	1	1

Approach	EB	WB	NB
Opposing Approach	WB	EB	
Opposing Lanes	2	2	0
Conflicting Approach Left		NB	EB
Conflicting Lanes Left	0	2	2
Conflicting Approach Right	NB		WB
Conflicting Lanes Right	2	0	2
HCM Control Delay, s/veh	8.4	12.4	9.2
HCM LOS	A	B	A

Lane	NBLn1	NBLn2	EBLn1	EBLn2	WBLn1	WBLn2
Vol Left, %	100%	0%	0%	0%	91%	0%
Vol Thru, %	0%	0%	100%	55%	9%	100%
Vol Right, %	0%	100%	0%	45%	0%	0%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	65	95	37	33	253	47
LT Vol	65	0	0	0	230	0
Through Vol	0	0	37	18	23	47
RT Vol	0	95	0	15	0	0
Lane Flow Rate	78	114	44	40	305	56
Geometry Grp	5	5	5	5	5	5
Degree of Util (X)	0.135	0.158	0.066	0.057	0.472	0.08
Departure Headway (Hd)	6.188	4.982	5.411	5.093	5.566	5.11
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes
Cap	578	718	658	699	647	699
Service Time	3.938	2.731	3.175	2.857	3.315	2.859
HCM Lane V/C Ratio	0.135	0.159	0.067	0.057	0.471	0.08
HCM Control Delay, s/veh	9.9	8.7	8.6	8.2	13.2	8.3
HCM Lane LOS	A	A	A	A	B	A
HCM 95th-tile Q	0.5	0.6	0.2	0.2	2.5	0.3

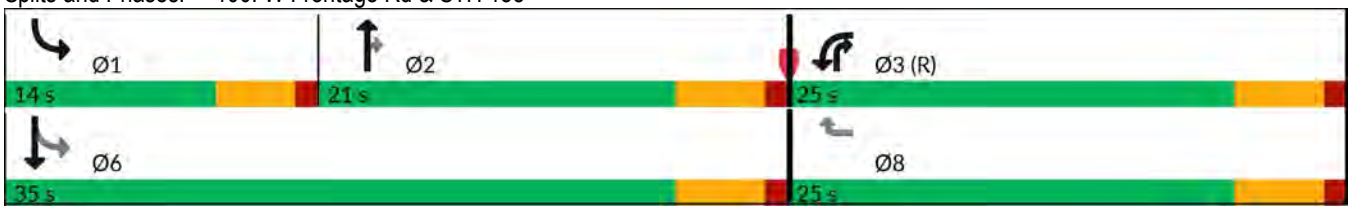


Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	415	135	70	270	345	75
Future Volume (vph)	415	135	70	270	345	75
Ideal Flow (vphpl)	1845	1750	1770	1750	1770	1770
Lane Width (ft)	12	12	12	12	12	12
Grade (%)	0%		0%			0%
Storage Length (ft)	0	0		200	300	
Storage Lanes	1	1		1	1	
Taper Length (ft)	100				100	
Right Turn on Red		Yes		Yes		
Link Speed (mph)	45		35			35
Link Distance (ft)	795		765			579
Travel Time (s)	12.0		14.9			11.3
Confl. Peds. (#/hr)						
Confl. Bikes (#/hr)						
Peak Hour Factor	0.85	0.85	0.85	0.85	0.85	0.85
Growth Factor	100%	100%	100%	62%	100%	100%
Heavy Vehicles (%)	8%	8%	9%	9%	9%	9%
Bus Blockages (#/hr)	0	0	0	0	0	0
Parking (#/hr)						
Mid-Block Traffic (%)	0%		0%			0%
Shared Lane Traffic (%)						
Lane Group Flow (vph)	488	159	82	197	406	88
Turn Type	Prot	Perm	NA	pm+ov	pm+pt	NA
Protected Phases	3		2	3	1	6
Permitted Phases		8		2	6	
Detector Phase	3	8	2	3	1	6
Switch Phase						
Minimum Initial (s)	15.0	15.0	10.0	15.0	6.0	10.0
Minimum Split (s)	20.0	23.0	23.0	20.0	10.5	23.0
Total Split (s)	25.0	25.0	21.0	25.0	14.0	35.0
Total Split (%)	41.7%	41.7%	35.0%	41.7%	23.3%	58.3%
Maximum Green (s)	20.0	20.0	16.0	20.0	9.5	30.0
Yellow Time (s)	4.0	4.0	4.0	4.0	3.5	4.0
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.0	5.0	5.0	5.0	4.5	5.0
Lead/Lag			Lag		Lead	
Lead-Lag Optimize?			Yes		Yes	
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0
Minimum Gap (s)	3.0	3.0	3.0	3.0	3.0	3.0
Time Before Reduce (s)	0.0	0.0	0.0	0.0	0.0	0.0
Time To Reduce (s)	0.0	0.0	0.0	0.0	0.0	0.0
Recall Mode	C-Max	None	None	C-Max	None	None
Walk Time (s)						
Flash Don't Walk (s)						
Pedestrian Calls (#/hr)						
v/c Ratio	0.58	0.20	0.29	0.20	1.13	0.17
Control Delay (s/veh)	20.9	7.0	24.7	1.1	110.2	13.2

Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	20.9	7.0	24.7	1.1	110.2	13.2
Queue Length 50th (ft)	183	5	26	0	113	19
Queue Length 95th (ft)	259	40	55	12	#248	39
Internal Link Dist (ft)	715		685			499
Turn Bay Length (ft)				200	300	
Base Capacity (vph)	846	794	433	986	358	812
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.58	0.20	0.19	0.20	1.13	0.11

Intersection Summary	
Area Type:	Other
Cycle Length: 60	
Actuated Cycle Length: 60	
Offset: 0 (0%), Referenced to phase 3:WBL, Start of Green	
Natural Cycle: 70	
Control Type: Actuated-Coordinated	
# 95th percentile volume exceeds capacity, queue may be longer.	
Queue shown is maximum after two cycles.	

Splits and Phases: 100: W Frontage Rd & STH 158

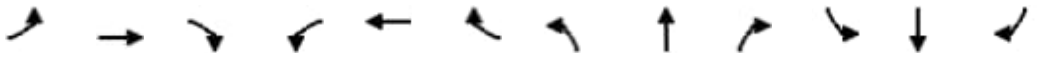




Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (veh/h)	415	135	70	270	345	75
Future Volume (veh/h)	415	135	70	270	345	75
Initial Q (Qb), veh	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00	1.00		1.00	1.00	
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No		No			No
Adj Sat Flow, veh/h/ln	1730	1641	1646	1627	1646	1646
Adj Flow Rate, veh/h	488	159	82	197	406	88
Peak Hour Factor	0.85	0.85	0.85	0.85	0.85	0.85
Percent Heavy Veh, %	8	8	9	9	9	9
Cap, veh/h	715	603	274	827	487	658
Arrive On Green	0.43	0.43	0.17	0.17	0.16	0.40
Sat Flow, veh/h	1647	1391	1646	1379	1567	1646
Grp Volume(v), veh/h	488	159	82	197	406	88
Grp Sat Flow(s),veh/h/ln	1647	1391	1646	1379	1567	1646
Q Serve(g_s), s	14.3	4.4	2.6	4.0	9.5	2.0
Cycle Q Clear(g_c), s	14.3	4.4	2.6	4.0	9.5	2.0
Prop In Lane	1.00	1.00		1.00	1.00	
Lane Grp Cap(c), veh/h	715	603	274	827	487	658
V/C Ratio(X)	0.68	0.26	0.30	0.24	0.83	0.13
Avail Cap(c_a), veh/h	715	603	439	966	487	823
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.99	0.99	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	13.7	10.9	21.9	5.6	18.7	11.4
Incr Delay (d2), s/veh	5.2	1.1	0.6	0.1	11.9	0.1
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	8.8	2.2	1.8	1.3	4.6	1.2
Unsig. Movement Delay, s/veh						
LnGrp Delay(d), s/veh	18.9	11.9	22.6	5.7	30.6	11.5
LnGrp LOS	B	B	C	A	C	B
Approach Vol, veh/h	647		279			494
Approach Delay, s/veh	17.1		10.7			27.2
Approach LOS	B		B			C

Timer - Assigned Phs	1	2			6	8
Phs Duration (G+Y+Rc), s	14.0	15.0			29.0	31.0
Change Period (Y+Rc), s	4.5	5.0			5.0	5.0
Max Green Setting (Gmax), s	9.5	16.0			30.0	20.0
Max Q Clear Time (g_c+I1), s	11.5	6.0			4.0	16.3
Green Ext Time (p_c), s	0.0	0.8			0.4	0.9

Intersection Summary	
HCM 7th Control Delay, s/veh	19.4
HCM 7th LOS	B

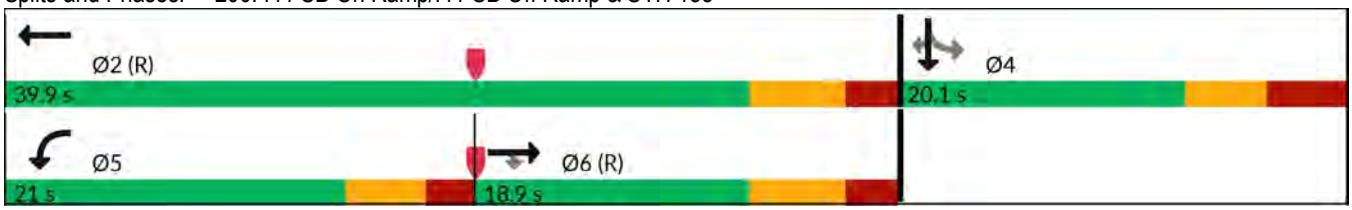


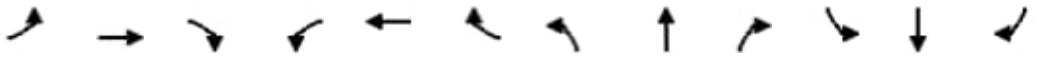
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	255	360	560	340	0	0	0	0	425	5	55
Future Volume (vph)	0	255	360	560	340	0	0	0	0	425	5	55
Ideal Flow (vphpl)	1900	1905	1750	1905	1905	1900	1900	1900	1900	1885	1885	1750
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	315		265	0		0	0		0	410		410
Storage Lanes	1		1	2		0	0		0	1		1
Taper Length (ft)	100			100			100			100		
Right Turn on Red			Yes			Yes			Yes			Yes
Link Speed (mph)		45			45			45			45	
Link Distance (ft)		795			359			754			1011	
Travel Time (s)		12.0			5.4			11.4			15.3	
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87
Growth Factor	100%	100%	75%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	7%	7%	7%	8%	8%	8%	1%	1%	1%	5%	5%	5%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Shared Lane Traffic (%)										49%		
Lane Group Flow (vph)	0	293	310	644	391	0	0	0	0	249	246	63
Turn Type		NA	Perm	Prot	NA					Perm	NA	Perm
Protected Phases		6		5	2						4	
Permitted Phases			6							4		4
Detector Phase		6	6	5	2					4	4	4
Switch Phase												
Minimum Initial (s)		10.0	10.0	8.0	10.0					10.0	10.0	10.0
Minimum Split (s)		16.6	16.6	13.7	16.6					17.2	17.2	17.2
Total Split (s)		18.9	18.9	21.0	39.9					20.1	20.1	20.1
Total Split (%)		31.5%	31.5%	35.0%	66.5%					33.5%	33.5%	33.5%
Maximum Green (s)		12.3	12.3	15.3	33.3					12.9	12.9	12.9
Yellow Time (s)		4.3	4.3	3.5	4.3					3.6	3.6	3.6
All-Red Time (s)		2.3	2.3	2.2	2.3					3.6	3.6	3.6
Lost Time Adjust (s)		0.0	0.0	0.0	0.0					0.0	0.0	0.0
Total Lost Time (s)		6.6	6.6	5.7	6.6					7.2	7.2	7.2
Lead/Lag		Lag	Lag	Lead								
Lead-Lag Optimize?		Yes	Yes	Yes								
Vehicle Extension (s)		3.0	3.0	3.0	3.9					1.5	1.5	1.5
Minimum Gap (s)		2.0	2.0	1.5	2.0					1.5	1.5	1.5
Time Before Reduce (s)		20.0	20.0	25.0	26.0					30.0	30.0	30.0
Time To Reduce (s)		20.0	20.0	0.0	14.0					0.0	0.0	0.0
Recall Mode		C-Max	C-Max	None	C-Max					None	None	None
Walk Time (s)												
Flash Don't Walk (s)												
Pedestrian Calls (#/hr)												
v/c Ratio		0.26	0.56	0.80	0.20					0.77	0.76	0.15
Control Delay (s/veh)		16.9	5.5	16.3	2.6					40.6	39.6	0.8

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Queue Delay		0.0	0.0	0.0	0.0					0.0	0.0	0.0
Total Delay (s/veh)		16.9	5.5	16.3	2.6					40.6	39.6	0.8
Queue Length 50th (ft)		23	10	105	1					88	87	0
Queue Length 95th (ft)		m27	m19	100	11					#178	#174	0
Internal Link Dist (ft)		715			279			674			931	
Turn Bay Length (ft)			265							410		410
Base Capacity (vph)		1113	557	829	1910					348	349	437
Starvation Cap Reductn		0	0	0	0					0	0	0
Spillback Cap Reductn		0	0	0	0					0	0	0
Storage Cap Reductn		0	0	0	0					0	0	0
Reduced v/c Ratio		0.26	0.56	0.78	0.20					0.72	0.70	0.14

Intersection Summary	
Area Type:	Other
Cycle Length: 60	
Actuated Cycle Length: 60	
Offset: 34 (57%), Referenced to phase 2:WBT and 6:EBT, Start of Green	
Natural Cycle: 60	
Control Type: Actuated-Coordinated	
# 95th percentile volume exceeds capacity, queue may be longer.	
Queue shown is maximum after two cycles.	
m Volume for 95th percentile queue is metered by upstream signal.	

Splits and Phases: 200: I41 SB On Ramp/I41 SB Off Ramp & STH 158





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	255	360	560	340	0	0	0	0	425	5	55
Future Volume (veh/h)	0	255	360	560	340	0	0	0	0	425	5	55
Initial Q (Qb), veh	0	0	0	0	0	0				0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	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
Work Zone On Approach		No			No						No	
Adj Sat Flow, veh/h/ln	0	1801	1654	1786	1786	0				1811	1811	1682
Adj Flow Rate, veh/h	0	293	310	644	391	0				493	0	63
Peak Hour Factor	0.87	0.87	0.87	0.87	0.87	0.87				0.87	0.87	0.87
Percent Heavy Veh, %	0	7	7	8	8	0				5	5	5
Cap, veh/h	0	1306	372	773	2019	0				604	0	250
Arrive On Green	0.00	0.27	0.27	0.08	0.20	0.00				0.18	0.00	0.18
Sat Flow, veh/h	0	5079	1402	3300	3483	0				3450	0	1425
Grp Volume(v), veh/h	0	293	310	644	391	0				493	0	63
Grp Sat Flow(s),veh/h/ln	0	1639	1402	1650	1697	0				1725	0	1425
Q Serve(g_s), s	0.0	2.8	12.5	11.5	5.8	0.0				8.2	0.0	2.3
Cycle Q Clear(g_c), s	0.0	2.8	12.5	11.5	5.8	0.0				8.2	0.0	2.3
Prop In Lane	0.00		1.00	1.00		0.00				1.00		1.00
Lane Grp Cap(c), veh/h	0	1306	372	773	2019	0				604	0	250
V/C Ratio(X)	0.00	0.22	0.83	0.83	0.19	0.00				0.82	0.00	0.25
Avail Cap(c_a), veh/h	0	1306	372	842	2019	0				742	0	306
HCM Platoon Ratio	1.00	1.00	1.00	0.33	0.33	1.00				1.00	1.00	1.00
Upstream Filter(I)	0.00	0.45	0.45	0.96	0.96	0.00				1.00	0.00	1.00
Uniform Delay (d), s/veh	0.0	17.2	20.8	26.5	12.1	0.0				23.8	0.0	21.4
Incr Delay (d2), s/veh	0.0	0.2	9.6	6.5	0.2	0.0				4.8	0.0	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
%ile BackOfQ(95%),veh/ln	0.0	1.7	6.8	9.1	3.0	0.0				6.0	0.0	3.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	0.0	17.4	30.4	33.0	12.3	0.0				28.6	0.0	21.5
LnGrp LOS		B	C	C	B					C		C
Approach Vol, veh/h		603			1035						556	
Approach Delay, s/veh		24.1			25.2						27.8	
Approach LOS		C			C						C	

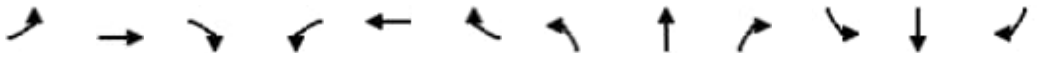
Timer - Assigned Phs	2	4	5	6
Phs Duration (G+Y+Rc), s	42.3	17.7	19.8	22.5
Change Period (Y+Rc), s	* 6.6	7.2	5.7	* 6.6
Max Green Setting (Gmax), s	* 33	12.9	15.3	* 12
Max Q Clear Time (g_c+I1), s	7.8	10.2	13.5	14.5
Green Ext Time (p_c), s	3.2	0.3	0.5	0.0

Intersection Summary	
HCM 7th Control Delay, s/veh	25.5
HCM 7th LOS	C

Notes

User approved volume balancing among the lanes for turning movement.

* HCM 7th computational engine requires equal clearance times for the phases crossing the barrier.



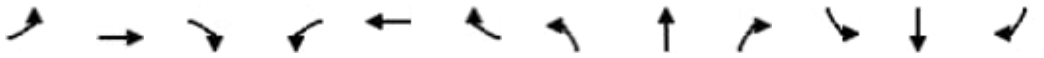
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	140	540	0	0	705	490	195	5	200	0	0	0
Future Volume (vph)	140	540	0	0	705	490	195	5	200	0	0	0
Ideal Flow (vphpl)	1905	1905	1900	1900	1915	1750	1885	1885	1750	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	225		0	135		0	400		400	0		0
Storage Lanes	1		0	1		1	1		1	0		0
Taper Length (ft)	100			100			100			100		
Right Turn on Red			Yes			Yes			Yes			Yes
Link Speed (mph)		45			45			45			45	
Link Distance (ft)		359			360			1103			1212	
Travel Time (s)		5.4			5.5			16.7			18.4	
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Growth Factor	100%	100%	100%	100%	100%	75%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	4%	4%	4%	5%	5%	5%	14%	14%	14%	1%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Shared Lane Traffic (%)												
Lane Group Flow (vph)	154	593	0	0	775	404	0	219	220	0	0	0
Turn Type	Prot	NA			NA	Perm	Perm	NA	Prot			
Protected Phases	1	6			2			8	8			
Permitted Phases						2	8					
Detector Phase	1	6			2	2	8	8	8			
Switch Phase												
Minimum Initial (s)	8.0	15.0			15.0	15.0	10.0	10.0	10.0			
Minimum Split (s)	13.7	22.0			22.0	22.0	16.9	16.9	16.9			
Total Split (s)	13.7	39.0			25.3	25.3	21.0	21.0	21.0			
Total Split (%)	22.8%	65.0%			42.2%	42.2%	35.0%	35.0%	35.0%			
Maximum Green (s)	8.0	32.0			18.3	18.3	14.1	14.1	14.1			
Yellow Time (s)	3.5	4.3			4.3	4.3	3.6	3.6	3.6			
All-Red Time (s)	2.2	2.7			2.7	2.7	3.3	3.3	3.3			
Lost Time Adjust (s)	0.0	0.0			0.0	0.0		0.0	0.0			
Total Lost Time (s)	5.7	7.0			7.0	7.0		6.9	6.9			
Lead/Lag	Lead				Lag	Lag						
Lead-Lag Optimize?	Yes				Yes	Yes						
Vehicle Extension (s)	1.5	4.3			0.2	0.2	1.5	1.5	1.5			
Minimum Gap (s)	1.5	2.0			2.0	2.0	1.5	1.5	1.5			
Time Before Reduce (s)	25.0	26.0			28.0	28.0	30.0	30.0	30.0			
Time To Reduce (s)	0.0	14.0			12.0	12.0	0.0	0.0	0.0			
Recall Mode	None	C-Max			C-Max	C-Max	None	None	None			
Walk Time (s)												
Flash Don't Walk (s)												
Pedestrian Calls (#/hr)												
v/c Ratio	0.34	0.30			0.32	0.51		0.69	0.35			
Control Delay (s/veh)	9.5	1.8			5.3	6.8		34.1	5.0			

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Queue Delay	0.0	0.0			0.0	1.0		0.0	0.0			
Total Delay (s/veh)	9.5	1.8			5.3	7.8		34.1	5.0			
Queue Length 50th (ft)	20	17			7	0		74	0			
Queue Length 95th (ft)	50	31			9	212		133	25			
Internal Link Dist (ft)		279			280			1023			1132	
Turn Bay Length (ft)	225								400			
Base Capacity (vph)	450	1974			2413	793		370	707			
Starvation Cap Reductn	0	0			0	180		0	0			
Spillback Cap Reductn	0	0			0	0		0	0			
Storage Cap Reductn	0	0			0	0		0	0			
Reduced v/c Ratio	0.34	0.30			0.32	0.66		0.59	0.31			

Intersection Summary	
Area Type:	Other
Cycle Length: 60	
Actuated Cycle Length: 60	
Offset: 4 (7%), Referenced to phase 2:WBT and 6:EBT, Start of Green	
Natural Cycle: 60	
Control Type: Actuated-Coordinated	

Splits and Phases: 300: I41 NB Off Ramp/I41 NB On Ramp & STH 158

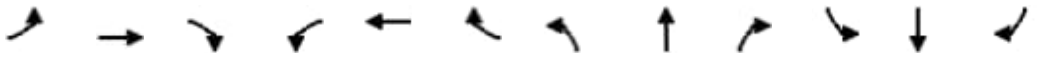




Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	140	540	0	0	705	490	195	5	200	0	0	0
Future Volume (veh/h)	140	540	0	0	705	490	195	5	200	0	0	0
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0			
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Ped-Bike Adj(A_pbT)	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			
Work Zone On Approach		No			No			No				
Adj Sat Flow, veh/h/ln	1846	1846	0	0	1840	1682	1679	1679	1559			
Adj Flow Rate, veh/h	154	593	0	0	775	404	214	5	220			
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91			
Percent Heavy Veh, %	4	4	0	0	5	5	14	14	14			
Cap, veh/h	420	2093	0	0	2398	540	268	6	399			
Arrive On Green	0.08	0.40	0.00	0.00	0.25	0.25	0.17	0.17	0.17			
Sat Flow, veh/h	3410	3599	0	0	6588	1425	1564	37	2325			
Grp Volume(v), veh/h	154	593	0	0	775	404	219	0	220			
Grp Sat Flow(s),veh/h/ln	1705	1753	0	0	1583	1425	1601	0	1163			
Q Serve(g_s), s	2.6	6.9	0.0	0.0	6.0	15.7	7.9	0.0	5.2			
Cycle Q Clear(g_c), s	2.6	6.9	0.0	0.0	6.0	15.7	7.9	0.0	5.2			
Prop In Lane	1.00		0.00	0.00		1.00	0.98		1.00			
Lane Grp Cap(c), veh/h	420	2093	0	0	2398	540	275	0	399			
V/C Ratio(X)	0.37	0.28	0.00	0.00	0.32	0.75	0.80	0.00	0.55			
Avail Cap(c_a), veh/h	455	2093	0	0	2398	540	376	0	546			
HCM Platoon Ratio	0.67	0.67	1.00	1.00	0.67	0.67	1.00	1.00	1.00			
Upstream Filter(I)	0.86	0.86	0.00	0.00	0.95	0.95	1.00	0.00	1.00			
Uniform Delay (d), s/veh	25.3	9.3	0.0	0.0	16.1	19.8	23.9	0.0	22.7			
Incr Delay (d2), s/veh	0.2	0.3	0.0	0.0	0.3	8.7	5.6	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			
%ile BackOfQ(95%),veh/ln	1.7	3.5	0.0	0.0	3.4	10.3	5.4	0.0	2.3			
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	25.5	9.6	0.0	0.0	16.5	28.5	29.5	0.0	23.2			
LnGrp LOS	C	A			B	C	C		C			
Approach Vol, veh/h		747			1179			439				
Approach Delay, s/veh		12.9			20.6			26.3				
Approach LOS		B			C			C				

Timer - Assigned Phs	1	2				6		8				
Phs Duration (G+Y+Rc), s	13.1	29.7				42.8		17.2				
Change Period (Y+Rc), s	5.7	7.0				7.0		6.9				
Max Green Setting (Gmax), s	8.0	18.3				32.0		14.1				
Max Q Clear Time (g_c+I1), s	4.6	17.7				8.9		9.9				
Green Ext Time (p_c), s	0.1	0.1				5.7		0.4				

Intersection Summary												
HCM 7th Control Delay, s/veh			19.2									
HCM 7th LOS			B									



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	50	870	45	45	1140	40	15	35	35	45	55	40
Future Volume (vph)	50	870	45	45	1140	40	15	35	35	45	55	40
Ideal Flow (vphpl)	1915	1915	1750	1925	1925	1750	1750	1750	1750	1750	1750	1750
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	245		115	500		90	0		190	0		80
Storage Lanes	1		1	2		1	0		1	0		1
Taper Length (ft)	100			100			100			100		
Right Turn on Red			Yes			Yes			Yes			Yes
Link Speed (mph)		45			45			35			35	
Link Distance (ft)		360			1511			1020			592	
Travel Time (s)		5.5			22.9			19.9			11.5	
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Growth Factor	100%	100%	62%	100%	100%	62%	100%	100%	62%	100%	100%	62%
Heavy Vehicles (%)	7%	7%	7%	5%	5%	5%	3%	3%	3%	6%	6%	6%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Shared Lane Traffic (%)												
Lane Group Flow (vph)	53	926	30	48	1213	26	0	53	23	0	107	26
Turn Type	D.P+P	NA	Perm	D.P+P	NA	Perm	Perm	NA	Perm	Perm	NA	Perm
Protected Phases	1	6		5	2			8			4	
Permitted Phases	2		6	6		2	8		8	4		4
Detector Phase	1	6	6	5	2	2	8	8	8	4	4	4
Switch Phase												
Minimum Initial (s)	6.0	8.0	8.0	6.0	8.0	8.0	10.0	10.0	10.0	10.0	10.0	10.0
Minimum Split (s)	10.5	13.9	13.9	10.5	13.9	13.9	17.3	17.3	17.3	17.3	17.3	17.3
Total Split (s)	11.0	28.0	28.0	11.0	28.0	28.0	21.0	21.0	21.0	21.0	21.0	21.0
Total Split (%)	18.3%	46.7%	46.7%	18.3%	46.7%	46.7%	35.0%	35.0%	35.0%	35.0%	35.0%	35.0%
Maximum Green (s)	6.5	22.1	22.1	6.5	22.1	22.1	13.7	13.7	13.7	13.7	13.7	13.7
Yellow Time (s)	3.5	4.3	4.3	3.5	4.3	4.3	4.3	4.3	4.3	4.3	4.3	4.3
All-Red Time (s)	1.0	1.6	1.6	1.0	1.6	1.6	3.0	3.0	3.0	3.0	3.0	3.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0
Total Lost Time (s)	4.5	5.9	5.9	4.5	5.9	5.9		7.3	7.3		7.3	7.3
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag						
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes						
Vehicle Extension (s)	1.5	3.3	3.3	1.5	3.3	3.3	1.5	1.5	1.5	1.5	1.5	1.5
Minimum Gap (s)	1.5	2.3	2.3	1.5	2.3	2.3	1.5	1.5	1.5	1.5	1.5	1.5
Time Before Reduce (s)	20.0	8.0	8.0	20.0	8.0	8.0	30.0	30.0	30.0	30.0	30.0	30.0
Time To Reduce (s)	0.0	19.0	19.0	0.0	19.0	19.0	0.0	0.0	0.0	0.0	0.0	0.0
Recall Mode	None	C-Max	C-Max	None	C-Max	C-Max	None	None	None	None	None	None
Walk Time (s)												
Flash Don't Walk (s)												
Pedestrian Calls (#/hr)												
v/c Ratio	0.15	0.33	0.03	0.11	0.33	0.03		0.20	0.06		0.44	0.07
Control Delay (s/veh)	3.1	4.4	0.1	5.4	10.1	0.0		22.8	0.3		28.0	0.4

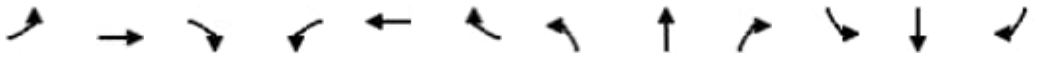
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0
Total Delay (s/veh)	3.1	4.4	0.1	5.4	10.1	0.0		22.8	0.3		28.0	0.4
Queue Length 50th (ft)	2	29	0	5	84	0		17	0		35	0
Queue Length 95th (ft)	10	49	1	17	120	0		41	0		73	0
Internal Link Dist (ft)		280			1431			940			512	
Turn Bay Length (ft)	245		115	500		90			190			80
Base Capacity (vph)	369	2807	866	469	3624	882		333	433		312	424
Starvation Cap Reductn	0	0	0	0	0	0		0	0		0	0
Spillback Cap Reductn	0	0	0	0	0	0		0	0		0	0
Storage Cap Reductn	0	0	0	0	0	0		0	0		0	0
Reduced v/c Ratio	0.14	0.33	0.03	0.10	0.33	0.03		0.16	0.05		0.34	0.06

Intersection Summary

Area Type: Other
Cycle Length: 60
Actuated Cycle Length: 60
Offset: 58 (97%), Referenced to phase 2:EBWB and 6:EBWB, Start of Green
Natural Cycle: 45
Control Type: Actuated-Coordinated

Splits and Phases: 400: E Frontage Rd & STH 158

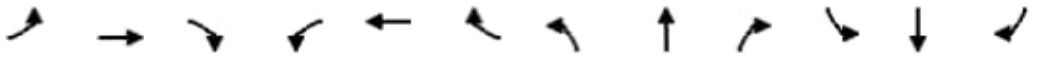




Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	50	870	45	45	1140	40	15	35	35	45	55	40
Future Volume (veh/h)	50	870	45	45	1140	40	15	35	35	45	55	40
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
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	1810	1810	1654	1850	1850	1682	1709	1709	1709	1668	1668	1668
Adj Flow Rate, veh/h	53	926	30	48	1213	26	16	37	23	48	59	26
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Percent Heavy Veh, %	7	7	7	5	5	5	3	3	3	6	6	6
Cap, veh/h	379	2414	685	497	3085	691	123	212	234	165	161	228
Arrive On Green	0.12	0.98	0.98	0.06	0.48	0.48	0.16	0.16	0.16	0.16	0.16	0.16
Sat Flow, veh/h	1724	4943	1402	1762	6364	1425	277	1314	1448	484	994	1414
Grp Volume(v), veh/h	53	926	30	48	1213	26	53	0	23	107	0	26
Grp Sat Flow(s),veh/h/ln	1724	1648	1402	1762	1591	1425	1591	0	1448	1478	0	1414
Q Serve(g_s), s	0.8	0.4	0.0	0.8	7.3	0.6	0.0	0.0	0.8	1.3	0.0	0.9
Cycle Q Clear(g_c), s	0.8	0.4	0.0	0.8	7.3	0.6	1.6	0.0	0.8	3.7	0.0	0.9
Prop In Lane	1.00		1.00	1.00		1.00	0.30		1.00	0.45		1.00
Lane Grp Cap(c), veh/h	379	2414	685	497	3085	691	335	0	234	326	0	228
V/C Ratio(X)	0.14	0.38	0.04	0.10	0.39	0.04	0.16	0.00	0.10	0.33	0.00	0.11
Avail Cap(c_a), veh/h	465	2414	685	590	3085	691	436	0	331	420	0	323
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)	0.96	0.96	0.96	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	6.5	0.4	0.4	6.4	9.8	8.1	21.8	0.0	21.4	22.6	0.0	21.5
Incr Delay (d2), s/veh	0.1	0.4	0.1	0.0	0.4	0.1	0.1	0.0	0.1	0.2	0.0	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(95%),veh/ln	0.4	0.3	0.1	0.4	3.5	0.3	1.1	0.0	0.5	2.3	0.0	0.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	6.6	0.8	0.5	6.5	10.2	8.2	21.8	0.0	21.5	22.8	0.0	21.6
LnGrp LOS	A	A	A	A	B	A	C		C	C		C
Approach Vol, veh/h		1009			1287			76			133	
Approach Delay, s/veh		1.1			10.0			21.7			22.5	
Approach LOS		A			B			C			C	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	8.0	35.0		17.0	7.8	35.2		17.0				
Change Period (Y+Rc), s	4.5	5.9		7.3	4.5	5.9		7.3				
Max Green Setting (Gmax), s	6.5	22.1		13.7	6.5	22.1		13.7				
Max Q Clear Time (g_c+I1), s	2.8	9.3		5.7	2.8	2.4		3.6				
Green Ext Time (p_c), s	0.0	6.9		0.2	0.0	6.6		0.1				

Intersection Summary		
HCM 7th Control Delay, s/veh	7.5	
HCM 7th LOS	A	



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	50	210	30	65	245	40	35	255	70	55	315	145
Future Volume (vph)	50	210	30	65	245	40	35	255	70	55	315	145
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	130		0	135		0	305		0	400		235
Storage Lanes	1		0	1		0	1		0	1		0
Taper Length (ft)	100			100			100			100		
Link Speed (mph)		45			45			35			35	
Link Distance (ft)		463			370			458			1143	
Travel Time (s)		7.0			5.6			8.9			22.3	
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	4%	4%	4%	3%	3%	3%	4%	4%	4%	5%	5%	5%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Shared Lane Traffic (%)												
Lane Group Flow (vph)	51	245	0	66	291	0	36	331	0	56	469	0
Sign Control		Stop			Stop			Stop			Stop	

Intersection Summary	
Area Type:	Other
Control Type: Unsignalized	

Intersection has too many lanes per leg.

HCM All-Way analysis is limited to two lanes per leg.

Channelized right turn lanes are not counted.

Intersection	
Intersection Delay, s/veh	23.4
Intersection LOS	C

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	50	210	30	65	245	40	35	255	70	55	315	145
Future Vol, veh/h	50	210	30	65	245	40	35	255	70	55	315	145
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Heavy Vehicles, %	4	4	4	3	3	3	4	4	4	5	5	5
Mvmt Flow	51	214	31	66	250	41	36	260	71	56	321	148
Number of Lanes	1	1	0	1	1	0	1	2	0	1	2	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	2	2	3	3
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	3	3	2	2
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	3	3	2	2
HCM Control Delay, s/veh	24.6	29.4	18.4	22
HCM LOS	C	D	C	C

Lane	NBLn1	NBLn2	NBLn3	EBLn1	EBLn2	WBLn1	WBLn2	SBLn1	SBLn2	SBLn3
Vol Left, %	100%	0%	0%	100%	0%	100%	0%	100%	0%	0%
Vol Thru, %	0%	100%	55%	0%	88%	0%	86%	0%	100%	42%
Vol Right, %	0%	0%	45%	0%	13%	0%	14%	0%	0%	58%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	35	170	155	50	240	65	285	55	210	250
LT Vol	35	0	0	50	0	65	0	55	0	0
Through Vol	0	170	85	0	210	0	245	0	210	105
RT Vol	0	0	70	0	30	0	40	0	0	145
Lane Flow Rate	36	173	158	51	245	66	291	56	214	255
Geometry Grp	6	6	6	6	6	6	6	6	6	6
Degree of Util (X)	0.098	0.453	0.399	0.14	0.631	0.178	0.73	0.148	0.536	0.608
Departure Headway (Hd)	9.922	9.401	9.071	9.874	9.275	9.645	9.035	9.517	8.998	8.576
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Cap	360	382	395	362	389	371	398	376	401	421
Service Time	7.707	7.185	6.855	7.655	7.055	7.424	6.814	7.296	6.775	6.353
HCM Lane V/C Ratio	0.1	0.453	0.4	0.141	0.63	0.178	0.731	0.149	0.534	0.606
HCM Control Delay, s/veh	13.8	19.8	17.8	14.3	26.8	14.5	32.8	14	21.8	23.9
HCM Lane LOS	B	C	C	B	D	B	D	B	C	C
HCM 95th-tile Q	0.3	2.3	1.9	0.5	4.2	0.6	5.7	0.5	3.1	3.9



Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	290	15	0	425	15	0
Future Volume (vph)	290	15	0	425	15	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12
Grade (%)	0%			0%	0%	
Storage Length (ft)		0	0		100	0
Storage Lanes		0	0		1	1
Taper Length (ft)			100		100	
Link Speed (mph)	45			45	25	
Link Distance (ft)	1503			463	202	
Travel Time (s)	22.8			7.0	5.5	
Confl. Peds. (#/hr)						
Confl. Bikes (#/hr)						
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98
Growth Factor	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	4%	4%	4%	4%	1%	1%
Bus Blockages (#/hr)	0	0	0	0	0	0
Parking (#/hr)						
Mid-Block Traffic (%)	0%			0%	0%	
Shared Lane Traffic (%)						
Lane Group Flow (vph)	311	0	0	434	15	0
Sign Control	Free			Free	Stop	

Intersection Summary	
Area Type:	Other
Control Type: Unsignalized	



Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (veh/h)	290	15	0	425	15	0
Future Volume (Veh/h)	290	15	0	425	15	0
Sign Control	Free			Free	Stop	
Grade	0%			0%	0%	
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98
Hourly flow rate (vph)	296	15	0	434	15	0
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type	None			None		
Median storage veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume			311		738	304
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol			311		738	304
tC, single (s)			4.1		6.4	6.2
tC, 2 stage (s)						
tF (s)			2.2		3.5	3.3
p0 queue free %			100		96	100
cM capacity (veh/h)			1238		387	739

Direction, Lane #	EB 1	WB 1	NB 1	NB 2
Volume Total	311	434	15	0
Volume Left	0	0	15	0
Volume Right	15	0	0	0
cSH	1700	1238	387	1700
Volume to Capacity	0.18	0.00	0.04	0.00
Queue Length 95th (ft)	0	0	3	0
Control Delay (s/veh)	0.0	0.0	14.7	0.0
Lane LOS			B	A
Approach Delay (s/veh)	0.0	0.0	14.7	
Approach LOS			B	

Intersection Summary			
Average Delay	0.3		
Intersection Capacity Utilization	32.4%	ICU Level of Service	A
Analysis Period (min)	15		

Intersection	
Int Delay, s/veh	0.3

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	290	15	0	425	15	0
Future Vol, veh/h	290	15	0	425	15	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	100	0
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	98	98	98	98	98	98
Heavy Vehicles, %	4	4	4	4	1	1
Mvmt Flow	296	15	0	434	15	0

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	311	0	737	304
Stage 1	-	-	-	-	304	-
Stage 2	-	-	-	-	434	-
Critical Hdwy	-	-	4.14	-	6.41	6.21
Critical Hdwy Stg 1	-	-	-	-	5.41	-
Critical Hdwy Stg 2	-	-	-	-	5.41	-
Follow-up Hdwy	-	-	2.236	-	3.509	3.309
Pot Cap-1 Maneuver	-	-	1238	-	387	739
Stage 1	-	-	-	-	751	-
Stage 2	-	-	-	-	656	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1238	-	387	739
Mov Cap-2 Maneuver	-	-	-	-	387	-
Stage 1	-	-	-	-	751	-
Stage 2	-	-	-	-	656	-

Approach	EB	WB	NB
HCM Control Delay, s/v	0	0	14.68
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	NBLn2	EBT	EBR	WBL	WBT
Capacity (veh/h)	387	-	-	-	1238	-
HCM Lane V/C Ratio	0.04	-	-	-	-	-
HCM Control Delay (s/veh)	14.7	0	-	-	0	-
HCM Lane LOS	B	A	-	-	A	-
HCM 95th %tile Q(veh)	0.1	-	-	-	0	-



Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	30	1	1	330	375	35
Future Volume (vph)	30	1	1	330	375	35
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12
Grade (%)	0%			0%	0%	
Storage Length (ft)	100	0	0			0
Storage Lanes	0	1	0			0
Taper Length (ft)	100		100			
Link Speed (mph)	25			35	35	
Link Distance (ft)	248			622	213	
Travel Time (s)	6.8			12.1	4.1	
Confl. Peds. (#/hr)						
Confl. Bikes (#/hr)						
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93
Growth Factor	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	1%	1%	4%	4%	1%	1%
Bus Blockages (#/hr)	0	0	0	0	0	0
Parking (#/hr)						
Mid-Block Traffic (%)	0%			0%	0%	
Shared Lane Traffic (%)						
Lane Group Flow (vph)	32	1	0	356	441	0
Sign Control	Stop			Free	Free	

Intersection Summary	
Area Type:	Other
Control Type: Unsignalized	



Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	30	1	1	330	375	35
Future Volume (Veh/h)	30	1	1	330	375	35
Sign Control	Stop			Free	Free	
Grade	0%			0%	0%	
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93
Hourly flow rate (vph)	32	1	1	355	403	38
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type				None	None	
Median storage veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	779	422	441			
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	779	422	441			
tC, single (s)	6.4	6.2	4.1			
tC, 2 stage (s)						
tF (s)	3.5	3.3	2.2			
p0 queue free %	91	100	100			
cM capacity (veh/h)	365	634	1108			

Direction, Lane #	EB 1	EB 2	NB 1	SB 1
Volume Total	32	1	356	441
Volume Left	32	0	1	0
Volume Right	0	1	0	38
cSH	365	634	1108	1700
Volume to Capacity	0.09	0.00	0.00	0.26
Queue Length 95th (ft)	7	0	0	0
Control Delay (s/veh)	15.8	10.7	0.0	0.0
Lane LOS	C	B	A	
Approach Delay (s/veh)	15.6		0.0	0.0
Approach LOS	C			

Intersection Summary			
Average Delay	0.6		
Intersection Capacity Utilization	31.9%	ICU Level of Service	A
Analysis Period (min)	15		

Intersection	
Int Delay, s/veh	0.6

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	30	1	1	330	375	35
Future Vol, veh/h	30	1	1	330	375	35
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	-	0	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	93	93	93	93	93	93
Heavy Vehicles, %	1	1	4	4	1	1
Mvmt Flow	32	1	1	355	403	38

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	779	422	441	0	-	0
Stage 1	422	-	-	-	-	-
Stage 2	357	-	-	-	-	-
Critical Hdwy	6.41	6.21	4.14	-	-	-
Critical Hdwy Stg 1	5.41	-	-	-	-	-
Critical Hdwy Stg 2	5.41	-	-	-	-	-
Follow-up Hdwy	3.509	3.309	2.236	-	-	-
Pot Cap-1 Maneuver	366	634	1109	-	-	-
Stage 1	664	-	-	-	-	-
Stage 2	710	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	365	634	1109	-	-	-
Mov Cap-2 Maneuver	365	-	-	-	-	-
Stage 1	663	-	-	-	-	-
Stage 2	710	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s/v	15.64	0.02	0
HCM LOS	C		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	EBLn2	SBT	SBR
Capacity (veh/h)	5	-	365	634	-	-
HCM Lane V/C Ratio	0.001	-	0.088	0.002	-	-
HCM Control Delay (s/veh)	8.3	0	15.8	10.7	-	-
HCM Lane LOS	A	A	C	B	-	-
HCM 95th %tile Q(veh)	0	-	0.3	0	-	-



Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	90	15	15	240	275	100
Future Volume (vph)	90	15	15	240	275	100
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12
Grade (%)	0%			0%	0%	
Storage Length (ft)	100	0	0			0
Storage Lanes	0	1	0			0
Taper Length (ft)	100		100			
Link Speed (mph)	25			35	35	
Link Distance (ft)	178			881	622	
Travel Time (s)	4.9			17.2	12.1	
Confl. Peds. (#/hr)						
Confl. Bikes (#/hr)						
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93
Growth Factor	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	1%	1%	4%	4%	1%	1%
Bus Blockages (#/hr)	0	0	0	0	0	0
Parking (#/hr)						
Mid-Block Traffic (%)	0%			0%	0%	
Shared Lane Traffic (%)						
Lane Group Flow (vph)	97	16	0	274	404	0
Sign Control	Stop			Free	Free	

Intersection Summary	
Area Type:	Other
Control Type: Unsignalized	



Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	90	15	15	240	275	100
Future Volume (Veh/h)	90	15	15	240	275	100
Sign Control	Stop			Free	Free	
Grade	0%			0%	0%	
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93
Hourly flow rate (vph)	97	16	16	258	296	108
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type				None	None	
Median storage veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	640	350	404			
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	640	350	404			
tC, single (s)	6.4	6.2	4.1			
tC, 2 stage (s)						
tF (s)	3.5	3.3	2.2			
p0 queue free %	78	98	99			
cM capacity (veh/h)	435	696	1144			

Direction, Lane #	EB 1	EB 2	NB 1	SB 1
Volume Total	97	16	274	404
Volume Left	97	0	16	0
Volume Right	0	16	0	108
cSH	435	696	1144	1700
Volume to Capacity	0.22	0.02	0.01	0.24
Queue Length 95th (ft)	21	2	1	0
Control Delay (s/veh)	15.6	10.3	0.6	0.0
Lane LOS	C	B	A	
Approach Delay (s/veh)	14.9		0.6	0.0
Approach LOS	B			

Intersection Summary			
Average Delay	2.3		
Intersection Capacity Utilization	36.6%	ICU Level of Service	A
Analysis Period (min)	15		

Intersection	
Int Delay, s/veh	2.3

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	90	15	15	240	275	100
Future Vol, veh/h	90	15	15	240	275	100
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	-	0	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	93	93	93	93	93	93
Heavy Vehicles, %	1	1	4	4	1	1
Mvmt Flow	97	16	16	258	296	108

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	640	349	403	0	-	0
Stage 1	349	-	-	-	-	-
Stage 2	290	-	-	-	-	-
Critical Hdwy	6.41	6.21	4.14	-	-	-
Critical Hdwy Stg 1	5.41	-	-	-	-	-
Critical Hdwy Stg 2	5.41	-	-	-	-	-
Follow-up Hdwy	3.509	3.309	2.236	-	-	-
Pot Cap-1 Maneuver	441	696	1145	-	-	-
Stage 1	716	-	-	-	-	-
Stage 2	761	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	434	696	1145	-	-	-
Mov Cap-2 Maneuver	434	-	-	-	-	-
Stage 1	704	-	-	-	-	-
Stage 2	761	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s/v	14.89	0.48	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	EBLn2	SBT	SBR
Capacity (veh/h)	106	-	434	696	-	-
HCM Lane V/C Ratio	0.014	-	0.223	0.023	-	-
HCM Control Delay (s/veh)	8.2	0	15.7	10.3	-	-
HCM Lane LOS	A	A	C	B	-	-
HCM 95th %tile Q(veh)	0	-	0.8	0.1	-	-



Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	100	30	35	155	175	115
Future Volume (vph)	100	30	35	155	175	115
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12
Grade (%)	0%			0%	0%	
Storage Length (ft)	100	0	0			0
Storage Lanes	0	1	0			0
Taper Length (ft)	100		100			
Link Speed (mph)	25			35	35	
Link Distance (ft)	163			383	881	
Travel Time (s)	4.4			7.5	17.2	
Confl. Peds. (#/hr)						
Confl. Bikes (#/hr)						
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93
Growth Factor	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	1%	1%	4%	4%	1%	1%
Bus Blockages (#/hr)	0	0	0	0	0	0
Parking (#/hr)						
Mid-Block Traffic (%)	0%			0%	0%	
Shared Lane Traffic (%)						
Lane Group Flow (vph)	108	32	0	205	312	0
Sign Control	Stop			Free	Free	

Intersection Summary	
Area Type:	Other
Control Type: Unsignalized	



Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	100	30	35	155	175	115
Future Volume (Veh/h)	100	30	35	155	175	115
Sign Control	Stop			Free	Free	
Grade	0%			0%	0%	
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93
Hourly flow rate (vph)	108	32	38	167	188	124
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type				None	None	
Median storage veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	493	250	312			
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	493	250	312			
tC, single (s)	6.4	6.2	4.1			
tC, 2 stage (s)						
tF (s)	3.5	3.3	2.2			
p0 queue free %	79	96	97			
cM capacity (veh/h)	521	791	1237			

Direction, Lane #	EB 1	EB 2	NB 1	SB 1
Volume Total	108	32	205	312
Volume Left	108	0	38	0
Volume Right	0	32	0	124
cSH	521	791	1237	1700
Volume to Capacity	0.21	0.04	0.03	0.18
Queue Length 95th (ft)	19	3	2	0
Control Delay (s/veh)	13.7	9.7	1.7	0.0
Lane LOS	B	A	A	
Approach Delay (s/veh)	12.8		1.7	0.0
Approach LOS	B			

Intersection Summary			
Average Delay	3.3		
Intersection Capacity Utilization	41.9%	ICU Level of Service	A
Analysis Period (min)	15		

Intersection	
Int Delay, s/veh	3.2

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	100	30	35	155	175	115
Future Vol, veh/h	100	30	35	155	175	115
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	-	0	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	93	93	93	93	93	93
Heavy Vehicles, %	1	1	4	4	1	1
Mvmt Flow	108	32	38	167	188	124

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	492	250	312	0	-	0
Stage 1	250	-	-	-	-	-
Stage 2	242	-	-	-	-	-
Critical Hdwy	6.41	6.21	4.14	-	-	-
Critical Hdwy Stg 1	5.41	-	-	-	-	-
Critical Hdwy Stg 2	5.41	-	-	-	-	-
Follow-up Hdwy	3.509	3.309	2.236	-	-	-
Pot Cap-1 Maneuver	538	791	1237	-	-	-
Stage 1	794	-	-	-	-	-
Stage 2	801	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	520	791	1237	-	-	-
Mov Cap-2 Maneuver	520	-	-	-	-	-
Stage 1	767	-	-	-	-	-
Stage 2	801	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s/v	12.8	1.47	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	EBLn2	SBT	SBR
Capacity (veh/h)	332	-	520	791	-	-
HCM Lane V/C Ratio	0.03	-	0.207	0.041	-	-
HCM Control Delay (s/veh)	8	0	13.7	9.7	-	-
HCM Lane LOS	A	A	B	A	-	-
HCM 95th %tile Q(veh)	0.1	-	0.8	0.1	-	-



Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	0	15	15	190	205	0
Future Volume (vph)	0	15	15	190	205	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12
Grade (%)	0%			0%	0%	
Storage Length (ft)	100	0	0			0
Storage Lanes	1	1	0			0
Taper Length (ft)	100		100			
Link Speed (mph)	25			35	35	
Link Distance (ft)	653			255	383	
Travel Time (s)	17.8			5.0	7.5	
Confl. Peds. (#/hr)						
Confl. Bikes (#/hr)						
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93
Growth Factor	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	1%	1%	4%	4%	1%	1%
Bus Blockages (#/hr)	0	0	0	0	0	0
Parking (#/hr)						
Mid-Block Traffic (%)	0%			0%	0%	
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	16	0	220	220	0
Sign Control	Stop			Free	Free	

Intersection Summary	
Area Type:	Other
Control Type: Unsignalized	



Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	0	15	15	190	205	0
Future Volume (Veh/h)	0	15	15	190	205	0
Sign Control	Stop			Free	Free	
Grade	0%			0%	0%	
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93
Hourly flow rate (vph)	0	16	16	204	220	0
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type				None	None	
Median storage veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	456	220	220			
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	456	220	220			
tC, single (s)	6.4	6.2	4.1			
tC, 2 stage (s)						
tF (s)	3.5	3.3	2.2			
p0 queue free %	100	98	99			
cM capacity (veh/h)	557	822	1337			

Direction, Lane #	EB 1	EB 2	NB 1	SB 1
Volume Total	0	16	220	220
Volume Left	0	0	16	0
Volume Right	0	16	0	0
cSH	1700	822	1337	1700
Volume to Capacity	0.00	0.02	0.01	0.13
Queue Length 95th (ft)	0	1	1	0
Control Delay (s/veh)	0.0	9.5	0.7	0.0
Lane LOS	A	A	A	
Approach Delay (s/veh)	9.5		0.7	0.0
Approach LOS	A			

Intersection Summary			
Average Delay	0.7		
Intersection Capacity Utilization	25.7%	ICU Level of Service	A
Analysis Period (min)	15		

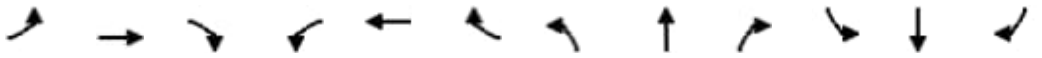
Intersection	
Int Delay, s/veh	0.6

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	0	15	15	190	205	0
Future Vol, veh/h	0	15	15	190	205	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	100	0	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	93	93	93	93	93	93
Heavy Vehicles, %	1	1	4	4	1	1
Mvmt Flow	0	16	16	204	220	0

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	457	220	220	0	-	0
Stage 1	220	-	-	-	-	-
Stage 2	237	-	-	-	-	-
Critical Hdwy	6.41	6.21	4.14	-	-	-
Critical Hdwy Stg 1	5.41	-	-	-	-	-
Critical Hdwy Stg 2	5.41	-	-	-	-	-
Follow-up Hdwy	3.509	3.309	2.236	-	-	-
Pot Cap-1 Maneuver	563	822	1337	-	-	-
Stage 1	819	-	-	-	-	-
Stage 2	805	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	556	822	1337	-	-	-
Mov Cap-2 Maneuver	556	-	-	-	-	-
Stage 1	807	-	-	-	-	-
Stage 2	805	-	-	-	-	-

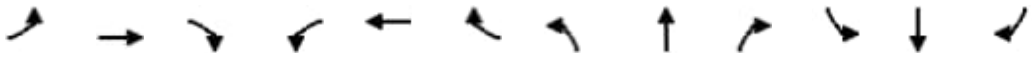
Approach	EB	NB	SB
HCM Control Delay, s/v	9.47	0.57	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	EBLn2	SBT	SBR
Capacity (veh/h)	132	-	-	822	-	-
HCM Lane V/C Ratio	0.012	-	-	0.02	-	-
HCM Control Delay (s/veh)	7.7	0	0	9.5	-	-
HCM Lane LOS	A	A	A	A	-	-
HCM 95th %tile Q(veh)	0	-	-	0.1	-	-



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	10	275	50	90	305	5	40	20	150	15	35	5
Future Volume (vph)	10	275	50	90	305	5	40	20	150	15	35	5
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	0		0	0		0	0		0	0		0
Storage Lanes	0		0	0		0	0		0	0		0
Taper Length (ft)	100			100			100			100		
Link Speed (mph)		45			45			35			35	
Link Distance (ft)		397			1700			2006			1738	
Travel Time (s)		6.0			25.8			39.1			33.9	
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
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
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	1%	1%	1%	2%	2%	2%	5%	5%	5%	1%	1%	1%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	364	0	0	435	0	0	228	0	0	59	0
Sign Control		Stop			Stop			Stop			Stop	

Intersection Summary	
Area Type:	Other
Control Type: Unsignalized	



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Sign Control		Stop			Stop			Stop			Stop	
Traffic Volume (vph)	10	275	50	90	305	5	40	20	150	15	35	5
Future Volume (vph)	10	275	50	90	305	5	40	20	150	15	35	5
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
Hourly flow rate (vph)	11	299	54	98	332	5	43	22	163	16	38	5

Direction, Lane #	EB 1	WB 1	NB 1	SB 1
Volume Total (vph)	364	435	228	59
Volume Left (vph)	11	98	43	16
Volume Right (vph)	54	5	163	5
Hadj (s)	-0.07	0.07	-0.31	0.02
Departure Headway (s)	5.4	5.4	5.9	6.6
Degree Utilization, x	0.55	0.66	0.37	0.11
Capacity (veh/h)	626	636	547	433
Control Delay (s/veh)	14.8	18.3	12.3	10.4
Approach Delay (s/veh)	14.8	18.3	12.3	10.4
Approach LOS	B	C	B	B

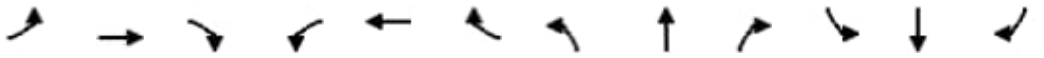
Intersection Summary				
Delay	15.4			
Level of Service	C			
Intersection Capacity Utilization	64.4%	ICU Level of Service	C	
Analysis Period (min)	15			

Intersection	
Intersection Delay, s/veh	15.4
Intersection LOS	C

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	10	275	50	90	305	5	40	20	150	15	35	5
Future Vol, veh/h	10	275	50	90	305	5	40	20	150	15	35	5
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
Heavy Vehicles, %	1	1	1	2	2	2	5	5	5	1	1	1
Mvmt Flow	11	299	54	98	332	5	43	22	163	16	38	5
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

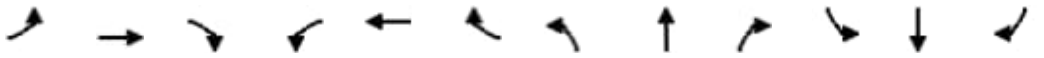
Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay, s/veh	14.7	18.2	12.3	10.5
HCM LOS	B	C	B	B

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	19%	3%	23%	27%
Vol Thru, %	10%	82%	76%	64%
Vol Right, %	71%	15%	1%	9%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	210	335	400	55
LT Vol	40	10	90	15
Through Vol	20	275	305	35
RT Vol	150	50	5	5
Lane Flow Rate	228	364	435	60
Geometry Grp	1	1	1	1
Degree of Util (X)	0.368	0.544	0.653	0.109
Departure Headway (Hd)	5.804	5.383	5.41	6.549
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	616	666	665	543
Service Time	3.874	3.444	3.467	4.642
HCM Lane V/C Ratio	0.37	0.547	0.654	0.11
HCM Control Delay, s/veh	12.3	14.7	18.2	10.5
HCM Lane LOS	B	B	C	B
HCM 95th-tile Q	1.7	3.3	4.8	0.4



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	45	125	35	115	225	85	20	125	105	165	140	55
Future Volume (vph)	45	125	35	115	225	85	20	125	105	165	140	55
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	0		0	0		0	0		0	0		255
Storage Lanes	0		0	0		0	0		0	0		1
Taper Length (ft)	100			100			100			100		
Link Speed (mph)		30			30			35			35	
Link Distance (ft)		1254			421			1037			605	
Travel Time (s)		28.5			9.6			20.2			11.8	
Confl. Peds. (#/hr)				205								
Confl. Bikes (#/hr)												
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	5%	5%	5%	3%	3%	3%	3%	3%	3%	1%	1%	1%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	220	0	0	457	0	0	269	0	0	328	59
Sign Control		Stop			Stop			Stop			Stop	

Intersection Summary	
Area Type:	Other
Control Type: Unsignalized	



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Sign Control		Stop			Stop			Stop			Stop	
Traffic Volume (vph)	45	125	35	115	225	85	20	125	105	165	140	55
Future Volume (vph)	45	125	35	115	225	85	20	125	105	165	140	55
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Hourly flow rate (vph)	48	134	38	124	242	91	22	134	113	177	151	59

Direction, Lane #	EB 1	EB 2	WB 1	WB 2	NB 1	SB 1	SB 2
Volume Total (vph)	115	105	245	212	269	328	59
Volume Left (vph)	48	0	124	0	22	177	0
Volume Right (vph)	0	38	0	91	113	0	59
Hadj (s)	0.29	-0.17	0.30	-0.25	-0.18	0.29	-0.68
Departure Headway (s)	8.1	7.6	7.6	7.0	7.2	7.5	6.5
Degree Utilization, x	0.26	0.22	0.52	0.41	0.54	0.69	0.11
Capacity (veh/h)	410	434	454	489	471	454	522
Control Delay (s/veh)	12.7	11.5	17.3	13.7	18.2	24.2	9.1
Approach Delay (s/veh)	12.1		15.6		18.2	21.9	
Approach LOS	B		C		C	C	

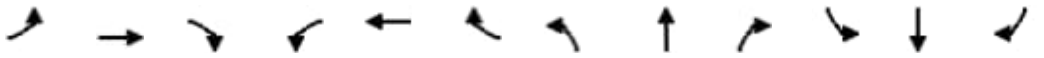
Intersection Summary				
Delay	17.4			
Level of Service	C			
Intersection Capacity Utilization	62.1%	ICU Level of Service	B	
Analysis Period (min)	15			

Intersection	
Intersection Delay, s/veh	19
Intersection LOS	C

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	45	125	35	115	225	85	20	125	105	165	140	55
Future Vol, veh/h	45	125	35	115	225	85	20	125	105	165	140	55
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Heavy Vehicles, %	5	5	5	3	3	3	3	3	3	1	1	1
Mvmt Flow	48	134	38	124	242	91	22	134	113	177	151	59
Number of Lanes	0	2	0	0	2	0	0	1	0	0	1	1

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	2	2	2	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	2	1	2	2
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	2	2	2
HCM Control Delay, s/veh	13.4	17	19.7	23.9
HCM LOS	B	C	C	C

Lane	NBLn1	EBLn1	EBLn2	WBLn1	WBLn2	SBLn1	SBLn2
Vol Left, %	8%	42%	0%	51%	0%	54%	0%
Vol Thru, %	50%	58%	64%	49%	57%	46%	0%
Vol Right, %	42%	0%	36%	0%	43%	0%	100%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	250	108	98	228	198	305	55
LT Vol	20	45	0	115	0	165	0
Through Vol	125	63	63	113	113	140	0
RT Vol	105	0	35	0	85	0	55
Lane Flow Rate	269	116	105	245	212	328	59
Geometry Grp	4b	5	5	5	5	5	5
Degree of Util (X)	0.559	0.263	0.225	0.524	0.422	0.698	0.11
Departure Headway (Hd)	7.483	8.203	7.727	7.716	7.146	7.662	6.667
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Cap	481	437	462	467	501	472	536
Service Time	5.553	5.982	5.505	5.485	4.915	5.426	4.431
HCM Lane V/C Ratio	0.559	0.265	0.227	0.525	0.423	0.695	0.11
HCM Control Delay, s/veh	19.7	13.9	12.8	18.7	15.1	26.4	10.3
HCM Lane LOS	C	B	B	C	C	D	B
HCM 95th-tile Q	3.4	1	0.9	3	2.1	5.3	0.4

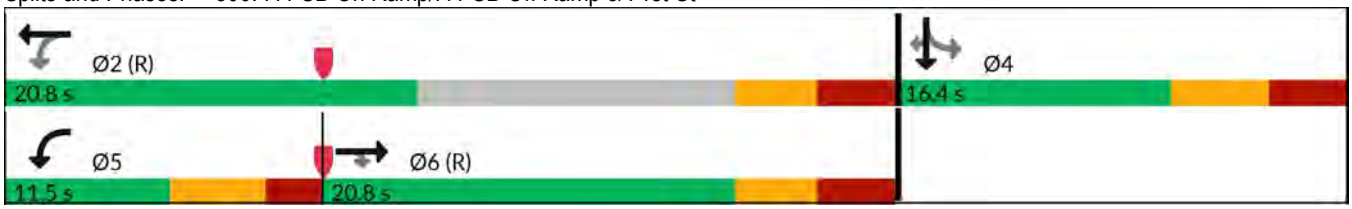


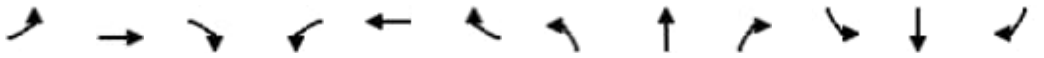
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	250	145	25	200	0	0	0	0	175	395	59
Future Volume (vph)	0	250	145	25	200	0	0	0	0	175	395	59
Ideal Flow (vphpl)	1770	1770	1750	1770	1770	1770	1900	1900	1900	1905	1905	1750
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	0		120	0		0	0		0	255		255
Storage Lanes	0		1	1		0	0		0	1		1
Taper Length (ft)	100			100			100			100		
Right Turn on Red			Yes			Yes			Yes			Yes
Link Speed (mph)		30			30			35			45	
Link Distance (ft)		421			258			763			621	
Travel Time (s)		9.6			5.9			14.9			9.4	
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Growth Factor	100%	100%	75%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Shared Lane Traffic (%)										10%		
Lane Group Flow (vph)	0	266	116	27	213	0	0	0	0	167	439	63
Turn Type		NA	Perm	pm+pt	NA					Perm	NA	Perm
Protected Phases		6		5	2						4	
Permitted Phases			6	2						4		4
Detector Phase		6	6	5	2					4	4	4
Switch Phase												
Minimum Initial (s)		15.0	15.0	6.0	15.0					10.0	10.0	10.0
Minimum Split (s)		20.8	20.8	11.5	20.8					16.4	16.4	16.4
Total Split (s)		20.8	20.8	11.5	20.8					16.4	16.4	16.4
Total Split (%)		42.7%	42.7%	23.6%	42.7%					33.7%	33.7%	33.7%
Maximum Green (s)		15.0	15.0	6.0	15.0					10.0	10.0	10.0
Yellow Time (s)		3.0	3.0	3.5	3.0					3.6	3.6	3.6
All-Red Time (s)		2.8	2.8	2.0	2.8					2.8	2.8	2.8
Lost Time Adjust (s)		0.0	0.0	0.0	0.0					0.0	0.0	0.0
Total Lost Time (s)		5.8	5.8	5.5	5.8					6.4	6.4	6.4
Lead/Lag		Lag	Lag	Lead								
Lead-Lag Optimize?		Yes	Yes	Yes								
Vehicle Extension (s)		4.9	4.9	1.5	4.9					1.5	1.5	1.5
Minimum Gap (s)		2.0	2.0	1.5	2.0					1.5	1.5	1.5
Time Before Reduce (s)		18.0	18.0	20.0	18.0					30.0	30.0	30.0
Time To Reduce (s)		22.0	22.0	0.0	22.0					0.0	0.0	0.0
Recall Mode		C-Max	C-Max	None	C-Max					None	None	None
Walk Time (s)												
Flash Don't Walk (s)												
Pedestrian Calls (#/hr)												
v/c Ratio		0.16	0.14	0.05	0.12					0.50	0.63	0.14
Control Delay (s/veh)		8.4	1.1	5.3	5.6					23.3	22.3	0.7

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Queue Delay		0.0	0.0	0.0	0.0					0.0	0.0	0.0
Total Delay (s/veh)		8.4	1.1	5.3	5.6					23.3	22.3	0.7
Queue Length 50th (ft)		17	0	3	13					46	63	0
Queue Length 95th (ft)		52	8	11	25					97	102	0
Internal Link Dist (ft)		341			178			683			541	
Turn Bay Length (ft)			120							255		255
Base Capacity (vph)		1638	824	543	1794					331	696	447
Starvation Cap Reductn		0	0	0	0					0	0	0
Spillback Cap Reductn		0	0	0	0					0	0	0
Storage Cap Reductn		0	0	0	0					0	0	0
Reduced v/c Ratio		0.16	0.14	0.05	0.12					0.50	0.63	0.14

Intersection Summary	
Area Type:	Other
Cycle Length: 48.7	
Actuated Cycle Length: 48.7	
Offset: 11.5 (24%), Referenced to phase 2:WBTL and 6:EBT, Start of Green	
Natural Cycle: 50	
Control Type: Actuated-Coordinated	

Splits and Phases: 800: I41 SB On Ramp/I41 SB Off Ramp & 71st St





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	250	145	25	200	0	0	0	0	175	395	59
Future Volume (veh/h)	0	250	145	25	200	0	0	0	0	175	395	59
Initial Q (Qb), veh	0	0	0	0	0	0				0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	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
Work Zone On Approach		No			No						No	
Adj Sat Flow, veh/h/ln	0	1742	1723	1742	1742	0				1875	1875	1723
Adj Flow Rate, veh/h	0	266	116	27	213	0				186	420	63
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94				0.94	0.94	0.94
Percent Heavy Veh, %	0	2	2	2	2	0				2	2	2
Cap, veh/h	0	1314	580	531	1811	0				364	765	298
Arrive On Green	0.00	0.40	0.40	0.04	0.55	0.00				0.20	0.20	0.20
Sat Flow, veh/h	0	3398	1460	1659	3398	0				1786	3751	1460
Grp Volume(v), veh/h	0	266	116	27	213	0				186	420	63
Grp Sat Flow(s),veh/h/ln	0	1655	1460	1659	1655	0				1786	1875	1460
Q Serve(g_s), s	0.0	2.6	2.6	0.4	1.5	0.0				4.5	4.9	1.8
Cycle Q Clear(g_c), s	0.0	2.6	2.6	0.4	1.5	0.0				4.5	4.9	1.8
Prop In Lane	0.00		1.00	1.00		0.00				1.00		1.00
Lane Grp Cap(c), veh/h	0	1314	580	531	1811	0				364	765	298
V/C Ratio(X)	0.00	0.20	0.20	0.05	0.12	0.00				0.51	0.55	0.21
Avail Cap(c_a), veh/h	0	1314	580	671	1811	0				364	765	298
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Upstream Filter(I)	0.00	1.00	1.00	0.99	0.99	0.00				1.00	1.00	1.00
Uniform Delay (d), s/veh	0.0	9.7	9.7	7.1	5.4	0.0				17.3	17.5	16.2
Incr Delay (d2), s/veh	0.0	0.3	0.8	0.0	0.1	0.0				0.5	0.5	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
%ile BackOfQ(95%),veh/ln	0.0	1.5	1.4	0.2	0.7	0.0				2.8	3.2	2.8
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	0.0	10.0	10.5	7.1	5.5	0.0				17.8	18.0	16.4
LnGrp LOS		B	B	A	A					B	B	B
Approach Vol, veh/h		382			240						669	
Approach Delay, s/veh		10.2			5.7						17.8	
Approach LOS		B			A						B	

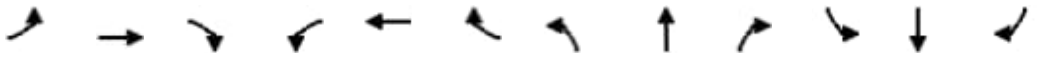
Timer - Assigned Phs	2		4	5	6
Phs Duration (G+Y+Rc), s	32.6		16.4	7.3	25.3
Change Period (Y+Rc), s	5.8		* 6.4	5.5	5.8
Max Green Setting (Gmax), s	15.0		* 10	6.0	15.0
Max Q Clear Time (g_c+I1), s	3.5		6.9	2.4	4.6
Green Ext Time (p_c), s	1.5		0.6	0.0	2.5

Intersection Summary	
HCM 7th Control Delay, s/veh	13.3
HCM 7th LOS	B

Notes

User approved volume balancing among the lanes for turning movement.

* HCM 7th computational engine requires equal clearance times for the phases crossing the barrier.

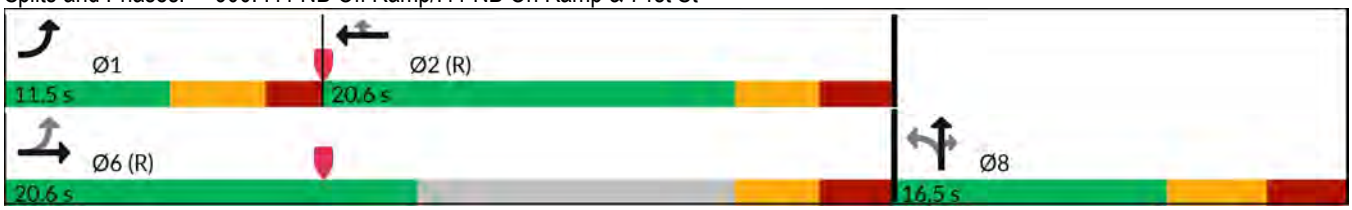


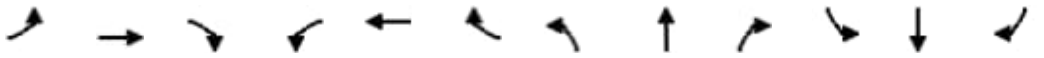
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	155	270	0	0	140	165	85	405	12	0	0	0
Future Volume (vph)	155	270	0	0	140	165	85	405	12	0	0	0
Ideal Flow (vphpl)	1770	1770	1770	1770	1770	1750	1825	1750	1750	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	0		0	0		105	250		250	0		0
Storage Lanes	1		0	0		1	1		1	0		0
Taper Length (ft)	100			100			100			100		
Right Turn on Red			Yes			Yes			Yes			Yes
Link Speed (mph)		30			30			35			45	
Link Distance (ft)		258			595			685			495	
Travel Time (s)		5.9			13.5			13.3			7.5	
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88
Growth Factor	100%	100%	100%	100%	100%	75%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	1%	1%	1%	4%	4%	4%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Shared Lane Traffic (%)							10%					
Lane Group Flow (vph)	176	307	0	0	159	141	87	470	14	0	0	0
Turn Type	pm+pt	NA			NA	Perm	Perm	NA	Perm			
Protected Phases	1	6			2			8				
Permitted Phases	6					2	8		8			
Detector Phase	1	6			2	2	8	8	8			
Switch Phase												
Minimum Initial (s)	6.0	15.0			15.0	15.0	10.0	10.0	10.0			
Minimum Split (s)	11.5	20.6			20.6	20.6	16.5	16.5	16.5			
Total Split (s)	11.5	20.6			20.6	20.6	16.5	16.5	16.5			
Total Split (%)	23.7%	42.4%			42.4%	42.4%	34.0%	34.0%	34.0%			
Maximum Green (s)	6.0	15.0			15.0	15.0	10.0	10.0	10.0			
Yellow Time (s)	3.5	3.0			3.0	3.0	3.6	3.6	3.6			
All-Red Time (s)	2.0	2.6			2.6	2.6	2.9	2.9	2.9			
Lost Time Adjust (s)	0.0	0.0			0.0	0.0	0.0	0.0	0.0			
Total Lost Time (s)	5.5	5.6			5.6	5.6	6.5	6.5	6.5			
Lead/Lag	Lead				Lag	Lag						
Lead-Lag Optimize?	Yes				Yes	Yes						
Vehicle Extension (s)	1.5	4.9			1.9	1.9	1.5	1.5	1.5			
Minimum Gap (s)	1.5	2.0			2.0	2.0	1.5	1.5	1.5			
Time Before Reduce (s)	20.0	18.0			18.0	18.0	30.0	30.0	30.0			
Time To Reduce (s)	0.0	22.0			22.0	22.0	0.0	0.0	0.0			
Recall Mode	None	C-Max			C-Max	C-Max	None	None	None			
Walk Time (s)												
Flash Don't Walk (s)												
Pedestrian Calls (#/hr)												
v/c Ratio	0.31	0.17			0.13	0.22	0.28	0.75	0.03			
Control Delay (s/veh)	7.3	5.9			12.5	2.0	19.1	27.7	0.2			

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Queue Delay	0.0	0.0			0.0	0.0	0.0	0.0	0.0			
Total Delay (s/veh)	7.3	5.9			12.5	2.0	19.1	27.7	0.2			
Queue Length 50th (ft)	22	20			16	0	23	69	0			
Queue Length 95th (ft)	44	33			32	14	54	#125	0			
Internal Link Dist (ft)		178			515			605			415	
Turn Bay Length (ft)						105	250		250			
Base Capacity (vph)	560	1797			1185	654	312	629	438			
Starvation Cap Reductn	0	0			0	0	0	0	0			
Spillback Cap Reductn	0	0			0	0	0	0	0			
Storage Cap Reductn	0	0			0	0	0	0	0			
Reduced v/c Ratio	0.31	0.17			0.13	0.22	0.28	0.75	0.03			

Intersection Summary	
Area Type:	Other
Cycle Length: 48.6	
Actuated Cycle Length: 48.6	
Offset: 11.5 (24%), Referenced to phase 2:WBT and 6:EBTL, Start of Green	
Natural Cycle: 50	
Control Type: Actuated-Coordinated	
# 95th percentile volume exceeds capacity, queue may be longer.	
Queue shown is maximum after two cycles.	

Splits and Phases: 900: I41 NB Off Ramp/I41 NB On Ramp & 71st St





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	155	270	0	0	140	165	85	405	12	0	0	0
Future Volume (veh/h)	155	270	0	0	140	165	85	405	12	0	0	0
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0			
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Ped-Bike Adj(A_pbT)	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			
Work Zone On Approach		No			No			No				
Adj Sat Flow, veh/h/ln	1742	1742	0	0	1756	1736	1768	1695	1695			
Adj Flow Rate, veh/h	176	307	0	0	159	141	97	460	14			
Peak Hour Factor	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88			
Percent Heavy Veh, %	2	2	0	0	1	1	4	4	4			
Cap, veh/h	625	1818	0	0	1086	479	344	692	293			
Arrive On Green	0.22	1.00	0.00	0.00	0.33	0.33	0.20	0.20	0.20			
Sat Flow, veh/h	1659	3398	0	0	3425	1471	1684	3391	1437			
Grp Volume(v), veh/h	176	307	0	0	159	141	97	460	14			
Grp Sat Flow(s),veh/h/ln	1659	1655	0	0	1668	1471	1684	1695	1437			
Q Serve(g_s), s	3.0	0.0	0.0	0.0	1.7	3.5	2.4	6.1	0.4			
Cycle Q Clear(g_c), s	3.0	0.0	0.0	0.0	1.7	3.5	2.4	6.1	0.4			
Prop In Lane	1.00		0.00	0.00		1.00	1.00		1.00			
Lane Grp Cap(c), veh/h	625	1818	0	0	1086	479	344	692	293			
V/C Ratio(X)	0.28	0.17	0.00	0.00	0.15	0.29	0.28	0.67	0.05			
Avail Cap(c_a), veh/h	643	1818	0	0	1086	479	344	692	293			
HCM Platoon Ratio	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Upstream Filter(I)	0.97	0.97	0.00	0.00	1.00	1.00	1.00	1.00	1.00			
Uniform Delay (d), s/veh	6.7	0.0	0.0	0.0	11.7	12.3	16.5	18.0	15.7			
Incr Delay (d2), s/veh	0.1	0.2	0.0	0.0	0.3	1.6	0.2	2.0	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			
%ile BackOfQ(95%),veh/ln	1.3	0.1	0.0	0.0	1.0	2.1	1.5	4.0	0.2			
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	6.8	0.2	0.0	0.0	12.0	13.9	16.6	19.9	15.7			
LnGrp LOS	A	A			B	B	B	B	B			
Approach Vol, veh/h		483			300			571				
Approach Delay, s/veh		2.6			12.9			19.3				
Approach LOS		A			B			B				
Timer - Assigned Phs	1	2				6		8				
Phs Duration (G+Y+Rc), s	11.0	21.6				32.5		16.5				
Change Period (Y+Rc), s	5.5	5.6				5.6		6.5				
Max Green Setting (Gmax), s	6.0	15.0				15.0		10.0				
Max Q Clear Time (g_c+I1), s	5.0	5.5				2.0		8.1				
Green Ext Time (p_c), s	0.0	0.6				2.6		0.4				

Intersection Summary	
HCM 7th Control Delay, s/veh	11.9
HCM 7th LOS	B

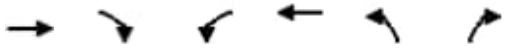
Notes

User approved volume balancing among the lanes for turning movement.



Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	55	15	235	70	65	100
Future Volume (vph)	55	15	235	70	65	100
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12
Grade (%)	0%			0%	0%	
Storage Length (ft)		0	0		0	0
Storage Lanes		0	0		1	1
Taper Length (ft)			100		100	
Link Speed (mph)	30			30	30	
Link Distance (ft)	787			1254	1020	
Travel Time (s)	17.9			28.5	23.2	
Confl. Peds. (#/hr)						
Confl. Bikes (#/hr)						
Peak Hour Factor	0.83	0.83	0.83	0.83	0.83	0.83
Growth Factor	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	1%	1%	1%	1%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0
Parking (#/hr)						
Mid-Block Traffic (%)	0%			0%	0%	
Shared Lane Traffic (%)						
Lane Group Flow (vph)	84	0	0	367	78	120
Sign Control	Stop			Stop	Stop	

Intersection Summary	
Area Type:	Other
Control Type: Unsignalized	



Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Sign Control	Stop			Stop	Stop	
Traffic Volume (vph)	55	15	235	70	65	100
Future Volume (vph)	55	15	235	70	65	100
Peak Hour Factor	0.83	0.83	0.83	0.83	0.83	0.83
Hourly flow rate (vph)	66	18	283	84	78	120

Direction, Lane #	EB 1	EB 2	WB 1	WB 2	NB 1	NB 2
Volume Total (vph)	44	40	311	56	78	120
Volume Left (vph)	0	0	283	0	78	0
Volume Right (vph)	0	18	0	0	0	120
Hadj (s)	0.02	-0.30	0.47	0.02	0.53	-0.67
Departure Headway (s)	5.5	5.2	5.6	5.2	6.2	5.0
Degree Utilization, x	0.07	0.06	0.48	0.08	0.13	0.17
Capacity (veh/h)	620	662	623	672	549	674
Control Delay (s/veh)	7.7	7.3	12.6	7.4	8.9	7.8
Approach Delay (s/veh)	7.5		11.8		8.2	
Approach LOS	A		B		A	

Intersection Summary			
Delay	10.1		
Level of Service	B		
Intersection Capacity Utilization	30.0%	ICU Level of Service	A
Analysis Period (min)	15		

Intersection	
Intersection Delay, s/veh	11.1
Intersection LOS	B

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	55	15	235	70	65	100
Future Vol, veh/h	55	15	235	70	65	100
Peak Hour Factor	0.83	0.83	0.83	0.83	0.83	0.83
Heavy Vehicles, %	1	1	1	1	2	2
Mvmt Flow	66	18	283	84	78	120
Number of Lanes	2	0	0	2	1	1

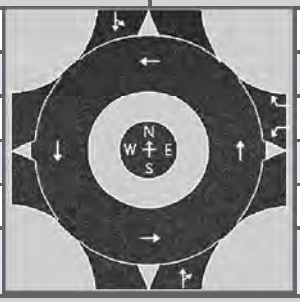
Approach	EB	WB	NB
Opposing Approach	WB	EB	
Opposing Lanes	2	2	0
Conflicting Approach Left		NB	EB
Conflicting Lanes Left	0	2	2
Conflicting Approach Right	NB		WB
Conflicting Lanes Right	2	0	2
HCM Control Delay, s/veh	8.4	12.7	9.2
HCM LOS	A	B	A

Lane	NBLn1	NBLn2	EBLn1	EBLn2	WBLn1	WBLn2
Vol Left, %	100%	0%	0%	0%	91%	0%
Vol Thru, %	0%	0%	100%	55%	9%	100%
Vol Right, %	0%	100%	0%	45%	0%	0%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	65	100	37	33	258	47
LT Vol	65	0	0	0	235	0
Through Vol	0	0	37	18	23	47
RT Vol	0	100	0	15	0	0
Lane Flow Rate	78	120	44	40	311	56
Geometry Grp	5	5	5	5	5	5
Degree of Util (X)	0.135	0.167	0.067	0.057	0.483	0.08
Departure Headway (Hd)	6.207	5.001	5.438	5.12	5.584	5.127
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes
Cap	576	714	655	695	644	697
Service Time	3.958	2.752	3.202	2.884	3.334	2.876
HCM Lane V/C Ratio	0.135	0.168	0.067	0.058	0.483	0.08
HCM Control Delay, s/veh	9.9	8.8	8.6	8.2	13.5	8.3
HCM Lane LOS	A	A	A	A	B	A
HCM 95th-tile Q	0.5	0.6	0.2	0.2	2.6	0.3

HCS Roundabouts Report

General Information

Analyst	MSA
Agency or Co.	
Date Performed	8/13/2024
Analysis Year	2028
Time Analyzed	PM Peak
Project Description	Improved Transportation System, Build Alt B



Site Information

Intersection	STH 158 at W Frontage Rd
E/W Street Name	STH 158
N/S Street Name	W Frontage Rd
Analysis Time Period, hrs	0.25
Peak Hour Factor	0.85
Jurisdiction	WisDOT SE

Volume Adjustments and Site Characteristics

Approach	EB				WB				NB				SB			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Number of Lanes (N)	0	0	0	0	0	1	0	1	0	0	1	0	0	0	1	0
Lane Assignment					L		R				TR				LT	
Volume (V), veh/h					0	410		90	0		70	270	0	220	75	
Percent Heavy Vehicles, %					8	8		8	9		9	9	9	9	9	
Flow Rate (v_{PCE}), pc/h					0	521		114	0		90	346	0	282	96	
Right-Turn Bypass	None				None				None				None			
Conflicting Lanes					1				1				1			
Pedestrians Crossing, p/h					0				0				0			
Proportion of CAVs, %	0															

Critical and Follow-Up Headway Adjustment

Approach	EB			WB			NB			SB		
Lane	Left	Right	Bypass	Left	Right	Bypass	Left	Right	Bypass	Left	Right	Bypass
Critical Headway, s				4.7000	4.4000			4.7000			4.7000	
Follow-Up Headway, s				2.5000	2.5000			2.6000			2.6000	

Flow Computations, Capacity and v/c Ratios

Approach	EB			WB			NB			SB		
Lane	Left	Right	Bypass	Left	Right	Bypass	Left	Right	Bypass	Left	Right	Bypass
Entry Flow (v_e), pc/h				521	114			436			378	
Entry Volume, veh/h				482	106			400			347	
Circulating Flow (v_c), pc/h	899			90			282			521		
Exiting Flow (v_{ex}), pc/h	628			0			204			617		
Capacity (c_{pce}), pc/h				1321	1331			1061			847	
Capacity (c), veh/h				1223	1232			973			777	
v/c Ratio (x)				0.39	0.09			0.41			0.45	

Delay and Level of Service

Approach	EB			WB			NB			SB		
Lane	Left	Right	Bypass	Left	Right	Bypass	Left	Right	Bypass	Left	Right	Bypass
Lane Control Delay (d), s/veh				6.8	3.6			8.3			10.6	
Lane LOS				A	A			A			B	
95% Queue Length, Q_{95} (veh)				1.9	0.3			2.0			2.3	
95% Queue Length, Q_{95} (ft)				50.5	8.0			53.6			57.5	
Approach Delay, s/veh | LOS				6.2	A		8.3	A		10.6	B	
Intersection Delay, s/veh | LOS	8.0						A					

HCS Roundabouts Report

General Information

Analyst	MSA
Agency or Co.	
Date Performed	8/13/2024
Analysis Year	2038
Time Analyzed	PM Peak
Project Description	Improved Transportation System, Build Alt B



Site Information

Intersection	STH 158 at W Frontage Rd
E/W Street Name	STH 158
N/S Street Name	W Frontage Rd
Analysis Time Period, hrs	0.25
Peak Hour Factor	0.85
Jurisdiction	WisDOT SE

Volume Adjustments and Site Characteristics

Approach	EB				WB				NB				SB			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Number of Lanes (N)	0	0	0	0	0	1	0	1	0	0	1	0	0	0	1	0
Lane Assignment					L		R				TR				LT	
Volume (V), veh/h					0	415		135	0		70	270	0	345	75	
Percent Heavy Vehicles, %					8	8		8	9		9	9	9	9	9	
Flow Rate (v_{PCE}), pc/h					0	527		172	0		90	346	0	442	96	
Right-Turn Bypass	None				None				None				None			
Conflicting Lanes					1				1				1			
Pedestrians Crossing, p/h					0				0				0			
Proportion of CAVs, %	0															

Critical and Follow-Up Headway Adjustment

Approach	EB			WB			NB			SB		
Lane	Left	Right	Bypass	Left	Right	Bypass	Left	Right	Bypass	Left	Right	Bypass
Critical Headway, s				4.7000	4.4000			4.7000			4.7000	
Follow-Up Headway, s				2.5000	2.5000			2.6000			2.6000	

Flow Computations, Capacity and v/c Ratios

Approach	EB			WB			NB			SB		
Lane	Left	Right	Bypass	Left	Right	Bypass	Left	Right	Bypass	Left	Right	Bypass
Entry Flow (v_e), pc/h				527	172			436			538	
Entry Volume, veh/h				488	159			400			494	
Circulating Flow (v_c), pc/h	1065			90			442			527		
Exiting Flow (v_{ex}), pc/h	788			0			262			623		
Capacity (c_{pce}), pc/h				1321	1331			912			842	
Capacity (c), veh/h				1223	1232			837			772	
v/c Ratio (x)				0.40	0.13			0.48			0.64	

Delay and Level of Service

Approach	EB			WB			NB			SB		
Lane	Left	Right	Bypass	Left	Right	Bypass	Left	Right	Bypass	Left	Right	Bypass
Lane Control Delay (d), s/veh				6.9	4.0			10.6			15.7	
Lane LOS				A	A			B			C	
95% Queue Length, Q_{95} (veh)				1.9	0.4			2.6			4.7	
95% Queue Length, Q_{95} (ft)				50.5	10.6			69.7			117.5	
Approach Delay, s/veh | LOS				6.2	A		10.6	B		15.7	C	
Intersection Delay, s/veh | LOS	10.4						B					

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Appendix I

Warrant Analysis for Intersection Traffic Control

- Traffic Signal

12-Hour Distributions

Development Phase	Development Trip Generation ITE Site Code/Name					821	Shopping Plaza (40 - 150 k) No Supermarket					
	Alt Site Code/Name (if 12-hour distribution is unavailable)					820	Shopping Center (>150k)					
2028 Background Gateway Center	One Hour Time Period Start Time		Data Source	In%	In Vol	SB Thru In WFRd	WB Left In STH 158		Out %	Out Vol	NB Thru Out WFRd	EB Right Out STH 158	
					AM	10%	0%	0%			10%	0%	0%
					PM	10%	0%	0%			10%	0%	0%
	AM	6:00	ITE	0.8%	13	1	0	0	0.5%	7	1	0	0
		7:00		1.9%	29	3	0	0	1.2%	18	2	0	0
		8:00		2.8%	44	4	0	0	1.8%	27	3	0	0
		9:00		4.8%	73	7	0	0	3.0%	46	5	0	0
	MD	10:00		6.8%	104	10	0	0	5.0%	77	8	0	0
		11:00		8.2%	125	13	0	0	7.0%	107	11	0	0
		12:00		9.3%	143	14	0	0	8.5%	130	13	0	0
		13:00		8.4%	129	13	0	0	8.6%	132	13	0	0
	PM	14:00		7.5%	116	12	0	0	8.2%	126	13	0	0
		15:00		7.8%	119	12	0	0	8.1%	124	12	0	0
		16:00		8.3%	127	13	0	0	8.3%	128	13	0	0
		17:00		8.4%	129	13	0	0	8.5%	130	13	0	0
		18:00		7.4%	114	11	0	0	7.5%	114	11	0	0
		19:00		6.3%	97	10	0	0	6.6%	102	10	0	0
		20:00		4.1%	63	6	0	0	6.1%	93	9	0	0
		21:00		1.8%	28	3	0	0	4.4%	68	7	0	0
	Total Daily %			94.6%					93.1%				
	24-Hour Daily One-Way				1535					1535			
	24-Hour Daily Two-Way				3070								

Development Phase	Development Trip Generation ITE Site Code/Name					710	General Office					
	Alt Site Code/Name (if 12-hour distribution is unavailable)											
2028 Background Gateway Center	One Hour Time Period Start Time		Data Source	In%	In Vol	SB Thru In WFRd	WB Left In STH 158		Out %	Out Vol	NB Thru Out WFRd	EB Right Out STH 158	
					AM	10%	0%	0%			10%	0%	0%
					PM	10%	0%	0%			10%	0%	0%
	AM	6:00	ITE	4.8%	14	1	0	0	0.5%	2	0	0	0
		7:00		13.6%	41	4	0	0	2.0%	6	1	0	0
		8:00		14.3%	43	4	0	0	3.4%	10	1	0	0
		9:00		6.3%	19	2	0	0	4.4%	13	1	0	0
	MD	10:00		5.5%	16	2	0	0	6.0%	18	2	0	0
		11:00		6.0%	18	2	0	0	10.3%	31	3	0	0
		12:00		10.2%	31	3	0	0	10.1%	30	3	0	0
		13:00		9.0%	27	3	0	0	6.6%	20	2	0	0
	PM	14:00		8.3%	25	2	0	0	6.5%	19	2	0	0
		15:00		7.3%	22	2	0	0	8.4%	25	3	0	0
		16:00		5.4%	16	2	0	0	15.2%	46	5	0	0
		17:00		4.0%	12	1	0	0	15.8%	47	5	0	0
		18:00		1.7%	5	0	0	0	2.6%	8	1	0	0
		19:00		0.9%	3	0	0	0	2.3%	7	1	0	0
		20:00		0.7%	2	0	0	0	1.3%	4	0	0	0
		21:00		0.5%	2	0	0	0	1.6%	5	0	0	0
	Total Daily %			98.4%					97.1%				
	24-Hour Daily One-Way				300					300			
	24-Hour Daily Two-Way				600								

12-Hour Distributions

Development Phase	Development Trip Generation ITE Site Code/Name				110	General Light Industrial							
	Alt Site Code/Name (if 12-hour distribution is unavailable)												
2028 Background Gateway Center	One Hour Time Period Start Time		Data Source	In%	In Vol	SB Thru In WFRd	WB Left In STH 158		Out %	Out Vol	NB Thru Out WFRd	EB Right Out STH 158	
					AM	10%	0%	0%			10%	0%	0%
					PM	10%	0%	0%			10%	0%	0%
	AM	6:00	ITE	7.2%	17	2	0	0	0.7%	2	0	0	0
		7:00		18.0%	41	4	0	0	2.3%	5	1	0	0
		8:00		10.8%	25	2	0	0	4.6%	11	1	0	0
		9:00		7.3%	17	2	0	0	7.3%	17	2	0	0
	MD	10:00		7.7%	18	2	0	0	7.8%	18	2	0	0
		11:00		6.5%	15	1	0	0	8.5%	19	2	0	0
		12:00		9.0%	21	2	0	0	10.8%	25	2	0	0
		13:00		8.5%	20	2	0	0	7.3%	17	2	0	0
	PM	14:00		7.3%	17	2	0	0	8.9%	20	2	0	0
		15:00		6.0%	14	1	0	0	11.3%	26	3	0	0
		16:00		4.1%	9	1	0	0	10.8%	25	2	0	0
		17:00		1.2%	3	0	0	0	16.7%	38	4	0	0
		18:00		0.1%	0	0	0	0	2.4%	5	1	0	0
		19:00		0.0%	0	0	0	0	0.1%	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
	Total Daily %			93.9%					99.4%				
	24-Hour Daily One-Way				230					230			
	24-Hour Daily Two-Way				460								

Development Phase	Development Trip Generation ITE Site Code/Name				154	High-Cube Transload & Short-Term Storage Warehouse							
	Alt Site Code/Name (if 12-hour distribution is unavailable)												
2028 Background ULINE	One Hour Time Period Start Time		Data Source	In%	In Vol	NB Thru In WFRd	WB Right In STH 158		Out %	Out Vol	SB Thru Out WFRd	SB Left Out STH 158	
					AM	0%	5%	0%			0%	5%	0%
					PM	0%	5%	0%			0%	5%	0%
	AM	6:00	ITE	10.2%	104	0	5	0	2.1%	21	0	1	0
		7:00		7.3%	74	0	4	0	2.3%	23	0	1	0
		8:00		5.1%	52	0	3	0	2.8%	28	0	1	0
		9:00		11.8%	119	0	6	0	2.6%	26	0	1	0
	MD	10:00		9.5%	96	0	5	0	2.9%	29	0	1	0
		11:00		3.8%	38	0	2	0	3.7%	37	0	2	0
		12:00		5.1%	51	0	3	0	6.9%	69	0	3	0
		13:00		5.9%	60	0	3	0	5.9%	60	0	3	0
	PM	14:00		6.0%	61	0	3	0	4.3%	44	0	2	0
		15:00		5.3%	54	0	3	0	10.0%	101	0	5	0
		16:00		3.1%	31	0	2	0	6.3%	64	0	3	0
		17:00		2.2%	22	0	1	0	7.8%	79	0	4	0
		18:00		2.7%	27	0	1	0	8.8%	89	0	4	0
		19:00		5.8%	59	0	3	0	9.4%	95	0	5	0
		20:00		5.4%	54	0	3	0	5.8%	58	0	3	0
		21:00		0.6%	6	0	0	0	1.5%	15	0	1	0
	Total Daily %			89.9%					82.9%				
	24-Hour Daily One-Way				1010					1010			
	24-Hour Daily Two-Way				2020								

12-Hour Distributions

Development Phase	Development Trip Generation ITE Site Code/Name					473	Casino						
	Alt Site Code/Name (if 12-hour distribution is unavailable)					971	Brewery Tap Room						
2028 Build	One Hour Time Period Start Time		Data Source	In%	In Vol	SB Thru In WFRd	WB Left In STH 158		Out %	Out Vol	NB Thru Out WFRd	NB Right Out STH 158	
					AM	0%	70%	0%			0%	70%	0%
					PM	0%	70%	0%			0%	70%	0%
	AM	6:00	ITE	0.0%	0	0	0	0	0.0%	0	0	0	0
		7:00		0.0%	0	0	0	0	0.0%	0	0	0	0
		8:00		0.3%	20	0	14	0	0.1%	10	0	7	0
		9:00		1.9%	141	0	99	0	0.3%	20	0	14	0
	MD	10:00		0.7%	50	0	35	0	0.6%	40	0	28	0
		11:00		1.0%	70	0	49	0	1.0%	71	0	49	0
		12:00		1.0%	70	0	49	0	1.2%	91	0	64	0
		13:00		1.4%	101	0	70	0	0.6%	40	0	28	0
	PM	14:00		3.2%	231	0	162	0	1.4%	101	0	71	0
		15:00		4.4%	322	0	225	0	1.8%	131	0	92	0
		16:00		10.8%	794	0	556	0	4.7%	343	0	240	0
		17:00		17.6%	1287	0	901	0	10.7%	788	0	551	0
		18:00		18.1%	1327	0	929	0	13.4%	979	0	686	0
		19:00		15.5%	1136	0	795	0	15.7%	1151	0	806	0
		20:00		9.2%	674	0	472	0	13.8%	1010	0	707	0
		21:00		6.9%	503	0	352	0	13.1%	959	0	671	0
			Total Daily %	91.8%					78.2%				
			24-Hour Daily One-Way		7330					7330			
			24-Hour Daily Two-Way		14660								

Development Phase	Development Trip Generation ITE Site Code/Name					310	Hotel						
	Alt Site Code/Name (if 12-hour distribution is unavailable)												
2028 Build	One Hour Time Period Start Time		Data Source	In%	In Vol	SB Thru In WFRd	WB Left In STH 158		Out %	Out Vol	NB Thru Out WFRd	NB Right Out STH 158	
					AM	0%	70%	0%			0%	70%	0%
					PM	0%	70%	0%			0%	70%	0%
	AM	6:00	ITE	0.8%	1	0	1	0	2.2%	3	0	2	0
		7:00		2.4%	3	0	2	0	8.2%	10	0	7	0
		8:00		3.3%	4	0	3	0	6.3%	8	0	5	0
		9:00		4.8%	6	0	4	0	6.7%	8	0	6	0
	MD	10:00		5.9%	7	0	5	0	7.8%	9	0	7	0
		11:00		7.4%	9	0	6	0	8.1%	10	0	7	0
		12:00		10.3%	12	0	9	0	6.2%	7	0	5	0
		13:00		10.7%	13	0	9	0	7.2%	9	0	6	0
	PM	14:00		7.8%	9	0	7	0	8.0%	10	0	7	0
		15:00		8.2%	10	0	7	0	7.0%	8	0	6	0
		16:00		7.1%	9	0	6	0	7.6%	9	0	6	0
		17:00		8.8%	11	0	7	0	6.5%	8	0	5	0
		18:00		5.4%	6	0	5	0	4.8%	6	0	4	0
		19:00		5.8%	7	0	5	0	3.2%	4	0	3	0
		20:00		3.1%	4	0	3	0	3.2%	4	0	3	0
		21:00		2.1%	3	0	2	0	2.8%	3	0	2	0
			Total Daily %	94.0%					95.9%				
			24-Hour Daily One-Way		120					120			
			24-Hour Daily Two-Way		240								

12-Hour Distributions

Development Phase	Development Trip Generation ITE Site Code/Name					n/a	Event Center						
	Alt Site Code/Name (if 12-hour distribution is unavailable)					710	General Office Building						
2028 Build	One Hour Time Period Start Time		Data Source	In%	In Vol	SB Thru In WFRd	WB Left In STH 158		Out %	Out Vol	NB Thru Out WFRd	NB Right Out STH 158	
					AM	0%	70%	0%			0%	70%	0%
					PM	0%	70%	0%			0%	70%	0%
	AM	6:00	ITE	4.8%	34	0	24	0	0.5%	4	0	3	0
		7:00		13.6%	98	0	68	0	2.0%	14	0	10	0
		8:00		14.3%	103	0	72	0	3.4%	25	0	17	0
		9:00		6.3%	45	0	32	0	4.4%	31	0	22	0
	MD	10:00		5.5%	39	0	28	0	6.0%	43	0	30	0
		11:00		6.0%	43	0	30	0	10.3%	74	0	52	0
		12:00		10.2%	74	0	51	0	10.1%	73	0	51	0
		13:00		9.0%	65	0	45	0	6.6%	48	0	33	0
	PM	14:00		8.3%	59	0	42	0	6.5%	47	0	33	0
		15:00		7.3%	53	0	37	0	8.4%	60	0	42	0
		16:00		5.4%	39	0	27	0	15.2%	110	0	77	0
		17:00		4.0%	29	0	20	0	15.8%	114	0	80	0
		18:00		1.7%	12	0	8	0	2.6%	19	0	13	0
		19:00		0.9%	7	0	5	0	2.3%	17	0	12	0
		20:00		0.7%	5	0	3	0	1.3%	10	0	7	0
		21:00		0.5%	4	0	3	0	1.6%	11	0	8	0
	Total Daily %			98.4%					97.1%				
	24-Hour Daily One-Way				720					720			
	24-Hour Daily Two-Way				1440								

Development Phase	Development Trip Generation ITE Site Code/Name					931	Fine Dining Restaurant						
	Alt Site Code/Name (if 12-hour distribution is unavailable)					932	High-Turnover (Sit-Down) Restaurant						
2028 Build	One Hour Time Period Start Time		Data Source	In%	In Vol	SB Thru In WFRd	WB Left In STH 158		Out %	Out Vol	NB Thru Out WFRd	NB Right Out STH 158	
					AM	0%	70%	0%			0%	70%	0%
					PM	0%	70%	0%			0%	70%	0%
	AM	6:00	ITE	1.7%	11	0	7	0	0.9%	5	0	4	0
		7:00		2.7%	17	0	12	0	1.8%	11	0	8	0
		8:00		3.4%	20	0	14	0	3.1%	19	0	13	0
		9:00		4.0%	24	0	17	0	3.4%	20	0	14	0
	MD	10:00		5.5%	33	0	23	0	4.4%	27	0	19	0
		11:00		12.1%	73	0	51	0	6.9%	42	0	29	0
		12:00		12.4%	75	0	52	0	12.3%	74	0	52	0
		13:00		6.5%	39	0	27	0	11.2%	67	0	47	0
	PM	14:00		4.0%	24	0	17	0	5.1%	31	0	21	0
		15:00		3.3%	20	0	14	0	4.0%	24	0	17	0
		16:00		6.2%	38	0	26	0	3.9%	24	0	16	0
		17:00		10.2%	61	0	43	0	6.8%	41	0	29	0
		18:00		10.1%	61	0	43	0	8.7%	52	0	37	0
		19:00		7.2%	43	0	30	0	9.2%	56	0	39	0
		20:00		4.3%	26	0	18	0	7.1%	43	0	30	0
		21:00		2.6%	16	0	11	0	4.8%	29	0	20	0
	Total Daily %			96.2%					93.6%				
	24-Hour Daily One-Way				603					603			
	24-Hour Daily Two-Way				1205								

12-Hour Distributions

Development Phase	Development Trip Generation ITE Site Code/Name					876	Apparel Store							
	Alt Site Code/Name (if 12-hour distribution is unavailable)					814	Variety Store							
2028 Build	One Hour Time Period Start Time		Data Source	In%	In Vol	SB Thru In WFRd	WB Left In STH 158		Out %	Out Vol	NB Thru Out WFRd	NB Right Out STH 158	
					AM	0%	70%	0%			0%	70%	0%
					PM	0%	70%	0%			0%	70%	0%
	AM	6:00	ITE	0.0%	0	0	0	0	0.0%	0	0	0	0
		7:00		1.0%	0	0	0	0	0.6%	0	0	0	0
		8:00		3.8%	0	0	0	0	3.0%	0	0	0	0
		9:00		5.0%	0	0	0	0	5.1%	0	0	0	0
	MD	10:00		6.1%	0	0	0	0	6.3%	0	0	0	0
		11:00		7.8%	1	0	0	0	7.3%	1	0	0	0
		12:00		7.7%	1	0	0	0	8.1%	1	0	0	0
		13:00		8.7%	1	0	0	0	8.6%	1	0	0	0
	PM	14:00		7.8%	1	0	0	0	8.2%	1	0	0	0
		15:00		8.9%	1	0	0	0	8.8%	1	0	0	0
		16:00		10.8%	1	0	1	0	9.5%	1	0	0	0
		17:00		9.7%	1	0	1	0	10.1%	1	0	1	0
		18:00		9.2%	1	0	0	0	10.5%	1	0	1	0
		19:00		8.3%	1	0	0	0	8.7%	1	0	0	0
		20:00		4.2%	0	0	0	0	3.9%	0	0	0	0
		21:00		0.8%	0	0	0	0	1.5%	0	0	0	0
			Total Daily %	99.7%					100.0%				
			24-Hour Daily One-Way		8					8			
			24-Hour Daily Two-Way		15								

Background Volumes with Projected Development Traffic

Development turn volume summary

Development Phase		One Hour Time Period Start Time	From North (SB)					From East (WB)					From South (NB)					From West (EB)				
			Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total
2028 Background	AM	6:00		4	1	0	5	5		0	0	5	0	1		0	1				0	0
		7:00		11	1	0	12	4		0	0	4	0	4		0	4				0	0
		8:00		10	1	0	11	3		0	0	3	0	5		0	5				0	0
		9:00		11	1	0	12	6		0	0	6	0	8		0	8				0	0
	MD	10:00		14	1	0	15	5		0	0	5	0	12		0	12				0	0
		11:00		16	2	0	18	2		0	0	2	0	16		0	16				0	0
		12:00		19	3	0	22	3		0	0	3	0	18		0	18				0	0
		13:00		18	3	0	21	3		0	0	3	0	17		0	17				0	0
	PM	14:00		16	2	0	18	3		0	0	3	0	17		0	17				0	0
		15:00		15	5	0	20	3		0	0	3	0	18		0	18				0	0
		16:00		16	3	0	19	2		0	0	2	0	20		0	20				0	0
		17:00		14	4	0	18	1		0	0	1	0	22		0	22				0	0
		18:00		11	4	0	15	1		0	0	1	0	13		0	13				0	0
		19:00		10	5	0	15	3		0	0	3	0	11		0	11				0	0
		20:00		6	3	0	9	3		0	0	3	0	9		0	9				0	0
		21:00		3	1	0	4	0		0	0	0	0	7		0	7				0	0

Development Phase		One Hour Time Period Start Time	From North (SB)					From East (WB)					From South (NB)					From West (EB)				
			Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total
2028 Build	AM	6:00		0		0	0	32			0	32	9	0		0	9				0	0
		7:00		0		0	0	82			0	82	25	0		0	25				0	0
		8:00		0		0	0	103			0	103	42	0		0	42				0	0
		9:00		0		0	0	152			0	152	56	0		0	56				0	0
	MD	10:00		0		0	0	91			0	91	84	0		0	84				0	0
		11:00		0		0	0	136			0	136	137	0		0	137				0	0
		12:00		0		0	0	161			0	161	172	0		0	172				0	0
		13:00		0		0	0	151			0	151	114	0		0	114				0	0
	PM	14:00		0		0	0	228			0	228	132	0		0	132				0	0
		15:00		0		0	0	283			0	283	157	0		0	157				0	0
		16:00		0		0	0	616			0	616	339	0		0	339				0	0
		17:00		0		0	0	972			0	972	666	0		0	666				0	0
		18:00		0		0	0	985			0	985	741	0		0	741				0	0
		19:00		0		0	0	835			0	835	860	0		0	860				0	0
		20:00		0		0	0	496			0	496	747	0		0	747				0	0
		21:00		0		0	0	368			0	368	701	0		0	701				0	0

2023 Counts (Background)

One Hour Time Period Start Time		From North (SB)					From East (WB)					From South (NB)					From West (EB)				
		Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total
AM	6:00	0	38	75	0	113	48	0	44	0	92	94	29	0	0	123	0	0	0	0	0
	7:00	0	32	44	1	77	50	0	71	0	121	88	33	0	0	121	0	0	0	0	0
	8:00	0	21	43	0	64	51	0	50	1	102	54	38	0	0	92	0	0	0	0	0
	9:00	0	41	45	0	86	89	0	58	3	150	32	59	0	0	91	0	0	0	0	0
MD	10:00	0	40	105	1	146	102	0	65	3	170	50	55	0	0	105	0	0	0	0	0
	11:00	0	94	124	0	218	37	0	59	1	97	36	35	0	0	71	0	0	0	0	0
	12:00	0	50	94	0	144	48	0	70	1	119	47	35	0	0	82	0	0	0	0	0
	13:00	0	58	61	0	119	44	0	66	3	113	48	43	0	0	91	0	0	0	0	0
PM	14:00	0	49	61	0	110	49	0	100	0	149	52	40	0	0	92	0	0	0	0	0
	15:00	0	53	97	0	150	35	0	127	2	164	54	34	0	0	88	0	0	0	0	0
	16:00	0	61	119	1	181	57	0	167	0	224	63	67	0	0	130	0	0	0	0	0
	17:00	0	65	132	0	197	58	0	131	0	189	49	50	0	0	99	0	0	0	0	0
	18:00	0	61	127	1	189	58	0	71	0	129	36	59	0	0	95	0	0	0	0	0
	19:00	0	0	0	0	0	0	0	0	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	0	0	0					0
	21:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0					0

2028 Background + Growth

0.15% Growth 5 Years

One Hour Time Period Start Time		From North (SB)					From East (WB)					From South (NB)					From West (EB)				
		Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total
AM	6:00	0	42	77	0	119	53	0	44	0	98	95	30	0	0	125	0	0	0	0	0
	7:00	0	43	45	1	90	54	0	72	0	126	89	37	0	0	126	0	0	0	0	0
	8:00	0	31	44	0	75	54	0	50	1	106	54	43	0	0	98	0	0	0	0	0
	9:00	0	52	46	0	99	96	0	58	3	157	32	67	0	0	100	0	0	0	0	0
MD	10:00	0	54	107	1	162	108	0	65	3	176	50	67	0	0	118	0	0	0	0	0
	11:00	0	111	127	0	238	39	0	59	1	100	36	51	0	0	88	0	0	0	0	0
	12:00	0	69	98	0	167	51	0	71	1	123	47	53	0	0	101	0	0	0	0	0
	13:00	0	76	64	0	141	47	0	66	3	117	48	60	0	0	109	0	0	0	0	0
PM	14:00	0	65	63	0	129	52	0	101	0	153	52	57	0	0	110	0	0	0	0	0
	15:00	0	68	103	0	171	38	0	128	2	168	54	52	0	0	107	0	0	0	0	0
	16:00	0	77	123	1	201	59	0	168	0	228	63	88	0	0	151	0	0	0	0	0
	17:00	0	79	137	0	216	59	0	132	0	191	49	72	0	0	122	0	0	0	0	0
	18:00	0	72	132	1	205	59	0	72	0	131	36	72	0	0	109	0	0	0	0	0
	19:00	0	10	5	0	15	3	0	0	0	3	0	11	0	0	11	0	0	0	0	0
	20:00	0	6	3	0	9	3	0	0	0	3	0	9	0	0	9	0	0	0	0	0
	21:00	0	3	1	0	4	0	0	0	0	0	0	7	0	0	7	0	0	0	0	0

Background Volumes with Projected Development Traffic

2028 Background + Development
0.15% Growth 5 Years

Development Phase	One Hour Time Period Start Time		From North (SB) ↓					From East (WB) ←					From South (NB) ↑					From West (EB) →				
			Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total
2028 Build	AM	6:00	0	42	77	0	119	85	0	44	0	130	104	30	0	0	134	0	0	0	0	0
		7:00	0	43	45	1	90	136	0	72	0	208	114	37	0	0	151	0	0	0	0	0
		8:00	0	31	44	0	75	157	0	50	1	209	96	43	0	0	140	0	0	0	0	0
		9:00	0	52	46	0	99	248	0	58	3	309	88	67	0	0	156	0	0	0	0	0
	MD	10:00	0	54	107	1	162	199	0	65	3	267	134	67	0	0	202	0	0	0	0	0
		11:00	0	111	127	0	238	175	0	59	1	236	173	51	0	0	225	0	0	0	0	0
		12:00	0	69	98	0	167	212	0	71	1	284	219	53	0	0	273	0	0	0	0	0
		13:00	0	76	64	0	141	198	0	66	3	268	162	60	0	0	223	0	0	0	0	0
	PM	14:00	0	65	63	0	129	280	0	101	0	381	184	57	0	0	242	0	0	0	0	0
		15:00	0	68	103	0	171	321	0	128	2	451	211	52	0	0	264	0	0	0	0	0
		16:00	0	77	123	1	201	675	0	168	0	844	402	88	0	0	490	0	0	0	0	0
		17:00	0	79	137	0	216	1031	0	132	0	1163	715	72	0	0	788	0	0	0	0	0
		18:00	0	72	132	1	205	1044	0	72	0	1116	777	72	0	0	850	0	0	0	0	0
		19:00	0	10	5	0	15	838	0	0	0	838	860	11	0	0	871	0	0	0	0	0
		20:00	0	6	3	0	9	499	0	0	0	499	747	9	0	0	756	0	0	0	0	0
		21:00	0	3	1	0	4	368	0	0	0	368	701	7	0	0	708	0	0	0	0	0

Wisconsin Department of Transportation Traffic Signal Warrant Summary Worksheet

100%

The Worksheet(s) attached are provided as an attachment to the Engineering Investigation Study for:

Intersection: STH 158 at W Frontage Rd
County: Kenosha
Town: Paris

Major Street: W Frontage Rd
Critical Approach Speed: 35 mph
Lanes: 2 or more lanes

Minor Street: STH 158
Critical Approach Speed: 45 mph
Lanes: 2 or more lanes

% Right Turns Included
From North (SB) 100%
From East (WB) 0%
From South (NB) 100%
From West (EB) 100%

In built-up area of isolated community of < 10,000 population? No
Total number of approaches at intersection? 3
If it is a "T" intersection, inflate minor threshold to 150%? No
Manually set volume level? No

Analysis based on EXISTING volume data.

Date	Day of the Week	Time (HH:MM)			
		From	AM / PM	To	AM / PM
8/1/2023	Tuesday	6	AM	2	PM
10/19/2023	Thursday	2	PM	7	PM

Warrant Evaluation Summary	Warrant Met:
Warrant 1: Eight - Hour Vehicular Volume	**No**
Condition A: Minimum Vehicular Volume	No
Condition B: Interruption of Continuous Traffic	No
Condition C: Combination: 80% of A and B	No
Warrant 2: Four-Hour Volume	**No**
Warrant 3: Peak Hour Volume	**N/A**
Warrant 4: Pedestrian Volume	**N/A**
Criterion A: Four-Hour	
Criterion B: Peak-Hour	
Warrant 5: School Crossing	**N/A**
Warrant 6: Coordinated Signal System	**N/A**
Warrant 7: Crash Experience	**N/A**
Warrant 8: Roadway Network	**N/A**
Warrant 9: Intersection Near a Grade Crossing	**N/A**

Warrant Analysis Conducted By:

Name: ERF
Agency: MSA Professional Services, Inc.
Date: 8/12/2024

Warrant 1: Eight - Hour Vehicular Volume 100%

Warrant Evaluated? Yes **Warrant Satisfied? No** **Manually Set To:**

Condition A : Min. Veh. Volume		
Volume Level	100%	80%
Major Rd. Req	600	480
Minor Rd. Req	200	160
Number of Hours	0	0

Satisfied? No

Condition B: Interruption of Continuous Traffic		
Volume Level	100%	80%
Major Rd. Req	900	720
Minor Rd. Req	100	80
Number of Hours	0	0

Satisfied? No

Condition C: Combination of A & B at 80%

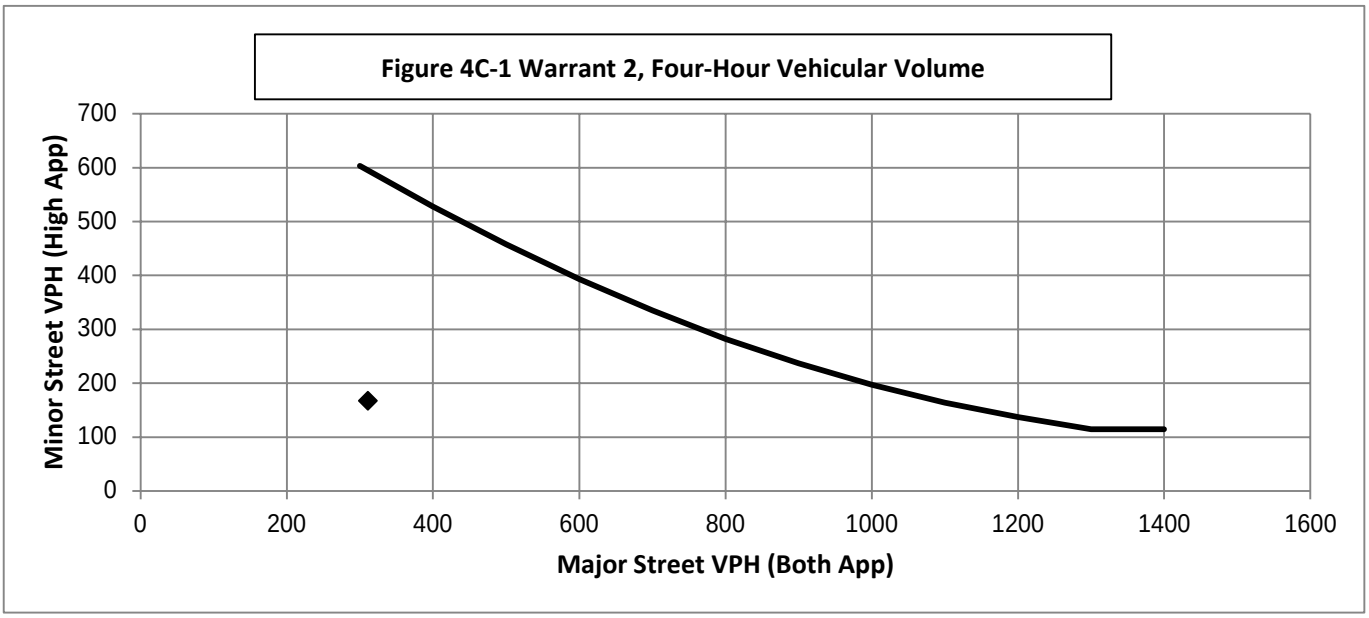
Satisfied? No

6:00 AM	Enter Start Time (Military Time) (HH:MM)				
Time Period	**From**	**To**	**Major Road: Both App. (VPH)**	**Minor Road: High App. (VPH)**	**Total**
1	6:00	7:00	236	44	280
2	7:00	8:00	198	71	269
3	8:00	9:00	156	51	207
4	9:00	10:00	177	61	238
5	10:00	11:00	251	68	319
6	11:00	12:00	289	60	349
7	12:00	13:00	226	71	297
8	13:00	14:00	210	69	279
9	14:00	15:00	202	100	302
10	15:00	16:00	238	129	367
11	16:00	17:00	311	167	478
12	17:00	18:00	296	131	427
13	18:00	19:00	284	71	355
14	19:00	20:00	0	0	0
15	20:00	21:00	0	0	0
16	21:00	22:00	0	0	0

Warrant 2: Four-Hour Volume 100%

Warrant Evaluated? Yes
Warrant Satisfied? No
Manually Set To:

Hour Start	16:00	#N/A	#N/A	#N/A
Major Road Vol.	311	#N/A	#N/A	#N/A
Minor Road Vol.	167	#N/A	#N/A	#N/A



Warrant 3: Peak Hour Volume 100%

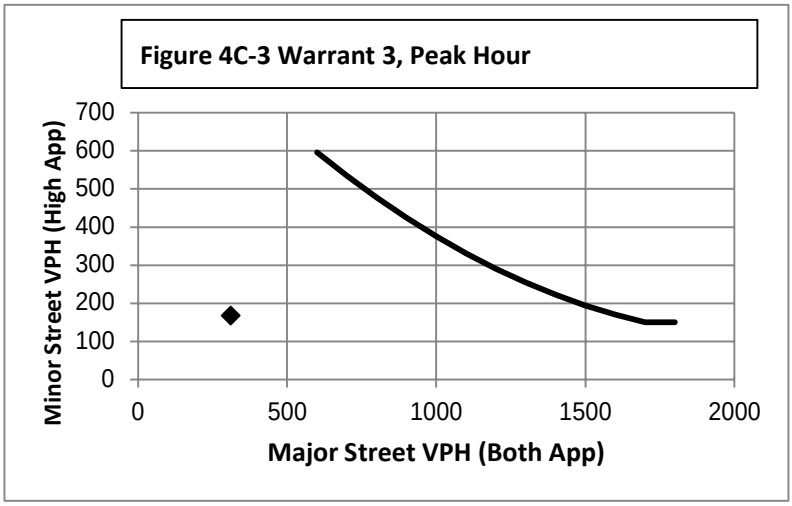
Warrant Evaluated? No **Warrant Satisfied? N/A** **Manually Set To:**

Condition justifying use of warrant:

Criteria		Met?
Delay on Minor Approach	5	
Volume on Minor Approach	150	
Total Entering Volume (veh/h)	650	

Manually Set Peak Hour?

Peak Hour	Major Road Vol. (Both App.)	Minor Road Vol. (High App.)
16:00	311	167



Warrant 4: Pedestrian Volume 100%

Warrant Evaluated? No **Warrant Satisfied? N/A** **Manually Set To:**

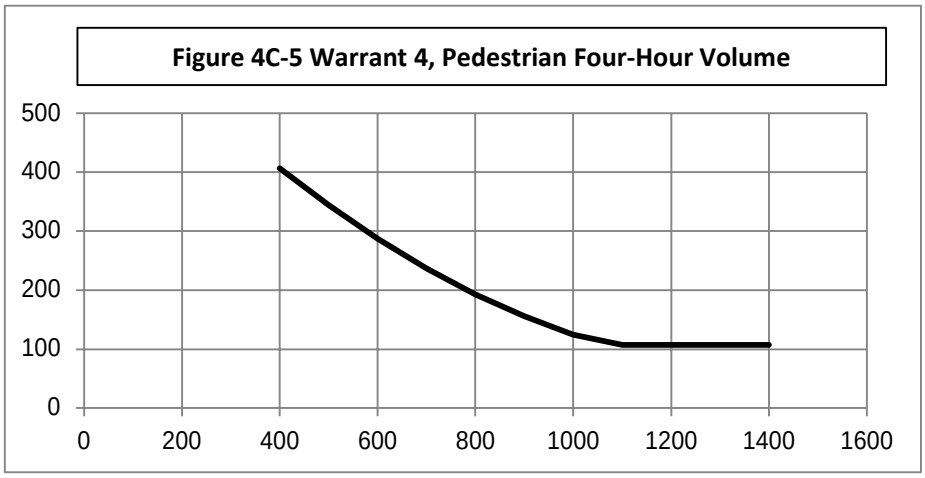
Criterion A: Four Hour

Hour (Start)	Pedestrian Volume	Major Road Vol.
		0
		0
		0
		0

Manually Set Major Rd Vol?

Avg. walk speed less than 3.5 ft/s?

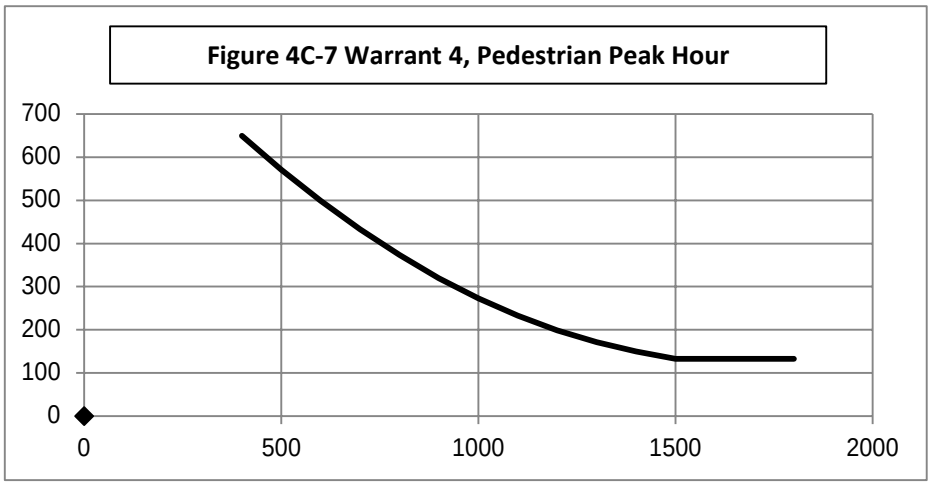
Criterion A Satisfied?



Criterion B: Peak Hour

Peak Hour	Pedestrian Vol.	Major Road Vol.
0:00	0	0

Criterion B Satisfied?



Warrant 5: School Crossing 100%

Warrant Evaluated? No **Warrant Satisfied? N/A** **Manually Set To:**

Criteria		Fulfilled?
1	There are a MINIMUM of 20 school children during the highest crossing hour.	
2	There are fewer adequate gaps in the major road traffic stream during the period when the school children are using the crossing than the number of minutes in the same period.	
3	The nearest traffic signal along the major road is located more than 300 ft away. Or, the nearest traffic signal is within 300 ft but the proposed traffic signal will not restrict the progressive movement of traffic.	

Warrant 6: Coordinated Signal System 100%

Warrant Evaluated? No **Warrant Satisfied? N/A** **Manually Set To:**

Criteria		Fulfilled?
1	Signal spacing > 1000 ft	
2	On a one-way road or a road that has traffic predominantly in one direction, the adjacent signals are so far apart that they do not provide the necessary degree of vehicle platooning.	
3	On a two-way road, adjacent signals do not provide the necessary degree of platooning and the proposed and the adjacent signals will collectively provide a progressive operation.	

Warrant 7: Crash Experience 100%

Warrant Evaluated? No **Warrant Satisfied? N/A** **Manually Set To:**

Criteria			Met?	Fulfilled?
1	Adequate trial of other remedial measures has failed to reduce crash frequency.			
	Measures Tried:			
2	Five or more reported crashes, of types susceptible to correction by signal, have occurred within a 12 month period.	# of crashes per 12 months		
3	Warrant 1, Condition A (80%)		No	Yes
	Warrant 1, Condition B (80%)		No	
	Warrant 4, Criterion A (80%)		No	
	Warrant 4, Criterion B (80%)		Yes	

Warrant 8: Roadway Network 100%

Warrant Evaluated? No **Warrant Satisfied? N/A** **Manually Set To:**

Criteria					Met?	Fulfilled?
1	Total entering volume of at least 1,000 veh/h during typical weekday peak hour			478	No	No
	Five-year projected volumes that satisfy one or more of Warrants 1, 2, or 3.				No	
2	Total entering vol. of at least 1,000 veh/h for each of any 5 hrs of non-normal business day (Sat. or Sun.)					
	Hour					
	Volume					

Characteristics of Major Routes - Select yes if all intersecting routes have characteristic		Fulfilled?
1	Part of the road or highway system that serves as the principal roadway network for through traffic flow	
2	Rural or suburban highway outside of, entering, or traversing a city	
3	Appears as a major route on an official plan	

Warrant 9: Intersection Near a Grade Crossing 100%

Warrant Evaluated? No **Warrant Satisfied? N/A** **Manually Set To:**

Adjustment Factors			Manually Set Peak Hour?				
Rail Traffic per Day	% High Occupancy Buses on Minor Road	% Tractor-Trailer Trucks on Minor Road	D	Peak Hour	Major Road Vol.	Minor Road Vol.	Adjusted Minor Vol.
1	0	0% to 2.5%	660	16:00	311	167	55.945

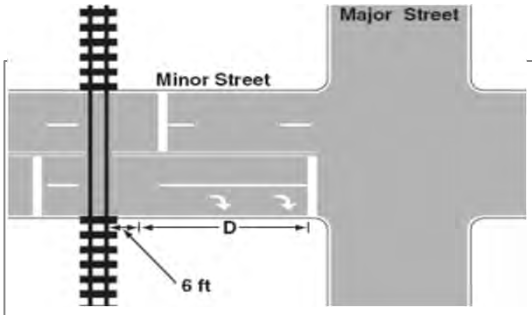
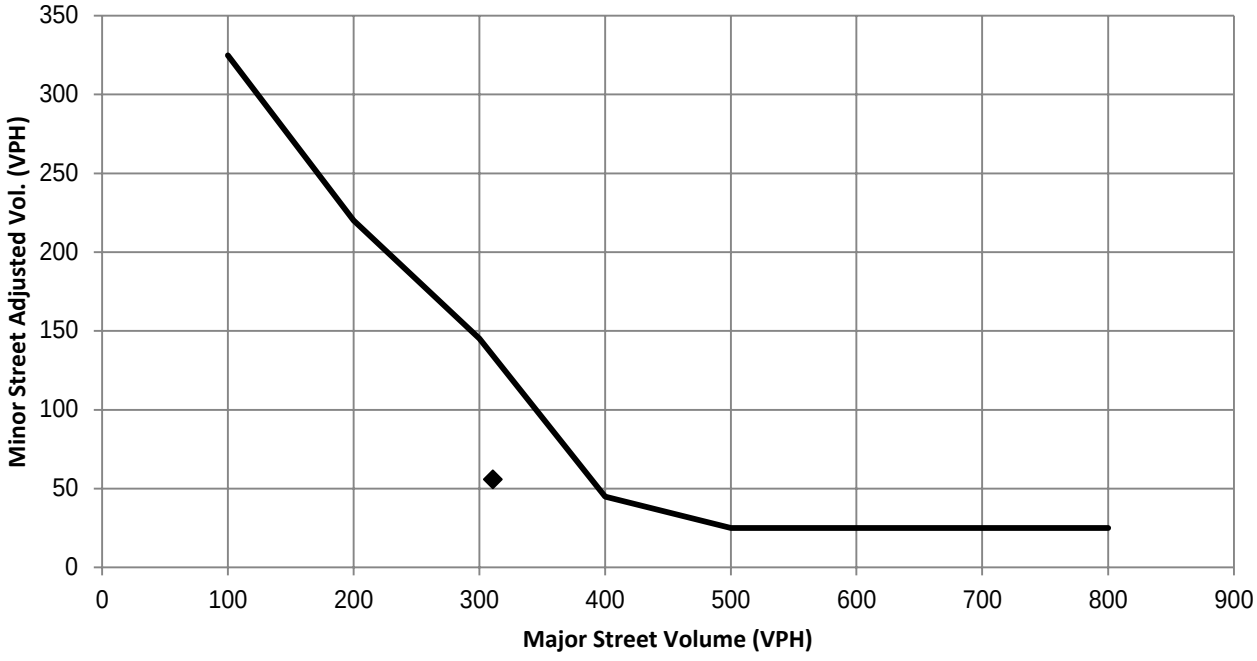


Figure 4C-10 Warrant 9, Intersection Near a grade Crossing (Two or More Approach Lanes at the Track Crossing)



Conclusions/Comments:

None of the evaluated warrants are met for this evaluation period, nor are close to being met. Therefore, traffic signals cannot be recommended based solely on the traffic signal warrant evaluation.

Updated: 12/6/2017

Hourly Volume Data

One Hour Time Period Start Time		From North (SB) ↓					From East (WB) ←					From South (NB) ↑					From West (EB) →					Total Vehicle Volume
		Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	
AM	6:00	0	38	75	0	113	48	0	44	0	92	94	29	0	0	123	0	0	0	0	0	328
	7:00	0	32	44	1	77	50	0	71	0	121	88	33	0	0	121	0	0	0	0	0	319
	8:00	0	21	43	0	64	51	0	50	1	102	54	38	0	0	92	0	0	0	0	0	258
	9:00	0	41	45	0	86	89	0	58	3	150	32	59	0	0	91	0	0	0	0	0	327
MD	10:00	0	40	105	1	146	102	0	65	3	170	50	55	0	0	105	0	0	0	0	0	421
	11:00	0	94	124	0	218	37	0	59	1	97	36	35	0	0	71	0	0	0	0	0	386
	12:00	0	50	94	0	144	48	0	70	1	119	47	35	0	0	82	0	0	0	0	0	345
	13:00	0	58	61	0	119	44	0	66	3	113	48	43	0	0	91	0	0	0	0	0	323
PM	14:00	0	49	61	0	110	49	0	100	0	149	52	40	0	0	92	0	0	0	0	0	351
	15:00	0	53	97	0	150	35	0	127	2	164	54	34	0	0	88	0	0	0	0	0	402
	16:00	0	61	119	1	181	57	0	167	0	224	63	67	0	0	130	0	0	0	0	0	535
	17:00	0	65	132	0	197	58	0	131	0	189	49	50	0	0	99	0	0	0	0	0	485
	18:00	0	61	127	1	189	58	0	71	0	129	36	59	0	0	95	0	0	0	0	0	413
	19:00	0	0	0	0	0	0	0	0	0	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	0	0	0	0	0	0	0	0	0
	21:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Totals		0	663	1127	4	1794	726	0	1079	14	1819	703	577	0	0	1280	0	0	0	0	0	4893

Note: Copy volume data and paste into cells using paste special -> values

Note: U-Turns are counted as Left Turns in the Volume Totals

Please Select the Major Road: **N/S**

Major Road Left Turn as Minor Approach? **No**

% Right Turns Included (Default 0%)

From North (SB)	**100%**
From East (WB)	**0%**
From South (NB)	**100%**
From West (EB)	**100%**

Major Road Volume Totals: North/South				
Right	Thru	Left	T+LT	Total
94	67	75	142	236
88	65	45	110	198
54	59	43	102	156
32	100	45	145	177
50	95	106	201	251
36	129	124	253	289
47	85	94	179	226
48	101	61	162	210
52	89	61	150	202
54	87	97	184	238
63	128	120	248	311
49	115	132	247	296
36	120	128	248	284
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
703	1240	1131	2371	3074

Minor Road Highest Volume: East/West				
Right	Thru	Left	T+LT	Total
0	0	44	44	44
0	0	71	71	71
0	0	51	51	51
0	0	61	61	61
0	0	68	68	68
0	0	60	60	60
0	0	71	71	71
0	0	69	69	69
0	0	100	100	100
0	0	129	129	129
0	0	167	167	167
0	0	131	131	131
0	0	71	71	71
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	1093	1093	1093

Wisconsin Department of Transportation Traffic Signal Warrant Summary Worksheet

100%

The Worksheet(s) attached are provided as an attachment to the Engineering Investigation Study for:

Intersection: STH 158 at W Frontage Rd
County: Kenosha
Town: Paris

Major Street: W Frontage Rd
Critical Approach Speed: 35 mph
Lanes: 2 or more lanes

Minor Street: STH 158
Critical Approach Speed: 45 mph
Lanes: 2 or more lanes

% Right Turns Included
From North (SB) 100%
From East (WB) 0%
From South (NB) 100%
From West (EB) 100%

In built-up area of isolated community of < 10,000 population? No
Total number of approaches at intersection? 3
If it is a "T" intersection, inflate minor threshold to 150%? No
Manually set volume level? No

Analysis based on PROJECTED volume data.

Forecast Year	Within 5 Years of Construction?	Time (HH:MM)			
		From	AM / PM	To	AM / PM
2028	Yes	6	AM	7	PM

Warrant Evaluation Summary	Warrant Met:
Warrant 1: Eight - Hour Vehicular Volume	**No**
Condition A: Minimum Vehicular Volume	No
Condition B: Interruption of Continuous Traffic	No
Condition C: Combination: 80% of A and B	No
Warrant 2: Four-Hour Volume	**No**
Warrant 3: Peak Hour Volume	**N/A**
Warrant 4: Pedestrian Volume	**N/A**
Criterion A: Four-Hour	
Criterion B: Peak-Hour	
Warrant 5: School Crossing	**N/A**
Warrant 6: Coordinated Signal System	**N/A**
Warrant 7: Crash Experience	**N/A**
Warrant 8: Roadway Network	**N/A**
Warrant 9: Intersection Near a Grade Crossing	**N/A**

Warrant Analysis Conducted By:

Name: ERF
Agency: MSA Professional Services, Inc.
Date: 8/13/2024

Warrant 1: Eight - Hour Vehicular Volume 100%

Warrant Evaluated? Yes **Warrant Satisfied? No** **Manually Set To:**

Condition A : Min. Veh. Volume		
Volume Level	100%	80%
Major Rd. Req	600	480
Minor Rd. Req	200	160
Number of Hours	0	0

Satisfied? No

Condition B: Interruption of Continuous Traffic		
Volume Level	100%	80%
Major Rd. Req	900	720
Minor Rd. Req	100	80
Number of Hours	0	0

Satisfied? No

Condition C: Combination of A & B at 80%

Satisfied? No

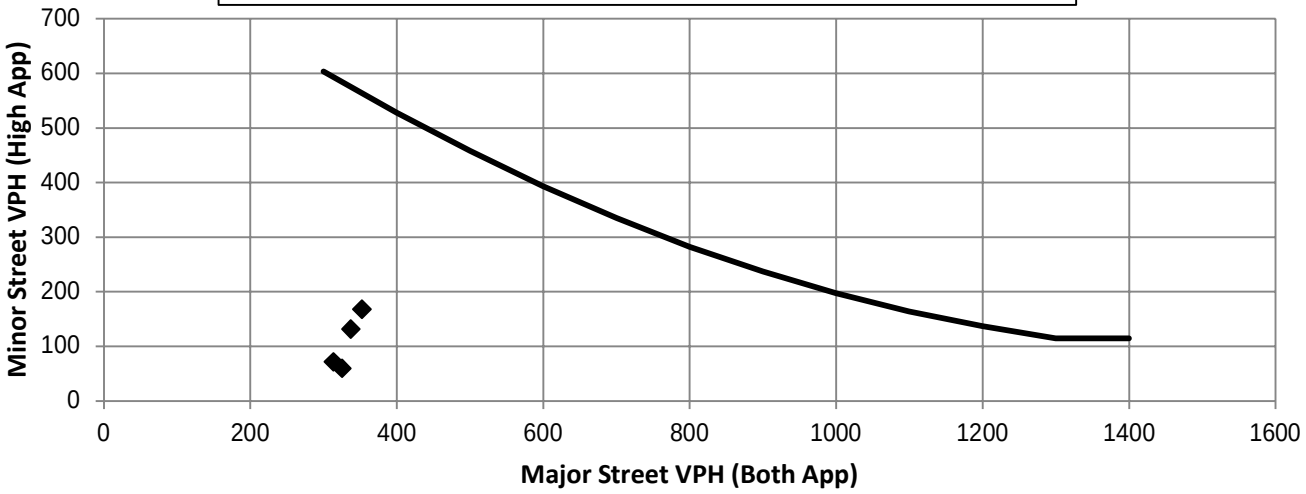
6:00 AM	Enter Start Time (Military Time) (HH:MM)				
Time Period	**From**	**To**	**Major Road: Both App. (VPH)**	**Minor Road: High App. (VPH)**	**Total**
1	6:00	7:00	244	44	288
2	7:00	8:00	215	72	287
3	8:00	9:00	172	51	223
4	9:00	10:00	197	61	258
5	10:00	11:00	279	68	347
6	11:00	12:00	325	60	385
7	12:00	13:00	267	72	339
8	13:00	14:00	248	69	317
9	14:00	15:00	237	101	338
10	15:00	16:00	277	130	407
11	16:00	17:00	352	168	520
12	17:00	18:00	337	132	469
13	18:00	19:00	313	72	385
14	19:00	20:00	26	0	26
15	20:00	21:00	18	0	18
16	21:00	22:00	11	0	11

Warrant 2: Four-Hour Volume 100%

Warrant Evaluated? Yes
Warrant Satisfied? No
Manually Set To:

Hour Start	16:00	17:00	18:00	11:00
Major Road Vol.	352	337	313	325
Minor Road Vol.	168	132	72	60

Figure 4C-1 Warrant 2, Four-Hour Vehicular Volume



Warrant 3: Peak Hour Volume 100%

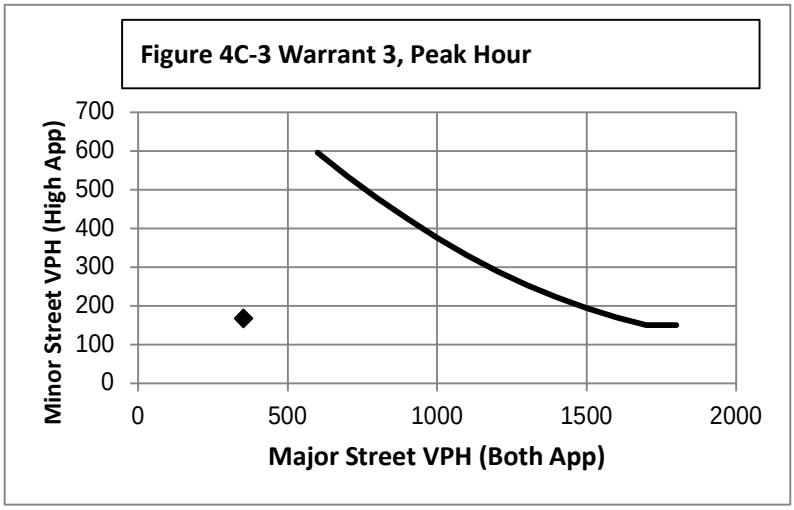
Warrant Evaluated? No **Warrant Satisfied? N/A** **Manually Set To:**

Condition justifying use of warrant:

Criteria		Met?
Delay on Minor Approach	5	
Volume on Minor Approach	150	
Total Entering Volume (veh/h)	650	

Manually Set Peak Hour?

Peak Hour	Major Road Vol. (Both App.)	Minor Road Vol. (High App.)
16:00	352	168



Warrant 4: Pedestrian Volume 100%

Warrant Evaluated? No **Warrant Satisfied? N/A** **Manually Set To:**

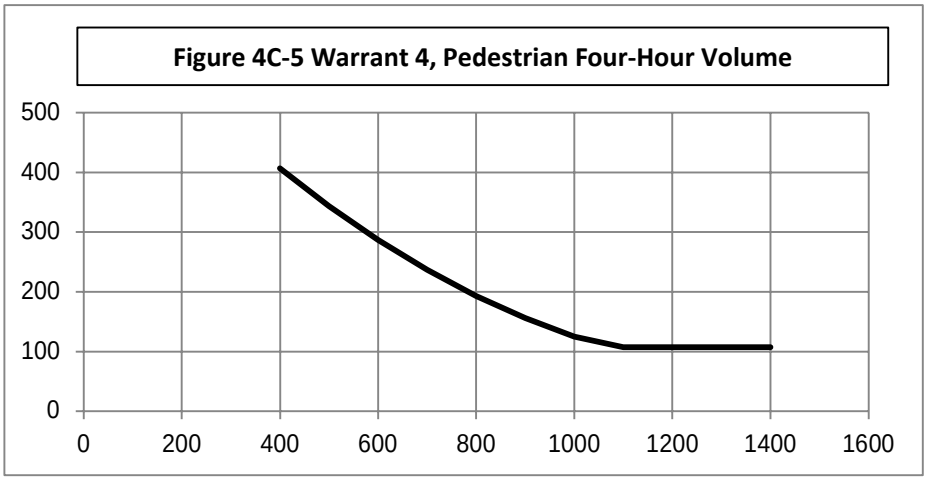
Criterion A: Four Hour

Hour (Start)	Pedestrian Volume	Major Road Vol.
		0
		0
		0
		0

Manually Set Major Rd Vol?

Avg. walk speed less than 3.5 ft/s?

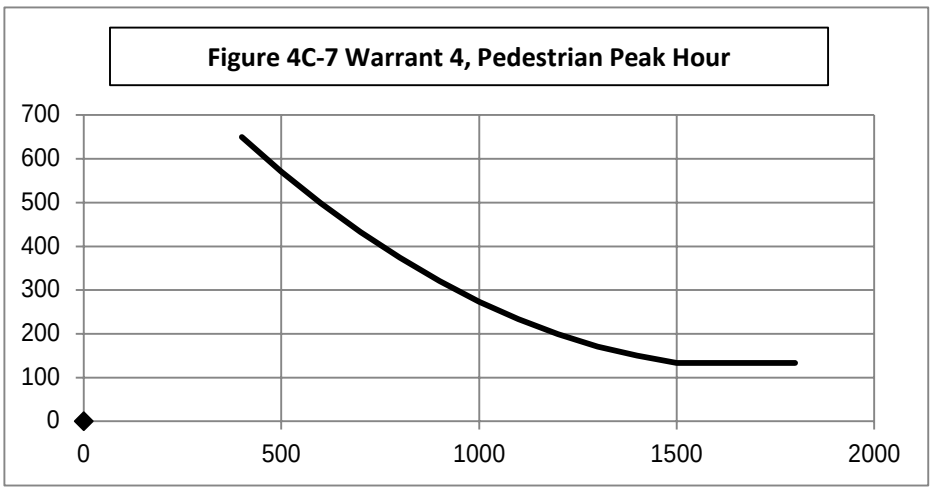
Criterion A Satisfied?



Criterion B: Peak Hour

Peak Hour	Pedestrian Vol.	Major Road Vol.
0:00	0	0

Criterion B Satisfied?



Warrant 5: School Crossing 100%

Warrant Evaluated? No **Warrant Satisfied? N/A** **Manually Set To:**

	Criteria	Fulfilled?
1	There are a MINIMUM of 20 school children during the highest crossing hour.	
2	There are fewer adequate gaps in the major road traffic stream during the period when the school children are using the crossing than the number of minutes in the same period.	
3	The nearest traffic signal along the major road is located more than 300 ft away. Or, the nearest traffic signal is within 300 ft but the proposed traffic signal will not restrict the progressive movement of traffic.	

Warrant 6: Coordinated Signal System 100%

Warrant Evaluated? No **Warrant Satisfied? N/A** **Manually Set To:**

	Criteria	Fulfilled?
1	Signal spacing > 1000 ft	
2	On a one-way road or a road that has traffic predominantly in one direction, the adjacent signals are so far apart that they do not provide the necessary degree of vehicle platooning.	
3	On a two-way road, adjacent signals do not provide the necessary degree of platooning and the proposed and the adjacent signals will collectively provide a progressive operation.	

Warrant 7: Crash Experience 100%

Warrant Evaluated? No **Warrant Satisfied? N/A** **Manually Set To:**

	Criteria		Met?	Fulfilled?
1	Adequate trial of other remedial measures has failed to reduce crash frequency.			
	Measures Tried:			
2	Five or more reported crashes, of types susceptible to correction by signal, have occurred within a 12 month period.	# of crashes per 12 months		
3	Warrant 1, Condition A (80%)		No	Yes
	Warrant 1, Condition B (80%)		No	
	Warrant 4, Criterion A (80%)		No	
	Warrant 4, Criterion B (80%)		Yes	

Warrant 8: Roadway Network 100%

Warrant Evaluated? No **Warrant Satisfied? N/A** **Manually Set To:**

	Criteria				Met?	Fulfilled?
1	Total entering volume of at least 1,000 veh/h during typical weekday peak hour			520	No	No
	Five-year projected volumes that satisfy one or more of Warrants 1, 2, or 3.				No	
2	Total entering vol. of at least 1,000 veh/h for each of any 5 hrs of non-normal business day (Sat. or Sun.)					
	Hour					
	Volume					

	Characteristics of Major Routes - Select yes if all intersecting routes have characteristic	Fulfilled?
1	Part of the road or highway system that serves as the principal roadway network for through traffic flow	
2	Rural or suburban highway outside of, entering, or traversing a city	
3	Appears as a major route on an official plan	

Warrant 9: Intersection Near a Grade Crossing 100%

Warrant Evaluated? No **Warrant Satisfied? N/A** **Manually Set To:**

Adjustment Factors			Manually Set Peak Hour?				
Rail Traffic per Day	% High Occupancy Buses on Minor Road	% Tractor-Trailer Trucks on Minor Road	D	Peak Hour	Major Road Vol.	Minor Road Vol.	Adjusted Minor Vol.
1	0	0% to 2.5%	660	16:00	352	168	56.28

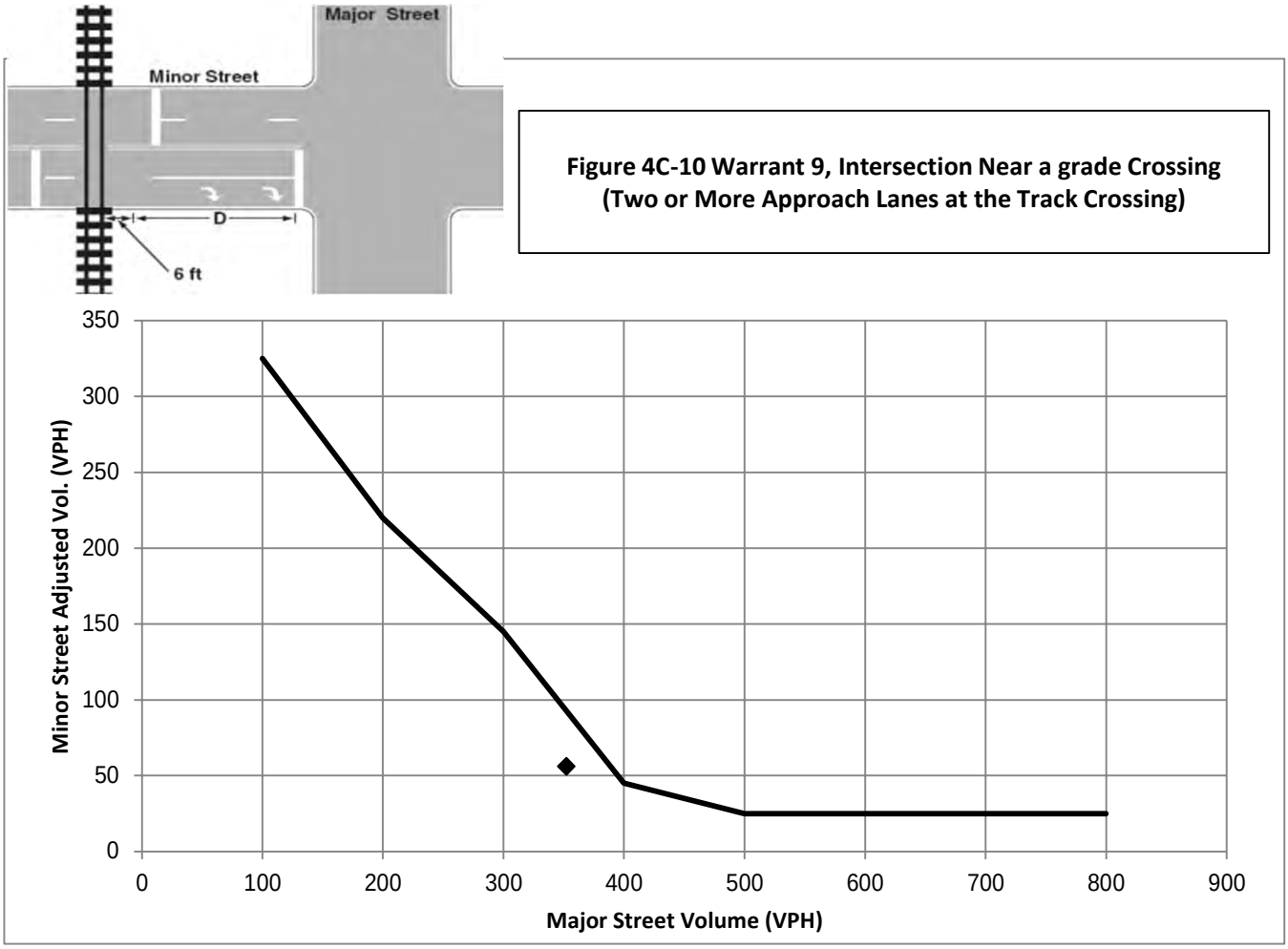


Figure 4C-10 Warrant 9, Intersection Near a grade Crossing (Two or More Approach Lanes at the Track Crossing)

Conclusions/Comments:

None of the evaluated warrants are met for this evaluation period, nor are close to being met. Therefore, traffic signals cannot be recommended based solely on the traffic signal warrant evaluation.

Updated: 12/6/2017

Hourly Volume Data

One Hour Time Period Start Time		From North (SB) ↓					From East (WB) ←					From South (NB) ↑					From West (EB) →					Total Vehicle Volume
		Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	
AM	6:00	0	42	77	0	119	53	0	44	0	97	95	30	0	0	125	0	0	0	0	0	341
	7:00	0	43	45	1	89	54	0	72	0	126	89	37	0	0	126	0	0	0	0	0	341
	8:00	0	31	44	0	75	54	0	50	1	105	54	43	0	0	97	0	0	0	0	0	277
	9:00	0	52	46	0	98	96	0	58	3	157	32	67	0	0	99	0	0	0	0	0	354
MD	10:00	0	54	107	1	162	108	0	65	3	176	50	67	0	0	117	0	0	0	0	0	455
	11:00	0	111	127	0	238	39	0	59	1	99	36	51	0	0	87	0	0	0	0	0	424
	12:00	0	69	98	0	167	51	0	71	1	123	47	53	0	0	100	0	0	0	0	0	390
	13:00	0	76	64	0	140	47	0	66	3	116	48	60	0	0	108	0	0	0	0	0	364
PM	14:00	0	65	63	0	128	52	0	101	0	153	52	57	0	0	109	0	0	0	0	0	390
	15:00	0	68	103	0	171	38	0	128	2	168	54	52	0	0	106	0	0	0	0	0	445
	16:00	0	77	123	1	201	59	0	168	0	227	63	88	0	0	151	0	0	0	0	0	579
	17:00	0	79	137	0	216	59	0	132	0	191	49	72	0	0	121	0	0	0	0	0	528
	18:00	0	72	132	1	205	59	0	72	0	131	36	72	0	0	108	0	0	0	0	0	444
	19:00	0	10	5	0	15	3	0	0	0	3	0	11	0	0	11	0	0	0	0	0	29
	20:00	0	6	3	0	9	3	0	0	0	3	0	9	0	0	9	0	0	0	0	0	21
	21:00	0	3	1	0	4	0	0	0	0	0	0	7	0	0	7	0	0	0	0	0	11
Totals		0	858	1175	4	2037	775	0	1086	14	1875	705	776	0	0	1481	0	0	0	0	0	5393

Note: Copy volume data and paste into cells using paste special -> values

Note: U-Turns are counted as Left Turns in the Volume Totals

Please Select the Major Road: **N/S**

Major Road Left Turn as Minor Approach? **No**

% Right Turns Included (Default 0%)

From North (SB)	**100%**
From East (WB)	**0%**
From South (NB)	**100%**
From West (EB)	**100%**

Major Road Volume Totals: North/South				
Right	Thru	Left	T+LT	Total
95	72	77	149	244
89	80	46	126	215
54	74	44	118	172
32	119	46	165	197
50	121	108	229	279
36	162	127	289	325
47	122	98	220	267
48	136	64	200	248
52	122	63	185	237
54	120	103	223	277
63	165	124	289	352
49	151	137	288	337
36	144	133	277	313
0	21	5	26	26
0	15	3	18	18
0	10	1	11	11
705	1634	1179	2813	3518

Minor Road Highest Volume: East/West				
Right	Thru	Left	T+LT	Total
0	0	44	44	44
0	0	72	72	72
0	0	51	51	51
0	0	61	61	61
0	0	68	68	68
0	0	60	60	60
0	0	72	72	72
0	0	69	69	69
0	0	101	101	101
0	0	130	130	130
0	0	168	168	168
0	0	132	132	132
0	0	72	72	72
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	1100	1100	1100

Wisconsin Department of Transportation Traffic Signal Warrant Summary Worksheet

100%

The Worksheet(s) attached are provided as an attachment to the Engineering Investigation Study for:

Intersection: STH 158 at W Frontage Rd
County: Kenosha
Town: Paris

Major Street: W Frontage Rd
Critical Approach Speed: 35 mph
Lanes: 2 or more lanes

Minor Street: STH 158
Critical Approach Speed: 45 mph
Lanes: 2 or more lanes

% Right Turns Included
From North (SB) 100%
From East (WB) 0%
From South (NB) 100%
From West (EB) 100%

In built-up area of isolated community of < 10,000 population? No
Total number of approaches at intersection? 3
If it is a "T" intersection, inflate minor threshold to 150%? No
Manually set volume level? No

Analysis based on PROJECTED volume data.

Forecast Year	Within 5 Years of Construction?	Time (HH:MM)			
		From	AM / PM	To	AM / PM
2028	Yes	6	AM	7	PM

Warrant Evaluation Summary	Warrant Met:
Warrant 1: Eight - Hour Vehicular Volume	**No**
Condition A: Minimum Vehicular Volume	No
Condition B: Interruption of Continuous Traffic	No
Condition C: Combination: 80% of A and B	No
Warrant 2: Four-Hour Volume	**No**
Warrant 3: Peak Hour Volume	**N/A**
Warrant 4: Pedestrian Volume	**N/A**
Criterion A: Four-Hour	
Criterion B: Peak-Hour	
Warrant 5: School Crossing	**N/A**
Warrant 6: Coordinated Signal System	**N/A**
Warrant 7: Crash Experience	**N/A**
Warrant 8: Roadway Network	**N/A**
Warrant 9: Intersection Near a Grade Crossing	**N/A**

Warrant Analysis Conducted By:

Name: ERF
Agency: MSA Professional Services, Inc.
Date: 8/13/2024

Warrant 1: Eight - Hour Vehicular Volume 100%

Warrant Evaluated? Yes **Warrant Satisfied? No** **Manually Set To:**

Condition A : Min. Veh. Volume		
Volume Level	100%	80%
Major Rd. Req	600	480
Minor Rd. Req	200	160
Number of Hours	0	1

Satisfied? No

Condition B: Interruption of Continuous Traffic		
Volume Level	100%	80%
Major Rd. Req	900	720
Minor Rd. Req	100	80
Number of Hours	1	1

Satisfied? No

Condition C: Combination of A & B at 80%

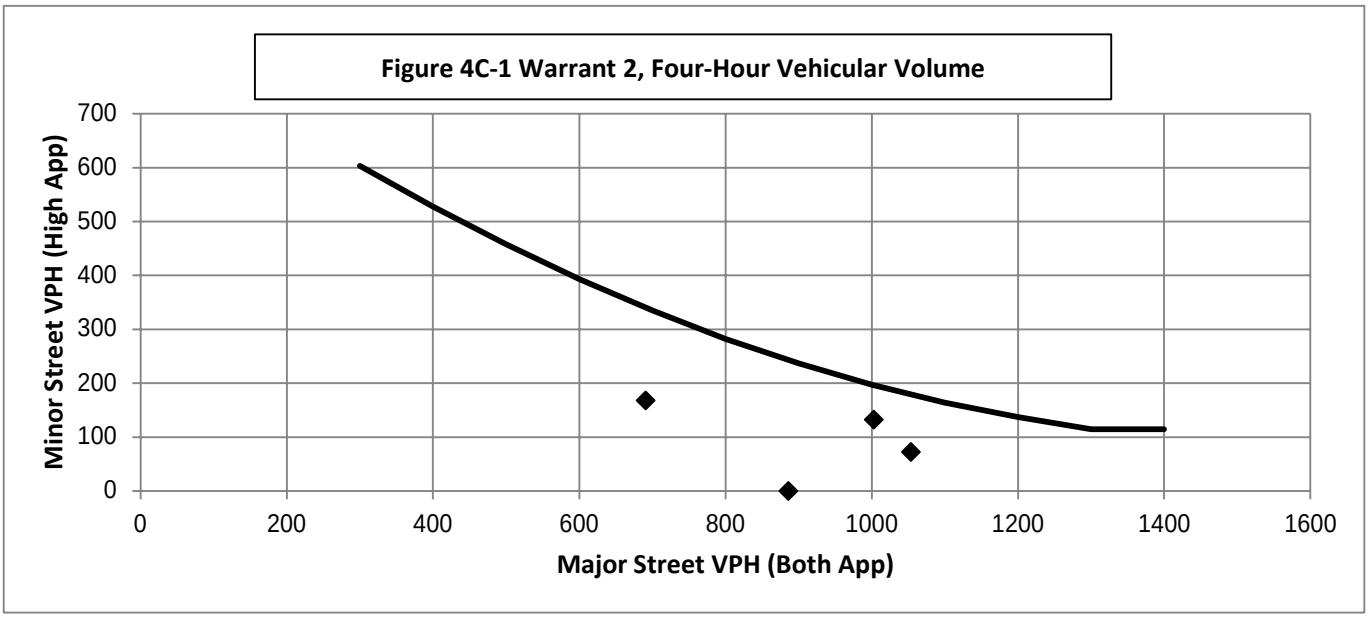
Satisfied? No

6:00 AM	Enter Start Time (Military Time) (HH:MM)				
Time Period	**From**	**To**	**Major Road: Both App. (VPH)**	**Minor Road: High App. (VPH)**	**Total**
1	6:00	7:00	253	44	297
2	7:00	8:00	240	72	312
3	8:00	9:00	214	51	265
4	9:00	10:00	253	61	314
5	10:00	11:00	363	68	431
6	11:00	12:00	462	60	522
7	12:00	13:00	439	72	511
8	13:00	14:00	362	69	431
9	14:00	15:00	369	101	470
10	15:00	16:00	434	130	564
11	16:00	17:00	691	168	859
12	17:00	18:00	1003	132	1135
13	18:00	19:00	1054	72	1126
14	19:00	20:00	886	0	886
15	20:00	21:00	765	0	765
16	21:00	22:00	712	0	712

Warrant 2: Four-Hour Volume 100%

Warrant Evaluated? Yes
Warrant Satisfied? No
Manually Set To:

Hour Start	17:00	18:00	16:00	19:00
Major Road Vol.	1003	1054	691	886
Minor Road Vol.	132	72	168	0



Warrant 3: Peak Hour Volume 100%

Warrant Evaluated? No **Warrant Satisfied? N/A** **Manually Set To:**

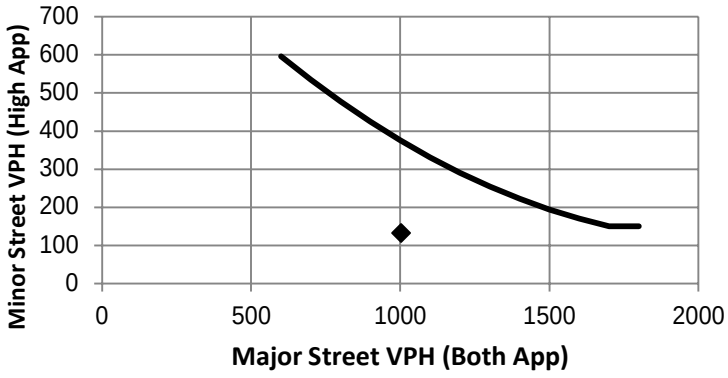
Condition justifying use of warrant:

Criteria		Met?
Delay on Minor Approach	5	
Volume on Minor Approach	150	
Total Entering Volume (veh/h)	650	

Manually Set Peak Hour?

Peak Hour	Major Road Vol. (Both App.)	Minor Road Vol. (High App.)
17:00	1003	132

Figure 4C-3 Warrant 3, Peak Hour



Warrant 4: Pedestrian Volume 100%

Warrant Evaluated? No **Warrant Satisfied? N/A** **Manually Set To:**

Criterion A: Four Hour

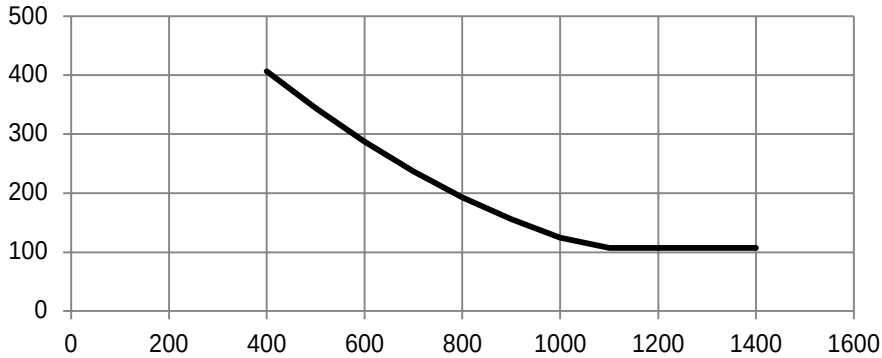
Hour (Start)	Pedestrian Volume	Major Road Vol.
		0
		0
		0
		0

Manually Set Major Rd Vol?

Avg. walk speed less than 3.5 ft/s?

Criterion A Satisfied?

Figure 4C-5 Warrant 4, Pedestrian Four-Hour Volume

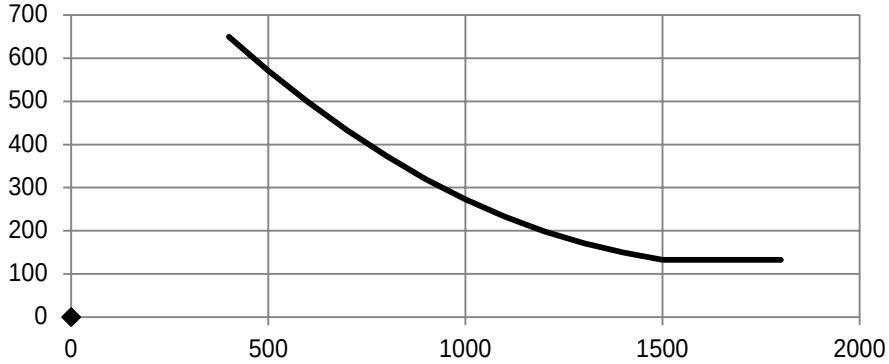


Criterion B: Peak Hour

Peak Hour	Pedestrian Vol.	Major Road Vol.
0:00	0	0

Criterion B Satisfied?

Figure 4C-7 Warrant 4, Pedestrian Peak Hour



Warrant 5: School Crossing 100%

Warrant Evaluated? No **Warrant Satisfied? N/A** **Manually Set To:**

Criteria		Fulfilled?
1	There are a MINIMUM of 20 school children during the highest crossing hour.	
2	There are fewer adequate gaps in the major road traffic stream during the period when the school children are using the crossing than the number of minutes in the same period.	
3	The nearest traffic signal along the major road is located more than 300 ft away. Or, the nearest traffic signal is within 300 ft but the proposed traffic signal will not restrict the progressive movement of traffic.	

Warrant 6: Coordinated Signal System 100%

Warrant Evaluated? No **Warrant Satisfied? N/A** **Manually Set To:**

Criteria		Fulfilled?
1	Signal spacing > 1000 ft	
2	On a one-way road or a road that has traffic predominantly in one direction, the adjacent signals are so far apart that they do not provide the necessary degree of vehicle platooning.	
3	On a two-way road, adjacent signals do not provide the necessary degree of platooning and the proposed and the adjacent signals will collectively provide a progressive operation.	

Warrant 7: Crash Experience 100%

Warrant Evaluated? No **Warrant Satisfied? N/A** **Manually Set To:**

Criteria			Met?	Fulfilled?
1	Adequate trial of other remedial measures has failed to reduce crash frequency.			
	Measures Tried:			
2	Five or more reported crashes, of types susceptible to correction by signal, have occurred within a 12 month period.	# of crashes per 12 months		
3	Warrant 1, Condition A (80%)		No	Yes
	Warrant 1, Condition B (80%)		No	
	Warrant 4, Criterion A (80%)		No	
	Warrant 4, Criterion B (80%)		Yes	

Warrant 8: Roadway Network 100%

Warrant Evaluated? No **Warrant Satisfied? N/A** **Manually Set To:**

Criteria					Met?	Fulfilled?
1	Total entering volume of at least 1,000 veh/h during typical weekday peak hour			1135	Yes	No
	Five-year projected volumes that satisfy one or more of Warrants 1, 2, or 3.				No	
2	Total entering vol. of at least 1,000 veh/h for each of any 5 hrs of non-normal business day (Sat. or Sun.)					
	Hour					
	Volume					

Characteristics of Major Routes - Select yes if all intersecting routes have characteristic		Fulfilled?
1	Part of the road or highway system that serves as the principal roadway network for through traffic flow	
2	Rural or suburban highway outside of, entering, or traversing a city	
3	Appears as a major route on an official plan	

Warrant 9: Intersection Near a Grade Crossing 100%

Warrant Evaluated? No **Warrant Satisfied? N/A** **Manually Set To:**

Adjustment Factors			Manually Set Peak Hour?				
Rail Traffic per Day	% High Occupancy Buses on Minor Road	% Tractor-Trailer Trucks on Minor Road	D	Peak Hour	Major Road Vol.	Minor Road Vol.	Adjusted Minor Vol.
1	0	0% to 2.5%	660	17:00	1003	132	44.22

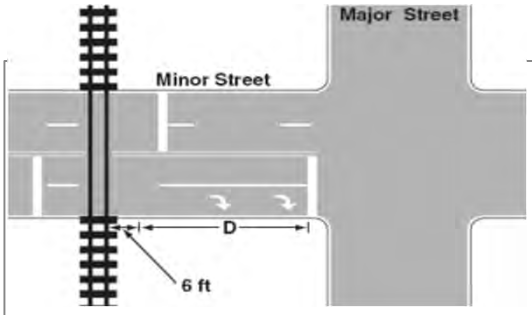
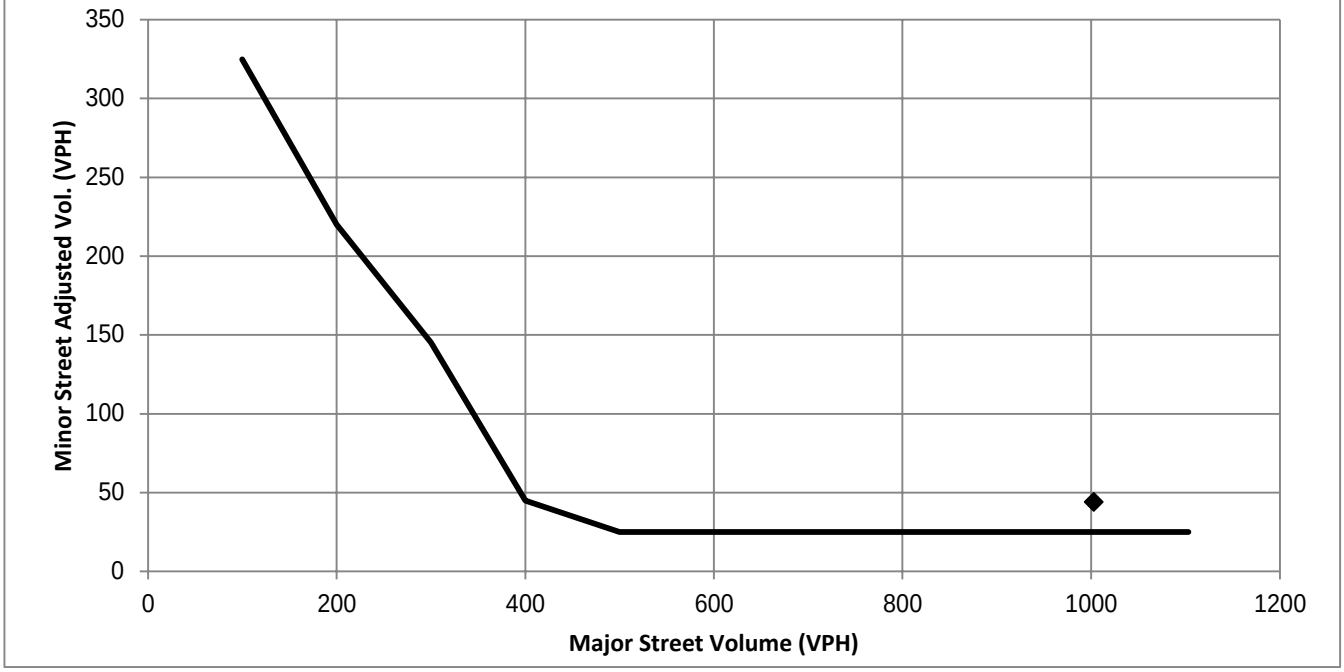


Figure 4C-10 Warrant 9, Intersection Near a grade Crossing (Two or More Approach Lanes at the Track Crossing)



Conclusions/Comments:

None of the evaluated warrants are met for this evaluation period, nor are close to being met. Therefore, traffic signals cannot be recommended based solely on the traffic signal warrant evaluation.

Updated: 12/6/2017

Hourly Volume Data

One Hour Time Period Start Time		From North (SB) ↓					From East (WB) ←					From South (NB) ↑					From West (EB) →					Total Vehicle Volume
		Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	
AM	6:00	0	42	77	0	119	85	0	44	0	129	104	30	0	0	134	0	0	0	0	0	382
	7:00	0	43	45	1	89	136	0	72	0	208	114	37	0	0	151	0	0	0	0	0	448
	8:00	0	31	44	0	75	157	0	50	1	208	96	43	0	0	139	0	0	0	0	0	422
	9:00	0	52	46	0	98	248	0	58	3	309	88	67	0	0	155	0	0	0	0	0	562
MD	10:00	0	54	107	1	162	199	0	65	3	267	134	67	0	0	201	0	0	0	0	0	630
	11:00	0	111	127	0	238	175	0	59	1	235	173	51	0	0	224	0	0	0	0	0	697
	12:00	0	69	98	0	167	212	0	71	1	284	219	53	0	0	272	0	0	0	0	0	723
	13:00	0	76	64	0	140	198	0	66	3	267	162	60	0	0	222	0	0	0	0	0	629
PM	14:00	0	65	63	0	128	280	0	101	0	381	184	57	0	0	241	0	0	0	0	0	750
	15:00	0	68	103	0	171	321	0	128	2	451	211	52	0	0	263	0	0	0	0	0	885
	16:00	0	77	123	1	201	675	0	168	0	843	402	88	0	0	490	0	0	0	0	0	1534
	17:00	0	79	137	0	216	1031	0	132	0	1163	715	72	0	0	787	0	0	0	0	0	2166
	18:00	0	72	132	1	205	1044	0	72	0	1116	777	72	0	0	849	0	0	0	0	0	2170
	19:00	0	10	5	0	15	838	0	0	0	838	860	11	0	0	871	0	0	0	0	0	1724
	20:00	0	6	3	0	9	499	0	0	0	499	747	9	0	0	756	0	0	0	0	0	1264
	21:00	0	3	1	0	4	368	0	0	0	368	701	7	0	0	708	0	0	0	0	0	1080
Totals		0	858	1175	4	2037	6466	0	1086	14	7566	5687	776	0	0	6463	0	0	0	0	0	16066

Note: Copy volume data and paste into cells using paste special -> values

Note: U-Turns are counted as Left Turns in the Volume Totals

Please Select the Major Road: N/S

Major Road Left Turn as Minor Approach? No

% Right Turns Included (Default 0%)

From North (SB)	100%
From East (WB)	0%
From South (NB)	100%
From West (EB)	100%

Major Road Volume Totals: North/South				
Right	Thru	Left	T+LT	Total
104	72	77	149	253
114	80	46	126	240
96	74	44	118	214
88	119	46	165	253
134	121	108	229	363
173	162	127	289	462
219	122	98	220	439
162	136	64	200	362
184	122	63	185	369
211	120	103	223	434
402	165	124	289	691
715	151	137	288	1003
777	144	133	277	1054
860	21	5	26	886
747	15	3	18	765
701	10	1	11	712
5687	1634	1179	2813	8500

Minor Road Highest Volume: East/West				
Right	Thru	Left	T+LT	Total
0	0	44	44	44
0	0	72	72	72
0	0	51	51	51
0	0	61	61	61
0	0	68	68	68
0	0	60	60	60
0	0	72	72	72
0	0	69	69	69
0	0	101	101	101
0	0	130	130	130
0	0	168	168	168
0	0	132	132	132
0	0	72	72	72
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	1100	1100	1100

Appendix J

Intersection Control Evaluation (ICE)

Phase I: Scoping ICE

- STH 158 at West Frontage Road
- 60th Street at West Frontage Road

To: DOT ICE Review
From: MSA Professional Services, Inc
Date: 8/23/2024
RE: Kenosha Casino Project
Traffic Impact Analysis (TIA)
STH 158 & W Frontage Rd
City of Kenosha, Kenosha County
WisDOT SE Region

Project Description:

The development plans to improve up to approximately 59-acres along the West Frontage Road, in the southwest quadrant of the intersection of the West Frontage Road at 60th Street in the city of Kenosha (city), in Kenosha County, Wisconsin. The location is shown in Attachment 1: Site Location Map. Three development alternatives are being considered as part of this study:

- Alternative A: Full Build
- Alternative B: Reduced Gaming
- Alternative C: Non-Gaming

A preferred alternative has not been selected by the developer at the time of this report. The results of the traffic analyses show a change in intersection control would be required at this intersection in order for all movements to operate better than LOS E in Alternative A and Alternative B. Expected operations are acceptable for Alternative C. For the purposes of this ICE report, only Alternatives A and B will be discussed.

The two development alternatives to the approximately 59-acre site are proposed to consist of:

Alternative A

- A casino (ITE Code 473), with 1,830 gaming positions
- A hotel, (ITE Code 310), containing 150 rooms
- An event venue, with 2,000 seats[1]
- Approximately 28,800-square-feet of gross floor space of fine dining restaurant, (ITE Code 931[2])
- Approximately 1,250-square feet of gross floor space of apparel store, (ITE Code 876[3])

[1] ITE does not have an equivalent land use code. Trip generation data provided by WisDOT.

[2] ITE Code 931 (Fine Dining Restaurant) was utilized for the food and beverage areas as the proposed venues are not marketed like a Fast Casual Restaurant (ITE Code 930) or a High-Turnover (Sit-Down) Restaurant (ITE Code 932), and instead are targeted more for the patrons the casino or event space. Little or no outdoor advertising of the food and beverage space is expected, further separating this development from food and beverage land uses with higher trip generation rates. A similar land use to ITE Code 931 was utilized in similar casino developments.

[3] ITE Code 876 (Apparel Store) was utilized for the proposed Rock Shop, as it is the closest matching land use for the development type.

Alternative B

- A casino (ITE Code 473), with 845 gaming positions
- A hotel, (ITE Code 310), containing 150 rooms
- Approximately 18,700-square-feet of gross floor space of fine dining restaurant, (ITE Code 931[2])
- Approximately 1,250-square feet of gross floor space of apparel store, (ITE Code 876[3])

The balance of the development acreage contains a combination of open space, overflow parking, and stormwater management uses. Construction of the development is assumed to occur in a single phase by the year 2028.

STH 158 is an urban, four-lane, east-west collector roadway on the western limits of the city of Kenosha. The roadway is posted at 45 mph within the area of this study. STH 158 is divided with a curbed/raised median. No pedestrian or bicycle facilities are present along both sides of STH 158. The W Frontage Rd is an urban, two-lane, north-south collector roadway with posted speed of 35 mph. STH 158 is divided with a curbed/raised median. No pedestrian or bicycle facilities are present along both sides of the W Frontage Rd.

Background (2023) traffic volumes and forecast 2038 horizon year volumes were provided by WisDOT at this intersection. The growth rate used is less than 1% and may result in little or no change in background volume. Count and forecast data are included in Attachment 2: Traffic Volumes & Projections.

Based on the operational analyses of the 2028 build scenarios for the two alternatives, it was determined that a change in intersection control is needed, as the proposed base transportation system does not allow for acceptable operations. Exhibits depicting the site plan, phasing, existing transportation systems, trip generation and assignment, and conceptual intersection layouts are provided in Attachment 3: TIA Exhibits.

Description of Alternatives:

Please refer to Attachment 4, Phase I: ICE Brainstorming Guide. Several alternatives were reviewed to determine the feasibility of each possible intersection control improvement. The planned transportation system exhibit provided by WisDOT shows the study intersection identified as a future signalized intersection once warranted (TIA Exhibit 3-1B, included as Attachment 3). A significant amount of the existing roadway geometry at the intersection can be reused as part of the traffic signal alternative. A roundabout would require the reconstruction of all three existing approaches at the study intersection.

From an operational perspective, both a traffic signal and a roundabout configuration were moved forward for further consideration.

Safety Considerations:

Observed Crash History Years: 2019-2023

Crash Type	Fatal	Injury A	Injury B	Injury C	KABC	PDO	Total
N/A	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0

Crash Trends: Based on available data from WisDOT, no crashes have been reported inside the influence area of this intersection within the past five years; therefore, no crash diagram was prepared.

Contributing Factors: n/a

Operational Considerations:

Operational analyses included the PM peak period of Alternative A and Alternative B for the 2028 build and 2038 build scenarios. Trip assignment was modified for the improved Alternative A scenario due to proposed access management at the development driveways which is proposed left/right-in/right-out at Access 2A/B and Access 3A/B. Development volumes are shown in TIA Exhibits 4-11A2, 4-11B, 4-13A2, and 4-13B included in Attachment 3.

Traffic signal warrant analyses were completed for the existing 2023 volumes, 2028 background volumes, and the 2028 build alternatives. Using WisDOT and Institute of Transportation Engineers (ITE) 12-hour traffic distribution values, development trip generation traffic was applied to the background traffic volumes, with the appropriate growth rates as provided by WisDOT Traffic to predict future 12-hour traffic profiles at the intersection. The results of the warrant analyses show no warrants are expected to be met for any of the three scenarios analyzed. For the existing count and background volume scenarios, Warrant 1 (8-hour volumes) and Warrant 2 (4-hour volumes) were not close to being met. The build volume scenario shows only 1 of 8 hours met for Warrant 1 and 0 of 4 hours for Warrant 2 (4-hour volumes). The warrant analyses results are shown in Attachment 5, Traffic Signal Warrants.

Traffic signal analyses were completed using Synchro 12. Results of the traffic analyses are shown in Attachment 6: Synchro Outputs. HCS was used to analyze the roundabout alternative. Preliminary results are included in Attachment 7: HCS Output. Results of the traffic analyses for each alternative are discussed below.

Alternative A

Proposed geometrical improvements to Alternative A in addition to a traffic signal include adding an additional 425-ft eastbound left turn lane and one 200-ft northbound right turn lane in 2028. Results of the Synchro analysis of the Alternative A signalized intersection show all movements operate at LOS C or better for both 2028 and 2038. Results of the HCM analysis for the roundabout using Alternative A volumes shows all movements will also operate at LOS C or better for both 2028 and 2038.

Alternative B

Proposed geometrical improvements to Alternative B in addition to a traffic signal include adding a 200-ft right turn lane in 2038. The Synchro analysis for Alternative B shows all movements operate at LOS D or better for both 2028 and 2038. Results of the HCM analysis for the roundabout using Alternative B volumes shows all movements will also operate at LOS C or better for both 2028 and 2038.

From an intersection delay perspective, the traffic signal is expected to have a slightly higher delay than the roundabout during the PM peak period. The Synchro analysis for both alternatives show the proposed signalized intersection is expected to operate at an intersection LOS C or better for each of the study years. The HCS analysis for both alternatives show the proposed roundabout is expected to operate at an

intersection LOS B or better for each of the study years. From an approach perspective, the traffic signal alternative creates larger queuing and delay on STH 158.

Other Considerations:

The existing I-41 SB Ramps & STH 158 intersection is signalized and located approximately 800-ft to the east of the study intersection which allows for corridor coordination. The planned transportation system exhibit (TIA Exhibit 3-1B) shown in Attachment 3, TIA Exhibits was provided by WisDOT and shows the study intersection identified as a future signalized intersection once warranted. The planned transportation system exhibit also shows the potential addition of a fourth leg to the west at this intersection.

Alternative A

In addition to signal equipment, proposed geometric improvements for the traffic signal alterative consist of adding an additional 425-ft dedicated left turn lane to the east approach, and adding a dedicated 200-ft right turn lane on the south approach in 2028. Based on the existing geometry at the intersection, it is assumed that traffic signal equipment, an additional receiving lane on the south approach, and new turn lanes would be required based on intersection modifications identified in the TIA. The roundabout alternative consists of two lanes on the east approach, one left turn lane and one shared left/right turn lane, two lanes on the north approach, one through lane and one shared left turn/through lane on the north approach, and one lane on the south approach.

Alternative B

In addition to signal equipment, proposed geometric improvements for the traffic signal alterative for Alternative B consist of adding a dedicated 200-ft northbound right turn lane in 2038. Based on the existing geometry at the intersection, it is assumed that only traffic signal equipment and new turn lane would be required based on intersection modifications identified in the TIA. The roundabout alternative consists of two lanes on the east approach, one left turn lane and one right turn lane, and one lane at each of the north and south approaches.

Reasonableness of Alternatives:

The potential for the addition of the west leg in the future rules out additional intersection control types as discussed in the Phase I ICE Brainstorming Guide.

Alternative A

Based on the proposed modifications for Alternative A, it is assumed that the signalized alternative and the roundabout alternative could have similar initial construction costs. While the initial cost of construction for the two intersection control alternatives is expected to be similar, the cost to add the west leg of the intersection to the signalized alternative is expected to be lower than modifying the roundabout alternative.

Alternative B

Based on the proposed modifications for Alternative B, it is assumed that the signalized alternative could be constructed at a lower initial cost than the roundabout alternative. Furthermore, the cost to add the west leg of the intersection to the signalized alternative is expected to be lower than modifying the roundabout alternative.

Assuming the fourth leg to the west of the intersection is added after the construction of this intersection, future cost savings are expected when modifying the traffic signal alternative rather than modifying the roundabout to add the fourth leg in the future. Expected modifications to the signalized intersection for a fourth leg include traffic signal equipment, new fourth approach roadway, and potential new turn lanes on the existing approaches. The number of lanes of the fourth leg could require a more substantial reconstruction of the roundabout compared to the signalized alternative depending on the number of circulating lanes required in the roundabout.

Conclusion:

Alternative A

Based on the results of the operational analysis, the planned transportation system at the study intersection, and expected cost of future intersection modification, a traffic signal is the most viable alternative for the study location.

Alternative B

Based on the results of the operational analysis, the planned transportation system at the study intersection, and expected cost of initial construction and future intersection modification, a traffic signal is the most viable alternative for the study location.

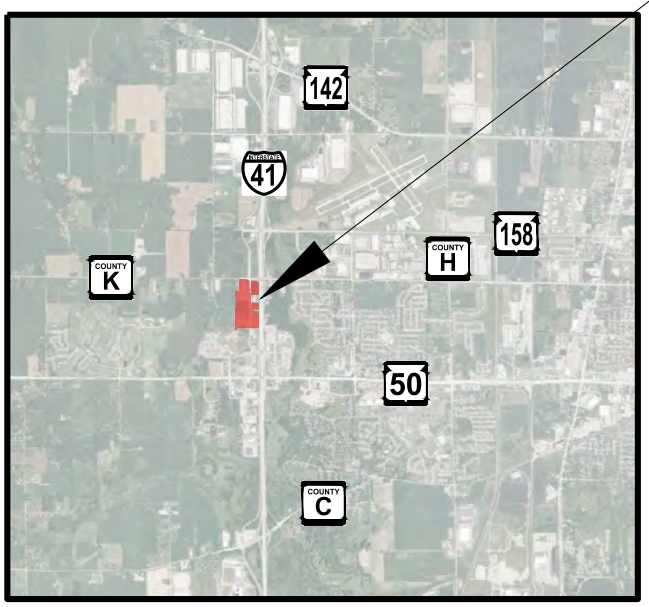
A Phase II ICE is not anticipated to be necessary for either development alternative.

Attachments:

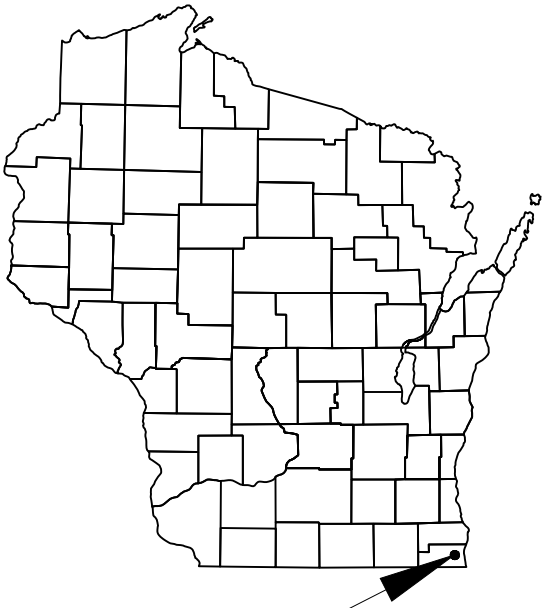
Attachment 1 – Site Location Map
Attachment 2 – Traffic Volumes & Projections
Attachment 3 – TIA Exhibits
Attachment 4 – Phase I ICE Brainstorming Guide
Attachment 5 – Traffic Signal Warrants
Attachment 6 – Synchro Output
Attachment 7 – HCS Output

Attachment 1: Site Location Map

PROJECT AREA

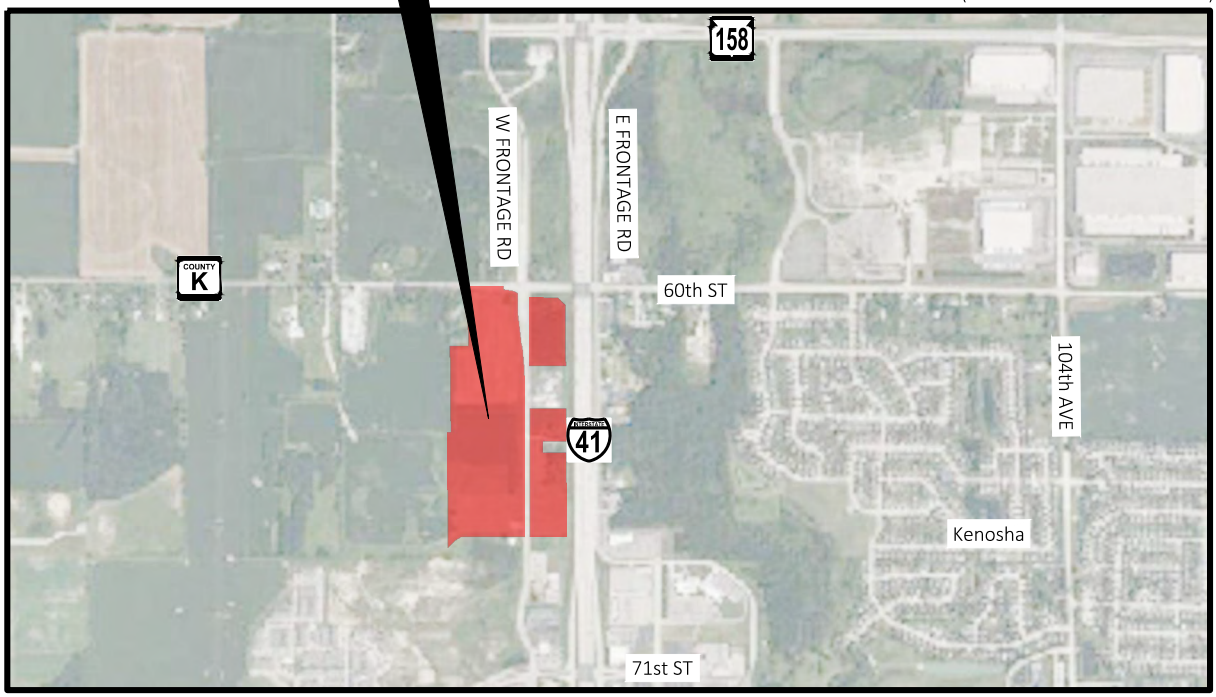


SCALE: 1:2 MI



PROJECT LOCATION

CITY OF KENOSHA (AND ADJACENT TOWNSHIPS)



SCALE: 1:2000

MSA

Exhibit 2-1, Site Location Map
KENOSHA CASINO PROJECT
CITY OF KENOSHA, KENOSHA COUNTY

Attachment 2: Traffic Volumes & Projections

Intersection Traffic Volume Report

Count Basics	Version 2023.10		Page 1 of 13
Start Date:	Tuesday, August 1, 2023	Weekday	Schools in Session
Total Number of Hours Counted: 13		Non-Holiday	No Special Events

Base Information, Observed (13) Hour and Estimated (24) Hour Volume Summaries

Major St: **STH 158 - 52nd Street**
Minor St: **I94 W Front Rd-120th Ave**
Intersection of: *STH 158 - 52nd Street & I94 W Front Rd-120th Ave* **IX_ID:** **No ID**

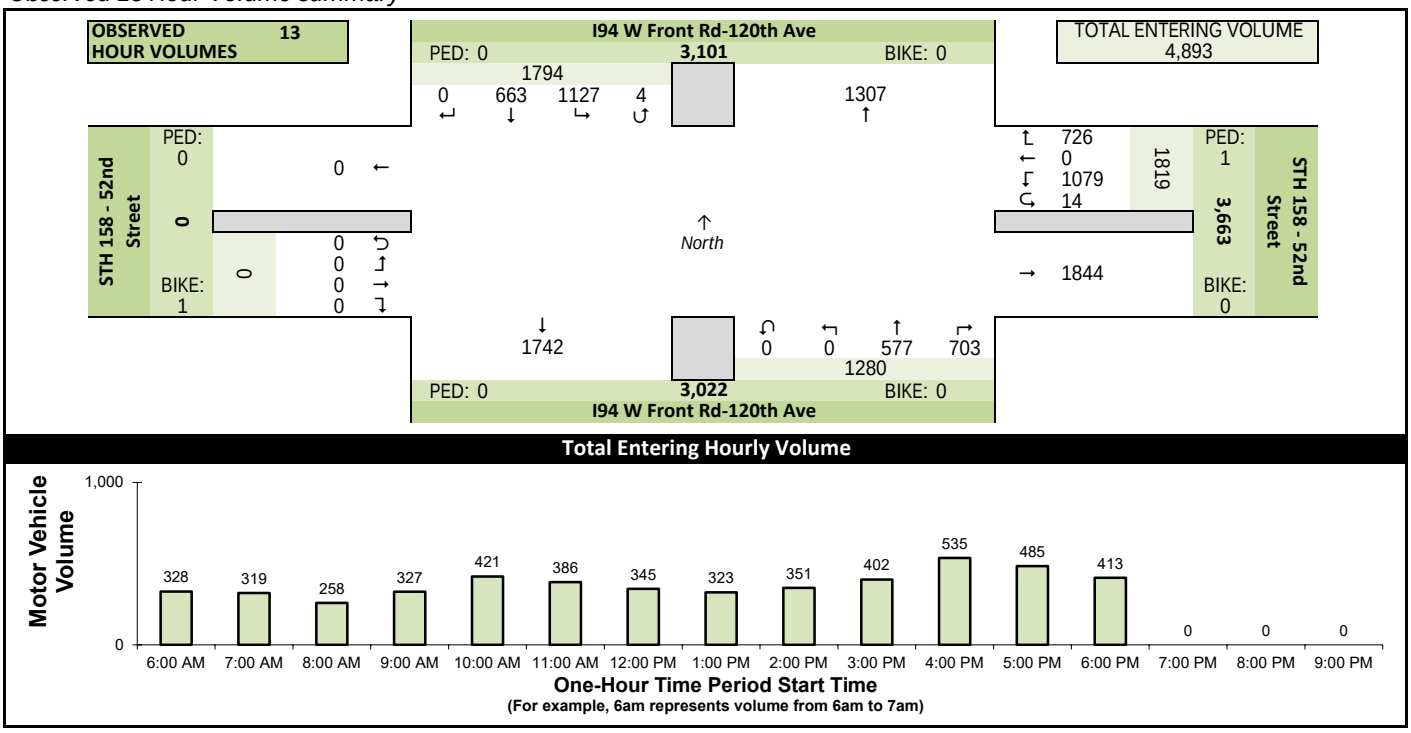
Site Information

Municipality	Town of Paris		
County	30 - Kenosha	WisDOT Region	SE
Traffic Control	All-Way Stop		
Roadway Names		North Direction	↑
North Leg	I94 W Front Rd-120th Ave		
East Leg	STH 158 - 52nd Street		
South Leg	I94 W Front Rd-120th Ave		
West Leg	STH 158 - 52nd Street		
Special Considerations			
Schools	In Session		
Holidays	None		
Special Events	None		
Special Pedestrians Observed			
Pre-school children	None		
Elementry school age children	None		
Visually impaired (white cane/helper dog)	None		
Elderly/disabled (except wheelchairs)	None		
Wheelchairs/electric scooters	None		
Other (describe)	None	None	

Count Information

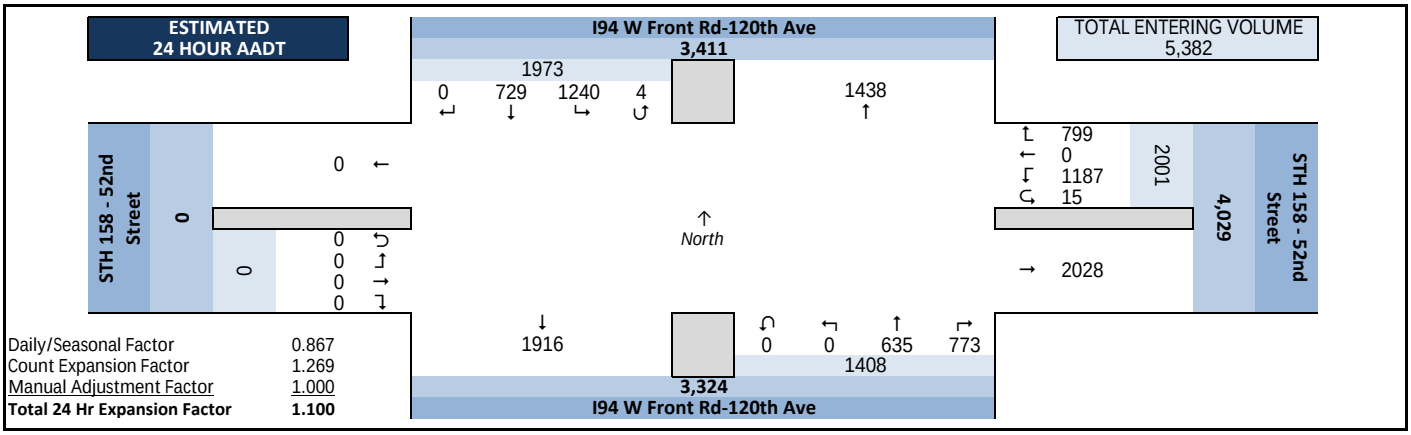
Hrs Counted:	06:00 AM-07:00 PM				
1st Day of Count	Tuesday, August 1, 2023			Weather	
AM Peak Period	Tuesday, August 1, 2023			Clear & Dry	
Midday Peak Period	Thursday, October 19, 2023			Clear & Dry	
PM Peak Period	Thursday, October 19, 2023			Clear & Dry	
Calculated Peak Hours					
AM	6:15-7:15am	MD	10:00-11:00am	PM	4:15-5:15pm
Peak Hours Selected for Analysis					
AM	6:15-7:15am	MD	10:00-11:00am	PM	4:15-5:15pm
Daily/Seasonal Adjustment Group	(2) Urban Arterials & Collectors				
Count Expansion Group	(2) Urban Arterials & Collectors				
Daily/Seasonal Adjustment Factor	0.867	Count Expansion Factor	1.269		
Company Name	TADI, Inc			Manual Adj.	1.000
Observers	AM Peak Period	Jane Fait			
	Midday Peak Period	Lori Atwell - Video			
	PM Peak Period	Lori Atwell - Video			
Comments	2021 DOT Daily & Seasonal Factors				

Observed 13 Hour Volume Summary



Total Entering Hourly Volume

Estimated 24 Hour AADT



Intersection Traffic Volume Report

Peak Hour Volume Graphical Summary

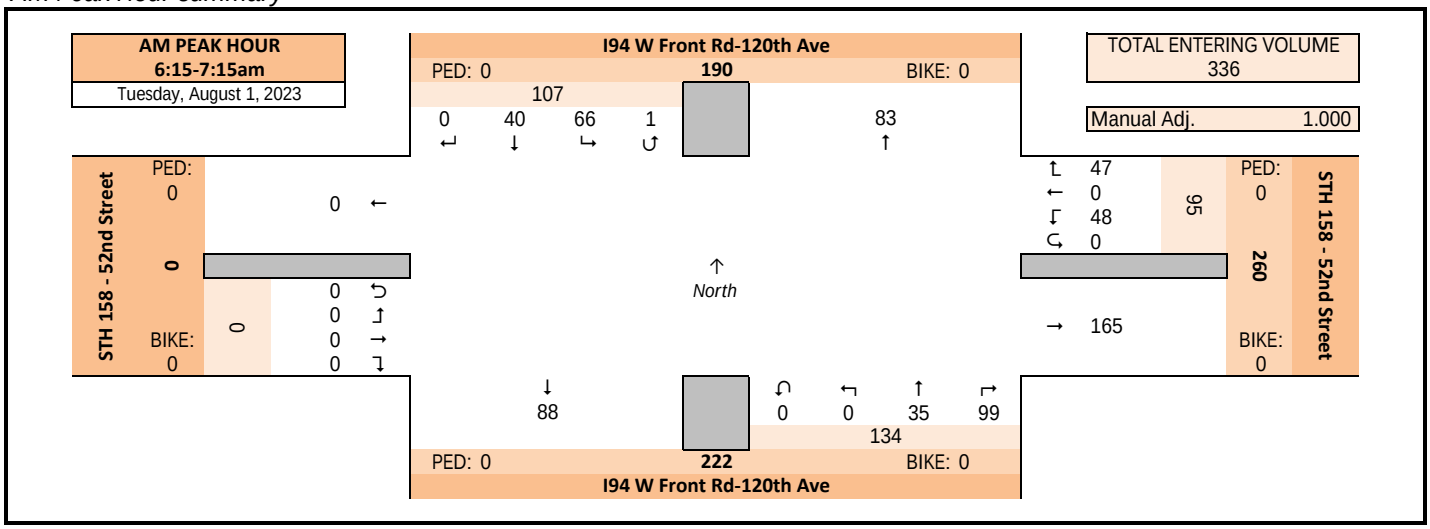
STH 158 - 52nd Street & I94 W Front Rd-120th Ave

Count Basics			Page 2 of 13
Start Date:	Tuesday, August 1, 2023	Weekday	Schools in Session
Total Number of Hours Counted: 13		Non-Holiday	No Special Events

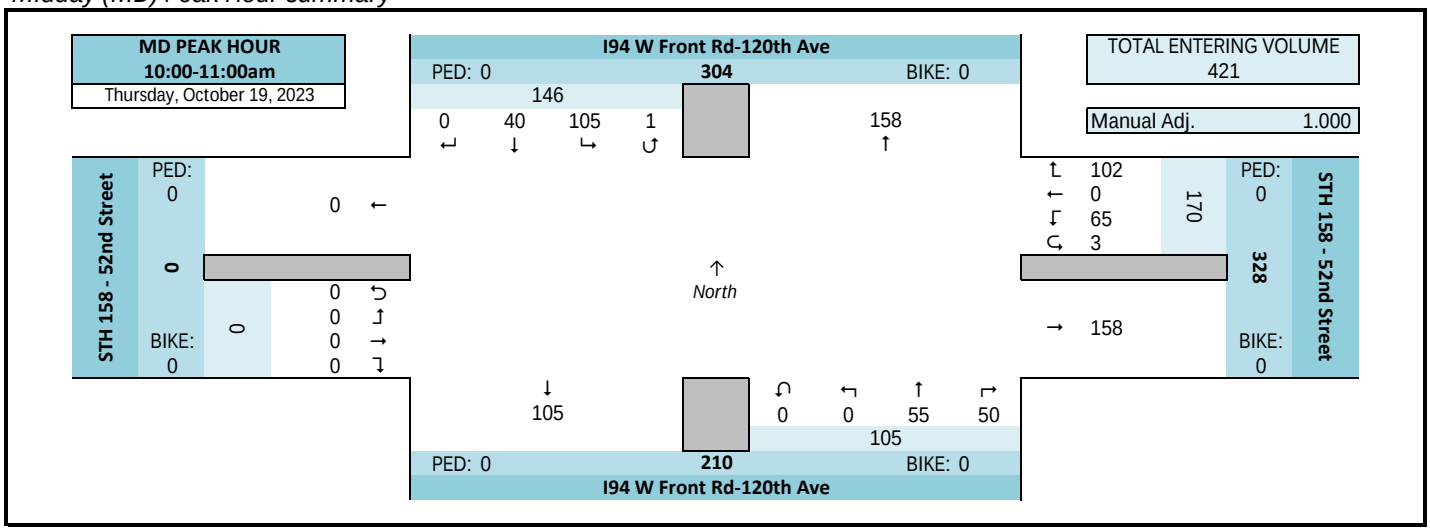
All Motor Vehicles



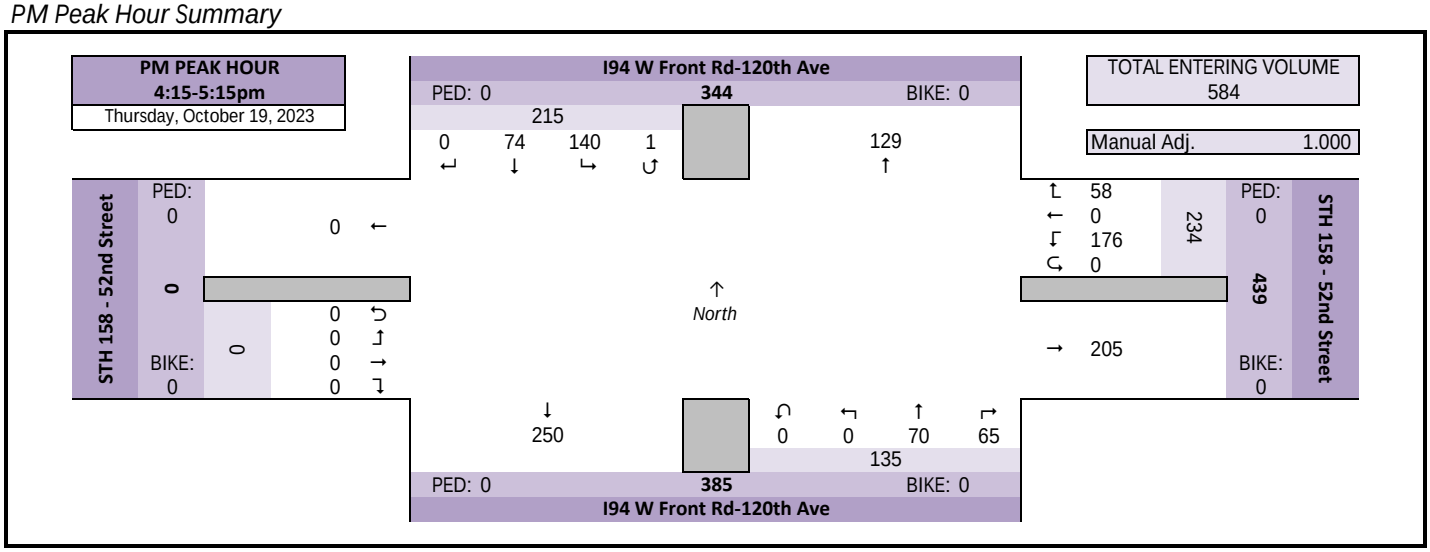
AM Peak Hour Summary



Midday (MD) Peak Hour Summary



PM Peak Hour Summary



Intersection Traffic Volume Report

Peak Hour Volume Summary

STH 158 - 52nd Street & I94 W Front Rd-120th Ave

Count Basics			*Page 3 of 13*
Start Date:	Tuesday, August 1, 2023	Weekday	Schools in Session
Total Number of Hours Counted: 13		Non-Holiday	No Special Events

All Motor Vehicles



Peak Hour Volumes, Truck Percentages, and PHFs

Tuesday, August 1, 2023		From North					From East					From South					From West					
	AM Peak Hour	I94 W Front Rd-120th Ave					STH 158 - 52nd Street					I94 W Front Rd-120th Ave					STH 158 - 52nd Street					
	Start Time	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Totals
AM Peak Hour	6:15 AM	0	8	15	0	23	14	0	11	0	25	25	8	0	0	33	0	0	0	0	0	81
	6:30 AM	0	16	25	0	41	10	0	9	0	19	27	9	0	0	36	0	0	0	0	0	96
	6:45 AM	0	8	15	0	23	17	0	12	0	29	21	10	0	0	31	0	0	0	0	0	83
	7:00 AM	0	8	11	1	20	6	0	16	0	22	26	8	0	0	34	0	0	0	0	0	76
	Peak Hour Volume	0	40	66	1	107	47	0	48	0	95	99	35	0	0	134	0	0	0	0	0	336
	Rounded Hourly Volume	0	40	65	0	105	45	0	50	0	95	100	35	0	0	135	0	0	0	0	0	335
	% Single Unit Trucks	0.0	2.5	6.1	0.0	4.7	6.4	0.0	12.5	0.0	9.5	10.1	20.0	0.0	0.0	12.7	0.0	0.0	0.0	0.0	0.0	9.2
	% Heavy Trucks	0.0	0.0	19.7	0.0	12.1	8.5	0.0	2.1	0.0	5.3	4.0	5.7	0.0	0.0	4.5	0.0	0.0	0.0	0.0	0.0	7.1
	% Trucks (Total)	0.0	2.5	25.8	0.0	16.8	14.9	0.0	14.6	0.0	14.7	14.1	25.7	0.0	0.0	17.2	0.0	0.0	0.0	0.0	0.0	16.4
	Peak Hour Factor (PHF)	0.00	0.62	0.66	0.25	0.65	0.69	0.00	0.75	0.00	0.82	0.92	0.87	0.00	0.00	0.93	0.00	0.00	0.00	0.00	0.00	0.87

Thursday, October 19, 2023		From North					From East					From South					From West					
	MD Peak Hour	I94 W Front Rd-120th Ave					STH 158 - 52nd Street					I94 W Front Rd-120th Ave					STH 158 - 52nd Street					
	Start Time	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Totals
Midday (MD) Peak Hour	10:00 AM	0	9	28	0	37	35	0	18	0	53	15	12	0	0	27	0	0	0	0	0	117
	10:15 AM	0	13	26	0	39	42	0	20	0	62	12	20	0	0	32	0	0	0	0	0	133
	10:30 AM	0	8	18	0	26	15	0	16	2	33	10	14	0	0	24	0	0	0	0	0	83
	10:45 AM	0	10	33	1	44	10	0	11	1	22	13	9	0	0	22	0	0	0	0	0	88
	Peak Hour Volume	0	40	105	1	146	102	0	65	3	170	50	55	0	0	105	0	0	0	0	0	421
	Rounded Hourly Volume	0	40	105	0	145	100	0	65	5	170	50	55	0	0	105	0	0	0	0	0	420
	% Single Unit Trucks	0.0	10.0	21.0	0.0	17.8	5.9	0.0	10.8	0.0	7.6	10.0	12.7	0.0	0.0	11.4	0.0	0.0	0.0	0.0	0.0	12.1
	% Heavy Trucks	0.0	10.0	11.4	0.0	11.0	3.9	0.0	4.6	0.0	4.1	4.0	0.0	0.0	0.0	1.9	0.0	0.0	0.0	0.0	0.0	5.9
	% Trucks (Total)	0.0	20.0	32.4	0.0	28.8	9.8	0.0	15.4	0.0	11.8	14.0	12.7	0.0	0.0	13.3	0.0	0.0	0.0	0.0	0.0	18.1
	Peak Hour Factor (PHF)	0.00	0.77	0.80	0.25	0.83	0.61	0.00	0.81	0.37	0.69	0.83	0.69	0.00	0.00	0.82	0.00	0.00	0.00	0.00	0.00	0.79

Thursday, October 19, 2023		From North					From East					From South					From West					
	PM Peak Hour	I94 W Front Rd-120th Ave					STH 158 - 52nd Street					I94 W Front Rd-120th Ave					STH 158 - 52nd Street					
	Start Time	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Totals
PM Peak Hour	4:15 PM	0	17	13	1	31	15	0	44	0	59	16	12	0	0	28	0	0	0	0	0	118
	4:30 PM	0	20	53	0	73	13	0	41	0	54	16	22	0	0	38	0	0	0	0	0	165
	4:45 PM	0	17	23	0	40	14	0	40	0	54	14	21	0	0	35	0	0	0	0	0	129
	5:00 PM	0	20	51	0	71	16	0	51	0	67	19	15	0	0	34	0	0	0	0	0	172
	Peak Hour Volume	0	74	140	1	215	58	0	176	0	234	65	70	0	0	135	0	0	0	0	0	584
	Rounded Hourly Volume	0	75	140	0	215	60	0	175	0	235	65	70	0	0	135	0	0	0	0	0	585
	% Single Unit Trucks	0.0	10.8	2.1	0.0	5.1	5.2	0.0	4.5	0.0	4.7	3.1	11.4	0.0	0.0	7.4	0.0	0.0	0.0	0.0	0.0	5.5
	% Heavy Trucks	0.0	0.0	6.4	0.0	4.2	13.8	0.0	0.0	0.0	3.4	3.1	0.0	0.0	0.0	1.5	0.0	0.0	0.0	0.0	0.0	3.3
	% Trucks (Total)	0.0	10.8	8.6	0.0	9.3	19.0	0.0	4.5	0.0	8.1	6.2	11.4	0.0	0.0	8.9	0.0	0.0	0.0	0.0	0.0	8.7
	Peak Hour Factor (PHF)	0.00	0.92	0.66	0.25	0.74	0.91	0.00	0.86	0.00	0.87	0.86	0.80	0.00	0.00	0.89	0.00	0.00	0.00	0.00	0.00	0.85

Peak Hour Pedestrian and Bicyclist Volumes

Pedestrians and Bicyclists		Crossing North Approach			Crossing East Approach			Crossing South Approach			Crossing West Approach			Total Ped & Bike Volume
		I94 W Front Rd-120th Ave			STH 158 - 52nd Street			I94 W Front Rd-120th Ave			STH 158 - 52nd Street			
	15-Minute Start Time	Pedestrian	Bicyclist	Total	Pedestrian	Bicyclist	Total	Pedestrian	Bicyclist	Total	Pedestrian	Bicyclist	Total	
AM	6:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
	6:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
	6:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
	7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
	Total	0	0	0	0	0	0	0	0	0	0	0	0	0
MD	10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
	10:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
	10:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
	10:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
	Total	0	0	0	0	0	0	0	0	0	0	0	0	0
PM	4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	Total	0	0	0	0	0	0	0	0	0	0	0	0	0

Intersection Traffic Volume Report

Hourly Volume Summary - Motor Vehicle Data

STH 158 - 52nd Street & I94 W Front Rd-120th Ave

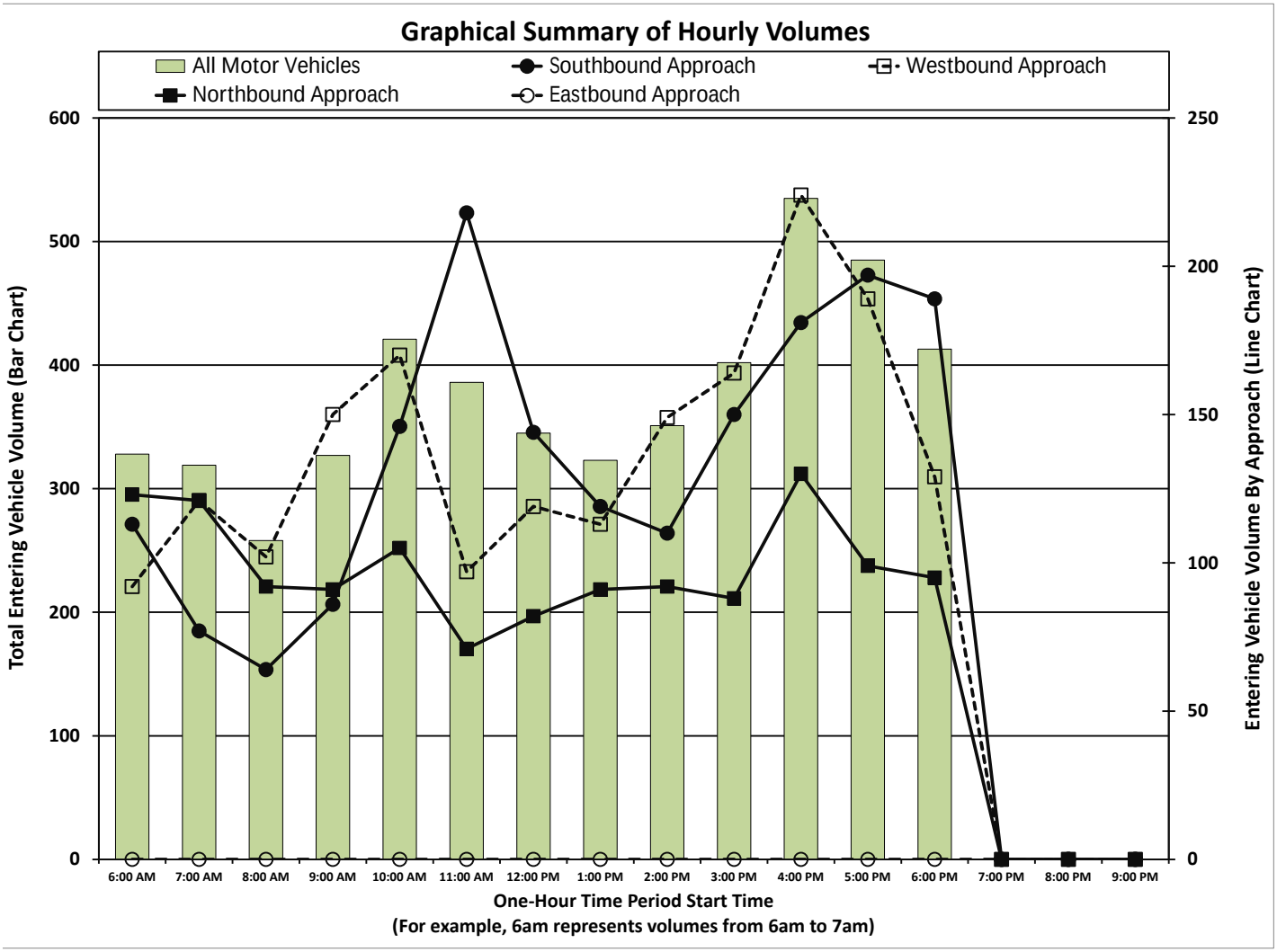
Count Basics			*Page 4 of 13*
Start Date:	Tuesday, August 1, 2023	Weekday	Schools in Session
Total Number of Hours Counted: 13		Non-Holiday	No Special Events

All Motor Vehicles



One-Hour Motor Vehicle Data

	One-Hour Time Period Start Time	From North (↓) I94 W Front Rd-120th Ave					From East (←) STH 158 - 52nd Street					From South (↑) I94 W Front Rd-120th Ave					From West (→) STH 158 - 52nd Street					Total Vehicle Volume	Directional Volume Totals E/W	Directional Volume Totals N/S
		Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total			
AM	6:00 AM	0	38	75	0	113	48	0	44	0	92	94	29	0	0	123	0	0	0	0	0	328	92	236
AM	7:00 AM	0	32	44	1	77	50	0	71	0	121	88	33	0	0	121	0	0	0	0	0	319	121	198
AM	8:00 AM	0	21	43	0	64	51	0	50	1	102	54	38	0	0	92	0	0	0	0	0	258	102	156
AM	9:00 AM	0	41	45	0	86	89	0	58	3	150	32	59	0	0	91	0	0	0	0	0	327	150	177
MD	10:00 AM	0	40	105	1	146	102	0	65	3	170	50	55	0	0	105	0	0	0	0	0	421	170	251
MD	11:00 AM	0	94	124	0	218	37	0	59	1	97	36	35	0	0	71	0	0	0	0	0	386	97	289
MD	12:00 PM	0	50	94	0	144	48	0	70	1	119	47	35	0	0	82	0	0	0	0	0	345	119	226
MD	1:00 PM	0	58	61	0	119	44	0	66	3	113	48	43	0	0	91	0	0	0	0	0	323	113	210
PM	2:00 PM	0	49	61	0	110	49	0	100	0	149	52	40	0	0	92	0	0	0	0	0	351	149	202
PM	3:00 PM	0	53	97	0	150	35	0	127	2	164	54	34	0	0	88	0	0	0	0	0	402	164	238
PM	4:00 PM	0	61	119	1	181	57	0	167	0	224	63	67	0	0	130	0	0	0	0	0	535	224	311
PM	5:00 PM	0	65	132	0	197	58	0	131	0	189	49	50	0	0	99	0	0	0	0	0	485	189	296
PM	6:00 PM	0	61	127	1	189	58	0	71	0	129	36	59	0	0	95	0	0	0	0	0	413	129	284
PM	7:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PM	8:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PM	9:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Totals		0	663	1127	4	1794	726	0	1079	14	1819	703	577	0	0	1280	0	0	0	0	0	4893	1819	3074



Intersection Traffic Volume Report

15-Minute Motor Vehicle Data

STH 158 - 52nd Street & I94 W Front Rd-120th Ave

Count Basics		Page 5 of 13
Start Date: Tuesday, August 1, 2023	Weekday	Schools in Session
Total Number of Hours Counted: 13	Non-Holiday	No Special Events

All Motor Vehicles



15-Minute Motor Vehicle Data

	15-Minute Time Period	From North (↓) I94 W Front Rd-120th Ave					From East (←) STH 158 - 52nd Street					From South (↑) I94 W Front Rd-120th Ave					From West (→) STH 158 - 52nd Street					15-Min	Hourly	
	Start Time	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Totals	Sum	PHF
AM Peak Period	6:00 AM	0	6	20	0	26	7	0	12	0	19	21	2	0	0	23	0	0	0	0	0	68	328	0.85
	6:15 AM	0	8	15	0	23	14	0	11	0	25	25	8	0	0	33	0	0	0	0	0	81	336	0.88
	6:30 AM	0	16	25	0	41	10	0	9	0	19	27	9	0	0	36	0	0	0	0	0	96	315	0.82
	6:45 AM	0	8	15	0	23	17	0	12	0	29	21	10	0	0	31	0	0	0	0	0	83	314	0.83
	7:00 AM	0	8	11	1	20	6	0	16	0	22	26	8	0	0	34	0	0	0	0	0	76	319	0.84
	7:15 AM	0	0	4	0	4	9	0	17	0	26	24	6	0	0	30	0	0	0	0	0	60	299	0.79
	7:30 AM	0	10	18	0	28	16	0	14	0	30	24	13	0	0	37	0	0	0	0	0	95	307	0.81
	7:45 AM	0	14	11	0	25	19	0	24	0	43	14	6	0	0	20	0	0	0	0	0	88	277	0.79
	8:00 AM	0	4	8	0	12	10	0	12	0	22	16	6	0	0	22	0	0	0	0	0	56	258	0.93
	8:15 AM	0	4	9	0	13	9	0	17	0	26	14	15	0	0	29	0	0	0	0	0	68	289	0.83
	8:30 AM	0	5	13	0	18	19	0	11	1	31	12	4	0	0	16	0	0	0	0	0	65	294	0.84
	8:45 AM	0	8	13	0	21	13	0	10	0	23	12	13	0	0	25	0	0	0	0	0	69	312	0.90
	9:00 AM	0	16	14	0	30	21	0	11	2	34	6	17	0	0	23	0	0	0	0	0	87	327	0.94
	9:15 AM	0	3	9	0	12	24	0	23	0	47	6	8	0	0	14	0	0	0	0	0	73	357	0.76
	9:30 AM	0	15	13	0	28	20	0	12	1	33	8	14	0	0	22	0	0	0	0	0	83	417	0.78
	9:45 AM	0	7	9	0	16	24	0	12	0	36	12	20	0	0	32	0	0	0	0	0	84	417	0.78
Midday Peak Period	10:00 AM	0	9	28	0	37	35	0	18	0	53	15	12	0	0	27	0	0	0	0	0	117	421	0.79
	10:15 AM	0	13	26	0	39	42	0	20	0	62	12	20	0	0	32	0	0	0	0	0	133	385	0.72
	10:30 AM	0	8	18	0	26	15	0	16	2	33	10	14	0	0	24	0	0	0	0	0	83	343	0.94
	10:45 AM	0	10	33	1	44	10	0	11	1	22	13	9	0	0	22	0	0	0	0	0	88	352	0.96
	11:00 AM	0	27	23	0	50	10	0	10	1	21	6	4	0	0	10	0	0	0	0	0	81	386	0.79
	11:15 AM	0	19	35	0	54	6	0	10	0	16	11	10	0	0	21	0	0	0	0	0	91	399	0.82
	11:30 AM	0	15	33	0	48	7	0	19	0	26	11	7	0	0	18	0	0	0	0	0	92	395	0.81
	11:45 AM	0	33	33	0	66	14	0	20	0	34	8	14	0	0	22	0	0	0	0	0	122	385	0.79
	12:00 PM	0	12	34	0	46	8	0	18	0	26	14	8	0	0	22	0	0	0	0	0	94	345	0.92
	12:15 PM	0	14	22	0	36	10	0	19	0	29	15	7	0	0	22	0	0	0	0	0	87	327	0.94
	12:30 PM	0	13	18	0	31	9	0	20	0	29	10	12	0	0	22	0	0	0	0	0	82	317	0.97
	12:45 PM	0	11	20	0	31	21	0	13	1	35	8	8	0	0	16	0	0	0	0	0	82	330	0.87
	1:00 PM	0	11	20	0	31	10	0	15	0	25	9	11	0	0	20	0	0	0	0	0	76	323	0.85
	1:15 PM	0	13	13	0	26	9	0	15	1	25	15	11	0	0	26	0	0	0	0	0	77	344	0.89
	1:30 PM	0	17	16	0	33	17	0	23	1	41	9	12	0	0	21	0	0	0	0	0	95	336	0.87
	1:45 PM	0	17	12	0	29	8	0	13	1	22	15	9	0	0	24	0	0	0	0	0	75	341	0.85
PM Peak Period	2:00 PM	0	21	16	0	37	13	0	20	0	33	13	14	0	0	27	0	0	0	0	0	97	351	0.88
	2:15 PM	0	5	11	0	16	10	0	23	0	33	13	7	0	0	20	0	0	0	0	0	69	353	0.88
	2:30 PM	0	12	21	0	33	15	0	30	0	45	13	9	0	0	22	0	0	0	0	0	100	373	0.93
	2:45 PM	0	11	13	0	24	11	0	27	0	38	13	10	0	0	23	0	0	0	0	0	85	369	0.93
	3:00 PM	0	10	28	0	38	12	0	29	0	41	10	10	0	0	20	0	0	0	0	0	99	402	0.85
	3:15 PM	0	7	15	0	22	5	0	40	2	47	14	6	0	0	20	0	0	0	0	0	89	426	0.87
	3:30 PM	0	20	28	0	48	8	0	23	0	31	8	9	0	0	17	0	0	0	0	0	96	455	0.92
	3:45 PM	0	16	26	0	42	10	0	35	0	45	22	9	0	0	31	0	0	0	0	0	118	524	0.79
	4:00 PM	0	7	30	0	37	15	0	42	0	57	17	12	0	0	29	0	0	0	0	0	123	535	0.81
	4:15 PM	0	17	13	1	31	15	0	44	0	59	16	12	0	0	28	0	0	0	0	0	118	584	0.85
	4:30 PM	0	20	53	0	73	13	0	41	0	54	16	22	0	0	38	0	0	0	0	0	165	577	0.84
	4:45 PM	0	17	23	0	40	14	0	40	0	54	14	21	0	0	35	0	0	0	0	0	129	532	0.77
	5:00 PM	0	20	51	0	71	16	0	51	0	67	19	15	0	0	34	0	0	0	0	0	172	485	0.70
	5:15 PM	0	18	27	0	45	15	0	29	0	44	13	9	0	0	22	0	0	0	0	0	111	437	0.88
	5:30 PM	0	19	34	0	53	17	0	27	0	44	10	13	0	0	23	0	0	0	0	0	120	422	0.85
	5:45 PM	0	8	20	0	28	10	0	24	0	34	7	13	0	0	20	0	0	0	0	0	82	392	0.79
	6:00 PM	0	16	37	0	53	17	0	24	0	41	8	22	0	0	30	0	0	0	0	0	124	413	0.83
	6:15 PM	0	15	31	0	46	12	0	14	0	26	11	13	0	0	24	0	0	0	0	0	96		
	6:30 PM	0	10	32	0	42	15	0	12	0	27	7	14	0	0	21	0	0	0	0	0	90		
	6:45 PM	0	20	27	1	48	14	0	21	0	35	10	10	0	0	20	0	0	0	0	0	103		
	7:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	7:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	7:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	7:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	8:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	8:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	8:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	8:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	9:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	9:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	9:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	9:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
Totals		0	663	1127	4	1794	726	0	1079	14	1819	703	577	0	0	1280	0	0	0	0	0	4893		

Peak Hour All Vehicle Volume Summary

	Hourly Time Period	From North (↓) I94 W Front Rd-120th Ave					From East (←) STH 158 - 52nd Street					From South (↑) I94 W Front Rd-120th Ave					From West (→) STH 158 - 52nd Street					Total Hourly	
	Start Time	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Volume	PHF
AM	6:15 AM	0	40	66	1	107	47	0	48	0	95	99	35	0	0	134	0	0	0	0	0	336	0.88
MD	10:00 AM	0	40	105	1	146	102	0	65	3	170	50	55	0	0	105	0	0	0	0	0	421	0.79
PM	4:15 PM	0	74	140	1	215	58	0	176	0	234	65	70	0	0	135	0	0	0	0	0	584	0.85

Intersection Traffic Volume Report

15-Minute Automobile Data

Count Basics		*Page 6 of 13*
Start Date: Tuesday, August 1, 2023	Weekday	Schools in Session
Total Number of Hours Counted: 13	Non-Holiday	No Special Events

STH 158 - 52nd Street & I94 W Front Rd-120th Ave

Automobiles (Cars, Light Trucks, & Motorcycles)



15-Minute Automobile Data

15-Minute Time Period		From North (↓) I94 W Front Rd-120th Ave					From East (←) STH 158 - 52nd Street					From South (↑) I94 W Front Rd-120th Ave					From West (→) STH 158 - 52nd Street					15-Min	Hourly
Start Time		Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Totals	Sum
AM Peak Period	6:00 AM	0	6	18	0	24	6	0	9	0	15	16	2	0	0	18	0	0	0	0	0	57	270
	6:15 AM	0	8	12	0	20	10	0	8	0	18	19	6	0	0	25	0	0	0	0	0	63	281
	6:30 AM	0	15	19	0	34	9	0	9	0	18	22	5	0	0	27	0	0	0	0	0	79	267
	6:45 AM	0	8	10	0	18	15	0	10	0	25	19	9	0	0	28	0	0	0	0	0	71	274
	7:00 AM	0	8	8	1	17	6	0	14	0	20	25	6	0	0	31	0	0	0	0	0	68	283
	7:15 AM	0	0	2	0	2	8	0	16	0	24	19	4	0	0	23	0	0	0	0	0	49	264
	7:30 AM	0	7	16	0	23	14	0	12	0	26	24	13	0	0	37	0	0	0	0	0	86	272
	7:45 AM	0	13	8	0	21	18	0	24	0	42	12	5	0	0	17	0	0	0	0	0	80	242
	8:00 AM	0	4	7	0	11	8	0	10	0	18	15	5	0	0	20	0	0	0	0	0	49	218
	8:15 AM	0	4	5	0	9	8	0	16	0	24	13	11	0	0	24	0	0	0	0	0	57	251
	8:30 AM	0	4	9	0	13	18	0	10	1	29	11	3	0	0	14	0	0	0	0	0	56	255
	8:45 AM	0	5	9	0	14	11	0	8	0	19	12	11	0	0	23	0	0	0	0	0	56	271
	9:00 AM	0	14	14	0	28	20	0	10	2	32	5	17	0	0	22	0	0	0	0	0	82	287
	9:15 AM	0	2	6	0	8	22	0	20	0	42	4	7	0	0	11	0	0	0	0	0	61	295
	9:30 AM	0	14	9	0	23	19	0	10	1	30	7	12	0	0	19	0	0	0	0	0	72	345
	9:45 AM	0	7	4	0	11	22	0	11	0	33	10	18	0	0	28	0	0	0	0	0	72	338
Midday Peak Period	10:00 AM	0	7	9	0	16	33	0	15	0	48	14	12	0	0	26	0	0	0	0	0	90	345
	10:15 AM	0	11	18	0	29	36	0	19	0	55	11	16	0	0	27	0	0	0	0	0	111	319
	10:30 AM	0	6	13	0	19	13	0	12	2	27	7	12	0	0	19	0	0	0	0	0	65	277
	10:45 AM	0	8	31	1	40	10	0	9	1	20	11	8	0	0	19	0	0	0	0	0	79	284
	11:00 AM	0	25	16	0	41	5	0	9	1	15	4	4	0	0	8	0	0	0	0	0	64	304
	11:15 AM	0	14	25	0	39	2	0	9	0	11	10	9	0	0	19	0	0	0	0	0	69	320
	11:30 AM	0	14	26	0	40	6	0	15	0	21	7	4	0	0	11	0	0	0	0	0	72	329
	11:45 AM	0	30	23	0	53	14	0	17	0	31	4	11	0	0	15	0	0	0	0	0	99	321
	12:00 PM	0	12	26	0	38	7	0	16	0	23	13	6	0	0	19	0	0	0	0	0	80	286
	12:15 PM	0	14	19	0	33	7	0	18	0	25	14	6	0	0	20	0	0	0	0	0	78	264
	12:30 PM	0	12	13	0	25	7	0	16	0	23	8	8	0	0	16	0	0	0	0	0	64	246
	12:45 PM	0	11	10	0	21	18	0	11	1	30	6	7	0	0	13	0	0	0	0	0	64	257
	1:00 PM	0	11	12	0	23	6	0	11	0	17	7	11	0	0	18	0	0	0	0	0	58	251
	1:15 PM	0	10	9	0	19	4	0	12	1	17	13	11	0	0	24	0	0	0	0	0	60	274
	1:30 PM	0	14	12	0	26	14	0	20	1	35	5	9	0	0	14	0	0	0	0	0	75	268
	1:45 PM	0	14	8	0	22	7	0	9	1	17	11	8	0	0	19	0	0	0	0	0	58	274
PM Peak Period	2:00 PM	0	19	13	0	32	6	0	18	0	24	12	13	0	0	25	0	0	0	0	0	81	288
	2:15 PM	0	4	7	0	11	8	0	20	0	28	9	6	0	0	15	0	0	0	0	0	54	289
	2:30 PM	0	11	15	0	26	11	0	25	0	36	11	8	0	0	19	0	0	0	0	0	81	307
	2:45 PM	0	8	8	0	16	10	0	26	0	36	12	8	0	0	20	0	0	0	0	0	72	311
	3:00 PM	0	6	22	0	28	11	0	26	0	37	8	9	0	0	17	0	0	0	0	0	82	339
	3:15 PM	0	3	11	0	14	3	0	36	2	41	12	5	0	0	17	0	0	0	0	0	72	364
	3:30 PM	0	20	24	0	44	4	0	22	0	26	8	7	0	0	15	0	0	0	0	0	85	394
	3:45 PM	0	11	24	0	35	8	0	28	0	36	20	9	0	0	29	0	0	0	0	0	100	461
	4:00 PM	0	6	25	0	31	11	0	38	0	49	17	10	0	0	27	0	0	0	0	0	107	477
	4:15 PM	0	14	10	1	25	11	0	41	0	52	14	11	0	0	25	0	0	0	0	0	102	533
	4:30 PM	0	19	50	0	69	12	0	40	0	52	14	17	0	0	31	0	0	0	0	0	152	534
	4:45 PM	0	14	18	0	32	13	0	37	0	50	14	20	0	0	34	0	0	0	0	0	116	493
	5:00 PM	0	19	50	0	69	11	0	50	0	61	19	14	0	0	33	0	0	0	0	0	163	447
	5:15 PM	0	16	24	0	40	13	0	29	0	42	13	8	0	0	21	0	0	0	0	0	103	386
	5:30 PM	0	18	31	0	49	16	0	25	0	41	10	11	0	0	21	0	0	0	0	0	111	365
	5:45 PM	0	6	18	0	24	8	0	22	0	30	5	11	0	0	16	0	0	0	0	0	70	332
	6:00 PM	0	16	31	0	47	12	0	21	0	33	5	17	0	0	22	0	0	0	0	0	102	354
	6:15 PM	0	15	28	0	43	6	0	13	0	19	11	9	0	0	20	0	0	0	0	0	82	
	6:30 PM	0	10	29	0	39	9	0	12	0	21	6	12	0	0	18	0	0	0	0	0	78	
	6:45 PM	0	18	25	1	44	10	0	21	0	31	9	8	0	0	17	0	0	0	0	0	92	
	7:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	7:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	7:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	7:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Totals		0	585	889	4	1478	596	0	965	14	1575	607	489	0	0	1096	0	0	0	0	0	4149	

Peak Hour Automobile Volume Summary

Hourly Time Period		From North (↓) I94 W Front Rd-120th Ave					From East (←) STH 158 - 52nd Street					From South (↑) I94 W Front Rd-120th Ave					From West (→) STH 158 - 52nd Street					Total Hourly
Start Time		Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Volume
AM	6:15 AM	0	39	49	1	89	40	0	41	0	81	85	26	0	0	111	0	0	0	0	0	281
MD	10:00 AM	0	32	71	1	104	92	0	55	3	150	43	48	0	0	91	0	0	0	0	0	345
PM	4:15 PM	0	66	128	1	195	47	0	168	0	215	61	62	0	0	123	0	0	0	0	0	533

Intersection Traffic Volume Report

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

STH 158 - 52nd Street & I94 W Front Rd-120th Ave

Count Basics		*Page 7 of 13*
Start Date: Tuesday, August 1, 2023	Weekday	Schools in Session
Total Number of Hours Counted: 13	Non-Holiday	No Special Events

Single Unit (SU) Trucks & Buses



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

	15-Minute Time Period	From North (↓) I94 W Front Rd-120th Ave					From East (←) STH 158 - 52nd Street					From South (↑) I94 W Front Rd-120th Ave					From West (→) STH 158 - 52nd Street					15-Min	Hourly
	Start Time	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Totals	Sum
AM Peak Period	6:00 AM	0	0	0	0	0	0	0	3	0	3	4	0	0	0	4	0	0	0	0	0	7	33
	6:15 AM	0	0	1	0	1	1	0	2	0	3	5	2	0	0	7	0	0	0	0	0	11	31
	6:30 AM	0	1	1	0	2	0	0	0	0	0	4	3	0	0	7	0	0	0	0	0	9	26
	6:45 AM	0	0	1	0	1	2	0	2	0	4	0	1	0	0	1	0	0	0	0	0	6	22
	7:00 AM	0	0	1	0	1	0	0	2	0	2	1	1	0	0	2	0	0	0	0	0	5	20
	7:15 AM	0	0	0	0	0	0	0	0	0	0	4	2	0	0	6	0	0	0	0	0	6	16
	7:30 AM	0	2	0	0	2	1	0	2	0	3	0	0	0	0	0	0	0	0	0	0	5	18
	7:45 AM	0	0	1	0	1	0	0	0	0	0	2	1	0	0	3	0	0	0	0	0	4	19
	8:00 AM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1	25
	8:15 AM	0	0	1	0	1	1	0	1	0	2	1	4	0	0	5	0	0	0	0	0	8	26
	8:30 AM	0	1	3	0	4	1	0	0	0	1	0	1	0	0	1	0	0	0	0	0	6	25
	8:45 AM	0	3	3	0	6	2	0	0	0	2	0	2	0	0	2	0	0	0	0	0	10	27
	9:00 AM	0	1	0	0	1	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	2	22
	9:15 AM	0	1	1	0	2	0	0	3	0	3	1	1	0	0	2	0	0	0	0	0	7	41
	9:30 AM	0	1	2	0	3	0	0	2	0	2	1	2	0	0	3	0	0	0	0	0	8	48
	9:45 AM	0	0	0	0	0	0	0	1	0	1	2	2	0	0	4	0	0	0	0	0	5	50
Midday Peak Period	10:00 AM	0	1	15	0	16	1	0	3	0	4	1	0	0	0	1	0	0	0	0	0	21	51
	10:15 AM	0	2	3	0	5	5	0	0	0	5	0	4	0	0	4	0	0	0	0	0	14	37
	10:30 AM	0	1	3	0	4	0	0	2	0	2	2	2	0	0	4	0	0	0	0	0	10	40
	10:45 AM	0	0	1	0	1	0	0	2	0	2	2	1	0	0	3	0	0	0	0	0	6	39
	11:00 AM	0	2	2	0	4	1	0	1	0	2	1	0	0	0	1	0	0	0	0	0	7	49
	11:15 AM	0	5	7	0	12	2	0	1	0	3	1	1	0	0	2	0	0	0	0	0	17	48
	11:30 AM	0	0	3	0	3	0	0	4	0	4	1	1	0	0	2	0	0	0	0	0	9	37
	11:45 AM	0	3	6	0	9	0	0	2	0	2	3	2	0	0	5	0	0	0	0	0	16	38
	12:00 PM	0	0	3	0	3	0	0	2	0	2	1	0	0	0	1	0	0	0	0	0	6	32
	12:15 PM	0	0	2	0	2	2	0	0	0	2	1	1	0	0	2	0	0	0	0	0	6	32
	12:30 PM	0	1	0	0	1	0	0	3	0	3	2	4	0	0	6	0	0	0	0	0	10	36
	12:45 PM	0	0	4	0	4	1	0	2	0	3	2	1	0	0	3	0	0	0	0	0	10	38
	1:00 PM	0	0	2	0	2	2	0	1	0	3	1	0	0	0	1	0	0	0	0	0	6	39
	1:15 PM	0	2	2	0	4	3	0	1	0	4	2	0	0	0	2	0	0	0	0	0	10	40
	1:30 PM	0	3	2	0	5	1	0	3	0	4	1	2	0	0	3	0	0	0	0	0	12	38
	1:45 PM	0	2	0	0	2	1	0	4	0	5	4	0	0	0	4	0	0	0	0	0	11	38
PM Peak Period	2:00 PM	0	2	0	0	2	2	0	2	0	4	0	1	0	0	1	0	0	0	0	0	7	36
	2:15 PM	0	1	1	0	2	0	0	2	0	2	3	1	0	0	4	0	0	0	0	0	8	39
	2:30 PM	0	1	3	0	4	1	0	5	0	6	1	1	0	0	2	0	0	0	0	0	12	39
	2:45 PM	0	3	2	0	5	0	0	1	0	1	1	2	0	0	3	0	0	0	0	0	9	31
	3:00 PM	0	4	1	0	5	0	0	3	0	3	2	0	0	0	2	0	0	0	0	0	10	33
	3:15 PM	0	1	2	0	3	0	0	2	0	2	2	1	0	0	3	0	0	0	0	0	8	31
	3:30 PM	0	0	0	0	0	1	0	1	0	2	0	2	0	0	2	0	0	0	0	0	4	33
	3:45 PM	0	5	0	0	5	1	0	3	0	4	2	0	0	0	2	0	0	0	0	0	11	38
	4:00 PM	0	1	2	0	3	1	0	3	0	4	0	1	0	0	1	0	0	0	0	0	8	36
	4:15 PM	0	3	0	0	3	1	0	3	0	4	2	1	0	0	3	0	0	0	0	0	10	32
	4:30 PM	0	1	1	0	2	1	0	1	0	2	0	5	0	0	5	0	0	0	0	0	9	26
	4:45 PM	0	3	2	0	5	0	0	3	0	3	0	1	0	0	1	0	0	0	0	0	9	21
	5:00 PM	0	1	0	0	1	1	0	1	0	2	0	1	0	0	1	0	0	0	0	0	4	20
	5:15 PM	0	2	1	0	3	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	4	29
	5:30 PM	0	0	0	0	0	0	0	2	0	2	0	2	0	0	2	0	0	0	0	0	4	33
	5:45 PM	0	2	0	0	2	0	0	2	0	2	2	2	0	0	4	0	0	0	0	0	8	33
	6:00 PM	0	0	2	0	2	1	0	3	0	4	2	5	0	0	7	0	0	0	0	0	13	33
	6:15 PM	0	0	0	0	0	3	0	1	0	4	0	4	0	0	4	0	0	0	0	0	8	
	6:30 PM	0	0	0	0	0	2	0	0	0	2	1	1	0	0	2	0	0	0	0	0	4	
	6:45 PM	0	2	1	0	3	2	0	0	0	2	1	2	0	0	3	0	0	0	0	0	8	
	7:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	7:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	7:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	7:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Totals		0	64	88	0	152	44	0	88	0	132	69	76	0	0	145	0	0	0	0	0	429	

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

	Hourly Time Period	From North (↓) I94 W Front Rd-120th Ave					From East (←) STH 158 - 52nd Street					From South (↑) I94 W Front Rd-120th Ave					From West (→) STH 158 - 52nd Street					Total Hourly
	Start Time	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Volume
AM	6:15 AM	0	1	4	0	5	3	0	6	0	9	10	7	0	0	17	0	0	0	0	0	31
MD	10:00 AM	0	4	22	0	26	6	0	7	0	13	5	7	0	0	12	0	0	0	0	0	51
PM	4:15 PM	0	8	3	0	11	3	0	8	0	11	2	8	0	0	10	0	0	0	0	0	32

Intersection Traffic Volume Report

15-Minute Semi-Truck Data

STH 158 - 52nd Street & I94 W Front Rd-120th Ave

Count Basics		*Page 8 of 13*
Start Date: Tuesday, August 1, 2023	Weekday	Schools in Session
Total Number of Hours Counted: 13	Non-Holiday	No Special Events

Semi-Trucks



15-Minute Semi-Truck Data

15-Minute Time Period		From North (↓) I94 W Front Rd-120th Ave					From East (←) STH 158 - 52nd Street					From South (↑) I94 W Front Rd-120th Ave					From West (→) STH 158 - 52nd Street					15-Min	Hourly
Start Time		Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Totals	Sum
AM Peak Period	6:00 AM	0	0	2	0	2	1	0	0	0	1	1	0	0	0	1	0	0	0	0	0	4	25
	6:15 AM	0	0	2	0	2	3	0	1	0	4	1	0	0	0	1	0	0	0	0	0	7	24
	6:30 AM	0	0	5	0	5	1	0	0	0	1	1	1	0	0	2	0	0	0	0	0	8	22
	6:45 AM	0	0	4	0	4	0	0	0	0	0	2	0	0	0	2	0	0	0	0	0	6	18
	7:00 AM	0	0	2	0	2	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	3	16
	7:15 AM	0	0	2	0	2	1	0	1	0	2	1	0	0	0	1	0	0	0	0	0	5	19
	7:30 AM	0	1	2	0	3	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	4	17
	7:45 AM	0	1	2	0	3	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	4	16
	8:00 AM	0	0	1	0	1	2	0	2	0	4	1	0	0	0	1	0	0	0	0	0	6	15
	8:15 AM	0	0	3	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	12
	8:30 AM	0	0	1	0	1	0	0	1	0	1	1	0	0	0	1	0	0	0	0	0	3	14
	8:45 AM	0	0	1	0	1	0	0	2	0	2	0	0	0	0	0	0	0	0	0	0	3	14
	9:00 AM	0	1	0	0	1	1	0	0	0	1	1	0	0	0	1	0	0	0	0	0	3	18
	9:15 AM	0	0	2	0	2	2	0	0	0	2	1	0	0	0	1	0	0	0	0	0	5	21
	9:30 AM	0	0	2	0	2	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	3	24
	9:45 AM	0	0	5	0	5	2	0	0	0	2	0	0	0	0	0	0	0	0	0	0	7	29
Midday Peak Period	10:00 AM	0	1	4	0	5	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	6	25
	10:15 AM	0	0	5	0	5	1	0	1	0	2	1	0	0	0	1	0	0	0	0	0	8	29
	10:30 AM	0	1	2	0	3	2	0	2	0	4	1	0	0	0	1	0	0	0	0	0	8	26
	10:45 AM	0	2	1	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	29
	11:00 AM	0	0	5	0	5	4	0	0	0	4	1	0	0	0	1	0	0	0	0	0	10	33
	11:15 AM	0	0	3	0	3	2	0	0	0	2	0	0	0	0	0	0	0	0	0	0	5	31
	11:30 AM	0	1	4	0	5	1	0	0	0	1	3	2	0	0	5	0	0	0	0	0	11	29
	11:45 AM	0	0	4	0	4	0	0	1	0	1	1	1	0	0	2	0	0	0	0	0	7	26
	12:00 PM	0	0	5	0	5	1	0	0	0	1	0	2	0	0	2	0	0	0	0	0	8	27
	12:15 PM	0	0	1	0	1	1	0	1	0	2	0	0	0	0	0	0	0	0	0	0	3	31
	12:30 PM	0	0	5	0	5	2	0	1	0	3	0	0	0	0	0	0	0	0	0	0	8	35
	12:45 PM	0	0	6	0	6	2	0	0	0	2	0	0	0	0	0	0	0	0	0	0	8	35
	1:00 PM	0	0	6	0	6	2	0	3	0	5	1	0	0	0	1	0	0	0	0	0	12	33
	1:15 PM	0	1	2	0	3	2	0	2	0	4	0	0	0	0	0	0	0	0	0	0	7	30
	1:30 PM	0	0	2	0	2	2	0	0	0	2	3	1	0	0	4	0	0	0	0	0	8	30
	1:45 PM	0	1	4	0	5	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	6	29
PM Peak Period	2:00 PM	0	0	3	0	3	5	0	0	0	5	1	0	0	0	1	0	0	0	0	0	9	27
	2:15 PM	0	0	3	0	3	2	0	1	0	3	1	0	0	0	1	0	0	0	0	0	7	25
	2:30 PM	0	0	3	0	3	3	0	0	0	3	1	0	0	0	1	0	0	0	0	0	7	27
	2:45 PM	0	0	3	0	3	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	4	27
	3:00 PM	0	0	5	0	5	1	0	0	0	1	0	1	0	0	1	0	0	0	0	0	7	30
	3:15 PM	0	3	2	0	5	2	0	2	0	4	0	0	0	0	0	0	0	0	0	0	9	31
	3:30 PM	0	0	4	0	4	3	0	0	0	3	0	0	0	0	0	0	0	0	0	0	7	28
	3:45 PM	0	0	2	0	2	1	0	4	0	5	0	0	0	0	0	0	0	0	0	0	7	25
	4:00 PM	0	0	3	0	3	3	0	1	0	4	0	1	0	0	1	0	0	0	0	0	8	22
	4:15 PM	0	0	3	0	3	3	0	0	0	3	0	0	0	0	0	0	0	0	0	0	6	19
	4:30 PM	0	0	2	0	2	0	0	0	0	0	2	0	0	0	2	0	0	0	0	0	4	17
	4:45 PM	0	0	3	0	3	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	4	18
	5:00 PM	0	0	1	0	1	4	0	0	0	4	0	0	0	0	0	0	0	0	0	0	5	18
	5:15 PM	0	0	2	0	2	2	0	0	0	2	0	0	0	0	0	0	0	0	0	0	4	22
	5:30 PM	0	1	3	0	4	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	5	24
	5:45 PM	0	0	2	0	2	2	0	0	0	2	0	0	0	0	0	0	0	0	0	0	4	27
	6:00 PM	0	0	4	0	4	4	0	0	0	4	1	0	0	0	1	0	0	0	0	0	9	26
	6:15 PM	0	0	3	0	3	3	0	0	0	3	0	0	0	0	0	0	0	0	0	0	6	
	6:30 PM	0	0	3	0	3	4	0	0	0	4	0	1	0	0	1	0	0	0	0	0	8	
	6:45 PM	0	0	1	0	1	2	0	0	0	2	0	0	0	0	0	0	0	0	0	0	3	
	7:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	7:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	7:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	7:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Totals		0	14	150	0	164	86	0	26	0	112	27	12	0	0	39	0	0	0	0	0	315	

Peak Hour Semi-Truck Volume Summary

Hourly Time Period		From North (↓) I94 W Front Rd-120th Ave					From East (←) STH 158 - 52nd Street					From South (↑) I94 W Front Rd-120th Ave					From West (→) STH 158 - 52nd Street					Total Hourly
Start Time		Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Volume
AM	6:15 AM	0	0	13	0	13	4	0	1	0	5	4	2	0	0	6	0	0	0	0	0	24
MD	10:00 AM	0	4	12	0	16	4	0	3	0	7	2	0	0	0	2	0	0	0	0	0	25
PM	4:15 PM	0	0	9	0	9	8	0	0	0	8	2	0	0	0	2	0	0	0	0	0	19

Intersection Traffic Volume Report

15-Minute Heavy Vehicle Data

STH 158 - 52nd Street & I94 W Front Rd-120th Ave

Count Basics		*Page 9 of 13*
Start Date: Tuesday, August 1, 2023	Weekday	Schools in Session
Total Number of Hours Counted: 13	Non-Holiday	No Special Events

Heavy Vehicles (Single-Unit Trucks, Buses & Semi-Trucks)



15-Minute Heavy Vehicle Data

15-Minute Time Period		From North (↓) I94 W Front Rd-120th Ave					From East (←) STH 158 - 52nd Street					From South (↑) I94 W Front Rd-120th Ave					From West (→) STH 158 - 52nd Street					15-Min	Hourly
Start Time		Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Totals	Sum
AM Peak Period	6:00 AM	0	0	2	0	2	1	0	3	0	4	5	0	0	0	5	0	0	0	0	0	11	58
	6:15 AM	0	0	3	0	3	4	0	3	0	7	6	2	0	0	8	0	0	0	0	0	18	55
	6:30 AM	0	1	6	0	7	1	0	0	0	1	5	4	0	0	9	0	0	0	0	0	17	48
	6:45 AM	0	0	5	0	5	2	0	2	0	4	2	1	0	0	3	0	0	0	0	0	12	40
	7:00 AM	0	0	3	0	3	0	0	2	0	2	1	2	0	0	3	0	0	0	0	0	8	36
	7:15 AM	0	0	2	0	2	1	0	1	0	2	5	2	0	0	7	0	0	0	0	0	11	35
	7:30 AM	0	3	2	0	5	2	0	2	0	4	0	0	0	0	0	0	0	0	0	0	9	35
	7:45 AM	0	1	3	0	4	1	0	0	0	1	2	1	0	0	3	0	0	0	0	0	8	35
	8:00 AM	0	0	1	0	1	2	0	2	0	4	1	1	0	0	2	0	0	0	0	0	7	40
	8:15 AM	0	0	4	0	4	1	0	1	0	2	1	4	0	0	5	0	0	0	0	0	11	38
	8:30 AM	0	1	4	0	5	1	0	1	0	2	1	1	0	0	2	0	0	0	0	0	9	39
	8:45 AM	0	3	4	0	7	2	0	2	0	4	0	2	0	0	2	0	0	0	0	0	13	41
	9:00 AM	0	2	0	0	2	1	0	1	0	2	1	0	0	0	1	0	0	0	0	0	5	40
	9:15 AM	0	1	3	0	4	2	0	3	0	5	2	1	0	0	3	0	0	0	0	0	12	62
	9:30 AM	0	1	4	0	5	1	0	2	0	3	1	2	0	0	3	0	0	0	0	0	11	72
	9:45 AM	0	0	5	0	5	2	0	1	0	3	2	2	0	0	4	0	0	0	0	0	12	79
Midday Peak Period	10:00 AM	0	2	19	0	21	2	0	3	0	5	1	0	0	0	1	0	0	0	0	0	27	76
	10:15 AM	0	2	8	0	10	6	0	1	0	7	1	4	0	0	5	0	0	0	0	0	22	66
	10:30 AM	0	2	5	0	7	2	0	4	0	6	3	2	0	0	5	0	0	0	0	0	18	66
	10:45 AM	0	2	2	0	4	0	0	2	0	2	2	1	0	0	3	0	0	0	0	0	9	68
	11:00 AM	0	2	7	0	9	5	0	1	0	6	2	0	0	0	2	0	0	0	0	0	17	82
	11:15 AM	0	5	10	0	15	4	0	1	0	5	1	1	0	0	2	0	0	0	0	0	22	79
	11:30 AM	0	1	7	0	8	1	0	4	0	5	4	3	0	0	7	0	0	0	0	0	20	66
	11:45 AM	0	3	10	0	13	0	0	3	0	3	4	3	0	0	7	0	0	0	0	0	23	64
	12:00 PM	0	0	8	0	8	1	0	2	0	3	1	2	0	0	3	0	0	0	0	0	14	59
	12:15 PM	0	0	3	0	3	3	0	1	0	4	1	1	0	0	2	0	0	0	0	0	9	63
	12:30 PM	0	1	5	0	6	2	0	4	0	6	2	4	0	0	6	0	0	0	0	0	18	71
	12:45 PM	0	0	10	0	10	3	0	2	0	5	2	1	0	0	3	0	0	0	0	0	18	73
	1:00 PM	0	0	8	0	8	4	0	4	0	8	2	0	0	0	2	0	0	0	0	0	18	72
	1:15 PM	0	3	4	0	7	5	0	3	0	8	2	0	0	0	2	0	0	0	0	0	17	70
	1:30 PM	0	3	4	0	7	3	0	3	0	6	4	3	0	0	7	0	0	0	0	0	20	68
	1:45 PM	0	3	4	0	7	1	0	4	0	5	4	1	0	0	5	0	0	0	0	0	17	67
PM Peak Period	2:00 PM	0	2	3	0	5	7	0	2	0	9	1	1	0	0	2	0	0	0	0	0	16	63
	2:15 PM	0	1	4	0	5	2	0	3	0	5	4	1	0	0	5	0	0	0	0	0	15	64
	2:30 PM	0	1	6	0	7	4	0	5	0	9	2	1	0	0	3	0	0	0	0	0	19	66
	2:45 PM	0	3	5	0	8	1	0	1	0	2	1	2	0	0	3	0	0	0	0	0	13	58
	3:00 PM	0	4	6	0	10	1	0	3	0	4	2	1	0	0	3	0	0	0	0	0	17	63
	3:15 PM	0	4	4	0	8	2	0	4	0	6	2	1	0	0	3	0	0	0	0	0	17	62
	3:30 PM	0	0	4	0	4	4	0	1	0	5	0	2	0	0	2	0	0	0	0	0	11	61
	3:45 PM	0	5	2	0	7	2	0	7	0	9	2	0	0	0	2	0	0	0	0	0	18	63
	4:00 PM	0	1	5	0	6	4	0	4	0	8	0	2	0	0	2	0	0	0	0	0	16	58
	4:15 PM	0	3	3	0	6	4	0	3	0	7	2	1	0	0	3	0	0	0	0	0	16	51
	4:30 PM	0	1	3	0	4	1	0	1	0	2	2	5	0	0	7	0	0	0	0	0	13	43
	4:45 PM	0	3	5	0	8	1	0	3	0	4	0	1	0	0	1	0	0	0	0	0	13	39
	5:00 PM	0	1	1	0	2	5	0	1	0	6	0	1	0	0	1	0	0	0	0	0	9	38
	5:15 PM	0	2	3	0	5	2	0	0	0	2	0	1	0	0	1	0	0	0	0	0	8	51
	5:30 PM	0	1	3	0	4	1	0	2	0	3	0	2	0	0	2	0	0	0	0	0	9	57
	5:45 PM	0	2	2	0	4	2	0	2	0	4	2	2	0	0	4	0	0	0	0	0	12	60
	6:00 PM	0	0	6	0	6	5	0	3	0	8	3	5	0	0	8	0	0	0	0	0	22	59
	6:15 PM	0	0	3	0	3	6	0	1	0	7	0	4	0	0	4	0	0	0	0	0	14	
	6:30 PM	0	0	3	0	3	6	0	0	0	6	1	2	0	0	3	0	0	0	0	0	12	
	6:45 PM	0	2	2	0	4	4	0	0	0	4	1	2	0	0	3	0	0	0	0	0	11	
	7:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	7:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	7:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	7:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Totals		0	78	238	0	316	130	0	114	0	244	96	88	0	0	184	0	0	0	0	0	744	

Peak Hour Heavy Vehicle Volume Summary

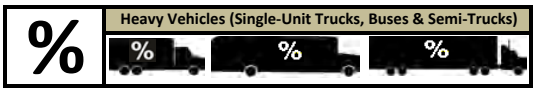
Hourly Time Period		From North (↓) I94 W Front Rd-120th Ave					From East (←) STH 158 - 52nd Street					From South (↑) I94 W Front Rd-120th Ave					From West (→) STH 158 - 52nd Street					Total Hourly
Start Time		Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Volume
AM	6:15 AM	0	1	17	0	18	7	0	7	0	14	14	9	0	0	23	0	0	0	0	0	55
MD	10:00 AM	0	8	34	0	42	10	0	10	0	20	7	7	0	0	14	0	0	0	0	0	76
PM	4:15 PM	0	8	12	0	20	11	0	8	0	19	4	8	0	0	12	0	0	0	0	0	51

Intersection Traffic Volume Report

15-Minute Heavy Vehicle Percentages

STH 158 - 52nd Street & I94 W Front Rd-120th Ave

Count Basics		*Page 10 of 13*
Start Date: Tuesday, August 1, 2023	Weekday	Schools in Session
Total Number of Hours Counted: 13	Non-Holiday	No Special Events



15-Minute Heavy Vehicle Percentages

15-Minute Time Period		From North (↓) I94 W Front Rd-120th Ave					From East (←) STH 158 - 52nd Street					From South (↑) I94 W Front Rd-120th Ave					From West (→) STH 158 - 52nd Street					Total Heavy Vehicle	Hourly Heavy Vehicle
Start Time		Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Percent	Percent
AM Peak Period	6:00 AM	0.0	0.0	10.0	0.0	7.7	14.3	0.0	25.0	0.0	21.1	23.8	0.0	0.0	0.0	21.7	0.0	0.0	0.0	0.0	0.0	16.2	17.7
	6:15 AM	0.0	0.0	20.0	0.0	13.0	28.6	0.0	27.3	0.0	28.0	24.0	25.0	0.0	0.0	24.2	0.0	0.0	0.0	0.0	0.0	22.2	16.4
	6:30 AM	0.0	6.3	24.0	0.0	17.1	10.0	0.0	0.0	0.0	5.3	18.5	44.4	0.0	0.0	25.0	0.0	0.0	0.0	0.0	0.0	17.7	15.2
	6:45 AM	0.0	0.0	33.3	0.0	21.7	11.8	0.0	16.7	0.0	13.8	9.5	10.0	0.0	0.0	9.7	0.0	0.0	0.0	0.0	0.0	14.5	12.7
	7:00 AM	0.0	0.0	27.3	0.0	15.0	0.0	0.0	12.5	0.0	9.1	3.8	25.0	0.0	0.0	8.8	0.0	0.0	0.0	0.0	0.0	10.5	11.3
	7:15 AM	0.0	0.0	50.0	0.0	50.0	11.1	0.0	5.9	0.0	7.7	20.8	33.3	0.0	0.0	23.3	0.0	0.0	0.0	0.0	0.0	18.3	11.7
	7:30 AM	0.0	30.0	11.1	0.0	17.9	12.5	0.0	14.3	0.0	13.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	9.5	11.4
	7:45 AM	0.0	7.1	27.3	0.0	16.0	5.3	0.0	0.0	0.0	2.3	14.3	16.7	0.0	0.0	15.0	0.0	0.0	0.0	0.0	0.0	9.1	12.6
	8:00 AM	0.0	0.0	12.5	0.0	8.3	20.0	0.0	16.7	0.0	18.2	6.3	16.7	0.0	0.0	9.1	0.0	0.0	0.0	0.0	0.0	12.5	15.5
	8:15 AM	0.0	0.0	44.4	0.0	30.8	11.1	0.0	5.9	0.0	7.7	7.1	26.7	0.0	0.0	17.2	0.0	0.0	0.0	0.0	0.0	16.2	13.1
	8:30 AM	0.0	20.0	30.8	0.0	27.8	5.3	0.0	9.1	0.0	6.5	8.3	25.0	0.0	0.0	12.5	0.0	0.0	0.0	0.0	0.0	13.8	13.3
	8:45 AM	0.0	37.5	30.8	0.0	33.3	15.4	0.0	20.0	0.0	17.4	0.0	15.4	0.0	0.0	8.0	0.0	0.0	0.0	0.0	0.0	18.8	13.1
	9:00 AM	0.0	12.5	0.0	0.0	6.7	4.8	0.0	9.1	0.0	5.9	16.7	0.0	0.0	0.0	4.3	0.0	0.0	0.0	0.0	0.0	5.7	12.2
	9:15 AM	0.0	33.3	33.3	0.0	33.3	8.3	0.0	13.0	0.0	10.6	33.3	12.5	0.0	0.0	21.4	0.0	0.0	0.0	0.0	0.0	16.4	17.4
	9:30 AM	0.0	6.7	30.8	0.0	17.9	5.0	0.0	16.7	0.0	9.1	12.5	14.3	0.0	0.0	13.6	0.0	0.0	0.0	0.0	0.0	13.3	17.3
	9:45 AM	0.0	0.0	55.6	0.0	31.3	8.3	0.0	8.3	0.0	8.3	16.7	10.0	0.0	0.0	12.5	0.0	0.0	0.0	0.0	0.0	14.3	18.9
Midday Peak Period	10:00 AM	0.0	22.2	67.9	0.0	56.8	5.7	0.0	16.7	0.0	9.4	6.7	0.0	0.0	0.0	3.7	0.0	0.0	0.0	0.0	0.0	23.1	18.1
	10:15 AM	0.0	15.4	30.8	0.0	25.6	14.3	0.0	5.0	0.0	11.3	8.3	20.0	0.0	0.0	15.6	0.0	0.0	0.0	0.0	0.0	16.5	17.1
	10:30 AM	0.0	25.0	27.8	0.0	26.9	13.3	0.0	25.0	0.0	18.2	30.0	14.3	0.0	0.0	20.8	0.0	0.0	0.0	0.0	0.0	21.7	19.2
	10:45 AM	0.0	20.0	6.1	0.0	9.1	0.0	0.0	18.2	0.0	9.1	15.4	11.1	0.0	0.0	13.6	0.0	0.0	0.0	0.0	0.0	10.2	19.3
	11:00 AM	0.0	7.4	30.4	0.0	18.0	50.0	0.0	10.0	0.0	28.6	33.3	0.0	0.0	0.0	20.0	0.0	0.0	0.0	0.0	0.0	21.0	21.2
	11:15 AM	0.0	26.3	28.6	0.0	27.8	66.7	0.0	10.0	0.0	31.3	9.1	10.0	0.0	0.0	9.5	0.0	0.0	0.0	0.0	0.0	24.2	19.8
	11:30 AM	0.0	6.7	21.2	0.0	16.7	14.3	0.0	21.1	0.0	19.2	36.4	42.9	0.0	0.0	38.9	0.0	0.0	0.0	0.0	0.0	21.7	16.7
	11:45 AM	0.0	9.1	30.3	0.0	19.7	0.0	0.0	15.0	0.0	8.8	50.0	21.4	0.0	0.0	31.8	0.0	0.0	0.0	0.0	0.0	18.9	16.6
	12:00 PM	0.0	0.0	23.5	0.0	17.4	12.5	0.0	11.1	0.0	11.5	7.1	25.0	0.0	0.0	13.6	0.0	0.0	0.0	0.0	0.0	14.9	17.1
	12:15 PM	0.0	0.0	13.6	0.0	8.3	30.0	0.0	5.3	0.0	13.8	6.7	14.3	0.0	0.0	9.1	0.0	0.0	0.0	0.0	0.0	10.3	19.3
	12:30 PM	0.0	7.7	27.8	0.0	19.4	22.2	0.0	20.0	0.0	20.7	20.0	33.3	0.0	0.0	27.3	0.0	0.0	0.0	0.0	0.0	22.0	22.4
	12:45 PM	0.0	0.0	50.0	0.0	32.3	14.3	0.0	15.4	0.0	14.3	25.0	12.5	0.0	0.0	18.8	0.0	0.0	0.0	0.0	0.0	22.0	22.1
	1:00 PM	0.0	0.0	40.0	0.0	25.8	40.0	0.0	26.7	0.0	32.0	22.2	0.0	0.0	0.0	10.0	0.0	0.0	0.0	0.0	0.0	23.7	22.3
	1:15 PM	0.0	23.1	30.8	0.0	26.9	55.6	0.0	20.0	0.0	32.0	13.3	0.0	0.0	0.0	7.7	0.0	0.0	0.0	0.0	0.0	22.1	20.3
	1:30 PM	0.0	17.6	25.0	0.0	21.2	17.6	0.0	13.0	0.0	14.6	44.4	25.0	0.0	0.0	33.3	0.0	0.0	0.0	0.0	0.0	21.1	20.2
	1:45 PM	0.0	17.6	33.3	0.0	24.1	12.5	0.0	30.8	0.0	22.7	26.7	11.1	0.0	0.0	20.8	0.0	0.0	0.0	0.0	0.0	22.7	19.6
PM Peak Period	2:00 PM	0.0	9.5	18.8	0.0	13.5	53.8	0.0	10.0	0.0	27.3	7.7	7.1	0.0	0.0	7.4	0.0	0.0	0.0	0.0	0.0	16.5	17.9
	2:15 PM	0.0	20.0	36.4	0.0	31.3	20.0	0.0	13.0	0.0	15.2	30.8	14.3	0.0	0.0	25.0	0.0	0.0	0.0	0.0	0.0	21.7	18.1
	2:30 PM	0.0	8.3	28.6	0.0	21.2	26.7	0.0	16.7	0.0	20.0	15.4	11.1	0.0	0.0	13.6	0.0	0.0	0.0	0.0	0.0	19.0	17.7
	2:45 PM	0.0	27.3	38.5	0.0	33.3	9.1	0.0	3.7	0.0	5.3	7.7	20.0	0.0	0.0	13.0	0.0	0.0	0.0	0.0	0.0	15.3	15.7
	3:00 PM	0.0	40.0	21.4	0.0	26.3	8.3	0.0	10.3	0.0	9.8	20.0	10.0	0.0	0.0	15.0	0.0	0.0	0.0	0.0	0.0	17.2	15.7
	3:15 PM	0.0	57.1	26.7	0.0	36.4	40.0	0.0	10.0	0.0	12.8	14.3	16.7	0.0	0.0	15.0	0.0	0.0	0.0	0.0	0.0	19.1	14.6
	3:30 PM	0.0	0.0	14.3	0.0	8.3	50.0	0.0	4.3	0.0	16.1	0.0	22.2	0.0	0.0	11.8	0.0	0.0	0.0	0.0	0.0	11.5	13.4
	3:45 PM	0.0	31.3	7.7	0.0	16.7	20.0	0.0	20.0	0.0	20.0	9.1	0.0	0.0	0.0	6.5	0.0	0.0	0.0	0.0	0.0	15.3	12.0
	4:00 PM	0.0	14.3	16.7	0.0	16.2	26.7	0.0	9.5	0.0	14.0	0.0	16.7	0.0	0.0	6.9	0.0	0.0	0.0	0.0	0.0	13.0	10.8
	4:15 PM	0.0	17.6	23.1	0.0	19.4	26.7	0.0	6.8	0.0	11.9	12.5	8.3	0.0	0.0	10.7	0.0	0.0	0.0	0.0	0.0	13.6	8.7
	4:30 PM	0.0	5.0	5.7	0.0	5.5	7.7	0.0	2.4	0.0	3.7	12.5	22.7	0.0	0.0	18.4	0.0	0.0	0.0	0.0	0.0	7.9	7.5
	4:45 PM	0.0	17.6	21.7	0.0	20.0	7.1	0.0	7.5	0.0	7.4	0.0	4.8	0.0	0.0	2.9	0.0	0.0	0.0	0.0	0.0	10.1	7.3
	5:00 PM	0.0	5.0	2.0	0.0	2.8	31.3	0.0	2.0	0.0	9.0	0.0	6.7	0.0	0.0	2.9	0.0	0.0	0.0	0.0	0.0	5.2	7.8
	5:15 PM	0.0	11.1	11.1	0.0	11.1	13.3	0.0	0.0	0.0	4.5	0.0	11.1	0.0	0.0	4.5	0.0	0.0	0.0	0.0	0.0	7.2	11.7
	5:30 PM	0.0	5.3	8.8	0.0	7.5	5.9	0.0	7.4	0.0	6.8	0.0	15.4	0.0	0.0	8.7	0.0	0.0	0.0	0.0	0.0	7.5	13.5
	5:45 PM	0.0	25.0	10.0	0.0	14.3	20.0	0.0	8.3	0.0	11.8	28.6	15.4	0.0	0.0	20.0	0.0	0.0	0.0	0.0	0.0	14.6	15.3
	6:00 PM	0.0	0.0	16.2	0.0	11.3	29.4	0.0	12.5	0.0	19.5	37.5	22.7	0.0	0.0	26.7	0.0	0.0	0.0	0.0	0.0	17.7	14.3
	6:15 PM	0.0	0.0	9.7	0.0	6.5	50.0	0.0	7.1	0.0	26.9	0.0	30.8	0.0	0.0	16.7	0.0	0.0	0.0	0.0	0.0	14.6	
	6:30 PM	0.0	0.0	9.4	0.0	7.1	40.0	0.0	0.0	0.0	22.2	14.3	14.3	0.0	0.0	14.3	0.0	0.0	0.0	0.0	0.0	13.3	
	6:45 PM	0.0	10.0	7.4	0.0	8.3	28.6	0.0	0.0	0.0	11.4	10.0	20.0	0.0	0.0	15.0	0.0	0.0	0.0	0.0	0.0	10.7	
	7:00 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	7:15 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	7:30 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	7:45 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	8:00 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	8:15 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	8:30 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	8:45 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	9:00 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	9:15 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	9:30 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	9:45 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Totals		0.0	11.8	21.1	0.0	17.6	17.9	0.0	10.6	0.0	13.4	13.7	15.3	0.0	0.0	14.4	0.0	0.0	0.0	0.0	0.0	15.2	

Peak Hour Heavy Vehicle Percentages Summary

Hourly Time Period		From North (↓) I94 W Front Rd-120th Ave					From East (←) STH 158 - 52nd Street					From South (↑) I94 W Front Rd-120th Ave					From West (→) STH 158 - 52nd Street					Hourly Heavy Vehicle
Start Time		Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Percent
AM	6:15 AM	0.0	2.5	25.8	0.0	16.8	14.9	0.0	14.6	0.0	14.7	14.1	25.7	0.0	0.0	17.2	0.0	0.0	0.0	0.0	0.0	16.4
MD	10:00 AM	0.0	20.0	32.4	0.0	28.8	9.8	0.0	15.4	0.0	11.8	14.0	12.7	0.0	0.0	13.3	0.0	0.0	0.0	0.0	0.0	18.1
PM	4:15 PM	0.0	10.8	8.6	0.0	9.3	19.0	0.0	4.5	0.0	8.1	6.2	11.4	0.0	0.0	8.9	0.0	0.0	0.0	0.0	0.0	8.7

Intersection Traffic Volume Report

15-Minute Pedestrian and Bicyclist Data

STH 158 - 52nd Street & I94 W Front Rd-120th Ave

Count Basics			*Page 11 of 13*
Start Date:	Tuesday, August 1, 2023	Weekday	Schools in Session
Total Number of Hours Counted: 13		Non-Holiday	No Special Events

Pedestrians and Bicyclists

15-Minute Pedestrian and Bicyclist Data

	15-Minute Time Period Start Time	Crossing North Approach I94 W Front Rd-120th Ave			Crossing East Approach STH 158 - 52nd Street			Crossing South Approach I94 W Front Rd-120th Ave			Crossing West Approach STH 158 - 52nd Street			15-Min Totals	Hourly Sum
		Pedestrian	Bicyclist	Total	Pedestrian	Bicyclist	Total	Pedestrian	Bicyclist	Total	Pedestrian	Bicyclist	Total		
AM Peak Period	6:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	6:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	6:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	1
	6:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	1
	7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	1
	7:15 AM	0	0	0	0	0	0	0	0	0	0	1	1	1	2
	7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	1
	7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	1
	8:00 AM	0	0	0	1	0	1	0	0	0	0	0	0	1	1
	8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	9:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	9:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	9:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Midday Peak Period	10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	10:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	10:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	10:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	1:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	1:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	1:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	1:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PM Peak Period	2:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	2:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	2:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	2:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	3:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	3:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	3:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	3:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	6:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	6:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	6:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	6:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	7:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	7:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	7:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	7:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
Totals		0	0	0	1	0	1	0	0	0	0	1	1	2	

Special Pedestrians

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

WisDOT Bureau of Planning & Economic Development
Traffic Forecasting Section
Forecast by: Brent DesRoches
Phone: (262) 548-5611
Email: brent.desroches@dot.wi.gov

Projected AM Design Hour Traffic Volumes

Indicates roundabout

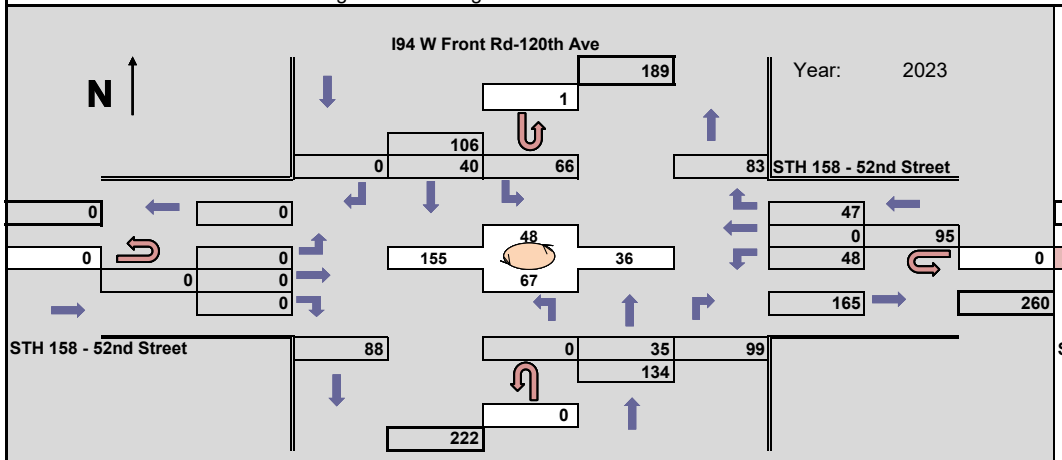
Design Hour: 6:15-7:15am

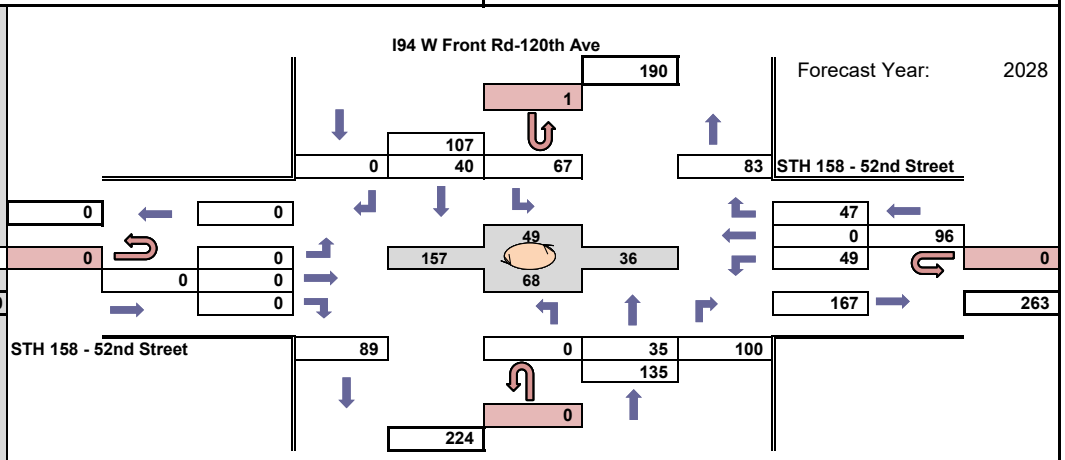
Forecast Completed: 8/1/2024

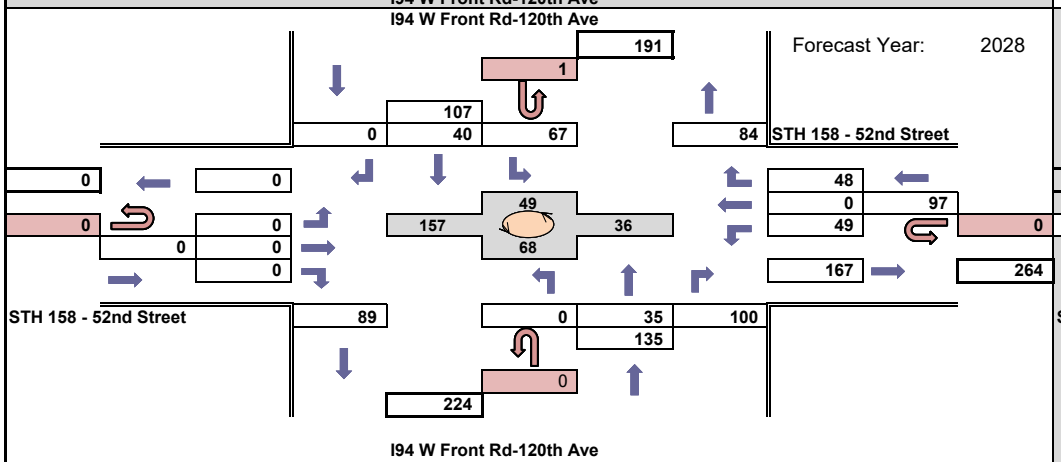
Design Hour Turning Movement Data

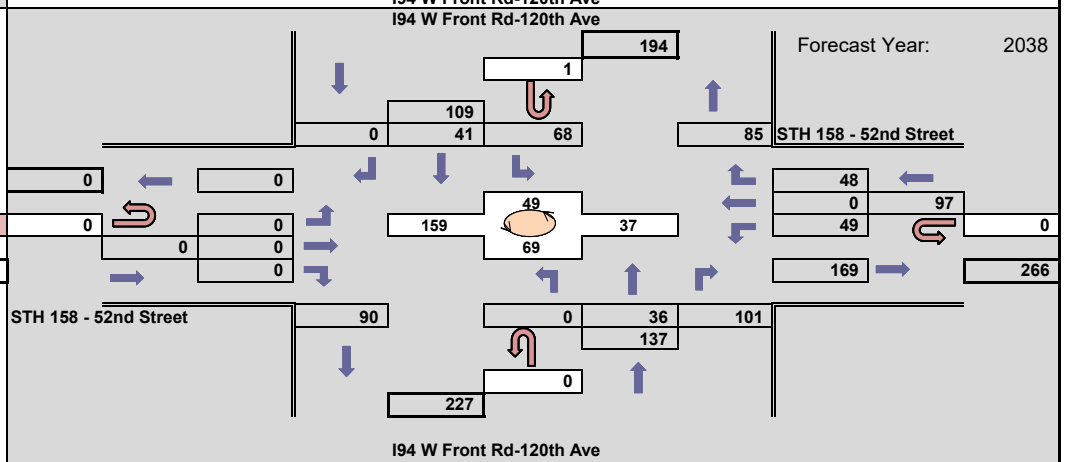
Project Description

Project ID(s): n/a
Route(s): STH 158
Region/COUNTY(IES): SE/KENOSHA
Location: City of Kenosha









WisDOT Bureau of Planning & Economic Development
Traffic Forecasting Section
Forecast by: Brent DesRoches
Phone: (262) 548-5611
Email: brent.desroches@dot.wi.gov

Projected Midday Design Hour Traffic Volumes

Indicates roundabout

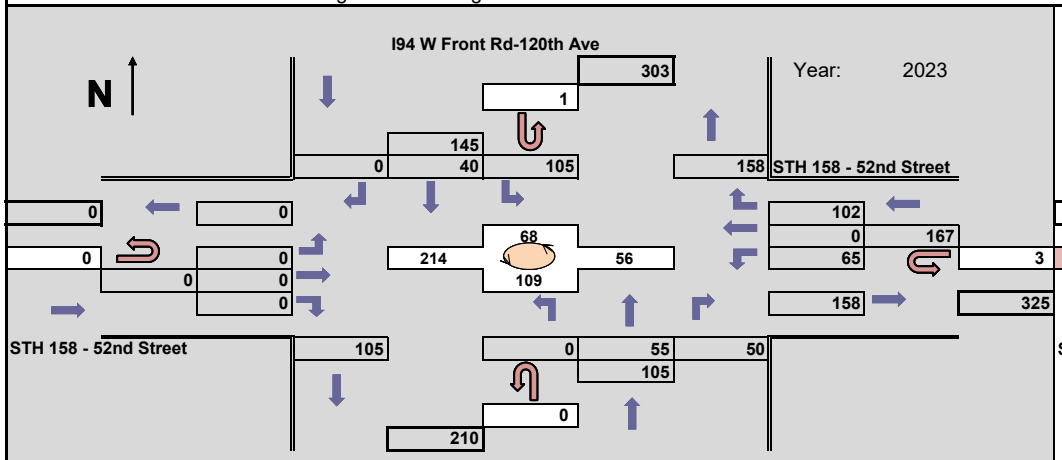
Design Hour: 10:00-11:00am

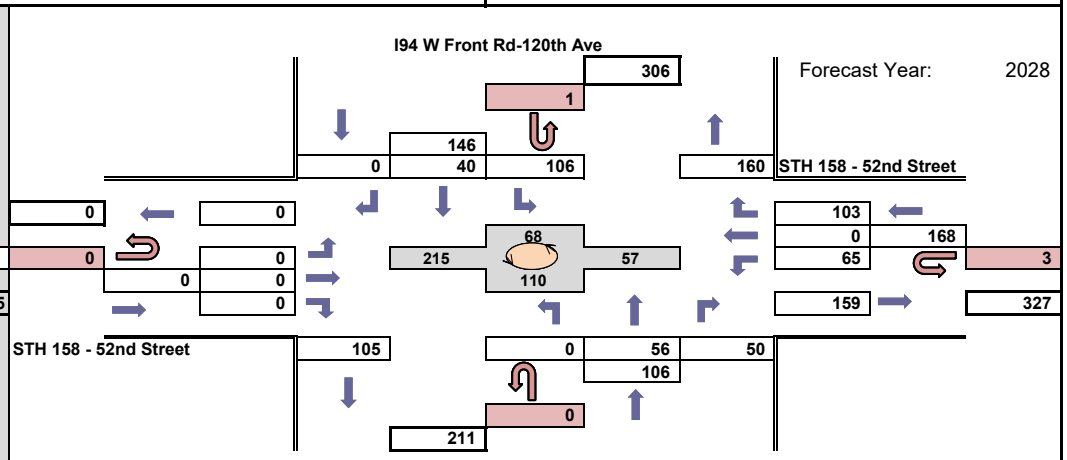
Forecast Completed: 8/1/2024

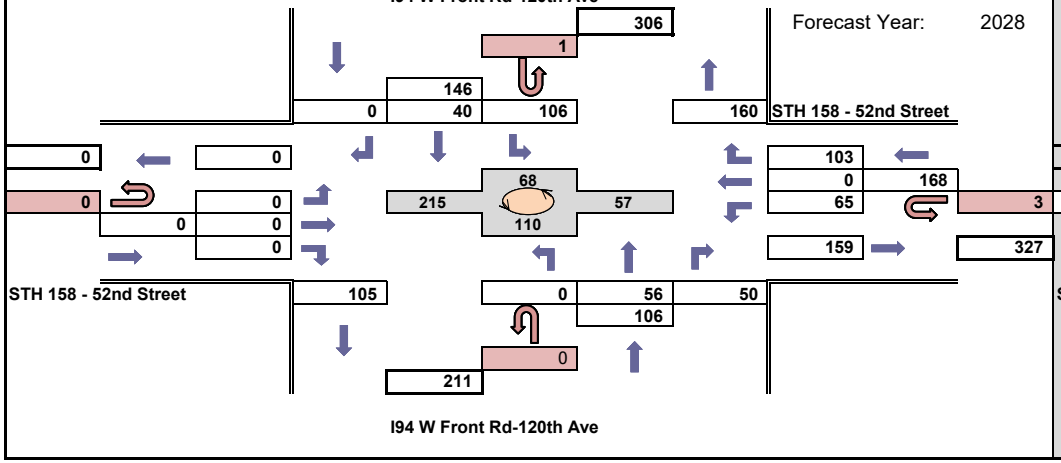
Design Hour Turning Movement Data

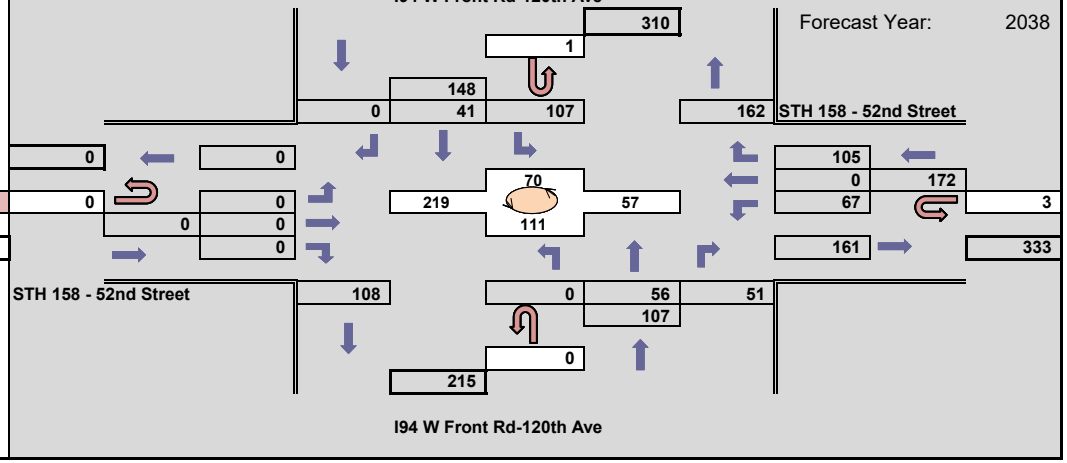
Project Description

Project ID(s): n/a
Route(s): STH 158
Region/COUNTY(IES): SE/KENOSHA
Location: City of Kenosha









WisDOT Bureau of Planning & Economic Development
Traffic Forecasting Section
Forecast by: Brent DesRoches
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Email: brent.desroches@dot.wi.gov

Projected PM Design Hour Traffic Volumes

Indicates roundabout

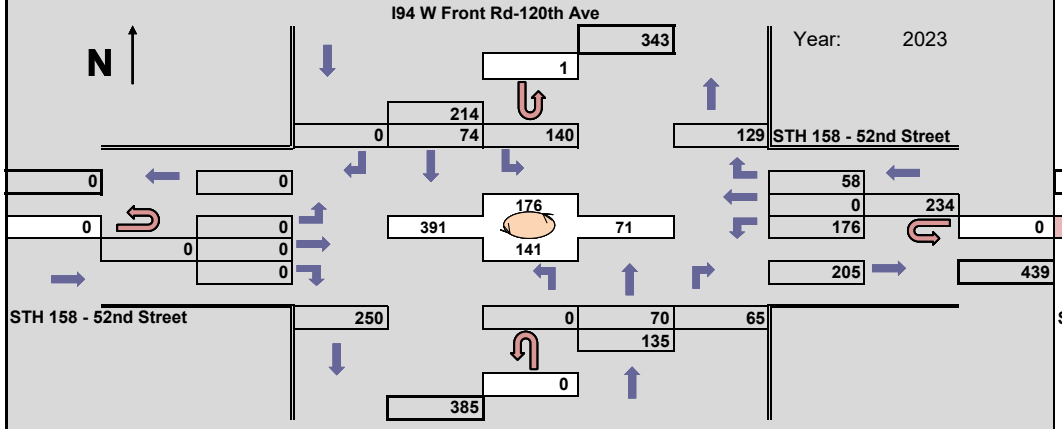
Design Hour: 4:15-5:15pm

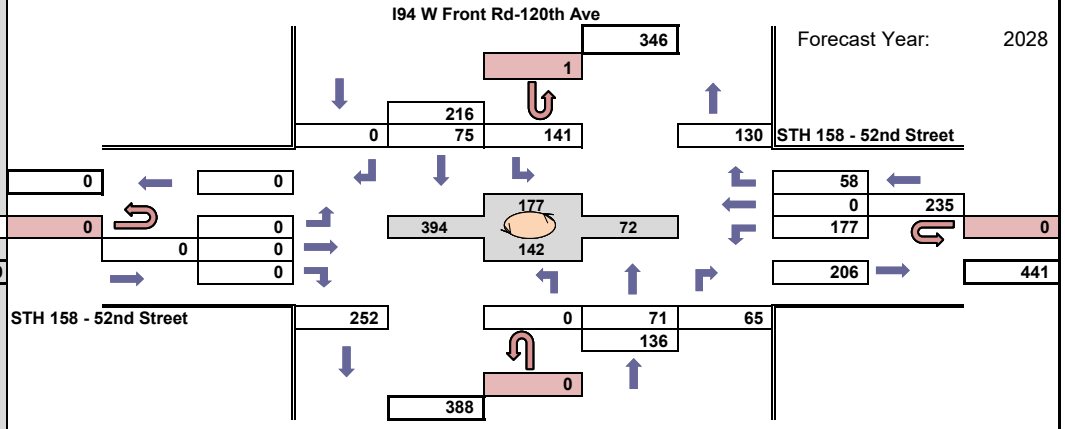
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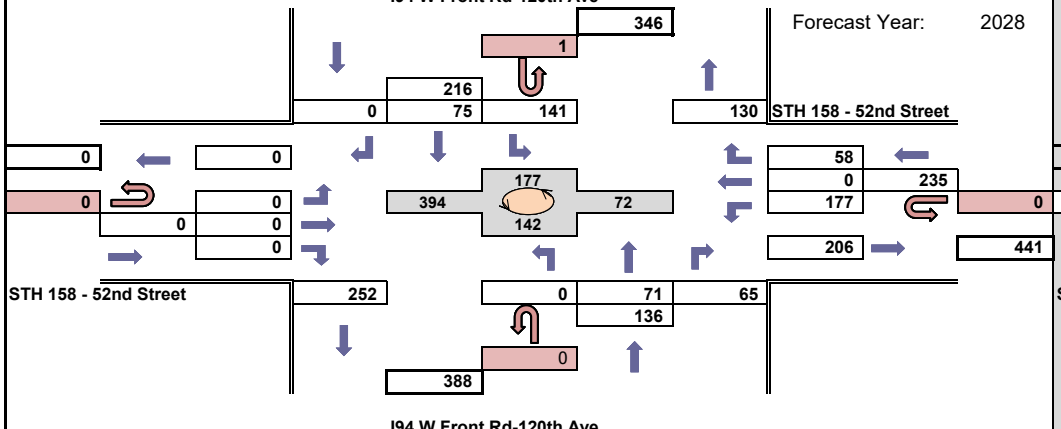
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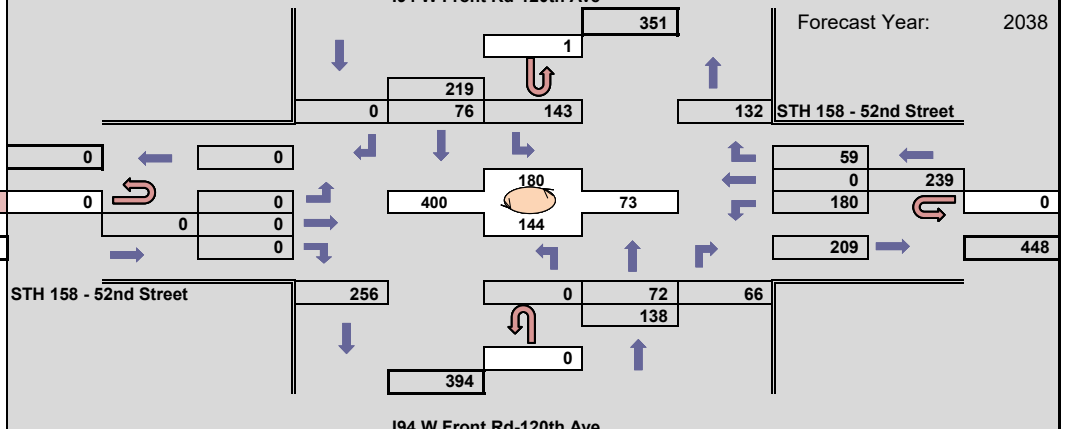
Project Description

Project ID(s): n/a
Route(s): STH 158
Region/COUNTY(IES): SE/KENOSHA
Location: City of Kenosha









WisDOT Bureau of Planning & Economic Development
Traffic Forecasting Section
Forecast by: Brent DesRoches
Phone: (262) 548-5611
Email: brent.desroches@dot.wi.gov

Projected Annual Average Daily Traffic Volumes

Indicates roundabout

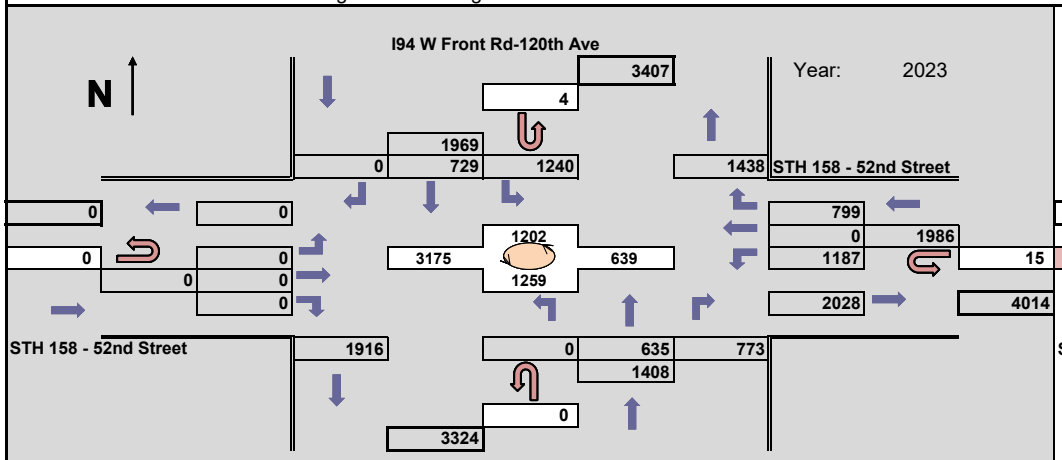
Design Hour: 24 HOUR AADT

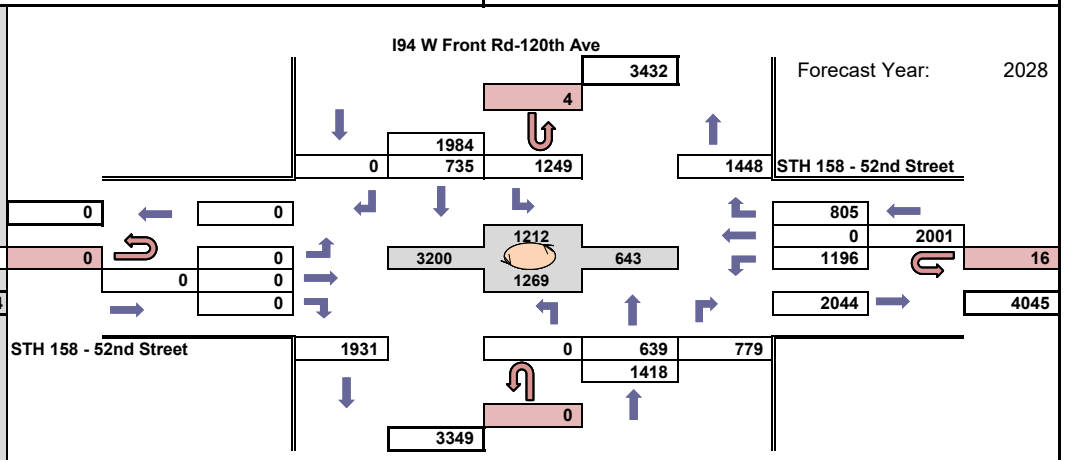
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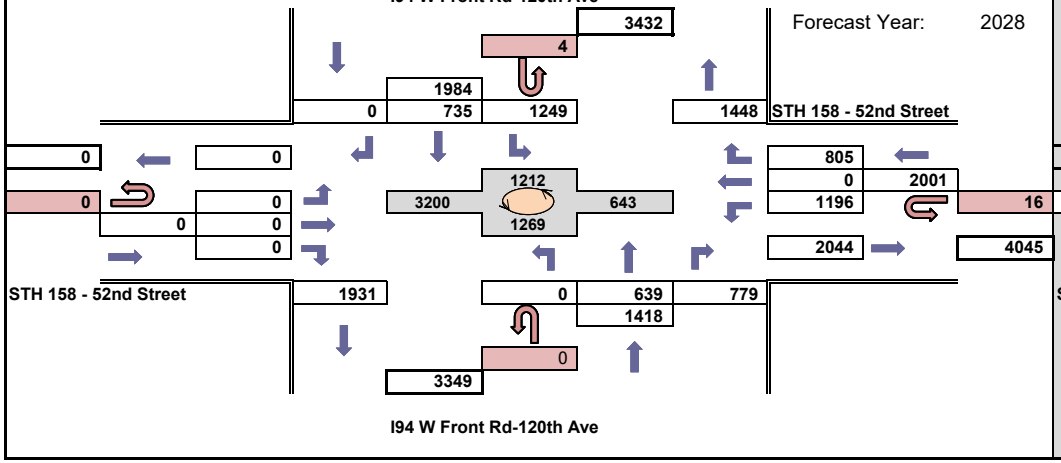
Design Hour Turning Movement Data

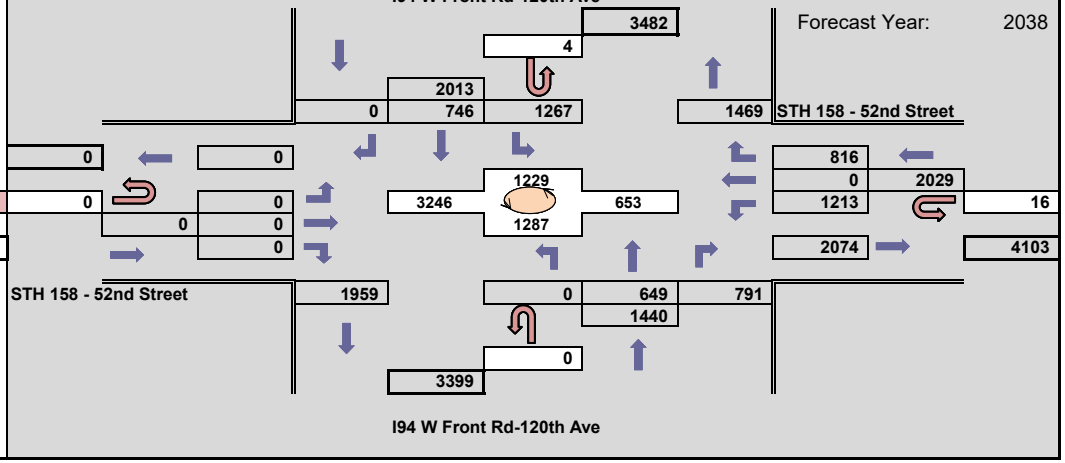
Project Description

Project ID(s): n/a
Route(s): STH 158
Region/COUNTY(IES): SE/KENOSHA
Location: City of Kenosha









Attachment 3: TIA Exhibits

LEGEND

1. Main Entry / Porte-Cochère
2. Secondary Entry
3. Hard Rock Guitar Sign
4. Gaming Floor
5. High Limits
6. Cage
7. Public Restrooms
8. Bar
9. Hard Rock Café
10. Steakhouse
11. Coffee Shop
12. Restaurant
13. Market
14. Hard Rock Live
15. Ballroom
16. Hotel Lobby
17. Hotel Tower Above
18. Spa
19. Back of House
20. Service / Docks
21. Outdoor Pool
22. Surface Parking
23. Employee Lot
24. RV Parking
25. Bus Parking
26. Overflow Parking
27. 4-Lane Expansion
28. New Side Road
29. Existing Water Tower
30. Detention Pond
31. Property Line

XX ACCESS POINT NAME



Exhibit 1-1A1, Site Plan, On-Site Development, Alternative A
KENOSHA CASINO PROJECT
CITY OF KENOSHA, KENOSHA COUNTY

LEGEND

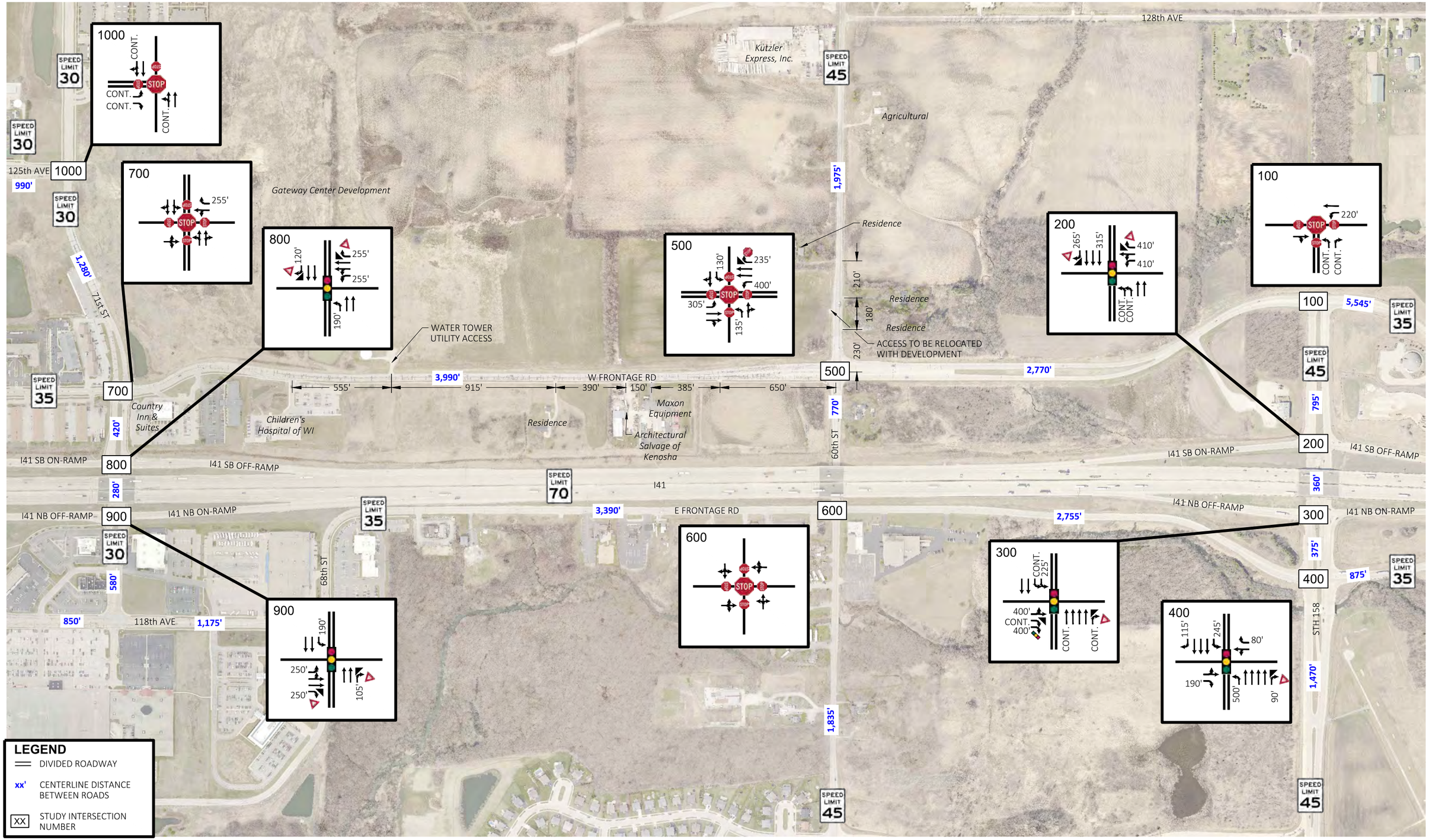
1. Main Entry / Porte-Cochère
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17. Service / Docks
18. Outdoor Pool
19. Surface Parking
20. Employee Lot
21. 4-Lane Expansion
22. New Side Road
23. Existing Water Tower
24. Detention Pond
25. Property Line

XX ACCESS POINT NAME



MSA

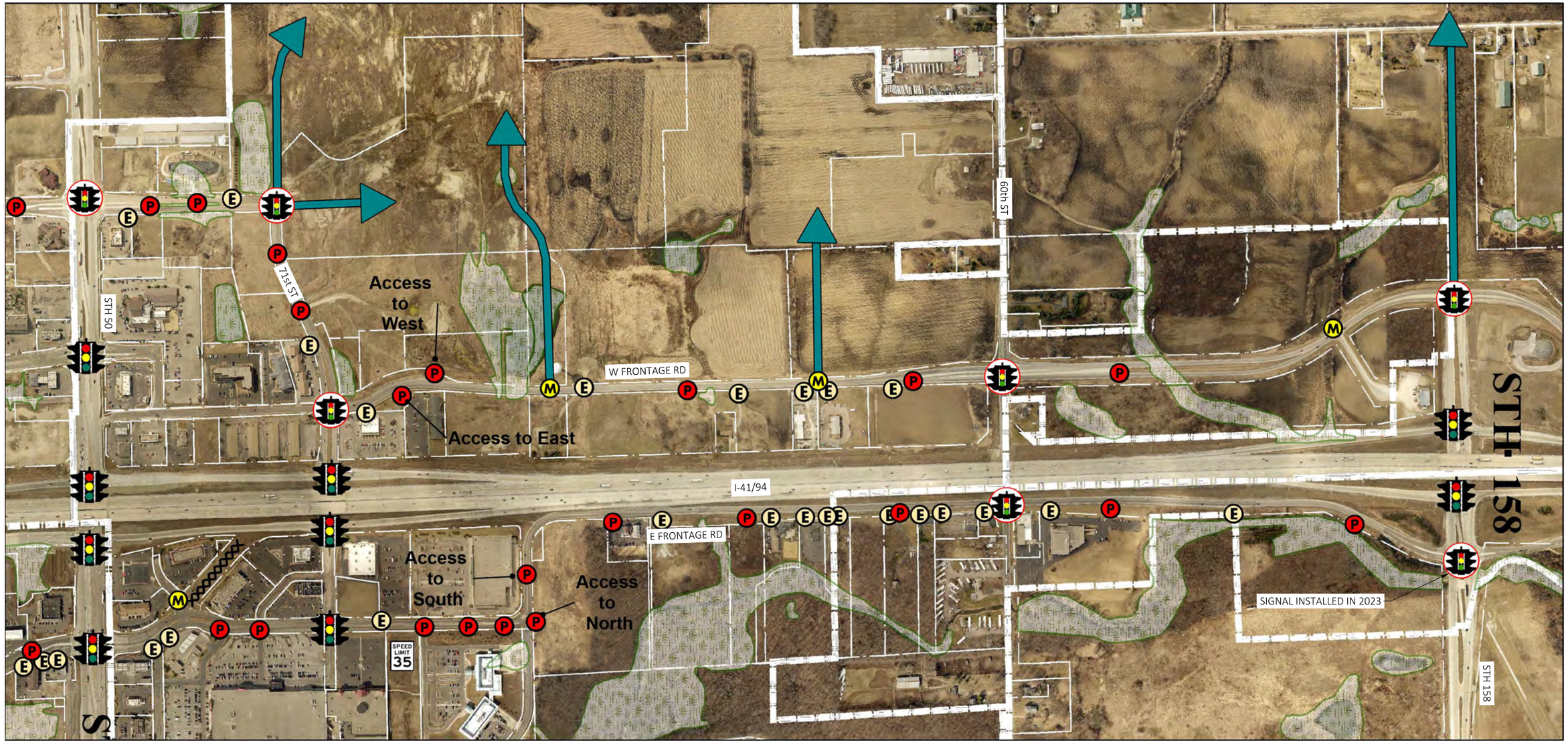
Exhibit 1-1A2, Site Plan, On-Site Development, Alternative B
KENOSHA CASINO PROJECT
CITY OF KENOSHA, KENOSHA COUNTY



MSA

Exhibit 3-1A, Existing Transportation System

KENOSHA CASINO PROJECT
CITY OF KENOSHA, KENOSHA COUNTY



Legend

- PRIVATE ACCESS POINT
- PUBLIC ROAD ACCESS POINT
- EXISTING ACCESS POINT (SUBJECT TO RELOCATION/ CONSOLIDATION)
- EXISTING SIGNAL
- FUTURE SIGNAL (IF WARRANTED)
- SPEED DESIGNATION (SPEED LIMIT 45)
- PROPOSED LOCAL ROAD
- REMOVE ROAD SEGMENT

N

0 0.125 0.25 0.5 0.75 1 Miles

MSA

Exhibit 3-1B, Planned Transportation System
KENOSHA CASINO PROJECT
CITY OF KENOSHA, KENOSHA COUNTY

Exhibit 4-3A, Trip Generation Table, Alternative A
Full Build

ITE Land Use	ITE Land Use Code	Parcel Acres	FAR Density	Size	Units		Weekday Two-way	PM Peak Hour Total	PM Peak Hour In	PM Peak Hour Out
Casino	473	--	--	1,830	Gaming Positions	Rate	8.01		0.00	0.00
						Percentage			52%	48%
						Raw Trips	14,660	1,075	560	515
	Minus Linked Trips				*0%*	*Trips*	*0*	*0*	*0*	*0*
						Driveway Trips	**14,660**	**1,075**	**560**	**515**
	Minus Diverted Pass-by Trips				*0%*	*Trips*	*0*	*0*	*0*	*0*
						New Trips	**14,660**	**1,075**	**560**	**515**
Hotel	310	--	--	150	Rooms	Rate	7.99		0.00	0.00
						Percentage			58%	42%
						Raw Trips	1,200	90	50	40
	Minus Linked Trips				*80%*	*Trips*	*(960)*	*(70)*	*(40)*	*(30)*
						Driveway Trips	**240**	**20**	**10**	**10**
	Minus Diverted Pass-by Trips				*0%*	*Trips*	*0*	*0*	*0*	*0*
						New Trips	**240**	**20**	**10**	**10**
Event Center	n/a	--	--	2,000	Seats	Rate			0.00	0.00
						Percentage			100%	0%
						Raw Trips	1,600	600	600	0
	Minus Linked Trips				*10%*	*Trips*	*(160)*	*(60)*	*(60)*	*0*
						Driveway Trips	**1,440**	**540**	**540**	**0**
	Minus Diverted Pass-by Trips				*0%*	*Trips*	*0*	*0*	*0*	*0*
						New Trips	**1,440**	**540**	**540**	**0**
Fine Dining Restaurant	931	--	--	28.8	1,000 sf	Rate	83.84	8.28	5.05	3.23
						Percentage			61%	39%
						Raw Trips	2,415	240	145	95
	Minus Linked Trips				*50%*	*Trips*	*(1,210)*	*(120)*	*(75)*	*(45)*
						Driveway Trips	**1,205**	**120**	**70**	**50**
	Minus Diverted Pass-by Trips				*0%*	*Trips*	*0*	*0*	*0*	*0*
						New Trips	**1,205**	**120**	**70**	**50**
Apparel Store	876	--	--	1.25	1,000 sf	Rate	66.40	4.20	2.10	2.10
						Percentage			50%	50%
						Raw Trips	85	5	5	0
	Minus Linked Trips				*80%*	*Trips*	*(70)*	*(5)*	*(5)*	*0*
						Driveway Trips	**15**	**0**	**0**	**0**
	Minus Diverted Pass-by Trips				*0%*	*Trips*	*0*	*0*	*0*	*0*
						New Trips	**15**	**0**	**0**	**0**

Alternative A Development Trip Generation Summary	Weekday Two-way	PM Peak Hour Total	PM Peak Hour In	PM Peak Hour Out
Raw Trip Generation	**19,960**	**2,010**	**1,360**	**650**
Linked Trips	**(2,400)**	**(255)**	**(180)**	**(75)**
Total Driveway Trips	**17,560**	**1,755**	**1,180**	**575**
Diverted Pass-by Trips	**0**	**0**	**0**	**0**
Total New Trips	**17,560**	**1,755**	**1,180**	**575**

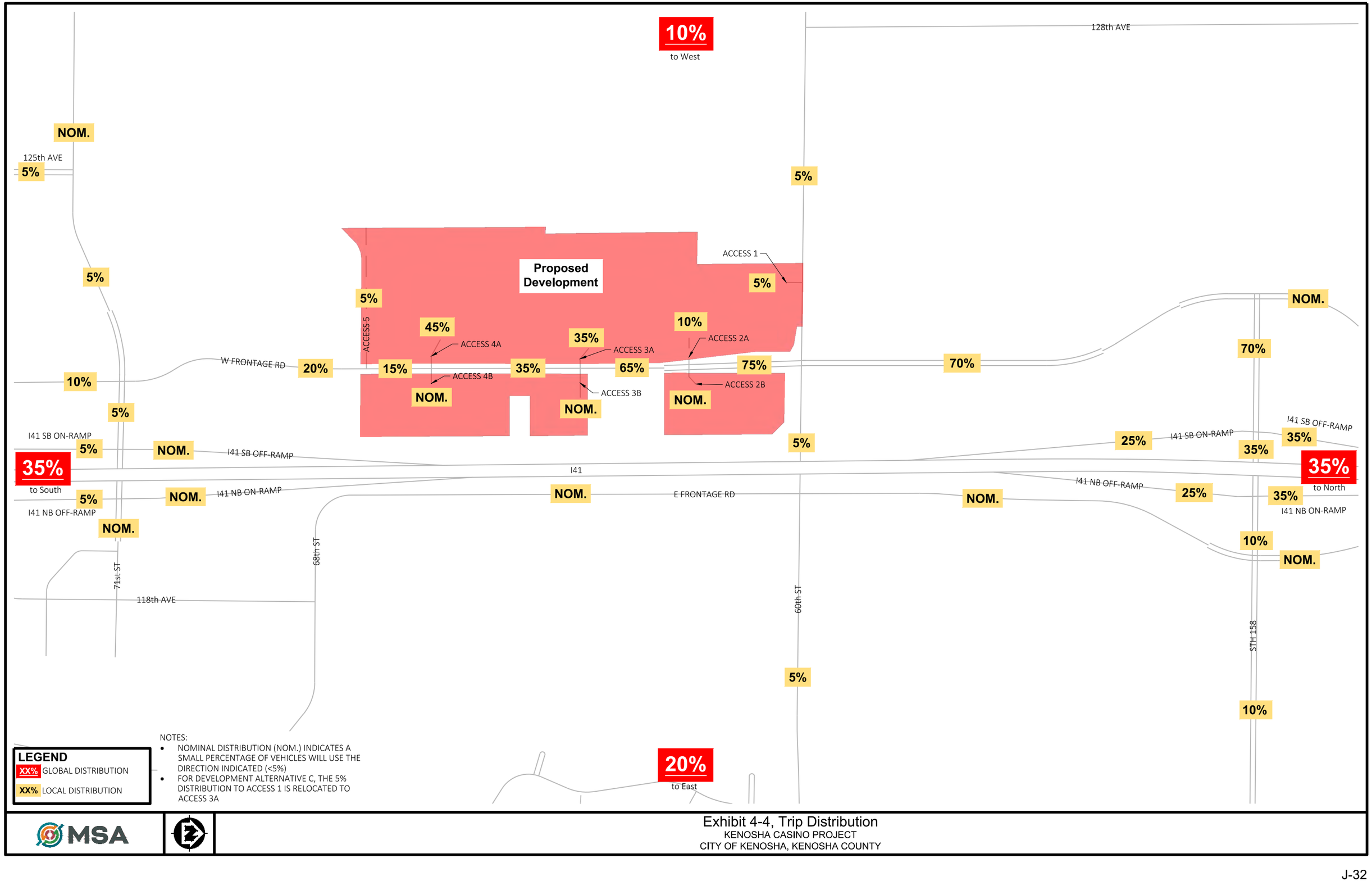
Assumes Land Use Code 473 is only for gaming space. Conference space is included as part of Land Use Code 310.
All land uses shown in this exhibit use trip generation rates from the *ITE Trip Generation Manual, 11th Edition, unless otherwise noted*
All land uses shown in this exhibit use the Peak Hour of Generator to calculate expected trips
Fitted curve equation used when Total Rate is not shown
All trips rounded to the nearest 5

Exhibit 4-3B, Trip Generation Table, Alternative B
Reduced Gaming

ITE Land Use	ITE Land Use Code	Parcel Acres	FAR Density	Size	Units		Weekday Two-way	PM Peak Hour Total	PM Peak Hour In	PM Peak Hour Out
Casino	473	--	--	845	Gaming Positions	Rate	8.01		0.00	0.00
						Percentage			52%	48%
						Raw Trips	6,770	530	275	255
	Minus Linked Trips				*0%*	*Trips*	*0*	*0*	*0*	*0*
						Driveway Trips	**6,770**	**530**	**275**	**255**
	Minus Diverted Pass-by Trips				*0%*	*Trips*	*0*	*0*	*0*	*0*
						New Trips	**6,770**	**530**	**275**	**255**
Hotel	310	--	--	150	Rooms	Rate	7.99		0.00	0.00
						Percentage			58%	42%
						Raw Trips	1,200	90	50	40
	Minus Linked Trips				*80%*	*Trips*	*(960)*	*(70)*	*(40)*	*(30)*
						Driveway Trips	**240**	**20**	**10**	**10**
	Minus Diverted Pass-by Trips				*0%*	*Trips*	*0*	*0*	*0*	*0*
						New Trips	**240**	**20**	**10**	**10**
Fine Dining Restaurant	931	--	--	18.7	1,000 sf	Rate	83.84	8.28	5.05	3.23
						Percentage			61%	39%
						Raw Trips	1,570	155	95	60
	Minus Linked Trips				*50%*	*Trips*	*(785)*	*(80)*	*(50)*	*(30)*
						Driveway Trips	**785**	**75**	**45**	**30**
	Minus Diverted Pass-by Trips				*0%*	*Trips*	*0*	*0*	*0*	*0*
						New Trips	**785**	**75**	**45**	**30**
Apparel Store	876	--	--	1.25	1,000 sf	Rate	66.40	4.20	2.10	2.10
						Percentage			50%	50%
						Raw Trips	85	5	5	0
	Minus Linked Trips				*80%*	*Trips*	*(70)*	*(5)*	*(5)*	*0*
						Driveway Trips	**15**	**0**	**0**	**0**
	Minus Diverted Pass-by Trips				*0%*	*Trips*	*0*	*0*	*0*	*0*
						New Trips	**15**	**0**	**0**	**0**

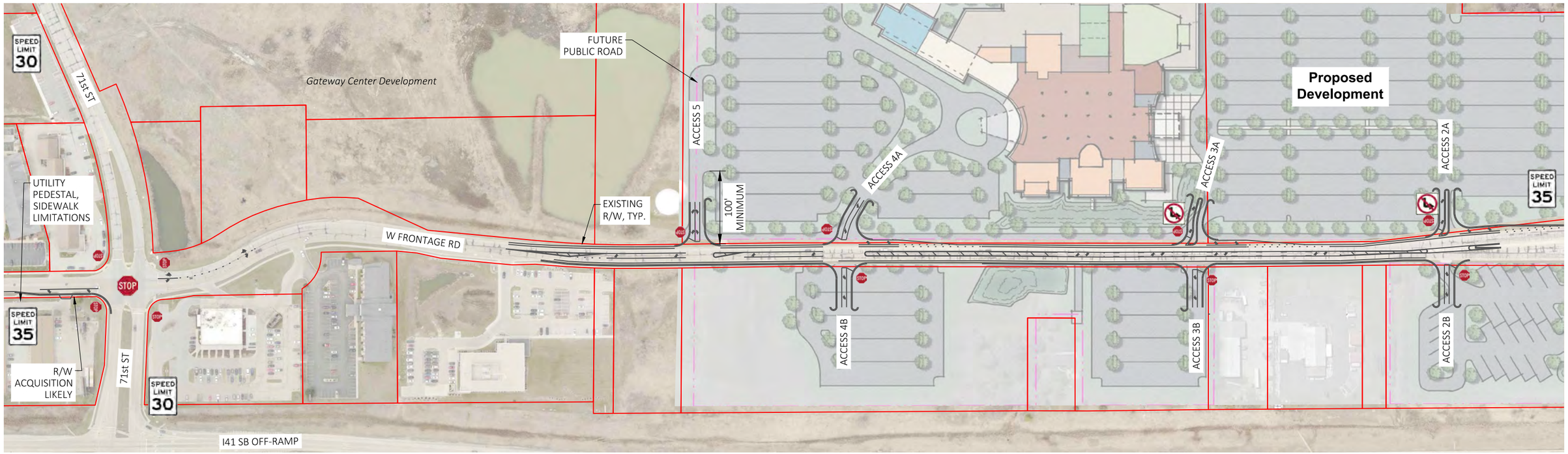
Alternative B Development Trip Generation Summary	Weekday Two-way	PM Peak Hour Total	PM Peak Hour In	PM Peak Hour Out
Raw Trip Generation	**9,625**	**780**	**425**	**355**
Linked Trips	**(1,815)**	**(155)**	**(95)**	**(60)**
Total Driveway Trips	**7,810**	**625**	**330**	**295**
Diverted Pass-by Trips	**0**	**0**	**0**	**0**
Total New Trips	**7,810**	**625**	**330**	**295**

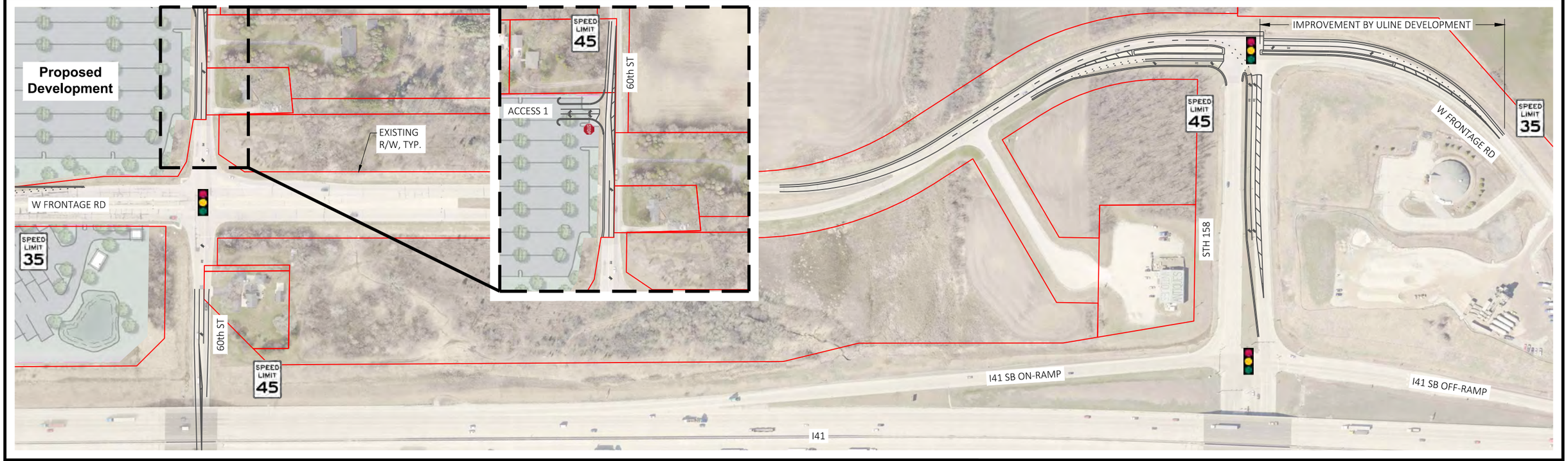
All land uses shown in this exhibit use trip generation rates from the *ITE Trip Generation Manual, 11th Edition, unless otherwise noted*
All land uses shown in this exhibit use the Peak Hour of Generator to calculate expected trips
Fitted curve equation used when Total Rate is not shown
All trips rounded to the nearest 5



MSA

Exhibit 4-4, Trip Distribution
KENOSHA CASINO PROJECT
CITY OF KENOSHA, KENOSHA COUNTY

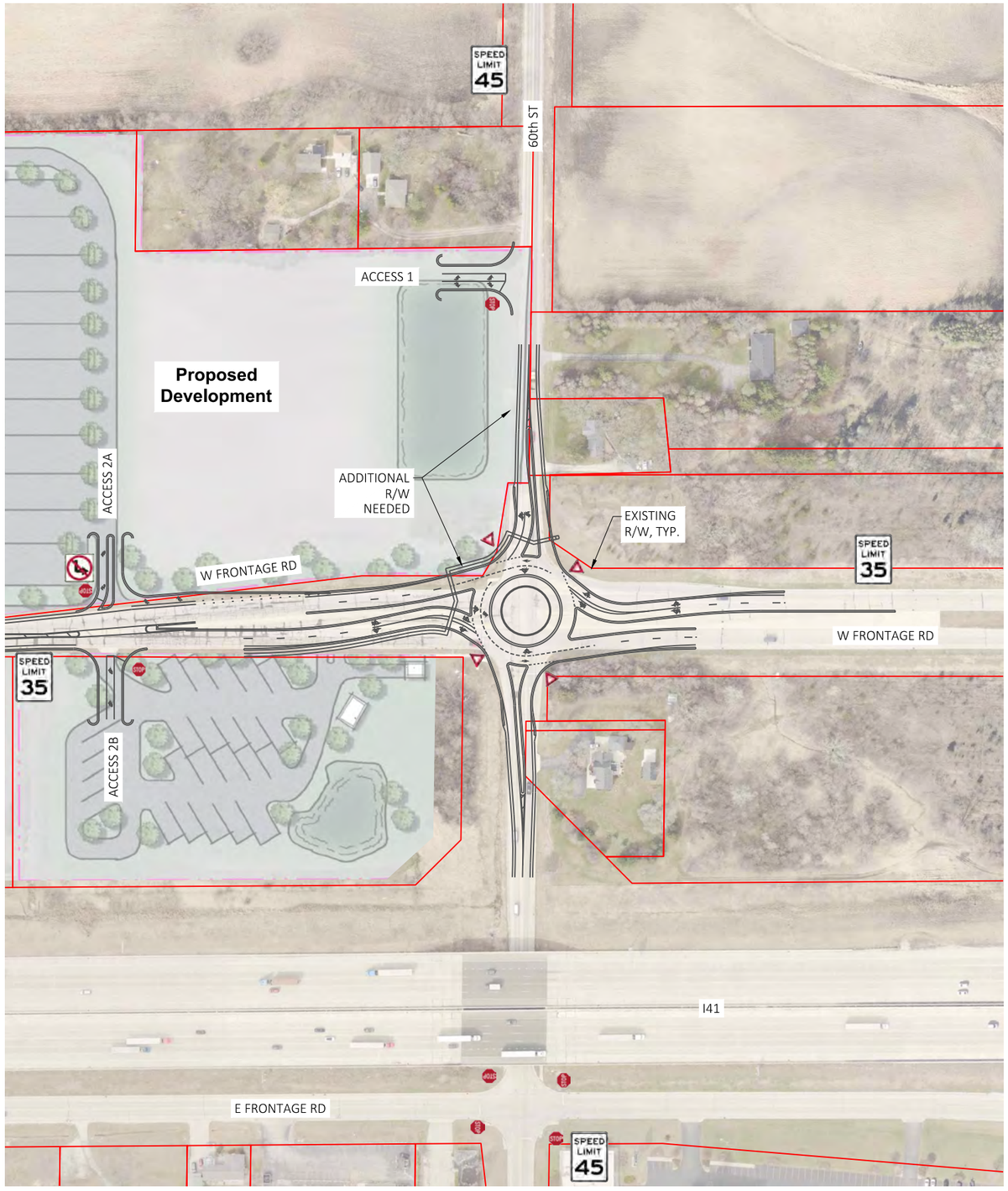


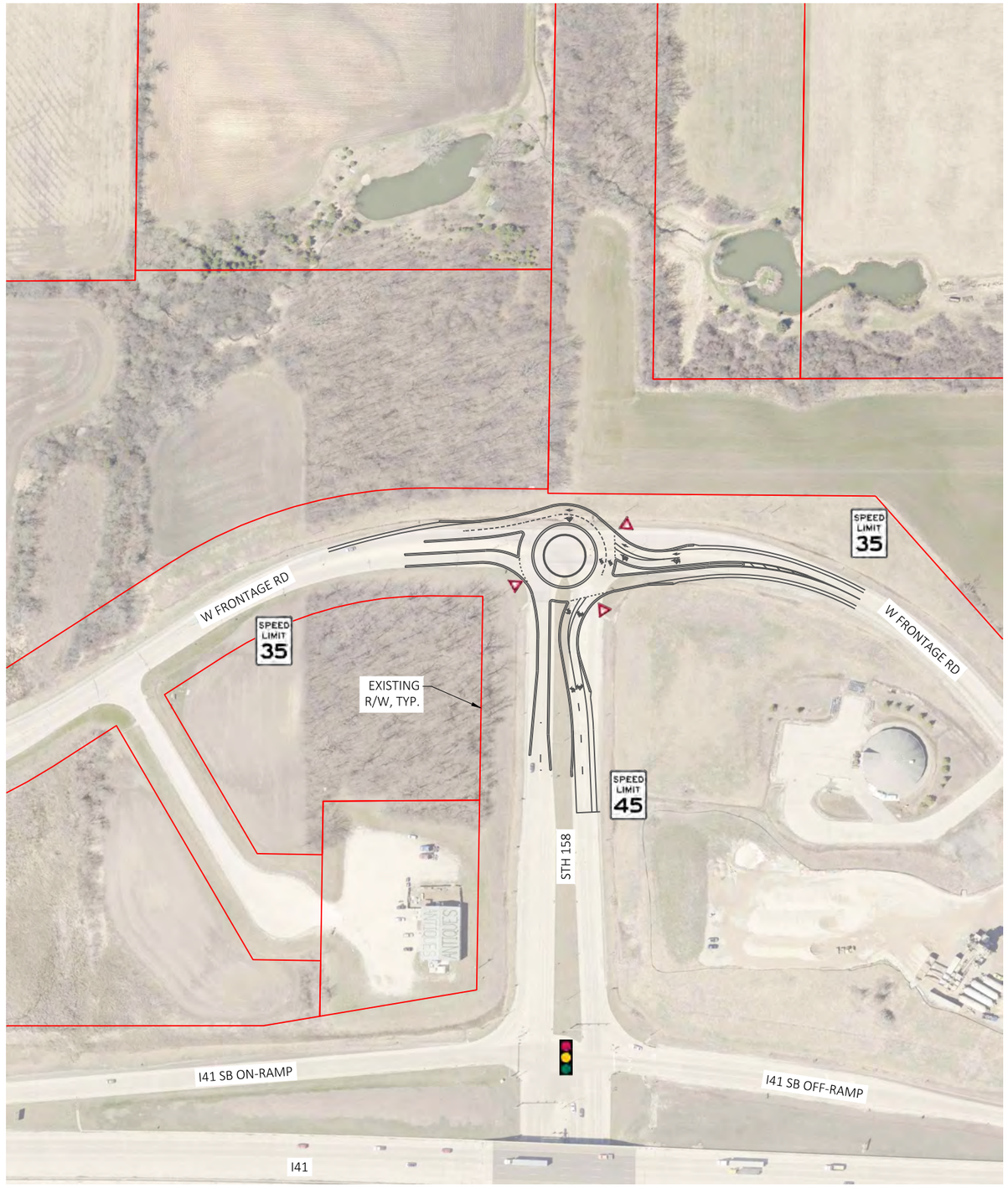


MSA

Exhibit 6-1A1, Conceptual Improvements, Alternative A, Traffic Signal Alternatives
KENOSHA CASINO PROJECT
CITY OF KENOSHA, KENOSHA COUNTY

CONCEPTUAL DRAWINGS ONLY SUBJECT TO MODIFICATION

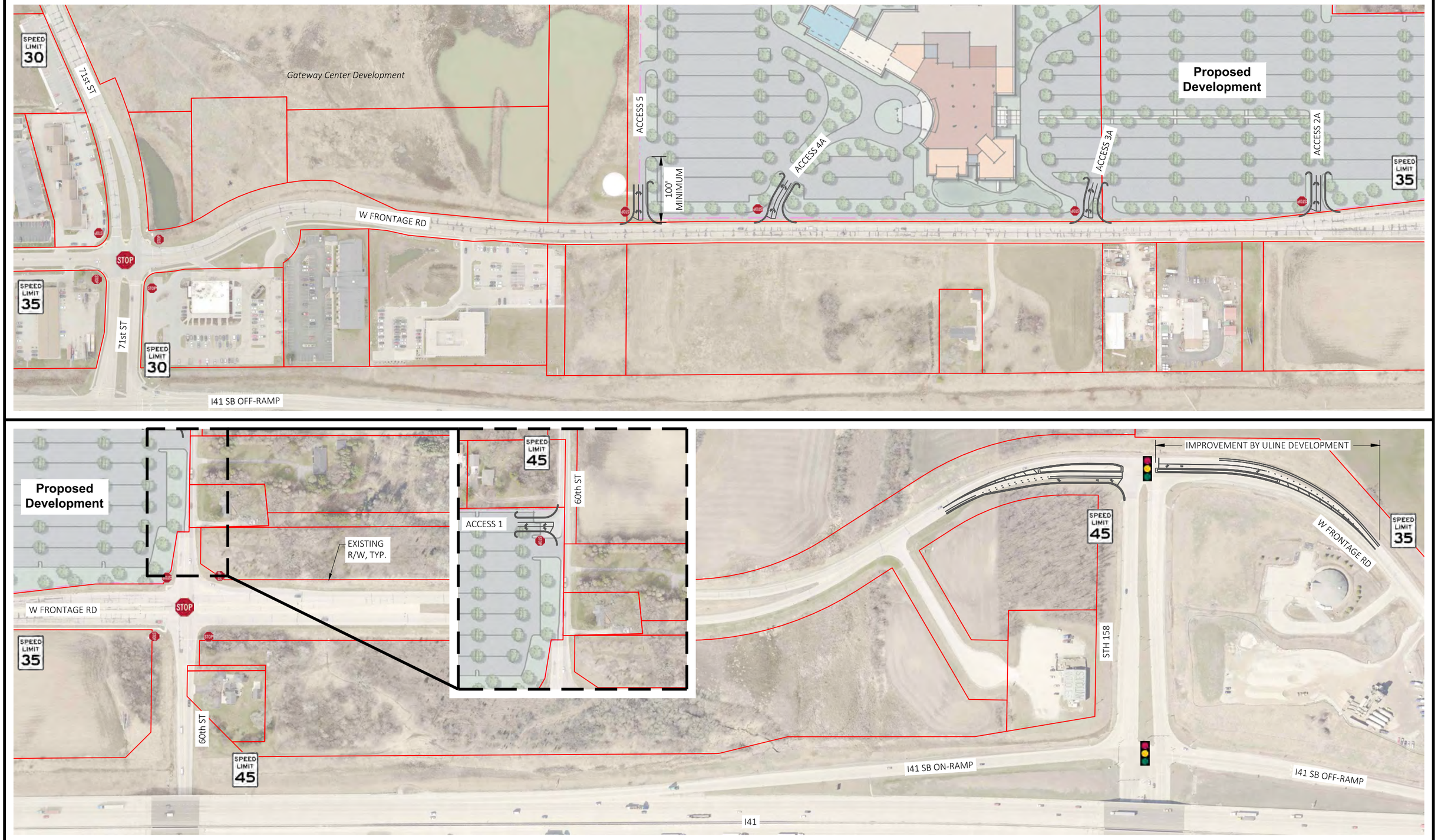




MSA

Exhibit 6-1A2, Conceptual Improvements, Alternative A, Roundabout Alternatives
KENOSHA CASINO PROJECT
CITY OF KENOSHA, KENOSHA COUNTY

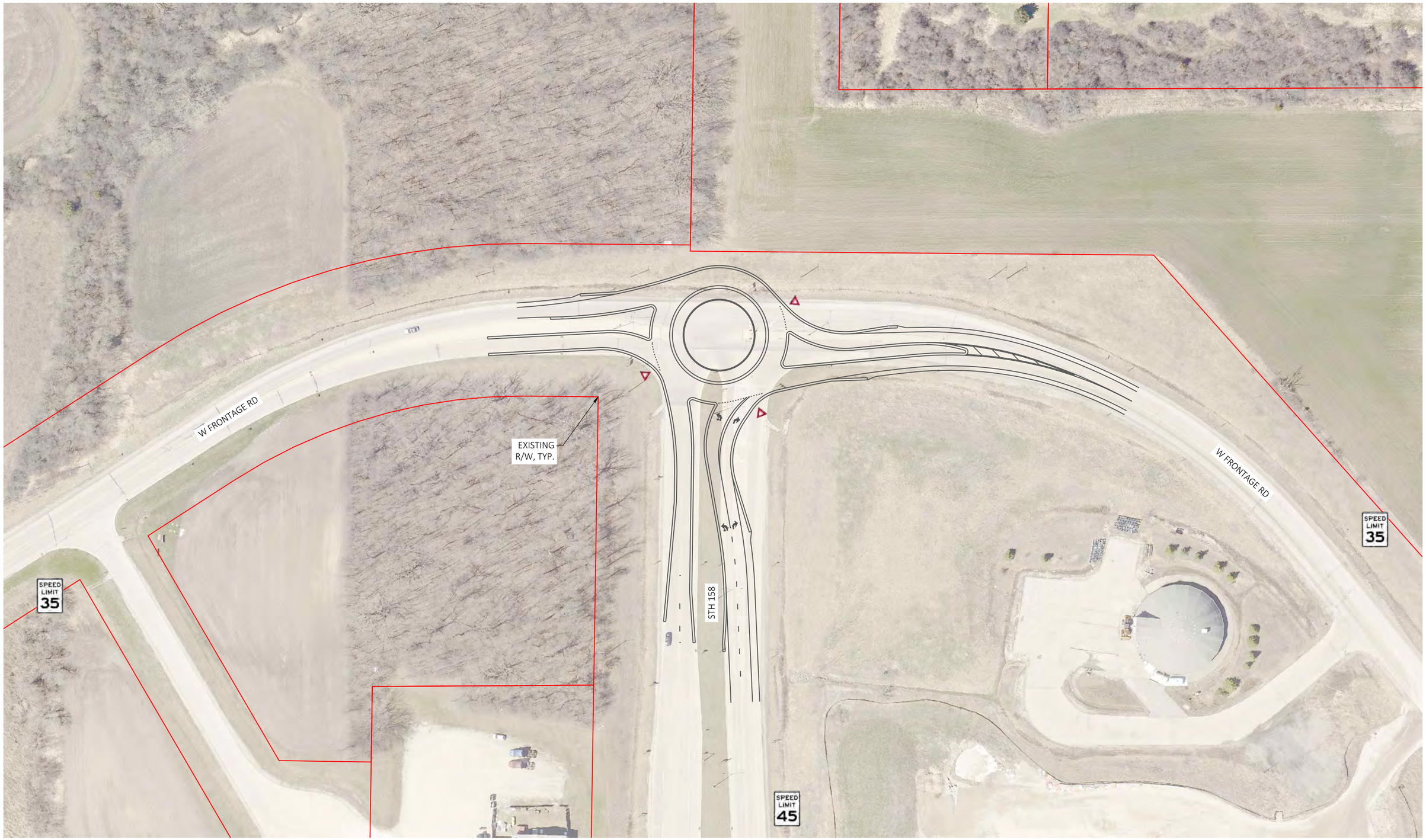
CONCEPTUAL DRAWINGS ONLY SUBJECT TO MODIFICATION



MSA

Exhibit 6-1B1, Conceptual Improvements, Alternative B, Traffic Signal Alternatives
KENOSHA CASINO PROJECT
CITY OF KENOSHA, KENOSHA COUNTY

CONCEPTUAL DRAWINGS ONLY SUBJECT TO MODIFICATION



MSA

Exhibit 6-1B2, Conceptual Improvements, Alternative B, Roundabout Alternatives
KENOSHA CASINO PROJECT
CITY OF KENOSHA, KENOSHA COUNTY

CONCEPTUAL DRAWINGS ONLY
SUBJECT TO MODIFICATION

Attachment 4: Phase I: ICE Brainstorming Guide

Phase I: ICE Brainstorming Guide

Date: 8/23/2024
Project ID: Kenosha Casino Project
Control: All-Way Stop Control
Major Road AADT: 4000
Minor Road AADT: 3500

Intersection: STH 158 & W Frontage Rd
Reason for ICE: Based on the proposed development and traffic analyisis results in the TIA for alternatives A & B, new intersection control is required to provide acceptable operations at this study intersection.

List of Alternatives:

v02

Alt. #	Control Type	Is Alt. Viable?	Meets Purpose & Need?	Performance Measures Acceptable?	ROW Impacts Acceptable?	Meets Warrants? (If Applicable)	Manual Override (Optional)	Explanation/Comments
1	Minor Road Stop Control	No	No			N/A		Intersection is currently all-way stop controlled.
2	All-Way Stop Control	No	Yes	No		N/A		Current form of intersection control. Modifications to the intersection control type are required to maintain acceptable traffic operations after completion of planned development.
3	Traffic Signal	Yes	Yes	Yes	Yes	No		While warrants are not currently met, a change of intersection control is required to satisfy need for operational improvement. Nearby signals at I-41 ramps are signalized allowing for potential coordination.
4	Roundabout	Yes	Yes	Yes	Yes	N/A		No recent crash history at this intersection that would suggest a safety benefit from constructing a roundabout. Potential for R/W impacts.
5	Right-In/Right-Out	No	No			N/A		This intersection type does not meet the context of the intersection.
6	Right-In/Right-Out/Left-In	No	No			N/A		This intersection type does not meet the context of the intersection.
7	Offset T	No	No			N/A		Intersection type not suitable for urban area.
8	J-turn	No	No			N/A		The existing intersection is a T-intersection. This intersection type does not meet the context of the intersection.
9	Median U-Turn	No	No			N/A		The existing intersection is a T-intersection. This intersection type does not meet the context of the intersection.
10	Continuous Green-T	No	No			N/A		Potential future development to the west of the intersection could add the west leg to the intersection at a future date.
11	Quadrant/Jughandle	No	No			N/A		This intersection type does not meet the context of the intersection.
12	Diamond	No	No			N/A		This intersection type does not meet the context of the intersection.
13	Cloverleaf/ Partial Cloverleaf	No	No			N/A		This intersection type does not meet the context of the intersection.
14	Diverging Diamond	No	No			N/A		This intersection type does not meet the context of the intersection.
15	Single Point	No	No			N/A		This intersection type does not meet the context of the intersection.
16	Echelon	No	No			N/A		This intersection type does not meet the context of the intersection.

Attachment 5: Traffic Signal Warrants

Wisconsin Department of Transportation Traffic Signal Warrant Summary Worksheet

100%

The Worksheet(s) attached are provided as an attachment to the Engineering Investigation Study for:

Intersection: STH 158 at W Frontage Rd
County: Kenosha
Town: Paris

Major Street: W Frontage Rd
Critical Approach Speed: 35 mph
Lanes: 2 or more lanes

Minor Street: STH 158
Critical Approach Speed: 45 mph
Lanes: 2 or more lanes

% Right Turns Included
From North (SB) 100%
From East (WB) 0%
From South (NB) 100%
From West (EB) 100%

In built-up area of isolated community of < 10,000 population? No
Total number of approaches at intersection? 3
If it is a "T" intersection, inflate minor threshold to 150%? No
Manually set volume level? No

Analysis based on EXISTING volume data.

Date	Day of the Week	Time (HH:MM)			
		From	AM / PM	To	AM / PM
8/1/2023	Tuesday	6	AM	2	PM
10/19/2023	Thursday	2	PM	7	PM

Warrant Evaluation Summary	Warrant Met:
Warrant 1: Eight - Hour Vehicular Volume	**No**
Condition A: Minimum Vehicular Volume	No
Condition B: Interruption of Continuous Traffic	No
Condition C: Combination: 80% of A and B	No
Warrant 2: Four-Hour Volume	**No**
Warrant 3: Peak Hour Volume	**N/A**
Warrant 4: Pedestrian Volume	**N/A**
Criterion A: Four-Hour	
Criterion B: Peak-Hour	
Warrant 5: School Crossing	**N/A**
Warrant 6: Coordinated Signal System	**N/A**
Warrant 7: Crash Experience	**N/A**
Warrant 8: Roadway Network	**N/A**
Warrant 9: Intersection Near a Grade Crossing	**N/A**

Warrant Analysis Conducted By:

Name: ERF
Agency: MSA Professional Services, Inc.
Date: 8/12/2024

Warrant 1: Eight - Hour Vehicular Volume 100%

Warrant Evaluated? Yes **Warrant Satisfied? No** **Manually Set To:**

Condition A : Min. Veh. Volume		
Volume Level	100%	80%
Major Rd. Req	600	480
Minor Rd. Req	200	160
Number of Hours	0	0

Satisfied? No

Condition B: Interruption of Continuous Traffic		
Volume Level	100%	80%
Major Rd. Req	900	720
Minor Rd. Req	100	80
Number of Hours	0	0

Satisfied? No

Condition C: Combination of A & B at 80%

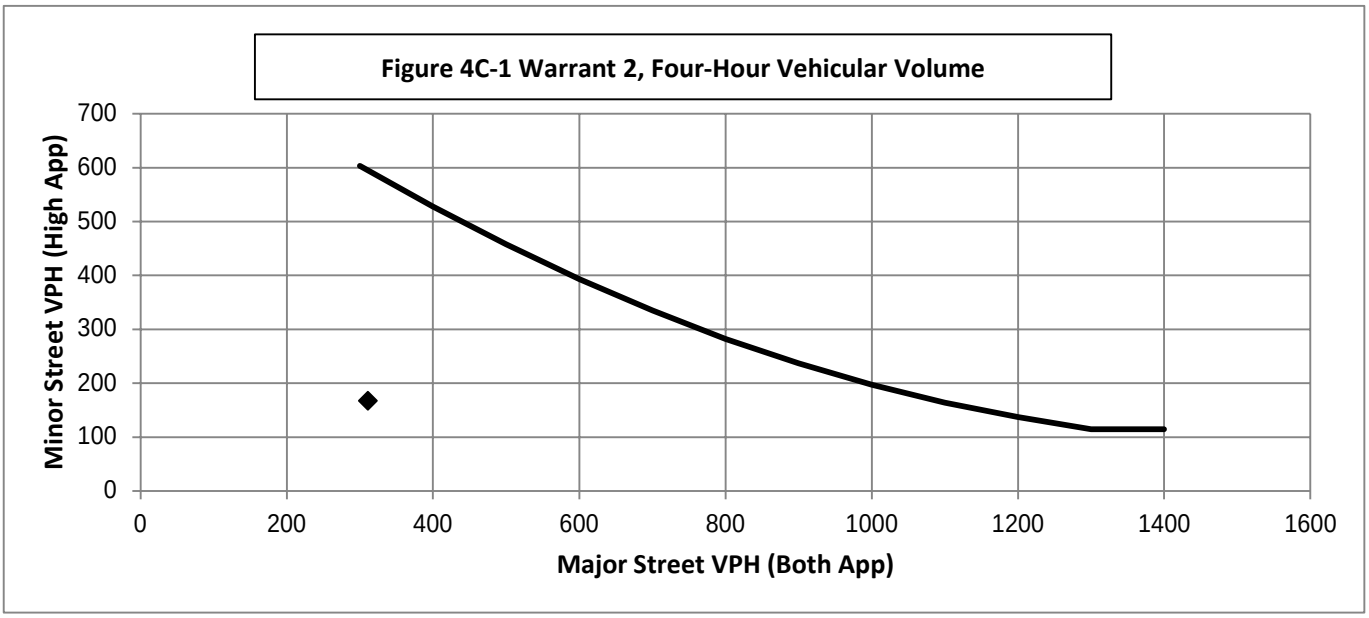
Satisfied? No

6:00 AM	Enter Start Time (Military Time) (HH:MM)				
Time Period	**From**	**To**	**Major Road: Both App. (VPH)**	**Minor Road: High App. (VPH)**	**Total**
1	6:00	7:00	236	44	280
2	7:00	8:00	198	71	269
3	8:00	9:00	156	51	207
4	9:00	10:00	177	61	238
5	10:00	11:00	251	68	319
6	11:00	12:00	289	60	349
7	12:00	13:00	226	71	297
8	13:00	14:00	210	69	279
9	14:00	15:00	202	100	302
10	15:00	16:00	238	129	367
11	16:00	17:00	311	167	478
12	17:00	18:00	296	131	427
13	18:00	19:00	284	71	355
14	19:00	20:00	0	0	0
15	20:00	21:00	0	0	0
16	21:00	22:00	0	0	0

Warrant 2: Four-Hour Volume 100%

Warrant Evaluated? Yes
Warrant Satisfied? No
Manually Set To:

Hour Start	16:00	#N/A	#N/A	#N/A
Major Road Vol.	311	#N/A	#N/A	#N/A
Minor Road Vol.	167	#N/A	#N/A	#N/A



Warrant 3: Peak Hour Volume 100%

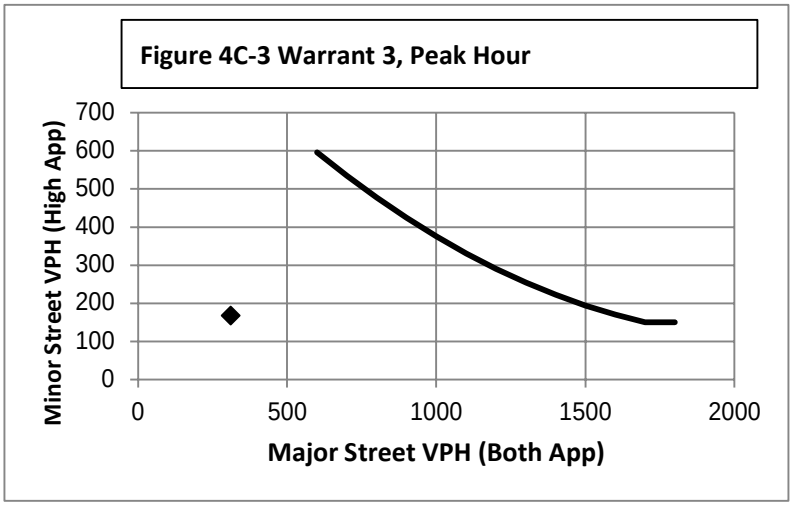
Warrant Evaluated? No **Warrant Satisfied? N/A** **Manually Set To:**

Condition justifying use of warrant:

Criteria		Met?
Delay on Minor Approach	5	
Volume on Minor Approach	150	
Total Entering Volume (veh/h)	650	

Manually Set Peak Hour?

Peak Hour	Major Road Vol. (Both App.)	Minor Road Vol. (High App.)
16:00	311	167



Warrant 4: Pedestrian Volume 100%

Warrant Evaluated? No **Warrant Satisfied? N/A** **Manually Set To:**

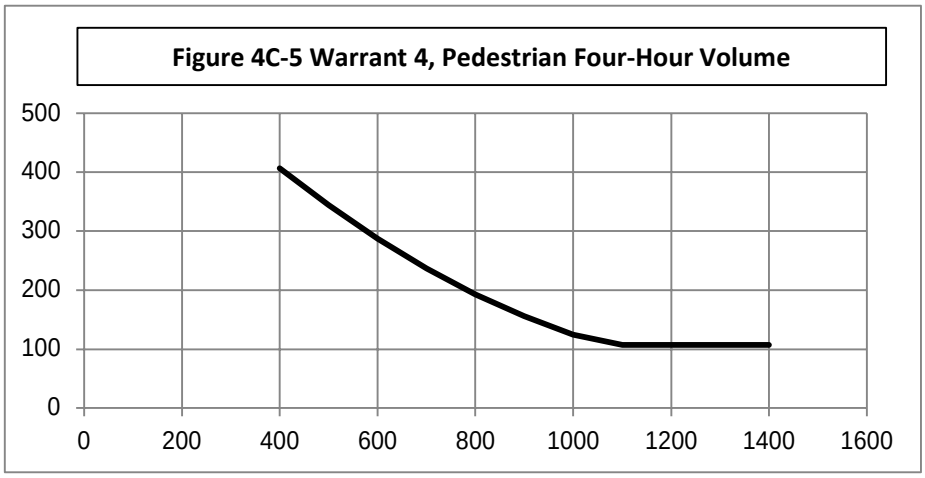
Criterion A: Four Hour

Hour (Start)	Pedestrian Volume	Major Road Vol.
		0
		0
		0
		0

Manually Set Major Rd Vol?

Avg. walk speed less than 3.5 ft/s?

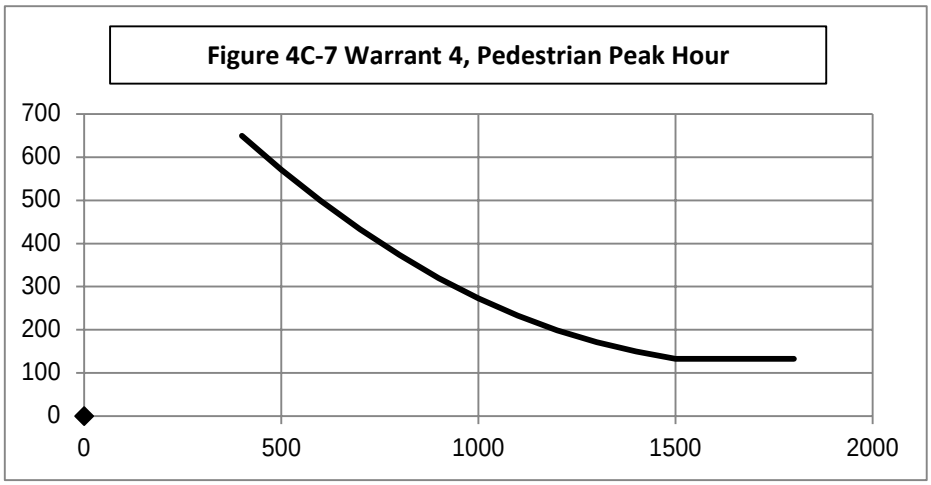
Criterion A Satisfied?



Criterion B: Peak Hour

Peak Hour	Pedestrian Vol.	Major Road Vol.
0:00	0	0

Criterion B Satisfied?



Warrant 5: School Crossing 100%

Warrant Evaluated? No **Warrant Satisfied? N/A** **Manually Set To:**

Criteria		Fulfilled?
1	There are a MINIMUM of 20 school children during the highest crossing hour.	
2	There are fewer adequate gaps in the major road traffic stream during the period when the school children are using the crossing than the number of minutes in the same period.	
3	The nearest traffic signal along the major road is located more than 300 ft away. Or, the nearest traffic signal is within 300 ft but the proposed traffic signal will not restrict the progressive movement of traffic.	

Warrant 6: Coordinated Signal System 100%

Warrant Evaluated? No **Warrant Satisfied? N/A** **Manually Set To:**

Criteria		Fulfilled?
1	Signal spacing > 1000 ft	
2	On a one-way road or a road that has traffic predominantly in one direction, the adjacent signals are so far apart that they do not provide the necessary degree of vehicle platooning.	
3	On a two-way road, adjacent signals do not provide the necessary degree of platooning and the proposed and the adjacent signals will collectively provide a progressive operation.	

Warrant 7: Crash Experience 100%

Warrant Evaluated? No **Warrant Satisfied? N/A** **Manually Set To:**

Criteria			Met?	Fulfilled?
1	Adequate trial of other remedial measures has failed to reduce crash frequency.			
	Measures Tried:			
2	Five or more reported crashes, of types susceptible to correction by signal, have occurred within a 12 month period.	# of crashes per 12 months		
3	Warrant 1, Condition A (80%)		No	Yes
	Warrant 1, Condition B (80%)		No	
	Warrant 4, Criterion A (80%)		No	
	Warrant 4, Criterion B (80%)		Yes	

Warrant 8: Roadway Network 100%

Warrant Evaluated? No **Warrant Satisfied? N/A** **Manually Set To:**

Criteria					Met?	Fulfilled?
1	Total entering volume of at least 1,000 veh/h during typical weekday peak hour			478	No	No
	Five-year projected volumes that satisfy one or more of Warrants 1, 2, or 3.				No	
2	Total entering vol. of at least 1,000 veh/h for each of any 5 hrs of non-normal business day (Sat. or Sun.)					
	Hour					
	Volume					

Characteristics of Major Routes - Select yes if all intersecting routes have characteristic		Fulfilled?
1	Part of the road or highway system that serves as the principal roadway network for through traffic flow	
2	Rural or suburban highway outside of, entering, or traversing a city	
3	Appears as a major route on an official plan	

Warrant 9: Intersection Near a Grade Crossing 100%

Warrant Evaluated? No **Warrant Satisfied? N/A** **Manually Set To:**

Adjustment Factors			Manually Set Peak Hour?				
Rail Traffic per Day	% High Occupancy Buses on Minor Road	% Tractor-Trailer Trucks on Minor Road	D	Peak Hour	Major Road Vol.	Minor Road Vol.	Adjusted Minor Vol.
1	0	0% to 2.5%	660	16:00	311	167	55.945

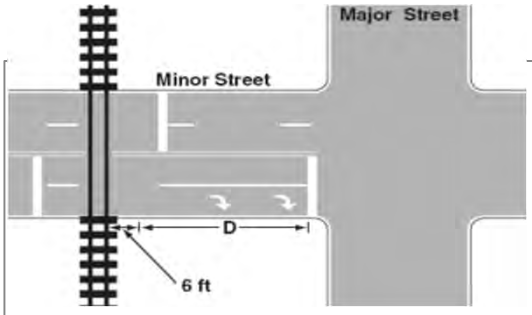
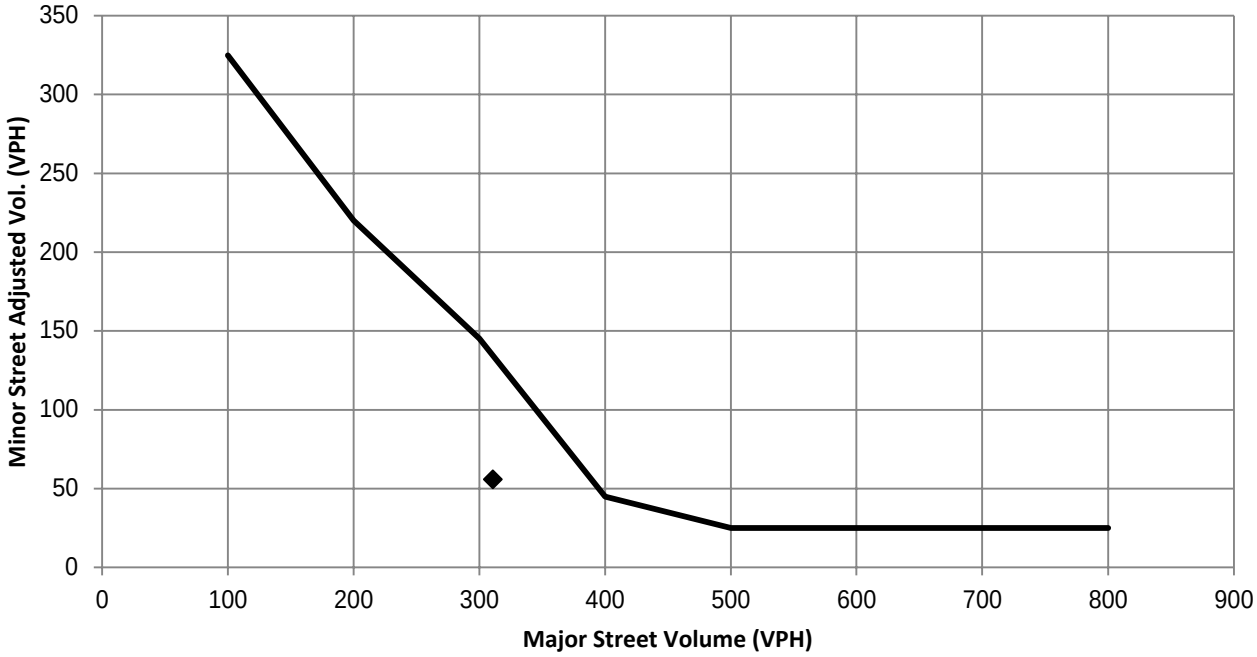


Figure 4C-10 Warrant 9, Intersection Near a grade Crossing (Two or More Approach Lanes at the Track Crossing)



Conclusions/Comments:

None of the evaluated warrants are met for this evaluation period, nor are close to being met. Therefore, traffic signals cannot be recommended based solely on the traffic signal warrant evaluation.

Updated: 12/6/2017

Hourly Volume Data

One Hour Time Period Start Time		From North (SB) ↓					From East (WB) ←					From South (NB) ↑					From West (EB) →					Total Vehicle Volume
		Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	
AM	6:00	0	38	75	0	113	48	0	44	0	92	94	29	0	0	123	0	0	0	0	0	328
	7:00	0	32	44	1	77	50	0	71	0	121	88	33	0	0	121	0	0	0	0	0	319
	8:00	0	21	43	0	64	51	0	50	1	102	54	38	0	0	92	0	0	0	0	0	258
	9:00	0	41	45	0	86	89	0	58	3	150	32	59	0	0	91	0	0	0	0	0	327
MD	10:00	0	40	105	1	146	102	0	65	3	170	50	55	0	0	105	0	0	0	0	0	421
	11:00	0	94	124	0	218	37	0	59	1	97	36	35	0	0	71	0	0	0	0	0	386
	12:00	0	50	94	0	144	48	0	70	1	119	47	35	0	0	82	0	0	0	0	0	345
	13:00	0	58	61	0	119	44	0	66	3	113	48	43	0	0	91	0	0	0	0	0	323
PM	14:00	0	49	61	0	110	49	0	100	0	149	52	40	0	0	92	0	0	0	0	0	351
	15:00	0	53	97	0	150	35	0	127	2	164	54	34	0	0	88	0	0	0	0	0	402
	16:00	0	61	119	1	181	57	0	167	0	224	63	67	0	0	130	0	0	0	0	0	535
	17:00	0	65	132	0	197	58	0	131	0	189	49	50	0	0	99	0	0	0	0	0	485
	18:00	0	61	127	1	189	58	0	71	0	129	36	59	0	0	95	0	0	0	0	0	413
	19:00	0	0	0	0	0	0	0	0	0	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	0	0	0	0	0	0	0	0	0
	21:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Totals		0	663	1127	4	1794	726	0	1079	14	1819	703	577	0	0	1280	0	0	0	0	0	4893

Note: Copy volume data and paste into cells using paste special -> values

Note: U-Turns are counted as Left Turns in the Volume Totals

Please Select the Major Road: N/S

Major Road Left Turn as Minor Approach? No

% Right Turns Included (Default 0%)

From North (SB)	100%
From East (WB)	0%
From South (NB)	100%
From West (EB)	100%

Major Road Volume Totals: North/South				
Right	Thru	Left	T+LT	Total
94	67	75	142	236
88	65	45	110	198
54	59	43	102	156
32	100	45	145	177
50	95	106	201	251
36	129	124	253	289
47	85	94	179	226
48	101	61	162	210
52	89	61	150	202
54	87	97	184	238
63	128	120	248	311
49	115	132	247	296
36	120	128	248	284
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
703	1240	1131	2371	3074

Minor Road Highest Volume: East/West				
Right	Thru	Left	T+LT	Total
0	0	44	44	44
0	0	71	71	71
0	0	51	51	51
0	0	61	61	61
0	0	68	68	68
0	0	60	60	60
0	0	71	71	71
0	0	69	69	69
0	0	100	100	100
0	0	129	129	129
0	0	167	167	167
0	0	131	131	131
0	0	71	71	71
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	1093	1093	1093

Wisconsin Department of Transportation Traffic Signal Warrant Summary Worksheet

100%

The Worksheet(s) attached are provided as an attachment to the Engineering Investigation Study for:

Intersection: STH 158 at W Frontage Rd
County: Kenosha
Town: Paris

Major Street: W Frontage Rd
Critical Approach Speed: 35 mph
Lanes: 2 or more lanes

Minor Street: STH 158
Critical Approach Speed: 45 mph
Lanes: 2 or more lanes

% Right Turns Included
From North (SB) 100%
From East (WB) 0%
From South (NB) 100%
From West (EB) 100%

In built-up area of isolated community of < 10,000 population? No
Total number of approaches at intersection? 3
If it is a "T" intersection, inflate minor threshold to 150%? No
Manually set volume level? No

Analysis based on PROJECTED volume data.

Forecast Year	Within 5 Years of Construction?	Time (HH:MM)			
		From	AM / PM	To	AM / PM
2028	Yes	6	AM	7	PM

Warrant Evaluation Summary	Warrant Met:
Warrant 1: Eight - Hour Vehicular Volume	**No**
Condition A: Minimum Vehicular Volume	No
Condition B: Interruption of Continuous Traffic	No
Condition C: Combination: 80% of A and B	No
Warrant 2: Four-Hour Volume	**No**
Warrant 3: Peak Hour Volume	**N/A**
Warrant 4: Pedestrian Volume	**N/A**
Criterion A: Four-Hour	
Criterion B: Peak-Hour	
Warrant 5: School Crossing	**N/A**
Warrant 6: Coordinated Signal System	**N/A**
Warrant 7: Crash Experience	**N/A**
Warrant 8: Roadway Network	**N/A**
Warrant 9: Intersection Near a Grade Crossing	**N/A**

Warrant Analysis Conducted By:

Name: ERF
Agency: MSA Professional Services, Inc.
Date: 8/13/2024

Warrant 1: Eight - Hour Vehicular Volume 100%

Warrant Evaluated? Yes **Warrant Satisfied? No** **Manually Set To:**

Condition A : Min. Veh. Volume		
Volume Level	100%	80%
Major Rd. Req	600	480
Minor Rd. Req	200	160
Number of Hours	0	0

Satisfied? No

Condition B: Interruption of Continuous Traffic		
Volume Level	100%	80%
Major Rd. Req	900	720
Minor Rd. Req	100	80
Number of Hours	0	0

Satisfied? No

Condition C: Combination of A & B at 80%

Satisfied? No

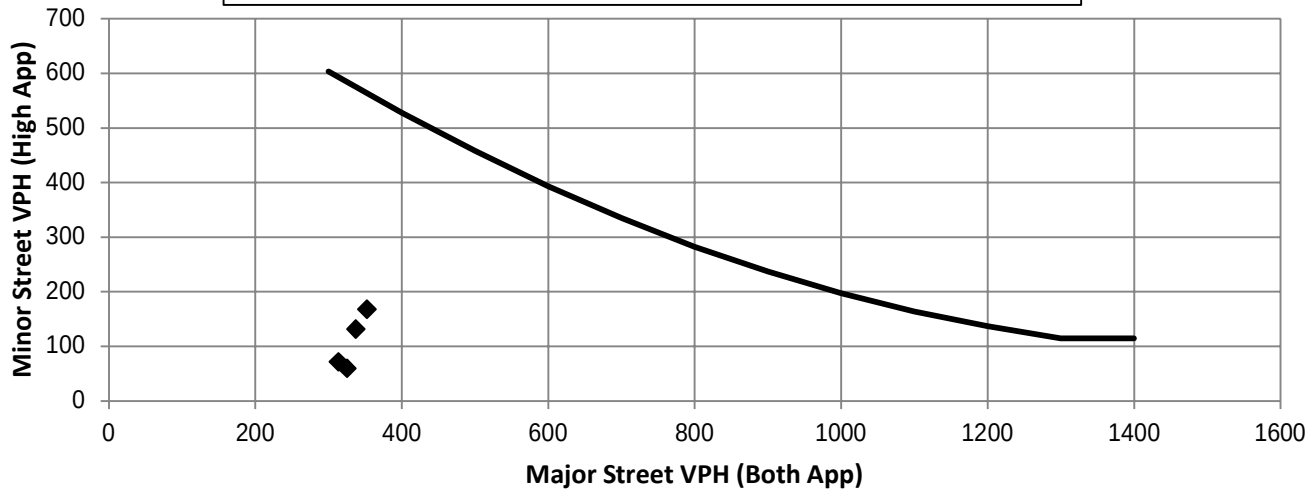
6:00 AM	Enter Start Time (Military Time) (HH:MM)				
Time Period	**From**	**To**	**Major Road: Both App. (VPH)**	**Minor Road: High App. (VPH)**	**Total**
1	6:00	7:00	244	44	288
2	7:00	8:00	215	72	287
3	8:00	9:00	172	51	223
4	9:00	10:00	197	61	258
5	10:00	11:00	279	68	347
6	11:00	12:00	325	60	385
7	12:00	13:00	267	72	339
8	13:00	14:00	248	69	317
9	14:00	15:00	237	101	338
10	15:00	16:00	277	130	407
11	16:00	17:00	352	168	520
12	17:00	18:00	337	132	469
13	18:00	19:00	313	72	385
14	19:00	20:00	26	0	26
15	20:00	21:00	18	0	18
16	21:00	22:00	11	0	11

Warrant 2: Four-Hour Volume 100%

Warrant Evaluated? Yes
Warrant Satisfied? No
Manually Set To:

Hour Start	16:00	17:00	18:00	11:00
Major Road Vol.	352	337	313	325
Minor Road Vol.	168	132	72	60

Figure 4C-1 Warrant 2, Four-Hour Vehicular Volume



Warrant 3: Peak Hour Volume 100%

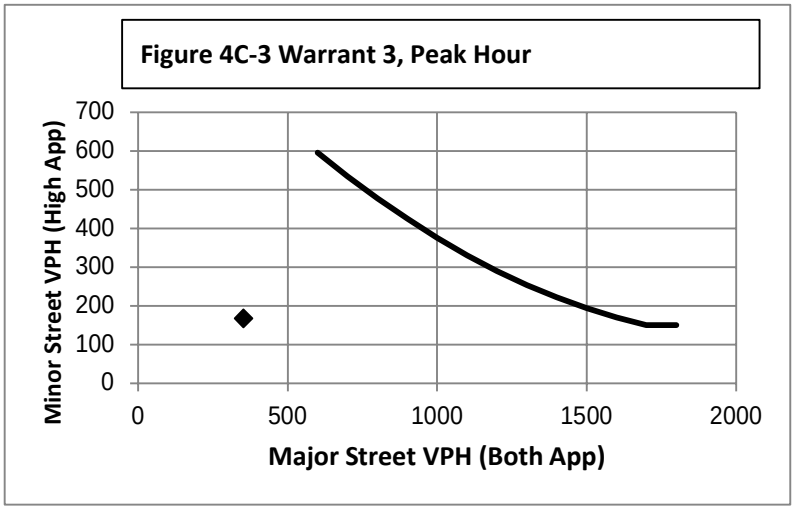
Warrant Evaluated? No **Warrant Satisfied? N/A** **Manually Set To:**

Condition justifying use of warrant:

Criteria		Met?
Delay on Minor Approach	5	
Volume on Minor Approach	150	
Total Entering Volume (veh/h)	650	

Manually Set Peak Hour?

Peak Hour	Major Road Vol. (Both App.)	Minor Road Vol. (High App.)
16:00	352	168



Warrant 4: Pedestrian Volume 100%

Warrant Evaluated? No **Warrant Satisfied? N/A** **Manually Set To:**

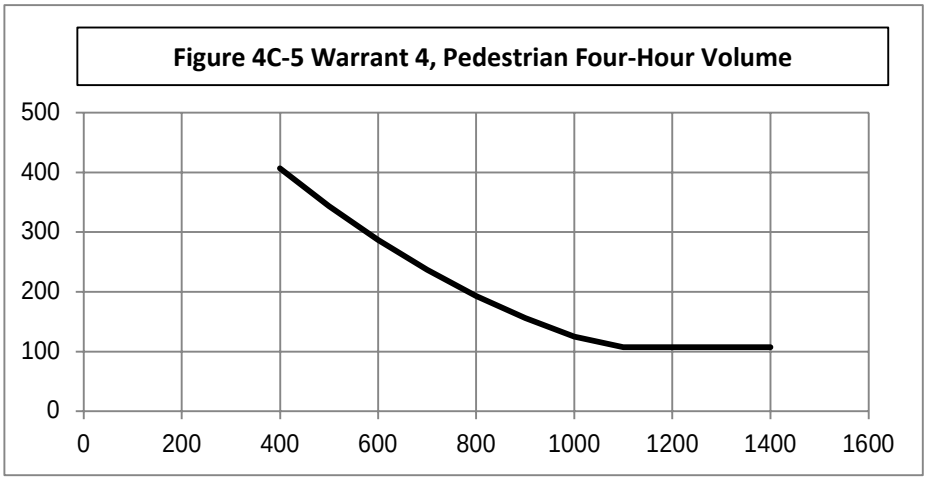
Criterion A: Four Hour

Hour (Start)	Pedestrian Volume	Major Road Vol.
		0
		0
		0
		0

Manually Set Major Rd Vol?

Avg. walk speed less than 3.5 ft/s?

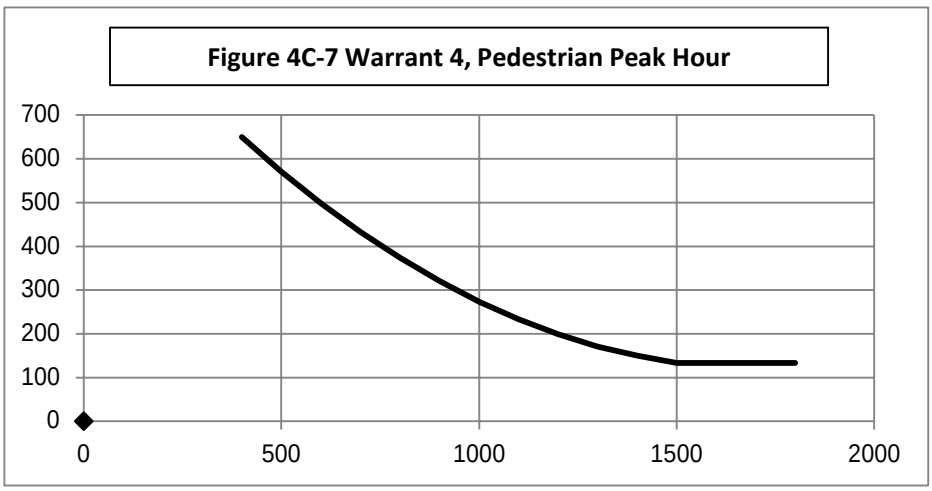
Criterion A Satisfied?



Criterion B: Peak Hour

Peak Hour	Pedestrian Vol.	Major Road Vol.
0:00	0	0

Criterion B Satisfied?



Warrant 5: School Crossing 100%

Warrant Evaluated? No **Warrant Satisfied? N/A** **Manually Set To:**

	Criteria	Fulfilled?
1	There are a MINIMUM of 20 school children during the highest crossing hour.	
2	There are fewer adequate gaps in the major road traffic stream during the period when the school children are using the crossing than the number of minutes in the same period.	
3	The nearest traffic signal along the major road is located more than 300 ft away. Or, the nearest traffic signal is within 300 ft but the proposed traffic signal will not restrict the progressive movement of traffic.	

Warrant 6: Coordinated Signal System 100%

Warrant Evaluated? No **Warrant Satisfied? N/A** **Manually Set To:**

	Criteria	Fulfilled?
1	Signal spacing > 1000 ft	
2	On a one-way road or a road that has traffic predominantly in one direction, the adjacent signals are so far apart that they do not provide the necessary degree of vehicle platooning.	
3	On a two-way road, adjacent signals do not provide the necessary degree of platooning and the proposed and the adjacent signals will collectively provide a progressive operation.	

Warrant 7: Crash Experience 100%

Warrant Evaluated? No **Warrant Satisfied? N/A** **Manually Set To:**

	Criteria		Met?	Fulfilled?
1	Adequate trial of other remedial measures has failed to reduce crash frequency.			
	Measures Tried:			
2	Five or more reported crashes, of types susceptible to correction by signal, have occurred within a 12 month period.	# of crashes per 12 months		
3	Warrant 1, Condition A (80%)		No	Yes
	Warrant 1, Condition B (80%)		No	
	Warrant 4, Criterion A (80%)		No	
	Warrant 4, Criterion B (80%)		Yes	

Warrant 8: Roadway Network 100%

Warrant Evaluated? No **Warrant Satisfied? N/A** **Manually Set To:**

	Criteria				Met?	Fulfilled?
1	Total entering volume of at least 1,000 veh/h during typical weekday peak hour			520	No	No
	Five-year projected volumes that satisfy one or more of Warrants 1, 2, or 3.				No	
2	Total entering vol. of at least 1,000 veh/h for each of any 5 hrs of non-normal business day (Sat. or Sun.)					
	Hour					
	Volume					

	Characteristics of Major Routes - Select yes if all intersecting routes have characteristic	Fulfilled?
1	Part of the road or highway system that serves as the principal roadway network for through traffic flow	
2	Rural or suburban highway outside of, entering, or traversing a city	
3	Appears as a major route on an official plan	

Warrant 9: Intersection Near a Grade Crossing 100%

Warrant Evaluated? No **Warrant Satisfied? N/A** **Manually Set To:**

Adjustment Factors			Manually Set Peak Hour?				
Rail Traffic per Day	% High Occupancy Buses on Minor Road	% Tractor-Trailer Trucks on Minor Road	D	Peak Hour	Major Road Vol.	Minor Road Vol.	Adjusted Minor Vol.
1	0	0% to 2.5%	660	16:00	352	168	56.28

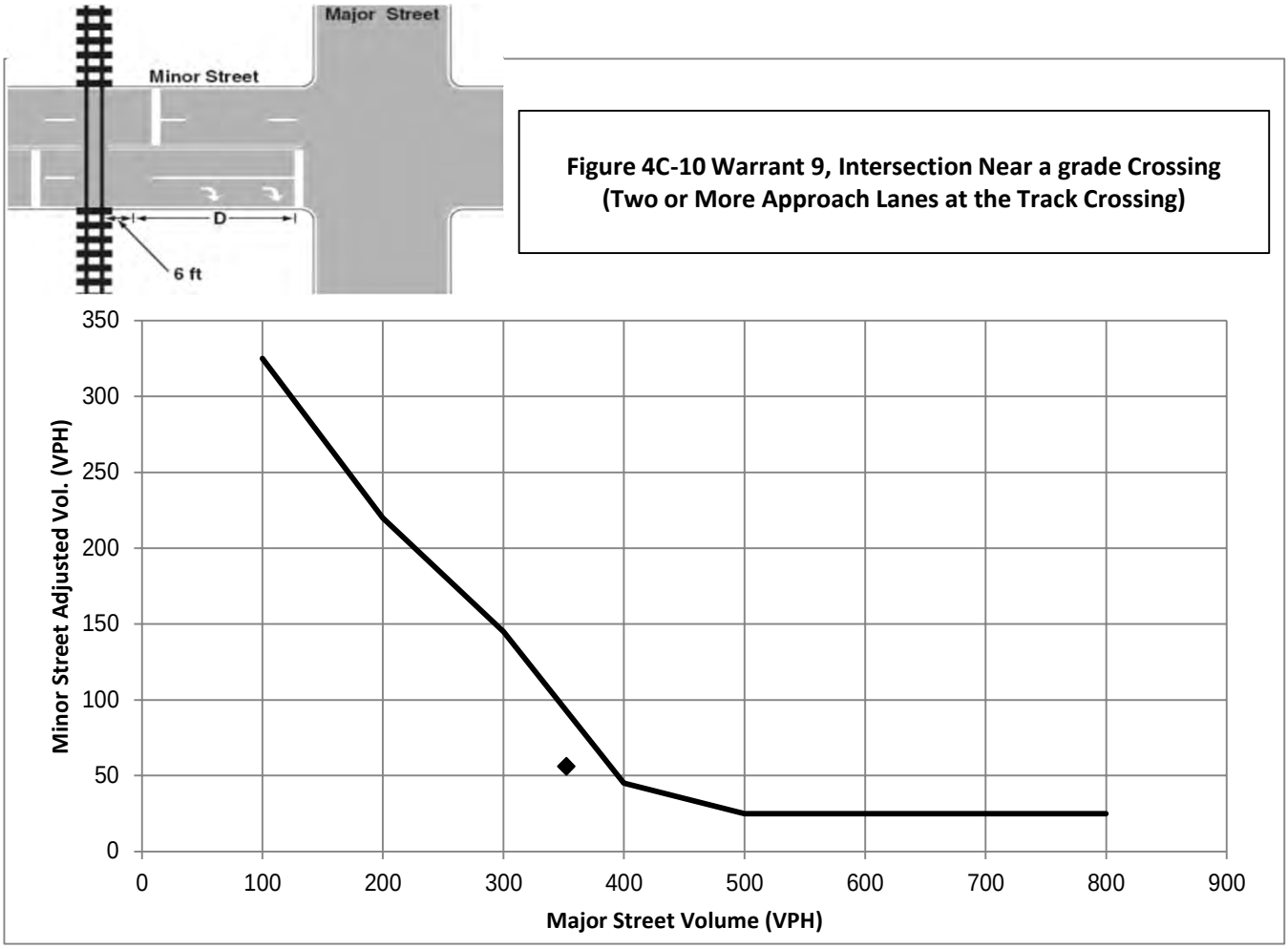


Figure 4C-10 Warrant 9, Intersection Near a grade Crossing (Two or More Approach Lanes at the Track Crossing)

Conclusions/Comments:

None of the evaluated warrants are met for this evaluation period, nor are close to being met. Therefore, traffic signals cannot be recommended based solely on the traffic signal warrant evaluation.

Updated: 12/6/2017

Hourly Volume Data

One Hour Time Period Start Time		From North (SB) ↓					From East (WB) ←					From South (NB) ↑					From West (EB) →					Total Vehicle Volume
		Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	
AM	6:00	0	42	77	0	119	53	0	44	0	97	95	30	0	0	125	0	0	0	0	0	341
	7:00	0	43	45	1	89	54	0	72	0	126	89	37	0	0	126	0	0	0	0	0	341
	8:00	0	31	44	0	75	54	0	50	1	105	54	43	0	0	97	0	0	0	0	0	277
	9:00	0	52	46	0	98	96	0	58	3	157	32	67	0	0	99	0	0	0	0	0	354
MD	10:00	0	54	107	1	162	108	0	65	3	176	50	67	0	0	117	0	0	0	0	0	455
	11:00	0	111	127	0	238	39	0	59	1	99	36	51	0	0	87	0	0	0	0	0	424
	12:00	0	69	98	0	167	51	0	71	1	123	47	53	0	0	100	0	0	0	0	0	390
	13:00	0	76	64	0	140	47	0	66	3	116	48	60	0	0	108	0	0	0	0	0	364
PM	14:00	0	65	63	0	128	52	0	101	0	153	52	57	0	0	109	0	0	0	0	0	390
	15:00	0	68	103	0	171	38	0	128	2	168	54	52	0	0	106	0	0	0	0	0	445
	16:00	0	77	123	1	201	59	0	168	0	227	63	88	0	0	151	0	0	0	0	0	579
	17:00	0	79	137	0	216	59	0	132	0	191	49	72	0	0	121	0	0	0	0	0	528
	18:00	0	72	132	1	205	59	0	72	0	131	36	72	0	0	108	0	0	0	0	0	444
	19:00	0	10	5	0	15	3	0	0	0	3	0	11	0	0	11	0	0	0	0	0	29
	20:00	0	6	3	0	9	3	0	0	0	3	0	9	0	0	9	0	0	0	0	0	21
	21:00	0	3	1	0	4	0	0	0	0	0	0	7	0	0	7	0	0	0	0	0	11
Totals		0	858	1175	4	2037	775	0	1086	14	1875	705	776	0	0	1481	0	0	0	0	0	5393

Note: Copy volume data and paste into cells using paste special -> values

Note: U-Turns are counted as Left Turns in the Volume Totals

Please Select the Major Road: **N/S**

Major Road Left Turn as Minor Approach? **No**

% Right Turns Included (Default 0%)

From North (SB)	**100%**
From East (WB)	**0%**
From South (NB)	**100%**
From West (EB)	**100%**

Major Road Volume Totals: North/South				
Right	Thru	Left	T+LT	Total
95	72	77	149	244
89	80	46	126	215
54	74	44	118	172
32	119	46	165	197
50	121	108	229	279
36	162	127	289	325
47	122	98	220	267
48	136	64	200	248
52	122	63	185	237
54	120	103	223	277
63	165	124	289	352
49	151	137	288	337
36	144	133	277	313
0	21	5	26	26
0	15	3	18	18
0	10	1	11	11
705	1634	1179	2813	3518

Minor Road Highest Volume: East/West				
Right	Thru	Left	T+LT	Total
0	0	44	44	44
0	0	72	72	72
0	0	51	51	51
0	0	61	61	61
0	0	68	68	68
0	0	60	60	60
0	0	72	72	72
0	0	69	69	69
0	0	101	101	101
0	0	130	130	130
0	0	168	168	168
0	0	132	132	132
0	0	72	72	72
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	1100	1100	1100

Wisconsin Department of Transportation Traffic Signal Warrant Summary Worksheet

100%

The Worksheet(s) attached are provided as an attachment to the Engineering Investigation Study for:

Intersection: STH 158 at W Frontage Rd
County: Kenosha
Town: Paris

Major Street: W Frontage Rd
Critical Approach Speed: 35 mph
Lanes: 2 or more lanes

Minor Street: STH 158
Critical Approach Speed: 45 mph
Lanes: 2 or more lanes

% Right Turns Included
From North (SB) 100%
From East (WB) 0%
From South (NB) 100%
From West (EB) 100%

In built-up area of isolated community of < 10,000 population? No
Total number of approaches at intersection? 3
If it is a "T" intersection, inflate minor threshold to 150%? No
Manually set volume level? No

Analysis based on PROJECTED volume data.

Forecast Year	Within 5 Years of Construction?	Time (HH:MM)			
		From	AM / PM	To	AM / PM
2028	Yes	6	AM	7	PM

Warrant Evaluation Summary	Warrant Met:
Warrant 1: Eight - Hour Vehicular Volume	**No**
Condition A: Minimum Vehicular Volume	No
Condition B: Interruption of Continuous Traffic	No
Condition C: Combination: 80% of A and B	No
Warrant 2: Four-Hour Volume	**No**
Warrant 3: Peak Hour Volume	**N/A**
Warrant 4: Pedestrian Volume	**N/A**
Criterion A: Four-Hour	
Criterion B: Peak-Hour	
Warrant 5: School Crossing	**N/A**
Warrant 6: Coordinated Signal System	**N/A**
Warrant 7: Crash Experience	**N/A**
Warrant 8: Roadway Network	**N/A**
Warrant 9: Intersection Near a Grade Crossing	**N/A**

Warrant Analysis Conducted By:

Name: ERF
Agency: MSA Professional Services, Inc.
Date: 8/13/2024

Warrant 1: Eight - Hour Vehicular Volume 100%

Warrant Evaluated? Yes **Warrant Satisfied? No** **Manually Set To:**

Condition A : Min. Veh. Volume		
Volume Level	100%	80%
Major Rd. Req	600	480
Minor Rd. Req	200	160
Number of Hours	0	1

Satisfied? No

Condition B: Interruption of Continuous Traffic		
Volume Level	100%	80%
Major Rd. Req	900	720
Minor Rd. Req	100	80
Number of Hours	1	1

Satisfied? No

Condition C: Combination of A & B at 80%

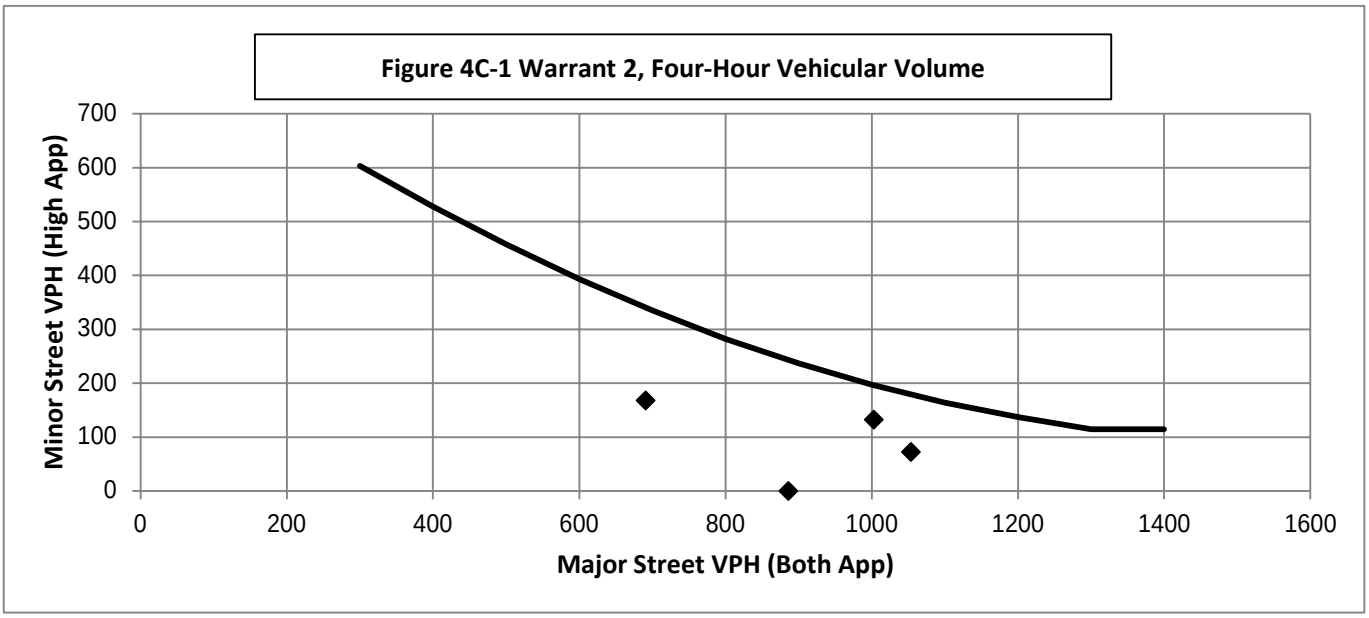
Satisfied? No

6:00 AM	Enter Start Time (Military Time) (HH:MM)				
Time Period	**From**	**To**	**Major Road: Both App. (VPH)**	**Minor Road: High App. (VPH)**	**Total**
1	6:00	7:00	253	44	297
2	7:00	8:00	240	72	312
3	8:00	9:00	214	51	265
4	9:00	10:00	253	61	314
5	10:00	11:00	363	68	431
6	11:00	12:00	462	60	522
7	12:00	13:00	439	72	511
8	13:00	14:00	362	69	431
9	14:00	15:00	369	101	470
10	15:00	16:00	434	130	564
11	16:00	17:00	691	168	859
12	17:00	18:00	1003	132	1135
13	18:00	19:00	1054	72	1126
14	19:00	20:00	886	0	886
15	20:00	21:00	765	0	765
16	21:00	22:00	712	0	712

Warrant 2: Four-Hour Volume 100%

Warrant Evaluated? Yes
Warrant Satisfied? No
Manually Set To:

Hour Start	17:00	18:00	16:00	19:00
Major Road Vol.	1003	1054	691	886
Minor Road Vol.	132	72	168	0



Warrant 3: Peak Hour Volume 100%

Warrant Evaluated? No **Warrant Satisfied? N/A** **Manually Set To:**

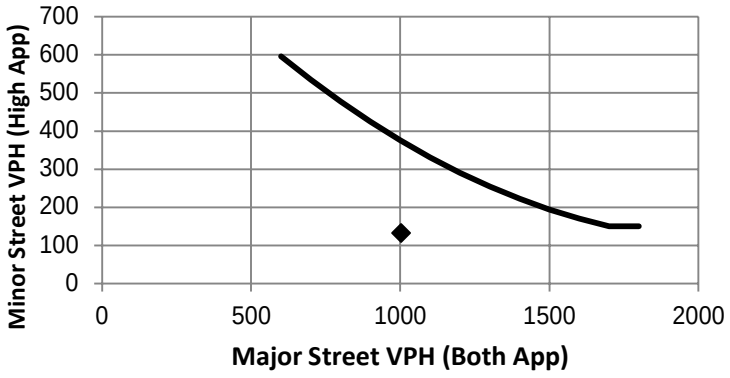
Condition justifying use of warrant:

Criteria		Met?
Delay on Minor Approach	5	
Volume on Minor Approach	150	
Total Entering Volume (veh/h)	650	

Manually Set Peak Hour?

Peak Hour	Major Road Vol. (Both App.)	Minor Road Vol. (High App.)
17:00	1003	132

Figure 4C-3 Warrant 3, Peak Hour



Warrant 4: Pedestrian Volume 100%

Warrant Evaluated? No **Warrant Satisfied? N/A** **Manually Set To:**

Criterion A: Four Hour

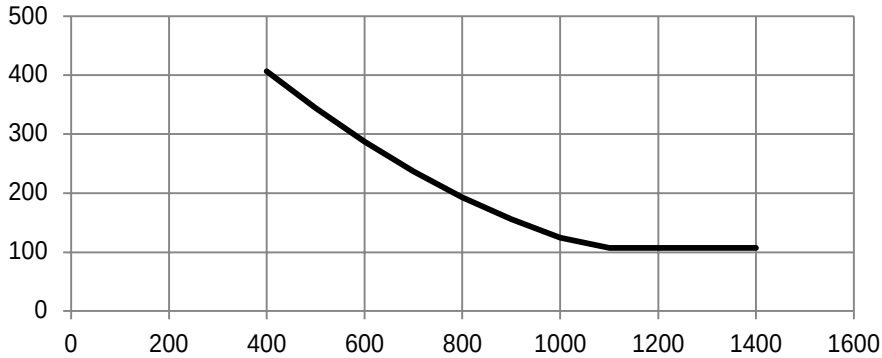
Hour (Start)	Pedestrian Volume	Major Road Vol.
		0
		0
		0
		0

Manually Set Major Rd Vol?

Avg. walk speed less than 3.5 ft/s?

Criterion A Satisfied?

Figure 4C-5 Warrant 4, Pedestrian Four-Hour Volume

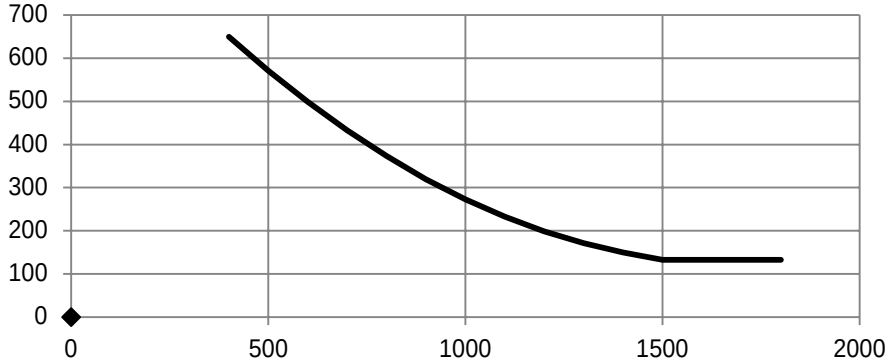


Criterion B: Peak Hour

Peak Hour	Pedestrian Vol.	Major Road Vol.
0:00	0	0

Criterion B Satisfied?

Figure 4C-7 Warrant 4, Pedestrian Peak Hour



Warrant 5: School Crossing 100%

Warrant Evaluated? No **Warrant Satisfied? N/A** **Manually Set To:**

	Criteria	Fulfilled?
1	There are a MINIMUM of 20 school children during the highest crossing hour.	
2	There are fewer adequate gaps in the major road traffic stream during the period when the school children are using the crossing than the number of minutes in the same period.	
3	The nearest traffic signal along the major road is located more than 300 ft away. Or, the nearest traffic signal is within 300 ft but the proposed traffic signal will not restrict the progressive movement of traffic.	

Warrant 6: Coordinated Signal System 100%

Warrant Evaluated? No **Warrant Satisfied? N/A** **Manually Set To:**

	Criteria	Fulfilled?
1	Signal spacing > 1000 ft	
2	On a one-way road or a road that has traffic predominantly in one direction, the adjacent signals are so far apart that they do not provide the necessary degree of vehicle platooning.	
3	On a two-way road, adjacent signals do not provide the necessary degree of platooning and the proposed and the adjacent signals will collectively provide a progressive operation.	

Warrant 7: Crash Experience 100%

Warrant Evaluated? No **Warrant Satisfied? N/A** **Manually Set To:**

	Criteria		Met?	Fulfilled?
1	Adequate trial of other remedial measures has failed to reduce crash frequency.			
	Measures Tried:			
2	Five or more reported crashes, of types susceptible to correction by signal, have occurred within a 12 month period.	# of crashes per 12 months		
3	Warrant 1, Condition A (80%)		No	Yes
	Warrant 1, Condition B (80%)		No	
	Warrant 4, Criterion A (80%)		No	
	Warrant 4, Criterion B (80%)		Yes	

Warrant 8: Roadway Network 100%

Warrant Evaluated? No **Warrant Satisfied? N/A** **Manually Set To:**

	Criteria					Met?	Fulfilled?
1	Total entering volume of at least 1,000 veh/h during typical weekday peak hour				1135	Yes	No
	Five-year projected volumes that satisfy one or more of Warrants 1, 2, or 3.					No	
2	Total entering vol. of at least 1,000 veh/h for each of any 5 hrs of non-normal business day (Sat. or Sun.)						
	Hour						
	Volume						

	Characteristics of Major Routes - Select yes if all intersecting routes have characteristic	Fulfilled?
1	Part of the road or highway system that serves as the principal roadway network for through traffic flow	
2	Rural or suburban highway outside of, entering, or traversing a city	
3	Appears as a major route on an official plan	

Warrant 9: Intersection Near a Grade Crossing 100%

Warrant Evaluated? No **Warrant Satisfied? N/A** **Manually Set To:**

Adjustment Factors			Manually Set Peak Hour?				
Rail Traffic per Day	% High Occupancy Buses on Minor Road	% Tractor-Trailer Trucks on Minor Road	D	Peak Hour	Major Road Vol.	Minor Road Vol.	Adjusted Minor Vol.
1	0	0% to 2.5%	660	17:00	1003	132	44.22

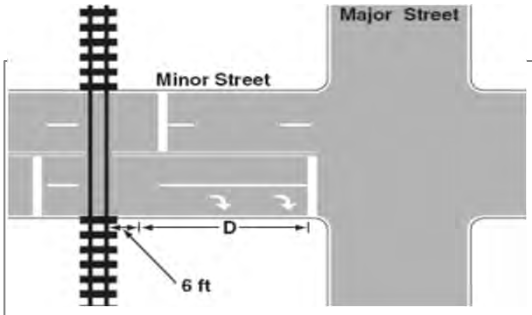
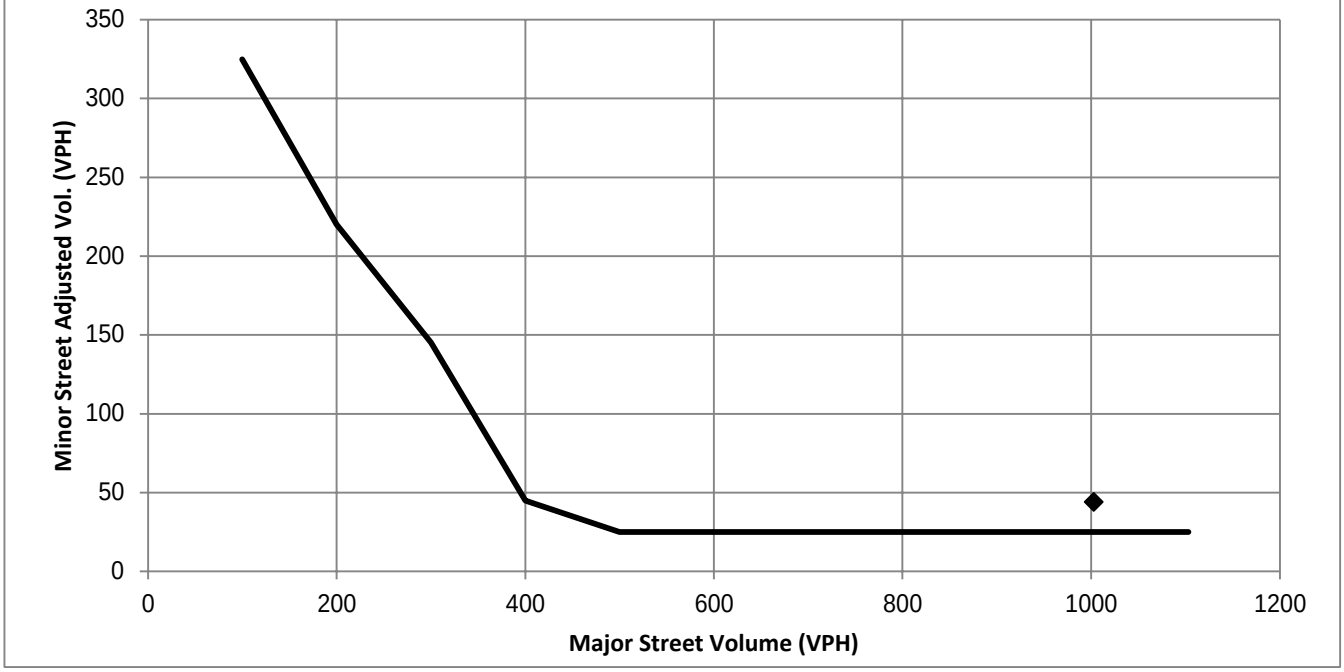


Figure 4C-10 Warrant 9, Intersection Near a grade Crossing (Two or More Approach Lanes at the Track Crossing)



Conclusions/Comments:

None of the evaluated warrants are met for this evaluation period, nor are close to being met. Therefore, traffic signals cannot be recommended based solely on the traffic signal warrant evaluation.

Updated: 12/6/2017

Hourly Volume Data

One Hour Time Period Start Time		From North (SB) ↓					From East (WB) ←					From South (NB) ↑					From West (EB) →					Total Vehicle Volume
		Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	
AM	6:00	0	42	77	0	119	85	0	44	0	129	104	30	0	0	134	0	0	0	0	0	382
	7:00	0	43	45	1	89	136	0	72	0	208	114	37	0	0	151	0	0	0	0	0	448
	8:00	0	31	44	0	75	157	0	50	1	208	96	43	0	0	139	0	0	0	0	0	422
	9:00	0	52	46	0	98	248	0	58	3	309	88	67	0	0	155	0	0	0	0	0	562
MD	10:00	0	54	107	1	162	199	0	65	3	267	134	67	0	0	201	0	0	0	0	0	630
	11:00	0	111	127	0	238	175	0	59	1	235	173	51	0	0	224	0	0	0	0	0	697
	12:00	0	69	98	0	167	212	0	71	1	284	219	53	0	0	272	0	0	0	0	0	723
	13:00	0	76	64	0	140	198	0	66	3	267	162	60	0	0	222	0	0	0	0	0	629
PM	14:00	0	65	63	0	128	280	0	101	0	381	184	57	0	0	241	0	0	0	0	0	750
	15:00	0	68	103	0	171	321	0	128	2	451	211	52	0	0	263	0	0	0	0	0	885
	16:00	0	77	123	1	201	675	0	168	0	843	402	88	0	0	490	0	0	0	0	0	1534
	17:00	0	79	137	0	216	1031	0	132	0	1163	715	72	0	0	787	0	0	0	0	0	2166
	18:00	0	72	132	1	205	1044	0	72	0	1116	777	72	0	0	849	0	0	0	0	0	2170
	19:00	0	10	5	0	15	838	0	0	0	838	860	11	0	0	871	0	0	0	0	0	1724
	20:00	0	6	3	0	9	499	0	0	0	499	747	9	0	0	756	0	0	0	0	0	1264
	21:00	0	3	1	0	4	368	0	0	0	368	701	7	0	0	708	0	0	0	0	0	1080
Totals		0	858	1175	4	2037	6466	0	1086	14	7566	5687	776	0	0	6463	0	0	0	0	0	16066

Note: Copy volume data and paste into cells using paste special -> values

Note: U-Turns are counted as Left Turns in the Volume Totals

Please Select the Major Road: N/S

Major Road Left Turn as Minor Approach? No

% Right Turns Included (Default 0%)

From North (SB)	100%
From East (WB)	0%
From South (NB)	100%
From West (EB)	100%

Major Road Volume Totals: North/South				
Right	Thru	Left	T+LT	Total
104	72	77	149	253
114	80	46	126	240
96	74	44	118	214
88	119	46	165	253
134	121	108	229	363
173	162	127	289	462
219	122	98	220	439
162	136	64	200	362
184	122	63	185	369
211	120	103	223	434
402	165	124	289	691
715	151	137	288	1003
777	144	133	277	1054
860	21	5	26	886
747	15	3	18	765
701	10	1	11	712
5687	1634	1179	2813	8500

Minor Road Highest Volume: East/West				
Right	Thru	Left	T+LT	Total
0	0	44	44	44
0	0	72	72	72
0	0	51	51	51
0	0	61	61	61
0	0	68	68	68
0	0	60	60	60
0	0	72	72	72
0	0	69	69	69
0	0	101	101	101
0	0	130	130	130
0	0	168	168	168
0	0	132	132	132
0	0	72	72	72
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	1100	1100	1100

Attachment 6: Synchro Output



Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	1000	90	70	465	220	75
Future Volume (vph)	1000	90	70	465	220	75
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12
Grade (%)	0%		0%			0%
Storage Length (ft)	0	0		0	300	
Storage Lanes	1	1		0	1	
Taper Length (ft)	100				100	
Link Speed (mph)	45		35			35
Link Distance (ft)	795		765			579
Travel Time (s)	12.0		14.9			11.3
Confl. Peds. (#/hr)						
Confl. Bikes (#/hr)						
Peak Hour Factor	0.85	0.85	0.85	0.85	0.85	0.85
Growth Factor	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	8%	8%	9%	9%	9%	9%
Bus Blockages (#/hr)	0	0	0	0	0	0
Parking (#/hr)						
Mid-Block Traffic (%)	0%		0%			0%
Shared Lane Traffic (%)						
Lane Group Flow (vph)	1176	106	629	0	259	88
Sign Control	Stop		Stop			Stop

Intersection Summary	
Area Type:	Other
Control Type: Unsignalized	



Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Sign Control	Stop		Stop			Stop
Traffic Volume (vph)	1000	90	70	465	220	75
Future Volume (vph)	1000	90	70	465	220	75
Peak Hour Factor	0.85	0.85	0.85	0.85	0.85	0.85
Hourly flow rate (vph)	1176	106	82	547	259	88

Direction, Lane #	WB 1	WB 2	NB 1	SB 1	SB 2
Volume Total (vph)	1176	106	629	259	88
Volume Left (vph)	1176	0	0	259	0
Volume Right (vph)	0	106	547	0	0
Hadj (s)	0.64	-0.56	-0.37	0.65	0.15
Departure Headway (s)	7.8	6.6	6.6	8.3	7.8
Degree Utilization, x	2.56	0.20	1.15	0.59	0.19
Capacity (veh/h)	470	536	553	425	458
Control Delay (s/veh)	722.1	10.0	109.7	21.4	11.4
Approach Delay (s/veh)	663.2		109.7	18.9	
Approach LOS	F		F	C	

Intersection Summary			
Delay	410.0		
Level of Service	F		
Intersection Capacity Utilization	110.0%	ICU Level of Service	H
Analysis Period (min)	15		

Intersection	
Intersection Delay, s/veh	416.1
Intersection LOS	F

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	1000	90	70	465	220	75
Future Vol, veh/h	1000	90	70	465	220	75
Peak Hour Factor	0.85	0.85	0.85	0.85	0.85	0.85
Heavy Vehicles, %	8	8	9	9	9	9
Mvmt Flow	1176	106	82	547	259	88
Number of Lanes	1	1	1	0	1	1

Approach	WB	NB	SB
Opposing Approach		SB	NB
Opposing Lanes	0	2	1
Conflicting Approach Left	NB		WB
Conflicting Lanes Left	1	0	2
Conflicting Approach Right	SB	WB	
Conflicting Lanes Right	2	2	0
HCM Control Delay, s/veh	664.2	124.9	27.8
HCM LOS	F	F	D

Lane	NBLn1	WBLn1	WBLn2	SBLn1	SBLn2
Vol Left, %	0%	100%	0%	100%	0%
Vol Thru, %	13%	0%	0%	0%	100%
Vol Right, %	87%	0%	100%	0%	0%
Sign Control	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	535	1000	90	220	75
LT Vol	0	1000	0	220	0
Through Vol	70	0	0	0	75
RT Vol	465	0	90	0	0
Lane Flow Rate	629	1176	106	259	88
Geometry Grp	3b	5	5	5	5
Degree of Util (X)	1.151	2.553	0.194	0.595	0.191
Departure Headway (Hd)	9.602	8.21	6.977	12.248	11.712
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes
Cap	384	459	518	298	309
Service Time	7.602	5.91	4.677	9.948	9.412
HCM Lane V/C Ratio	1.638	2.562	0.205	0.869	0.285
HCM Control Delay, s/veh	124.9	723	11.3	31.4	17.2
HCM Lane LOS	F	F	B	D	C
HCM 95th-tile Q	16.7	89.8	0.7	3.6	0.7



Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	1005	135	70	465	345	75
Future Volume (vph)	1005	135	70	465	345	75
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12
Grade (%)	0%		0%			0%
Storage Length (ft)	0	0		0	300	
Storage Lanes	1	1		0	1	
Taper Length (ft)	100				100	
Link Speed (mph)	45		35			35
Link Distance (ft)	795		765			579
Travel Time (s)	12.0		14.9			11.3
Confl. Peds. (#/hr)						
Confl. Bikes (#/hr)						
Peak Hour Factor	0.85	0.85	0.85	0.85	0.85	0.85
Growth Factor	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	8%	8%	9%	9%	9%	9%
Bus Blockages (#/hr)	0	0	0	0	0	0
Parking (#/hr)						
Mid-Block Traffic (%)	0%		0%			0%
Shared Lane Traffic (%)						
Lane Group Flow (vph)	1182	159	629	0	406	88
Sign Control	Stop		Stop			Stop

Intersection Summary	
Area Type:	Other
Control Type: Unsignalized	



Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Sign Control	Stop		Stop			Stop
Traffic Volume (vph)	1005	135	70	465	345	75
Future Volume (vph)	1005	135	70	465	345	75
Peak Hour Factor	0.85	0.85	0.85	0.85	0.85	0.85
Hourly flow rate (vph)	1182	159	82	547	406	88

Direction, Lane #	WB 1	WB 2	NB 1	SB 1	SB 2
Volume Total (vph)	1182	159	629	406	88
Volume Left (vph)	1182	0	0	406	0
Volume Right (vph)	0	159	547	0	0
Hadj (s)	0.64	-0.56	-0.37	0.65	0.15
Departure Headway (s)	8.2	7.0	6.9	8.3	7.8
Degree Utilization, x	2.68	0.31	1.20	0.93	0.19
Capacity (veh/h)	452	510	529	428	457
Control Delay (s/veh)	778.7	11.8	132.3	55.9	11.4
Approach Delay (s/veh)	687.8		132.3	48.0	
Approach LOS	F		F	E	

Intersection Summary			
Delay	417.7		
Level of Service	F		
Intersection Capacity Utilization	117.2%	ICU Level of Service	H
Analysis Period (min)	15		

Intersection	
Intersection Delay, s/veh	423.9
Intersection LOS	F

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	1005	135	70	465	345	75
Future Vol, veh/h	1005	135	70	465	345	75
Peak Hour Factor	0.85	0.85	0.85	0.85	0.85	0.85
Heavy Vehicles, %	8	8	9	9	9	9
Mvmt Flow	1182	159	82	547	406	88
Number of Lanes	1	1	1	0	1	1

Approach	WB	NB	SB
Opposing Approach		SB	NB
Opposing Lanes	0	2	1
Conflicting Approach Left	NB		WB
Conflicting Lanes Left	1	0	2
Conflicting Approach Right	SB	WB	
Conflicting Lanes Right	2	2	0
HCM Control Delay, s/veh	687.2	146	63.1
HCM LOS	F	F	F

Lane	NBLn1	WBLn1	WBLn2	SBLn1	SBLn2
Vol Left, %	0%	100%	0%	100%	0%
Vol Thru, %	13%	0%	0%	0%	100%
Vol Right, %	87%	0%	100%	0%	0%
Sign Control	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	535	1005	135	345	75
LT Vol	0	1005	0	345	0
Through Vol	70	0	0	0	75
RT Vol	465	0	135	0	0
Lane Flow Rate	629	1182	159	406	88
Geometry Grp	3b	5	5	5	5
Degree of Util (X)	1.206	2.673	0.306	0.935	0.191
Departure Headway (Hd)	9.898	8.624	7.382	12.119	11.584
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes
Cap	371	437	491	304	312
Service Time	7.898	6.324	5.082	9.819	9.284
HCM Lane V/C Ratio	1.695	2.705	0.324	1.336	0.282
HCM Control Delay, s/veh	146	777.7	13.3	73.1	17
HCM Lane LOS	F	F	B	F	C
HCM 95th-tile Q	18.3	91.9	1.3	9.1	0.7



Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	410	90	70	270	220	75
Future Volume (vph)	410	90	70	270	220	75
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12
Grade (%)	0%		0%			0%
Storage Length (ft)	0	0		0	300	
Storage Lanes	1	1		0	1	
Taper Length (ft)	100				100	
Link Speed (mph)	45		35			35
Link Distance (ft)	795		765			579
Travel Time (s)	12.0		14.9			11.3
Confl. Peds. (#/hr)						
Confl. Bikes (#/hr)						
Peak Hour Factor	0.85	0.85	0.85	0.85	0.85	0.85
Growth Factor	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	8%	8%	9%	9%	9%	9%
Bus Blockages (#/hr)	0	0	0	0	0	0
Parking (#/hr)						
Mid-Block Traffic (%)	0%		0%			0%
Shared Lane Traffic (%)						
Lane Group Flow (vph)	482	106	400	0	259	88
Sign Control	Stop		Stop			Stop

Intersection Summary	
Area Type:	Other
Control Type: Unsignalized	



Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Sign Control	Stop		Stop			Stop
Traffic Volume (vph)	410	90	70	270	220	75
Future Volume (vph)	410	90	70	270	220	75
Peak Hour Factor	0.85	0.85	0.85	0.85	0.85	0.85
Hourly flow rate (vph)	482	106	82	318	259	88

Direction, Lane #	WB 1	WB 2	NB 1	SB 1	SB 2
Volume Total (vph)	482	106	400	259	88
Volume Left (vph)	482	0	0	259	0
Volume Right (vph)	0	106	318	0	0
Hadj (s)	0.64	-0.56	-0.32	0.65	0.15
Departure Headway (s)	7.5	6.3	6.6	8.0	7.5
Degree Utilization, x	1.01	0.19	0.73	0.57	0.18
Capacity (veh/h)	471	561	536	445	472
Control Delay (s/veh)	69.4	9.5	25.5	20.0	10.9
Approach Delay (s/veh)	58.6		25.5	17.7	
Approach LOS	F		D	C	

Intersection Summary			
Delay	38.1		
Level of Service	E		
Intersection Capacity Utilization	65.2%	ICU Level of Service	C
Analysis Period (min)	15		

Intersection	
Intersection Delay, s/veh	38.9
Intersection LOS	E

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	410	90	70	270	220	75
Future Vol, veh/h	410	90	70	270	220	75
Peak Hour Factor	0.85	0.85	0.85	0.85	0.85	0.85
Heavy Vehicles, %	8	8	9	9	9	9
Mvmt Flow	482	106	82	318	259	88
Number of Lanes	1	1	1	0	1	1

Approach	WB	NB	SB
Opposing Approach		SB	NB
Opposing Lanes	0	2	1
Conflicting Approach Left	NB		WB
Conflicting Lanes Left	1	0	2
Conflicting Approach Right	SB	WB	
Conflicting Lanes Right	2	2	0
HCM Control Delay, s/veh	58.9	26.7	19
HCM LOS	F	D	C

Lane	NBLn1	WBLn1	WBLn2	SBLn1	SBLn2
Vol Left, %	0%	100%	0%	100%	0%
Vol Thru, %	21%	0%	0%	0%	100%
Vol Right, %	79%	0%	100%	0%	0%
Sign Control	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	340	410	90	220	75
LT Vol	0	410	0	220	0
Through Vol	70	0	0	0	75
RT Vol	270	0	90	0	0
Lane Flow Rate	400	482	106	259	88
Geometry Grp	3b	5	5	5	5
Degree of Util (X)	0.741	1.003	0.184	0.577	0.184
Departure Headway (Hd)	6.786	7.485	6.262	8.161	7.647
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes
Cap	536	482	568	445	472
Service Time	4.786	5.283	4.059	5.861	5.347
HCM Lane V/C Ratio	0.746	1	0.187	0.582	0.186
HCM Control Delay, s/veh	26.7	69.5	10.5	21.4	12.1
HCM Lane LOS	D	F	B	C	B
HCM 95th-tile Q	6.3	13.5	0.7	3.6	0.7



Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	415	135	70	270	345	75
Future Volume (vph)	415	135	70	270	345	75
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12
Grade (%)	0%		0%			0%
Storage Length (ft)	0	0		0	300	
Storage Lanes	1	1		0	1	
Taper Length (ft)	100				100	
Link Speed (mph)	45		35			35
Link Distance (ft)	795		765			579
Travel Time (s)	12.0		14.9			11.3
Confl. Peds. (#/hr)						
Confl. Bikes (#/hr)						
Peak Hour Factor	0.85	0.85	0.85	0.85	0.85	0.85
Growth Factor	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	8%	8%	9%	9%	9%	9%
Bus Blockages (#/hr)	0	0	0	0	0	0
Parking (#/hr)						
Mid-Block Traffic (%)	0%		0%			0%
Shared Lane Traffic (%)						
Lane Group Flow (vph)	488	159	400	0	406	88
Sign Control	Stop		Stop			Stop

Intersection Summary	
Area Type:	Other
Control Type: Unsignalized	



Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Sign Control	Stop		Stop			Stop
Traffic Volume (vph)	415	135	70	270	345	75
Future Volume (vph)	415	135	70	270	345	75
Peak Hour Factor	0.85	0.85	0.85	0.85	0.85	0.85
Hourly flow rate (vph)	488	159	82	318	406	88

Direction, Lane #	WB 1	WB 2	NB 1	SB 1	SB 2
Volume Total (vph)	488	159	400	406	88
Volume Left (vph)	488	0	0	406	0
Volume Right (vph)	0	159	318	0	0
Hadj (s)	0.64	-0.56	-0.32	0.65	0.15
Departure Headway (s)	8.0	6.8	6.9	8.0	7.5
Degree Utilization, x	1.08	0.30	0.77	0.91	0.18
Capacity (veh/h)	445	523	512	442	470
Control Delay (s/veh)	93.9	11.4	29.2	50.0	11.0
Approach Delay (s/veh)	73.6		29.2	43.0	
Approach LOS	F		D	E	

Intersection Summary			
Delay	52.3		
Level of Service	F		
Intersection Capacity Utilization	72.4%	ICU Level of Service	C
Analysis Period (min)	15		

Intersection	
Intersection Delay, s/veh	53.6
Intersection LOS	F

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	415	135	70	270	345	75
Future Vol, veh/h	415	135	70	270	345	75
Peak Hour Factor	0.85	0.85	0.85	0.85	0.85	0.85
Heavy Vehicles, %	8	8	9	9	9	9
Mvmt Flow	488	159	82	318	406	88
Number of Lanes	1	1	1	0	1	1

Approach	WB	NB	SB
Opposing Approach		SB	NB
Opposing Lanes	0	2	1
Conflicting Approach Left	NB		WB
Conflicting Lanes Left	1	0	2
Conflicting Approach Right	SB	WB	
Conflicting Lanes Right	2	2	0
HCM Control Delay, s/veh	74	30.8	45.2
HCM LOS	F	D	E

Lane	NBLn1	WBLn1	WBLn2	SBLn1	SBLn2
Vol Left, %	0%	100%	0%	100%	0%
Vol Thru, %	21%	0%	0%	0%	100%
Vol Right, %	79%	0%	100%	0%	0%
Sign Control	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	340	415	135	345	75
LT Vol	0	415	0	345	0
Through Vol	70	0	0	0	75
RT Vol	270	0	135	0	0
Lane Flow Rate	400	488	159	406	88
Geometry Grp	3b	5	5	5	5
Degree of Util (X)	0.772	1.081	0.298	0.907	0.185
Departure Headway (Hd)	7.262	7.974	6.744	8.384	7.869
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes
Cap	500	454	530	434	459
Service Time	5.262	5.744	4.513	6.084	5.569
HCM Lane V/C Ratio	0.8	1.075	0.3	0.935	0.192
HCM Control Delay, s/veh	30.8	94.1	12.4	52.3	12.3
HCM Lane LOS	D	F	B	F	B
HCM 95th-tile Q	6.8	15.9	1.2	9.8	0.7

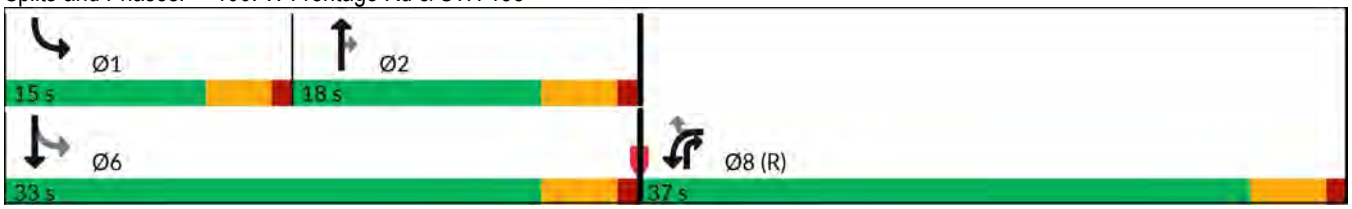


Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	1000	90	70	465	220	75
Future Volume (vph)	1000	90	70	465	220	75
Ideal Flow (vphpl)	1885	1750	1770	1750	1770	1770
Lane Width (ft)	12	12	12	12	12	12
Grade (%)	0%		0%			0%
Storage Length (ft)	425	0		200	300	
Storage Lanes	1	1		1	1	
Taper Length (ft)	100				100	
Right Turn on Red		Yes		Yes		
Link Speed (mph)	45		35			35
Link Distance (ft)	795		765			579
Travel Time (s)	12.0		14.9			11.3
Confl. Peds. (#/hr)						
Confl. Bikes (#/hr)						
Peak Hour Factor	0.85	0.85	0.85	0.85	0.85	0.85
Growth Factor	100%	62%	100%	62%	100%	100%
Heavy Vehicles (%)	8%	8%	9%	9%	9%	9%
Bus Blockages (#/hr)	0	0	0	0	0	0
Parking (#/hr)						
Mid-Block Traffic (%)	0%		0%			0%
Shared Lane Traffic (%)						
Lane Group Flow (vph)	1176	66	82	339	259	88
Turn Type	Prot	Perm	NA	pm+ov	pm+pt	NA
Protected Phases	8		2	8	1	6
Permitted Phases		8		2	6	
Detector Phase	8	8	2	8	1	6
Switch Phase						
Minimum Initial (s)	15.0	15.0	10.0	15.0	6.0	10.0
Minimum Split (s)	20.0	20.0	15.0	20.0	10.5	15.0
Total Split (s)	37.0	37.0	18.0	37.0	15.0	33.0
Total Split (%)	52.9%	52.9%	25.7%	52.9%	21.4%	47.1%
Maximum Green (s)	32.0	32.0	13.0	32.0	10.5	28.0
Yellow Time (s)	4.0	4.0	4.0	4.0	3.5	4.0
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.0	5.0	5.0	5.0	4.5	5.0
Lead/Lag			Lag		Lead	
Lead-Lag Optimize?			Yes		Yes	
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0
Minimum Gap (s)	3.0	3.0	3.0	3.0	3.0	3.0
Time Before Reduce (s)	0.0	0.0	0.0	0.0	0.0	0.0
Time To Reduce (s)	0.0	0.0	0.0	0.0	0.0	0.0
Recall Mode	C-Max	C-Max	None	C-Max	None	None
Walk Time (s)						
Flash Don't Walk (s)						
Pedestrian Calls (#/hr)						
v/c Ratio	0.68	0.09	0.34	0.32	0.71	0.17
Control Delay (s/veh)	11.8	1.9	30.5	1.4	29.5	15.7

Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	11.8	1.9	30.5	1.4	29.5	15.7
Queue Length 50th (ft)	159	1	32	2	83	25
Queue Length 95th (ft)	237	0	64	17	128	48
Internal Link Dist (ft)	715		685			499
Turn Bay Length (ft)	425			200	300	
Base Capacity (vph)	1722	767	301	1066	365	649
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.68	0.09	0.27	0.32	0.71	0.14

Intersection Summary	
Area Type:	Other
Cycle Length: 70	
Actuated Cycle Length: 70	
Offset: 32 (46%), Referenced to phase 8:WBL, Start of Green	
Natural Cycle: 60	
Control Type: Actuated-Coordinated	

Splits and Phases: 100: W Frontage Rd & STH 158





Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (veh/h)	1000	90	70	465	220	75
Future Volume (veh/h)	1000	90	70	465	220	75
Initial Q (Qb), veh	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00	1.00		1.00	1.00	
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No		No			No
Adj Sat Flow, veh/h/ln	1767	1641	1646	1627	1646	1646
Adj Flow Rate, veh/h	1176	66	82	339	259	88
Peak Hour Factor	0.85	0.85	0.85	0.85	0.85	0.85
Percent Heavy Veh, %	8	8	9	9	9	9
Cap, veh/h	1493	636	262	850	436	615
Arrive On Green	0.46	0.46	0.16	0.16	0.15	0.37
Sat Flow, veh/h	3265	1391	1646	1379	1567	1646
Grp Volume(v), veh/h	1176	66	82	339	259	88
Grp Sat Flow(s),veh/h/ln	1633	1391	1646	1379	1567	1646
Q Serve(g_s), s	21.4	1.9	3.1	8.8	9.2	2.5
Cycle Q Clear(g_c), s	21.4	1.9	3.1	8.8	9.2	2.5
Prop In Lane	1.00	1.00		1.00	1.00	
Lane Grp Cap(c), veh/h	1493	636	262	850	436	615
V/C Ratio(X)	0.79	0.10	0.31	0.40	0.59	0.14
Avail Cap(c_a), veh/h	1493	636	306	886	436	658
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.95	0.95	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	16.1	10.8	26.0	6.8	18.6	14.5
Incr Delay (d2), s/veh	4.1	0.3	0.7	0.3	2.2	0.1
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	11.6	1.0	2.1	9.5	5.9	1.6
Unsig. Movement Delay, s/veh						
LnGrp Delay(d), s/veh	20.2	11.1	26.7	7.1	20.8	14.6
LnGrp LOS	C	B	C	A	C	B
Approach Vol, veh/h	1242		421			347
Approach Delay, s/veh	19.7		10.9			19.2
Approach LOS	B		B			B

Timer - Assigned Phs	1	2				6	8
Phs Duration (G+Y+Rc), s	15.0	16.2				31.2	37.0
Change Period (Y+Rc), s	4.5	5.0				5.0	5.0
Max Green Setting (Gmax), s	10.5	13.0				28.0	32.0
Max Q Clear Time (g_c+I1), s	11.2	10.8				4.5	23.4
Green Ext Time (p_c), s	0.0	0.4				0.4	3.5

Intersection Summary	
HCM 7th Control Delay, s/veh	17.8
HCM 7th LOS	B

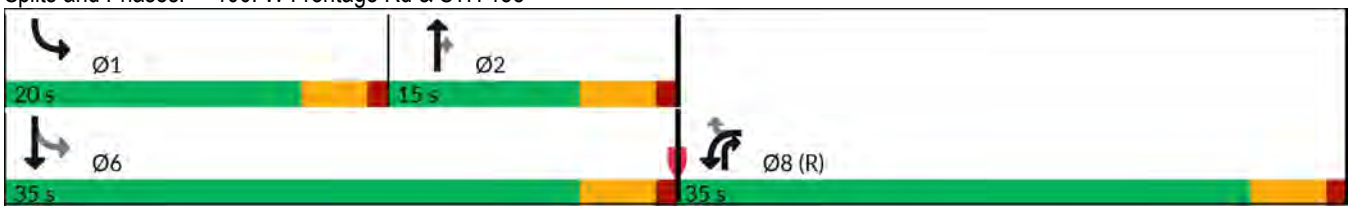


Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	1005	135	70	465	345	75
Future Volume (vph)	1005	135	70	465	345	75
Ideal Flow (vphpl)	1885	1750	1770	1750	1770	1770
Lane Width (ft)	12	12	12	12	12	12
Grade (%)	0%		0%			0%
Storage Length (ft)	425	0		200	300	
Storage Lanes	1	1		1	1	
Taper Length (ft)	100				100	
Right Turn on Red		Yes		Yes		
Link Speed (mph)	45		35			35
Link Distance (ft)	795		765			579
Travel Time (s)	12.0		14.9			11.3
Confl. Peds. (#/hr)						
Confl. Bikes (#/hr)						
Peak Hour Factor	0.85	0.85	0.85	0.85	0.85	0.85
Growth Factor	100%	62%	100%	62%	100%	100%
Heavy Vehicles (%)	8%	8%	9%	9%	9%	9%
Bus Blockages (#/hr)	0	0	0	0	0	0
Parking (#/hr)						
Mid-Block Traffic (%)	0%		0%			0%
Shared Lane Traffic (%)						
Lane Group Flow (vph)	1182	98	82	339	406	88
Turn Type	Prot	Perm	NA	pm+ov	pm+pt	NA
Protected Phases	8		2	8	1	6
Permitted Phases		8		2	6	
Detector Phase	8	8	2	8	1	6
Switch Phase						
Minimum Initial (s)	15.0	15.0	10.0	15.0	6.0	10.0
Minimum Split (s)	20.0	20.0	15.0	20.0	10.5	15.0
Total Split (s)	35.0	35.0	15.0	35.0	20.0	35.0
Total Split (%)	50.0%	50.0%	21.4%	50.0%	28.6%	50.0%
Maximum Green (s)	30.0	30.0	10.0	30.0	15.5	30.0
Yellow Time (s)	4.0	4.0	4.0	4.0	3.5	4.0
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.0	5.0	5.0	5.0	4.5	5.0
Lead/Lag			Lag		Lead	
Lead-Lag Optimize?			Yes		Yes	
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0
Minimum Gap (s)	3.0	3.0	3.0	3.0	3.0	3.0
Time Before Reduce (s)	0.0	0.0	0.0	0.0	0.0	0.0
Time To Reduce (s)	0.0	0.0	0.0	0.0	0.0	0.0
Recall Mode	C-Max	C-Max	None	C-Max	None	None
Walk Time (s)						
Flash Don't Walk (s)						
Pedestrian Calls (#/hr)						
v/c Ratio	0.78	0.14	0.35	0.36	0.87	0.14
Control Delay (s/veh)	15.8	2.1	32.0	3.3	38.3	12.9

Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	15.8	2.1	32.0	3.3	38.3	12.9
Queue Length 50th (ft)	158	0	32	19	128	22
Queue Length 95th (ft)	220	13	67	43	#198	45
Internal Link Dist (ft)	715		685			499
Turn Bay Length (ft)	425			200	300	
Base Capacity (vph)	1516	701	232	952	467	696
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.78	0.14	0.35	0.36	0.87	0.13

Intersection Summary	
Area Type:	Other
Cycle Length: 70	
Actuated Cycle Length: 70	
Offset: 30 (43%), Referenced to phase 8:WBL, Start of Green	
Natural Cycle: 70	
Control Type: Actuated-Coordinated	
# 95th percentile volume exceeds capacity, queue may be longer.	
Queue shown is maximum after two cycles.	

Splits and Phases: 100: W Frontage Rd & STH 158





Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (veh/h)	1005	135	70	465	345	75
Future Volume (veh/h)	1005	135	70	465	345	75
Initial Q (Qb), veh	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00	1.00		1.00	1.00	
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No		No			No
Adj Sat Flow, veh/h/ln	1767	1641	1646	1627	1646	1646
Adj Flow Rate, veh/h	1182	98	82	339	406	88
Peak Hour Factor	0.85	0.85	0.85	0.85	0.85	0.85
Percent Heavy Veh, %	8	8	9	9	9	9
Cap, veh/h	1399	596	235	788	533	705
Arrive On Green	0.43	0.43	0.14	0.14	0.22	0.43
Sat Flow, veh/h	3265	1391	1646	1379	1567	1646
Grp Volume(v), veh/h	1182	98	82	339	406	88
Grp Sat Flow(s),veh/h/ln	1633	1391	1646	1379	1567	1646
Q Serve(g_s), s	22.7	3.0	3.1	9.8	14.9	2.3
Cycle Q Clear(g_c), s	22.7	3.0	3.1	9.8	14.9	2.3
Prop In Lane	1.00	1.00		1.00	1.00	
Lane Grp Cap(c), veh/h	1399	596	235	788	533	705
V/C Ratio(X)	0.84	0.16	0.35	0.43	0.76	0.12
Avail Cap(c_a), veh/h	1399	596	235	788	533	705
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.94	0.94	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	17.9	12.3	27.1	8.5	17.8	12.1
Incr Delay (d2), s/veh	6.0	0.6	0.9	0.4	6.4	0.1
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	12.7	1.6	2.2	9.5	9.6	1.4
Unsig. Movement Delay, s/veh						
LnGrp Delay(d), s/veh	24.0	12.9	27.9	8.9	24.1	12.2
LnGrp LOS	C	B	C	A	C	B
Approach Vol, veh/h	1280		421			494
Approach Delay, s/veh	23.1		12.6			22.0
Approach LOS	C		B			C

Timer - Assigned Phs	1	2				6	8
Phs Duration (G+Y+Rc), s	20.0	15.0				35.0	35.0
Change Period (Y+Rc), s	4.5	5.0				5.0	5.0
Max Green Setting (Gmax), s	15.5	10.0				30.0	30.0
Max Q Clear Time (g_c+I1), s	16.9	11.8				4.3	24.7
Green Ext Time (p_c), s	0.0	0.0				0.4	2.6

Intersection Summary	
HCM 7th Control Delay, s/veh	20.8
HCM 7th LOS	C

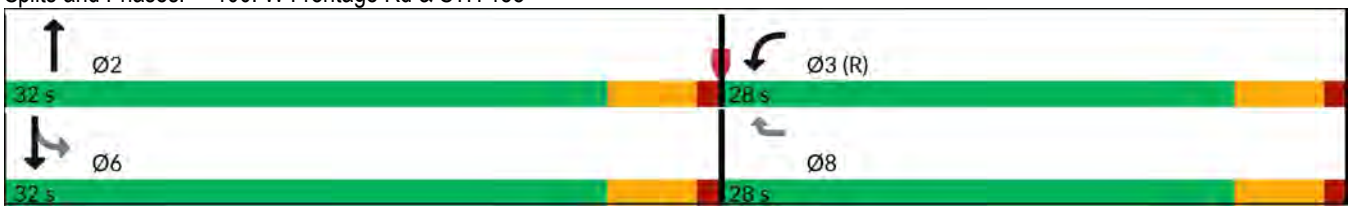


Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	410	90	70	270	220	75
Future Volume (vph)	410	90	70	270	220	75
Ideal Flow (vphpl)	1845	1750	1750	1750	1770	1770
Lane Width (ft)	12	12	12	12	12	12
Grade (%)	0%		0%			0%
Storage Length (ft)	0	0		0	300	
Storage Lanes	1	1		0	1	
Taper Length (ft)	100				100	
Right Turn on Red		Yes		Yes		
Link Speed (mph)	45		35			35
Link Distance (ft)	795		765			579
Travel Time (s)	12.0		14.9			11.3
Confl. Peds. (#/hr)						
Confl. Bikes (#/hr)						
Peak Hour Factor	0.85	0.85	0.85	0.85	0.85	0.85
Growth Factor	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	8%	8%	9%	9%	9%	9%
Bus Blockages (#/hr)	0	0	0	0	0	0
Parking (#/hr)						
Mid-Block Traffic (%)	0%		0%			0%
Shared Lane Traffic (%)						
Lane Group Flow (vph)	482	106	400	0	259	88
Turn Type	Prot	Perm	NA		Perm	NA
Protected Phases	3		2			6
Permitted Phases		8			6	
Detector Phase	3	8	2		6	6
Switch Phase						
Minimum Initial (s)	15.0	15.0	10.0		10.0	10.0
Minimum Split (s)	20.0	23.0	23.0		23.0	23.0
Total Split (s)	28.0	28.0	32.0		32.0	32.0
Total Split (%)	46.7%	46.7%	53.3%		53.3%	53.3%
Maximum Green (s)	23.0	23.0	27.0		27.0	27.0
Yellow Time (s)	4.0	4.0	4.0		4.0	4.0
All-Red Time (s)	1.0	1.0	1.0		1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0		0.0	0.0
Total Lost Time (s)	5.0	5.0	5.0		5.0	5.0
Lead/Lag						
Lead-Lag Optimize?						
Vehicle Extension (s)	3.0	3.0	3.0		3.0	3.0
Minimum Gap (s)	3.0	3.0	3.0		3.0	3.0
Time Before Reduce (s)	0.0	0.0	0.0		0.0	0.0
Time To Reduce (s)	0.0	0.0	0.0		0.0	0.0
Recall Mode	C-Max	None	None		None	None
Walk Time (s)						
Flash Don't Walk (s)						
Pedestrian Calls (#/hr)						
v/c Ratio	0.69	0.16	0.52		0.95	0.13
Control Delay (s/veh)	18.1	3.1	5.5		64.1	10.5

Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Queue Delay	0.0	0.0	0.0		0.0	0.0
Total Delay (s/veh)	18.1	3.1	5.5		64.1	10.5
Queue Length 50th (ft)	116	0	16		79	18
Queue Length 95th (ft)	#266	23	54		#189	37
Internal Link Dist (ft)	715		685			499
Turn Bay Length (ft)					300	
Base Capacity (vph)	694	649	820		302	730
Starvation Cap Reductn	0	0	0		0	0
Spillback Cap Reductn	0	0	0		0	0
Storage Cap Reductn	0	0	0		0	0
Reduced v/c Ratio	0.69	0.16	0.49		0.86	0.12

Intersection Summary	
Area Type:	Other
Cycle Length: 60	
Actuated Cycle Length: 60	
Offset: 32 (53%), Referenced to phase 3:WBL, Start of Green	
Natural Cycle: 55	
Control Type: Actuated-Coordinated	
# 95th percentile volume exceeds capacity, queue may be longer.	
Queue shown is maximum after two cycles.	

Splits and Phases: 100: W Frontage Rd & STH 158





Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (veh/h)	410	90	70	270	220	75
Future Volume (veh/h)	410	90	70	270	220	75
Initial Q (Qb), veh	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00	1.00		1.00	1.00	
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No		No			No
Adj Sat Flow, veh/h/ln	1730	1641	1627	1627	1646	1646
Adj Flow Rate, veh/h	482	106	82	318	259	88
Peak Hour Factor	0.85	0.85	0.85	0.85	0.85	0.85
Percent Heavy Veh, %	8	8	9	9	9	9
Cap, veh/h	632	533	131	509	324	741
Arrive On Green	0.38	0.38	0.45	0.45	0.45	0.45
Sat Flow, veh/h	1647	1391	292	1132	866	1646
Grp Volume(v), veh/h	482	106	0	400	259	88
Grp Sat Flow(s),veh/h/ln	1647	1391	0	1423	866	1646
Q Serve(g_s), s	15.3	3.1	0.0	12.9	14.1	1.9
Cycle Q Clear(g_c), s	15.3	3.1	0.0	12.9	27.0	1.9
Prop In Lane	1.00	1.00		0.79	1.00	
Lane Grp Cap(c), veh/h	632	533	0	641	324	741
V/C Ratio(X)	0.76	0.20	0.00	0.62	0.80	0.12
Avail Cap(c_a), veh/h	632	533	0	641	324	741
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.99	0.99	0.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	16.1	12.3	0.0	12.6	24.5	9.6
Incr Delay (d2), s/veh	8.4	0.8	0.0	1.9	13.3	0.1
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	10.1	1.6	0.0	6.7	8.3	1.0
Unsig. Movement Delay, s/veh						
LnGrp Delay(d), s/veh	24.6	13.2	0.0	14.5	37.8	9.7
LnGrp LOS	C	B		B	D	A
Approach Vol, veh/h	588		400			347
Approach Delay, s/veh	22.5		14.5			30.6
Approach LOS	C		B			C

Timer - Assigned Phs	2				6	8
Phs Duration (G+Y+Rc), s	32.0				32.0	28.0
Change Period (Y+Rc), s	5.0				5.0	5.0
Max Green Setting (Gmax), s	27.0				27.0	23.0
Max Q Clear Time (g_c+I1), s	14.9				29.0	17.3
Green Ext Time (p_c), s	2.0				0.0	1.0

Intersection Summary	
HCM 7th Control Delay, s/veh	22.2
HCM 7th LOS	C

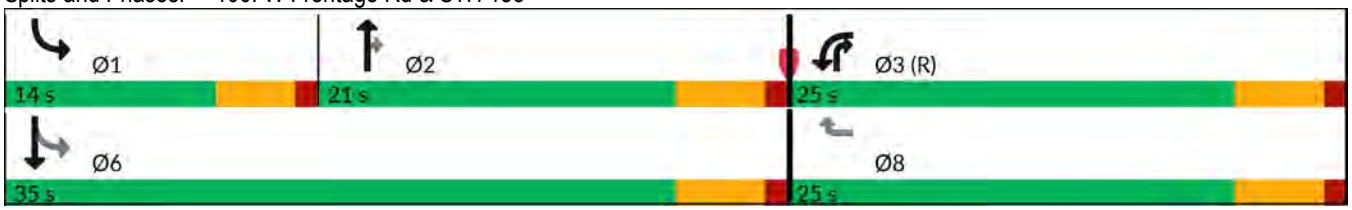


Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	415	135	70	270	345	75
Future Volume (vph)	415	135	70	270	345	75
Ideal Flow (vphpl)	1845	1750	1770	1750	1770	1770
Lane Width (ft)	12	12	12	12	12	12
Grade (%)	0%		0%			0%
Storage Length (ft)	0	0		200	300	
Storage Lanes	1	1		1	1	
Taper Length (ft)	100				100	
Right Turn on Red		Yes		Yes		
Link Speed (mph)	45		35			35
Link Distance (ft)	795		765			579
Travel Time (s)	12.0		14.9			11.3
Confl. Peds. (#/hr)						
Confl. Bikes (#/hr)						
Peak Hour Factor	0.85	0.85	0.85	0.85	0.85	0.85
Growth Factor	100%	100%	100%	62%	100%	100%
Heavy Vehicles (%)	8%	8%	9%	9%	9%	9%
Bus Blockages (#/hr)	0	0	0	0	0	0
Parking (#/hr)						
Mid-Block Traffic (%)	0%		0%			0%
Shared Lane Traffic (%)						
Lane Group Flow (vph)	488	159	82	197	406	88
Turn Type	Prot	Perm	NA	pm+ov	pm+pt	NA
Protected Phases	3		2	3	1	6
Permitted Phases		8		2	6	
Detector Phase	3	8	2	3	1	6
Switch Phase						
Minimum Initial (s)	15.0	15.0	10.0	15.0	6.0	10.0
Minimum Split (s)	20.0	23.0	23.0	20.0	10.5	23.0
Total Split (s)	25.0	25.0	21.0	25.0	14.0	35.0
Total Split (%)	41.7%	41.7%	35.0%	41.7%	23.3%	58.3%
Maximum Green (s)	20.0	20.0	16.0	20.0	9.5	30.0
Yellow Time (s)	4.0	4.0	4.0	4.0	3.5	4.0
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.0	5.0	5.0	5.0	4.5	5.0
Lead/Lag			Lag		Lead	
Lead-Lag Optimize?			Yes		Yes	
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0
Minimum Gap (s)	3.0	3.0	3.0	3.0	3.0	3.0
Time Before Reduce (s)	0.0	0.0	0.0	0.0	0.0	0.0
Time To Reduce (s)	0.0	0.0	0.0	0.0	0.0	0.0
Recall Mode	C-Max	None	None	C-Max	None	None
Walk Time (s)						
Flash Don't Walk (s)						
Pedestrian Calls (#/hr)						
v/c Ratio	0.58	0.20	0.29	0.20	1.13	0.17
Control Delay (s/veh)	20.9	7.0	24.7	1.1	110.2	13.2

Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	20.9	7.0	24.7	1.1	110.2	13.2
Queue Length 50th (ft)	183	5	26	0	113	19
Queue Length 95th (ft)	259	40	55	12	#248	39
Internal Link Dist (ft)	715		685			499
Turn Bay Length (ft)				200	300	
Base Capacity (vph)	846	794	433	986	358	812
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.58	0.20	0.19	0.20	1.13	0.11

Intersection Summary	
Area Type:	Other
Cycle Length: 60	
Actuated Cycle Length: 60	
Offset: 0 (0%), Referenced to phase 3:WBL, Start of Green	
Natural Cycle: 70	
Control Type: Actuated-Coordinated	
# 95th percentile volume exceeds capacity, queue may be longer.	
Queue shown is maximum after two cycles.	

Splits and Phases: 100: W Frontage Rd & STH 158





Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (veh/h)	415	135	70	270	345	75
Future Volume (veh/h)	415	135	70	270	345	75
Initial Q (Qb), veh	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00	1.00		1.00	1.00	
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No		No			No
Adj Sat Flow, veh/h/ln	1730	1641	1646	1627	1646	1646
Adj Flow Rate, veh/h	488	159	82	197	406	88
Peak Hour Factor	0.85	0.85	0.85	0.85	0.85	0.85
Percent Heavy Veh, %	8	8	9	9	9	9
Cap, veh/h	715	603	274	827	487	658
Arrive On Green	0.43	0.43	0.17	0.17	0.16	0.40
Sat Flow, veh/h	1647	1391	1646	1379	1567	1646
Grp Volume(v), veh/h	488	159	82	197	406	88
Grp Sat Flow(s),veh/h/ln	1647	1391	1646	1379	1567	1646
Q Serve(g_s), s	14.3	4.4	2.6	4.0	9.5	2.0
Cycle Q Clear(g_c), s	14.3	4.4	2.6	4.0	9.5	2.0
Prop In Lane	1.00	1.00		1.00	1.00	
Lane Grp Cap(c), veh/h	715	603	274	827	487	658
V/C Ratio(X)	0.68	0.26	0.30	0.24	0.83	0.13
Avail Cap(c_a), veh/h	715	603	439	966	487	823
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.99	0.99	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	13.7	10.9	21.9	5.6	18.7	11.4
Incr Delay (d2), s/veh	5.2	1.1	0.6	0.1	11.9	0.1
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	8.8	2.2	1.8	1.3	4.6	1.2
Unsig. Movement Delay, s/veh						
LnGrp Delay(d), s/veh	18.9	11.9	22.6	5.7	30.6	11.5
LnGrp LOS	B	B	C	A	C	B
Approach Vol, veh/h	647		279			494
Approach Delay, s/veh	17.1		10.7			27.2
Approach LOS	B		B			C

Timer - Assigned Phs	1	2			6	8
Phs Duration (G+Y+Rc), s	14.0	15.0			29.0	31.0
Change Period (Y+Rc), s	4.5	5.0			5.0	5.0
Max Green Setting (Gmax), s	9.5	16.0			30.0	20.0
Max Q Clear Time (g_c+I1), s	11.5	6.0			4.0	16.3
Green Ext Time (p_c), s	0.0	0.8			0.4	0.9

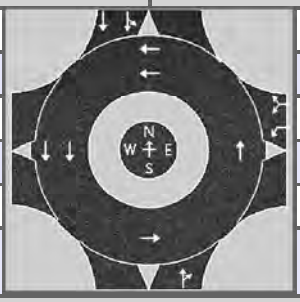
Intersection Summary	
HCM 7th Control Delay, s/veh	19.4
HCM 7th LOS	B

Attachment 7: HCS Output

HCS Roundabouts Report

General Information

Analyst	MSA
Agency or Co.	
Date Performed	8/12/2024
Analysis Year	2028
Time Analyzed	PM Peak
Project Description	Improved Transportation System, Build Alt A



Site Information

Intersection	STH 158 at W Frontage Rd
E/W Street Name	STH 158
N/S Street Name	W Frontage Rd
Analysis Time Period, hrs	0.25
Peak Hour Factor	0.85
Jurisdiction	WisDOT SE

Volume Adjustments and Site Characteristics

Approach	EB				WB				NB				SB			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Number of Lanes (N)	0	0	0	0	0	1	1	0	0	0	1	0	0	0	2	0
Lane Assignment					L		LR				TR		LT		T	
Volume (V), veh/h					0	1000		90	0		70	465	0	220	75	
Percent Heavy Vehicles, %					8	8		8	9		9	9	9	9	9	
Flow Rate (v_{PCE}), pc/h					0	1271		114	0		90	596	0	282	96	
Right-Turn Bypass	None				None				None				None			
Conflicting Lanes					1				1				2			
Pedestrians Crossing, p/h					0				0				0			
Proportion of CAVs, %	0															

Critical and Follow-Up Headway Adjustment

Approach	EB			WB			NB			SB		
Lane	Left	Right	Bypass	Left	Right	Bypass	Left	Right	Bypass	Left	Right	Bypass
Critical Headway, s				4.7000	4.4000			4.7000		4.6000	4.3000	
Follow-Up Headway, s				2.5000	2.5000			2.6000		2.6000	2.6000	

Flow Computations, Capacity and v/c Ratios

Approach	EB			WB			NB			SB		
Lane	Left	Right	Bypass	Left	Right	Bypass	Left	Right	Bypass	Left	Right	Bypass
Entry Flow (v_e), pc/h				734	651			686		178	200	
Entry Volume, veh/h				680	603			629		163	184	
Circulating Flow (v_c), pc/h	1649			90			282			1271		
Exiting Flow (v_{ex}), pc/h	878			0			204			1367		
Capacity (c_{pce}), pc/h				1321	1331			1061		432	480	
Capacity (c), veh/h				1223	1232			973		396	440	
v/c Ratio (x)				0.56	0.49			0.65		0.41	0.42	

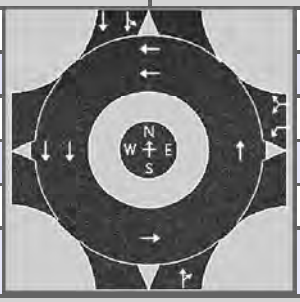
Delay and Level of Service

Approach	EB			WB			NB			SB		
Lane	Left	Right	Bypass	Left	Right	Bypass	Left	Right	Bypass	Left	Right	Bypass
Lane Control Delay (d), s/veh				9.3	8.1			13.4		17.3	16.0	
Lane LOS				A	A			B		C	C	
95% Queue Length, Q_{95} (veh)				3.6	2.8			4.9		2.0	2.0	
95% Queue Length, Q_{95} (ft)					74.5			131.3		53.6	53.6	
Approach Delay, s/veh | LOS				8.8	A		13.4	B		16.6	C	
Intersection Delay, s/veh | LOS	11.3						B					

HCS Roundabouts Report

General Information

Analyst	MSA
Agency or Co.	
Date Performed	8/12/2024
Analysis Year	2038
Time Analyzed	PM Peak
Project Description	Improved Transportation System, Build Alt A



Site Information

Intersection	STH 158 at W Frontage Rd
E/W Street Name	STH 158
N/S Street Name	W Frontage Rd
Analysis Time Period, hrs	0.25
Peak Hour Factor	0.85
Jurisdiction	WisDOT SE

Volume Adjustments and Site Characteristics

Approach	EB				WB				NB				SB			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Number of Lanes (N)	0	0	0	0	0	1	1	0	0	0	1	0	0	0	2	0
Lane Assignment					L		LR				TR		LT		T	
Volume (V), veh/h					0	1005		135	0		70	465	0	345	75	
Percent Heavy Vehicles, %					8	8		8	9		9	9	9	9	9	
Flow Rate (v_{PCE}), pc/h					0	1277		172	0		90	596	0	442	96	
Right-Turn Bypass	None				None				None				None			
Conflicting Lanes					1				1				2			
Pedestrians Crossing, p/h					0				0				0			
Proportion of CAVs, %	0															

Critical and Follow-Up Headway Adjustment

Approach	EB			WB			NB			SB		
Lane	Left	Right	Bypass	Left	Right	Bypass	Left	Right	Bypass	Left	Right	Bypass
Critical Headway, s				4.7000	4.4000			4.7000		4.6000	4.3000	
Follow-Up Headway, s				2.5000	2.5000			2.6000		2.6000	2.6000	

Flow Computations, Capacity and v/c Ratios

Approach	EB			WB			NB			SB		
Lane	Left	Right	Bypass	Left	Right	Bypass	Left	Right	Bypass	Left	Right	Bypass
Entry Flow (v_e), pc/h				768	681			686		253	285	
Entry Volume, veh/h				711	631			629		232	262	
Circulating Flow (v_c), pc/h	1815			90			442			1277		
Exiting Flow (v_{ex}), pc/h	1038			0			262			1373		
Capacity (c_{pce}), pc/h				1321	1331			912		429	478	
Capacity (c), veh/h				1223	1232			837		394	438	
v/c Ratio (x)				0.58	0.51			0.75		0.59	0.60	

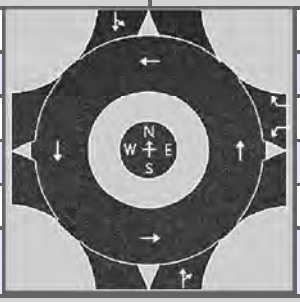
Delay and Level of Service

Approach	EB			WB			NB			SB		
Lane	Left	Right	Bypass	Left	Right	Bypass	Left	Right	Bypass	Left	Right	Bypass
Lane Control Delay (d), s/veh				9.9	8.5			19.9		24.3	22.6	
Lane LOS				A	A			C		C	C	
95% Queue Length, Q_{95} (veh)				3.9	3.0			7.1		3.6	3.8	
95% Queue Length, Q_{95} (ft)					79.8			190.3		96.5	101.8	
Approach Delay, s/veh | LOS				9.2	A		19.9	C		23.4	C	
Intersection Delay, s/veh | LOS	14.8						B					

HCS Roundabouts Report

General Information

Analyst	MSA
Agency or Co.	
Date Performed	8/13/2024
Analysis Year	2028
Time Analyzed	PM Peak
Project Description	Improved Transportation System, Build Alt B



Site Information

Intersection	STH 158 at W Frontage Rd
E/W Street Name	STH 158
N/S Street Name	W Frontage Rd
Analysis Time Period, hrs	0.25
Peak Hour Factor	0.85
Jurisdiction	WisDOT SE

Volume Adjustments and Site Characteristics

Approach	EB				WB				NB				SB			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Number of Lanes (N)	0	0	0	0	0	1	0	1	0	0	1	0	0	0	1	0
Lane Assignment					L		R				TR				LT	
Volume (V), veh/h					0	410		90	0		70	270	0	220	75	
Percent Heavy Vehicles, %					8	8		8	9		9	9	9	9	9	
Flow Rate (v_{PCE}), pc/h					0	521		114	0		90	346	0	282	96	
Right-Turn Bypass	None				None				None				None			
Conflicting Lanes					1				1				1			
Pedestrians Crossing, p/h					0				0				0			
Proportion of CAVs, %	0															

Critical and Follow-Up Headway Adjustment

Approach	EB			WB			NB			SB		
Lane	Left	Right	Bypass	Left	Right	Bypass	Left	Right	Bypass	Left	Right	Bypass
Critical Headway, s				4.7000	4.4000			4.7000			4.7000	
Follow-Up Headway, s				2.5000	2.5000			2.6000			2.6000	

Flow Computations, Capacity and v/c Ratios

Approach	EB			WB			NB			SB		
Lane	Left	Right	Bypass	Left	Right	Bypass	Left	Right	Bypass	Left	Right	Bypass
Entry Flow (v_e), pc/h				521	114			436			378	
Entry Volume, veh/h				482	106			400			347	
Circulating Flow (v_c), pc/h	899			90			282			521		
Exiting Flow (v_{ex}), pc/h	628			0			204			617		
Capacity (c_{pce}), pc/h				1321	1331			1061			847	
Capacity (c), veh/h				1223	1232			973			777	
v/c Ratio (x)				0.39	0.09			0.41			0.45	

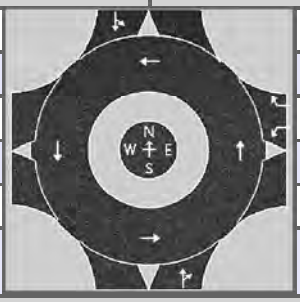
Delay and Level of Service

Approach	EB			WB			NB			SB		
Lane	Left	Right	Bypass	Left	Right	Bypass	Left	Right	Bypass	Left	Right	Bypass
Lane Control Delay (d), s/veh				6.8	3.6			8.3			10.6	
Lane LOS				A	A			A			B	
95% Queue Length, Q_{95} (veh)				1.9	0.3			2.0			2.3	
95% Queue Length, Q_{95} (ft)				50.5	8.0			53.6			57.5	
Approach Delay, s/veh | LOS				6.2	A		8.3	A		10.6	B	
Intersection Delay, s/veh | LOS	8.0						A					

HCS Roundabouts Report

General Information

Analyst	MSA
Agency or Co.	
Date Performed	8/13/2024
Analysis Year	2038
Time Analyzed	PM Peak
Project Description	Improved Transportation System, Build Alt B



Site Information

Intersection	STH 158 at W Frontage Rd
E/W Street Name	STH 158
N/S Street Name	W Frontage Rd
Analysis Time Period, hrs	0.25
Peak Hour Factor	0.85
Jurisdiction	WisDOT SE

Volume Adjustments and Site Characteristics

Approach	EB				WB				NB				SB			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Number of Lanes (N)	0	0	0	0	0	1	0	1	0	0	1	0	0	0	1	0
Lane Assignment					L		R				TR				LT	
Volume (V), veh/h					0	415		135	0		70	270	0	345	75	
Percent Heavy Vehicles, %					8	8		8	9		9	9	9	9	9	
Flow Rate (v_{PCE}), pc/h					0	527		172	0		90	346	0	442	96	
Right-Turn Bypass	None				None				None				None			
Conflicting Lanes					1				1				1			
Pedestrians Crossing, p/h					0				0				0			
Proportion of CAVs, %	0															

Critical and Follow-Up Headway Adjustment

Approach	EB			WB			NB			SB		
Lane	Left	Right	Bypass	Left	Right	Bypass	Left	Right	Bypass	Left	Right	Bypass
Critical Headway, s				4.7000	4.4000			4.7000			4.7000	
Follow-Up Headway, s				2.5000	2.5000			2.6000			2.6000	

Flow Computations, Capacity and v/c Ratios

Approach	EB			WB			NB			SB		
Lane	Left	Right	Bypass	Left	Right	Bypass	Left	Right	Bypass	Left	Right	Bypass
Entry Flow (v_e), pc/h				527	172			436			538	
Entry Volume, veh/h				488	159			400			494	
Circulating Flow (v_c), pc/h	1065			90			442			527		
Exiting Flow (v_{ex}), pc/h	788			0			262			623		
Capacity (c_{pce}), pc/h				1321	1331			912			842	
Capacity (c), veh/h				1223	1232			837			772	
v/c Ratio (x)				0.40	0.13			0.48			0.64	

Delay and Level of Service

Approach	EB			WB			NB			SB		
Lane	Left	Right	Bypass	Left	Right	Bypass	Left	Right	Bypass	Left	Right	Bypass
Lane Control Delay (d), s/veh				6.9	4.0			10.6			15.7	
Lane LOS				A	A			B			C	
95% Queue Length, Q_{95} (veh)				1.9	0.4			2.6			4.7	
95% Queue Length, Q_{95} (ft)				50.5	10.6			69.7			117.5	
Approach Delay, s/veh | LOS				6.2	A		10.6	B		15.7	C	
Intersection Delay, s/veh | LOS	10.4						B					

To: DOT ICE Review
From: MSA Professional Services, Inc
Date: 8/23/2024
RE: Kenosha Casino Project
Traffic Impact Analysis (TIA)
60th St & W Frontage Rd
City of Kenosha, Kenosha County
WisDOT SE Region

Project Description:

The development plans to improve up to approximately 59-acres along the West Frontage Road, in the southwest quadrant of the intersection of the West Frontage Road at 60th Street in the city of Kenosha (city), in Kenosha County, Wisconsin. The location is shown in Attachment 1: Site Location Map. Three development alternatives are being considered as part of this study:

- Alternative A: Full Build
- Alternative B: Reduced Gaming
- Alternative C: Non-Gaming

A preferred alternative has not been selected by the developer at the time of this report. The results of the traffic analyses show a change in intersection control would be required at the intersection of 60th St & W Frontage Rd in order for all movements to operate better than LOS E in Alternative A. Expected operations are acceptable for Alternatives B & C. For the purposes of this ICE report, only Alternative A will be discussed.

The development Alternative A to the approximately 59-acre site is proposed to consist of:

- A casino (ITE Code 473), with 1,830 gaming positions
- A hotel, (ITE Code 310), containing 150 rooms
- An event venue, with 2,000 seats[1]
- Approximately 28,800-square-feet of gross floor space of fine dining restaurant, (ITE Code 931[2])
- Approximately 1,250-square feet of gross floor space of apparel store, (ITE Code 876[3])

The balance of the development acreage contains a combination of open space, overflow parking, and stormwater management uses. Construction of the development is assumed to occur in a single phase by the year 2028.

[1] ITE does not have an equivalent land use code. Trip generation data provided by WisDOT.

[2] ITE Code 931 (Fine Dining Restaurant) was utilized for the food and beverage areas as the proposed venues are not marketed like a Fast Casual Restaurant (ITE Code 930) or a High-Turnover (Sit-Down) Restaurant (ITE Code 932), and instead are targeted more for the patrons the casino or event space. Little or no outdoor advertising of the food and beverage space is expected, further separating this development from food and beverage land uses with higher trip generation rates. A similar land use to ITE Code 931 was utilized in similar casino developments.

[3] ITE Code 876 (Apparel Store) was utilized for the proposed Rock Shop, as it is the closest matching land use for the development type.

60th St is an urban, undivided, two-lane, east-west roadway on the western limits of the city of Kenosha. 60th St is classified as a minor arterial east of the study intersection, and a collector roadway west of the study intersection. The roadway is posted at 45 mph within the area of this study. No pedestrian or bicycle facilities are present along both sides of 60th St. The W Frontage Rd is an urban, two-lane (four-lane at the intersection), north-south collector roadway with posted speed of 35 mph north of the study intersection, and 30 mph to the south. The W Frontage Rd is divided with a curbed/raised median at the study intersection. Sidewalk is present on the east side of the W Frontage Road, south of the intersection. There is also a crosswalk on the south approach of the intersection.

Background (2023) traffic volumes and forecast 2038 horizon year volumes were provided by WisDOT at this intersection. The growth rate used is less than 1% and may result in little or no change in background volume. Count and forecast data are included in Attachment 2: Traffic Volumes & Projections.

Based on the operational analyses of the 2028 build scenarios for Alternative A, it was determined that a change in intersection control is needed, as the proposed base transportation system does not allow for acceptable operations. Exhibits depicting the site plan, phasing, existing transportation systems, trip generation and assignment, and conceptual intersection layouts are provided in Attachment 3: TIA Exhibits.

Description of Alternatives:

Please refer to Attachment 4, Phase I: ICE Brainstorming Guide. Several alternatives were reviewed to determine the feasibility of each possible intersection control improvement. Many intersection control alternatives were eliminated as they do not fit the context of the area and existing roadway types. The planned transportation system exhibit (TIA Exhibit 3-1B) shown in Attachment 3, TIA Exhibits was provided by WisDOT and shows the study intersection identified as a future signalized intersection once warranted. From an operational perspective, both a traffic signal and a roundabout configuration were moved forward for further consideration.

Safety Considerations:

Observed Crash History Years: 2019-2023

Crash Type	Fatal	Injury A	Injury B	Injury C	KABC	PDO	Total
Angle	0	0	2	2	4	6	10
Rear-End	0	0	0	0	0	2	2
Total	0	0	2	2	4	8	12

Crash Trends: The most recent five years of crash data was obtained from the Wisconsin Traffic Operations and Safety Laboratory. Refer to Attachment 5: Crash Diagram and the table above for a summary of crash types. On average, 2.4 crashes are reported per year at the study intersection during the most recent five years with available crash data. A total of 12 crashes were reported during this time. Ten of the reported crashes were angle crashes, four of which injuries were reported. One of the reported angle crashes involved a bicycle, of which a minor injury was reported.

Contributing Factors: Based on the crash reporting details, the most common contributing factor reported for the angle crashes was failure to yield and disregarding stop signs. Most of the crashes occurred during the day with favorable weather conditions, so weather is not expected to be a factor. Other less common, but relevant contributing factors listed in the crash reports are inattentive driving, looked but did not see, following too close, and improper turn.

Operational Considerations:

Operational analyses included the PM peak period of Alternative A for the 2028 build and 2038 build scenarios. Trip assignment was modified for the improved Alternative A scenario due to proposed access management at the development driveways which is proposed left/right-in/right-out at Access 2A/B and Access 3A/B. Development volumes are shown in TIA Exhibits 4-11A2 and 4-13A2 included in Attachment 3.

Due to limited traffic volume data, a full traffic signal warrant analysis was not able to be completed at 60th St & W Frontage Rd. However, sufficient data was available for the STH 158 at West Frontage Rd intersection, which is directly north of 60th St & W Frontage Rd. Due to the proximity of the STH 158 intersection, results of the warrant analysis were applied to the 60th St intersection. Since warrants are not met at the STH 158 intersection, a similar result is expected at the 60th Street intersection. The build volume scenario at the STH 158 intersection shows only 1 of 8 hours met for Warrant 1 and 0 of 4 hours for Warrant 2 (4-hour volumes). Peak hour volumes at the 60th St intersection are higher than the STH 158 intersection. The 60th St intersection would be closer to meeting volume warrants; however, it is still not likely to meet volume warrants.

Traffic signal analyses were completed using Synchro 12. Results of the traffic analyses are shown in Attachment 6: Synchro Outputs. Proposed geometrical improvements to Alternative A in addition to a traffic signal include extending both the eastbound and westbound left turn lanes approximately 140-ft to 275-ft in 2028. Results of the Synchro analysis for Alternative A show all movements operate at LOS C or better for both 2028 and 2038.

HCS was used to analyze the roundabout alternative. Preliminary results are included in Attachment 7: HCS Output. The HCS analyses show all approaches of the proposed roundabout are expected to operate at LOS C or better for each of the study years.

From an intersection delay perspective, the traffic signal is expected to have a slightly higher delay than the roundabout during the PM peak period but both intersection control alternatives are expected to operate at LOS B for each of the study years. From an approach perspective, the traffic signal alternative creates larger queuing and delay on each of the intersection approaches.

Other Considerations:

The planned transportation system exhibit (TIA Exhibit 3-1B) shown in Attachment 3, TIA Exhibits was provided by WisDOT and shows the study intersection identified as a future signalized intersection once warranted. All of the existing roadway geometry at the intersection can be used for the traffic signal alternative. The only geometric modification identified in the TIA is to extend the eastbound and westbound left turn lanes. A roundabout would require the reconstruction of all existing approaches at the study intersection. Based on the existing geometry at the intersection, it is assumed that only traffic signal equipment and left turn lane extensions would be required, as identified in the TIA. There is the

potential for some necessary R/W acquisition in all but the southwest quadrant of the intersection, and utility relocation required for the roundabout alternative. Based on these proposed modifications, it is assumed that the signalized alternative could be constructed at a lower initial construction cost.

Reasonableness of Alternatives:

Analysis shows that both the traffic signal and roundabout alternatives would operate acceptably through the 2038 horizon year. It is expected that the construction cost of the signalized alternative would be less than the roundabout alternative, and only minor R/W acquisitions are possible for the signal alternative.

Conclusion:

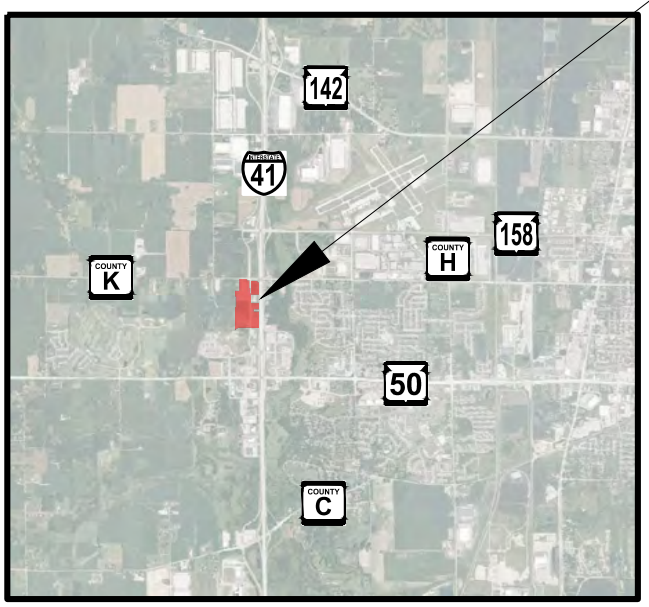
Based on the results of the operational analysis, the planned transportation system at the study intersection, and expected cost of construction, a traffic signal is the most viable alternative for the study location for Alternative A. A Phase II ICE is not anticipated to be necessary.

Attachments:

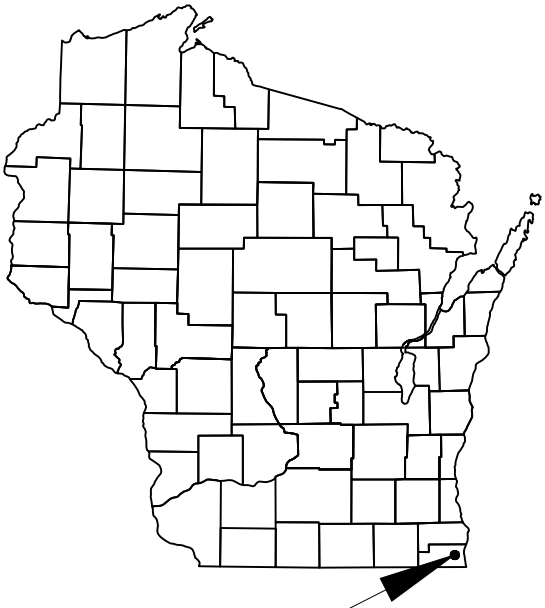
Attachment 1 – Site Location Map
Attachment 2 – Traffic Volumes & Projections
Attachment 3 – TIA Exhibits
Attachment 4 – Phase I ICE Brainstorming Guide
Attachment 5 – Crash Diagram
Attachment 6 – Synchro Output
Attachment 7 – HCS Output

Attachment 1: Site Location Map

PROJECT AREA

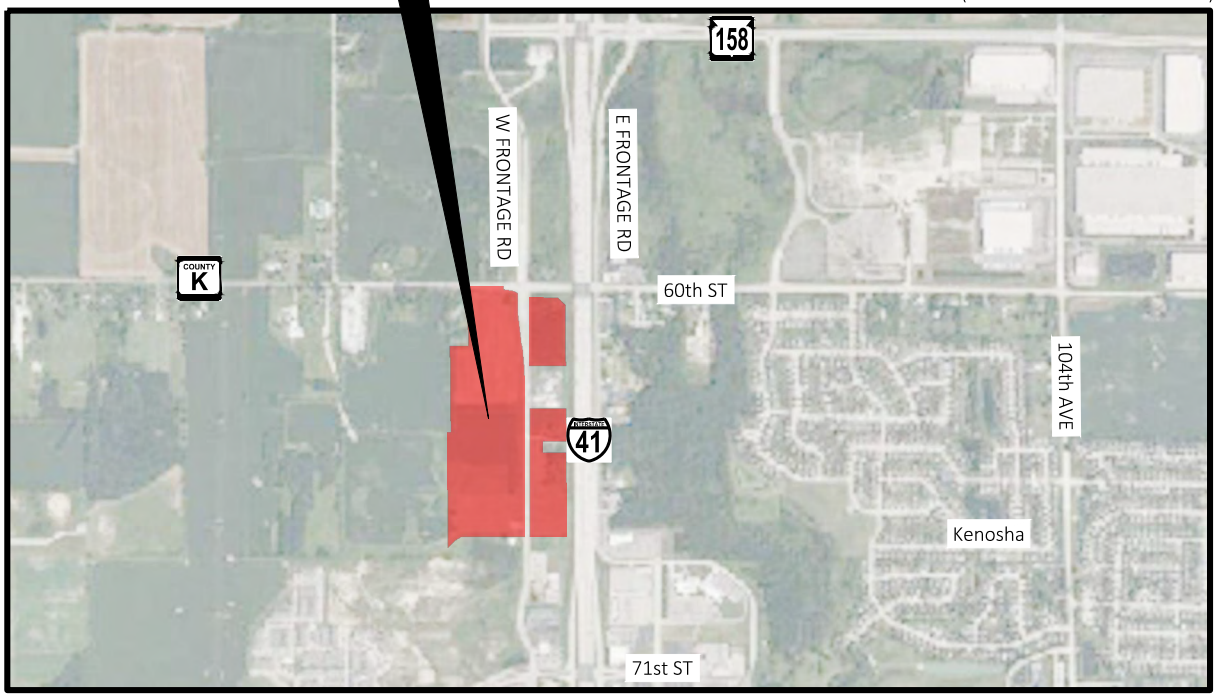


SCALE: 1:2 MI



PROJECT LOCATION

CITY OF KENOSHA (AND ADJACENT TOWNSHIPS)



SCALE: 1:2000

MSA

Exhibit 2-1, Site Location Map
KENOSHA CASINO PROJECT
CITY OF KENOSHA, KENOSHA COUNTY

Attachment 2: Traffic Volumes & Projections

Intersection Traffic Volume Report

Count Basics	Version 2023.05.03		Page 1 of 13
Start Date:	Thursday, September 7, 2023	Weekday	Schools in Session
Total Number of Hours Counted: 3		Non-Holiday	No Special Events

Base Information, Observed (3) Hour and Estimated (24) Hour Volume Summaries

Major St: **60th St (CTH K)**
Minor St: **W Frontage Rd**
Intersection of: *60th St (CTH K) & W Frontage Rd*

IX_ID:

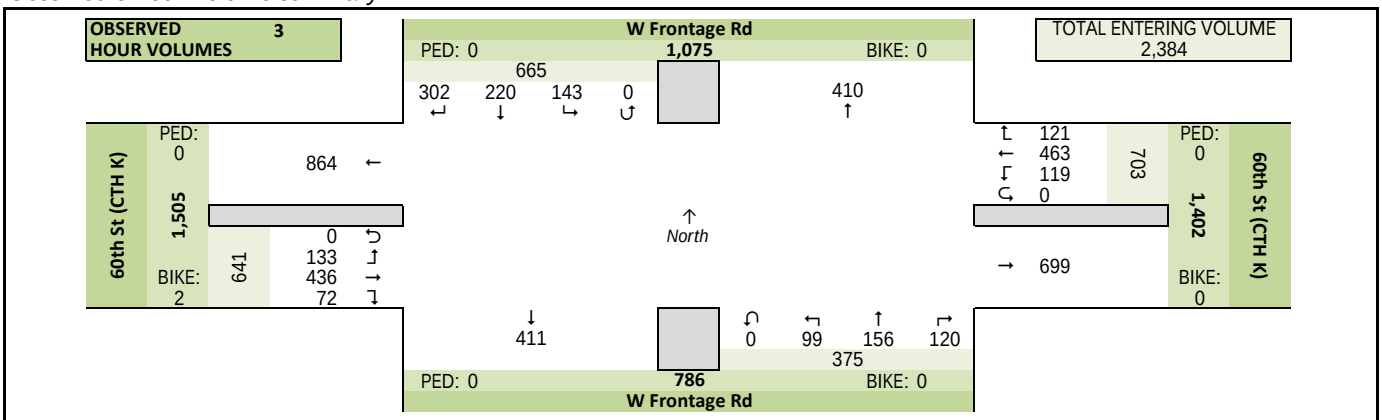
Site Information

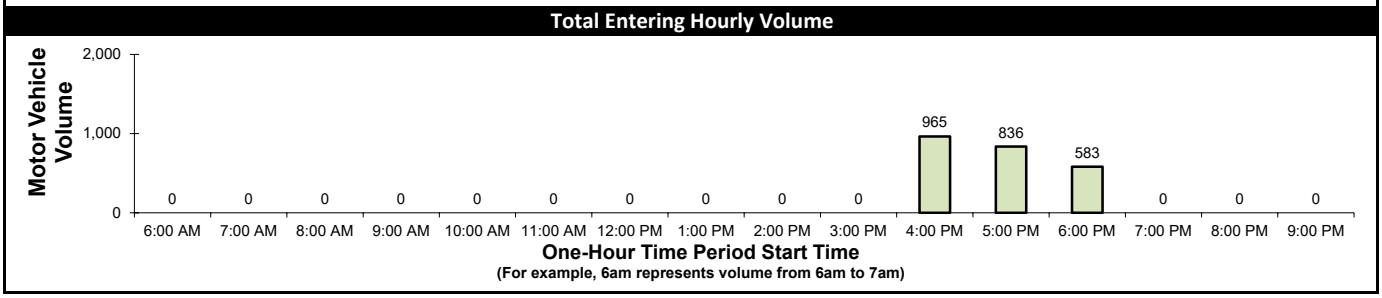
Municipality	Town of Paris		
County	30 - Kenosha	WisDOT Region	SE
Traffic Control	All-Way Stop		
Roadway Names		North Direction	↑
North Leg	W Frontage Rd		
East Leg	60th St (CTH K)		
South Leg	W Frontage Rd		
West Leg	60th St (CTH K)		
Special Considerations			
Schools	In Session		
Holidays	None		
Special Events	None		
Special Pedestrians Observed			
Pre-school children	None		
Elementry school age children	None		
Visually impaired (white cane/helper dog)	None		
Elderly/disabled (except wheelchairs)	None		
Wheelchairs/electric scooters	None		
Other (describe)	None		

Count Information

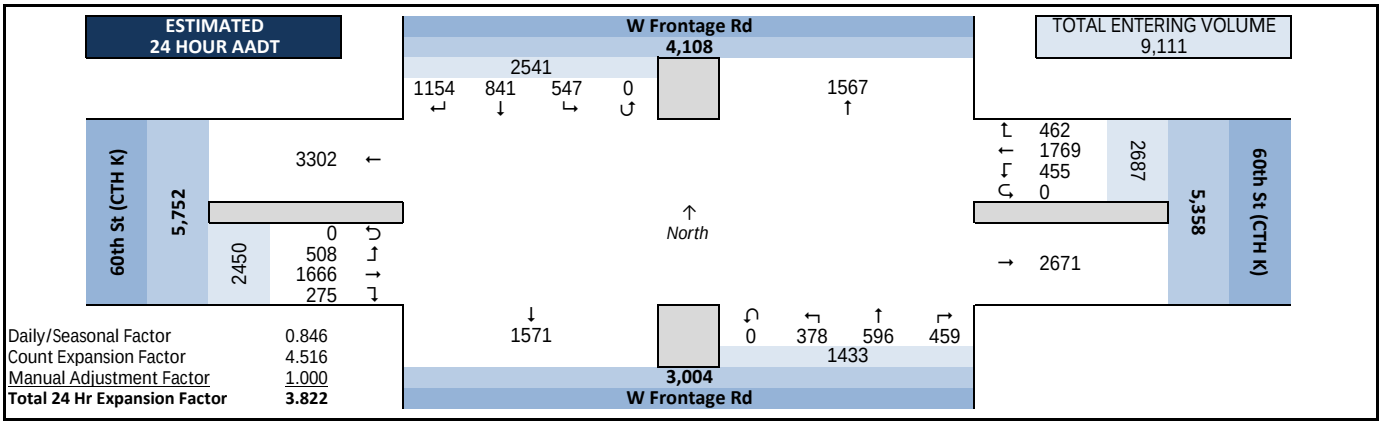
Hrs Counted:	04:00 PM-07:00 PM		
1st Day of Count	Thursday, September 7, 2023	Weather	
AM Peak Period	Thursday, September 7, 2023	Clear & Dry	
Midday Peak Period	Thursday, September 7, 2023	Clear & Dry	
PM Peak Period	Thursday, September 7, 2023	Clear & Dry	
Calculated Peak Hours			
AM	MD	PM	4:00-5:00pm
Peak Hours Selected for Analysis			
AM	MD	PM	4:15-5:15pm
Daily/Seasonal Adjustment Group	(2) Urban Arterials & Collectors		
Count Expansion Group	(2) Urban Arterials & Collectors		
Daily/Seasonal Adjustment Factor	0.846	Count Expansion Factor	4.516
Company Name	MSA Professional Services, Inc.	Manual Adj.	1.000
Observers: AM Peak Period	Miovision		
Observers: Midday Peak Period	Miovision		
Observers: PM Peak Period	Miovision		
Comments	2021 DOT Daily & Seasonal Factors		

Observed 3 Hour Volume Summary





Estimated 24 Hour AADT



Intersection Traffic Volume Report

Count Basics			Page 2 of 13
Start Date:	Thursday, September 7, 2023	Weekday	Schools in Session
Total Number of Hours Counted: 3		Non-Holiday	No Special Events

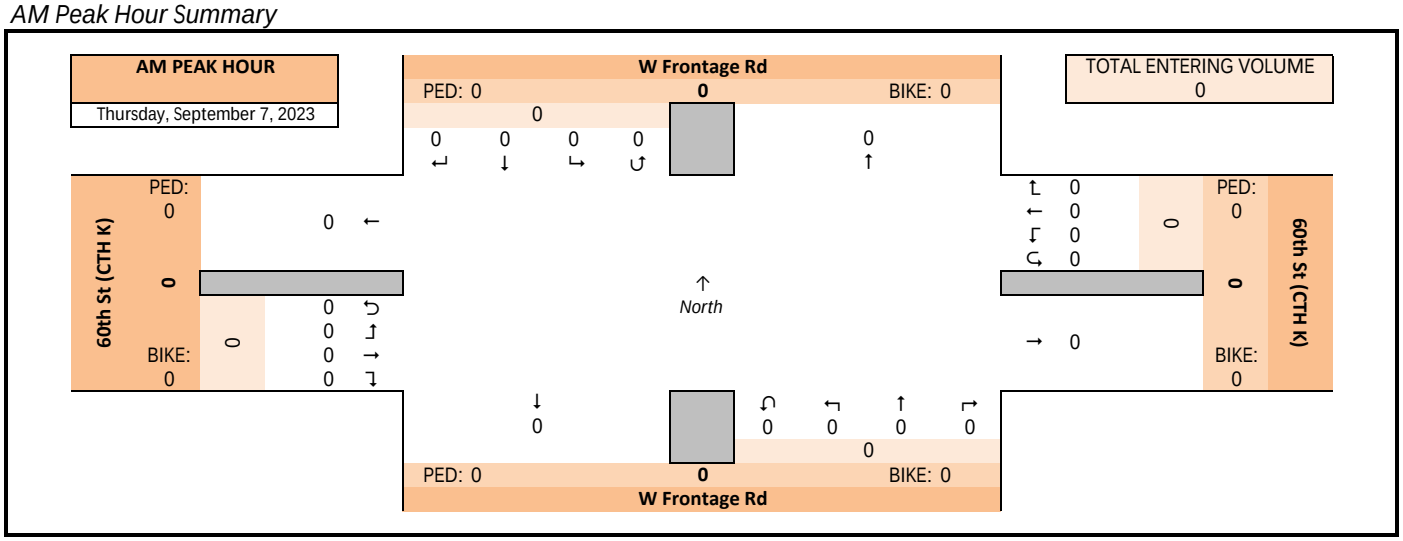
Peak Hour Volume Graphical Summary

60th St (CTH K) & W Frontage Rd

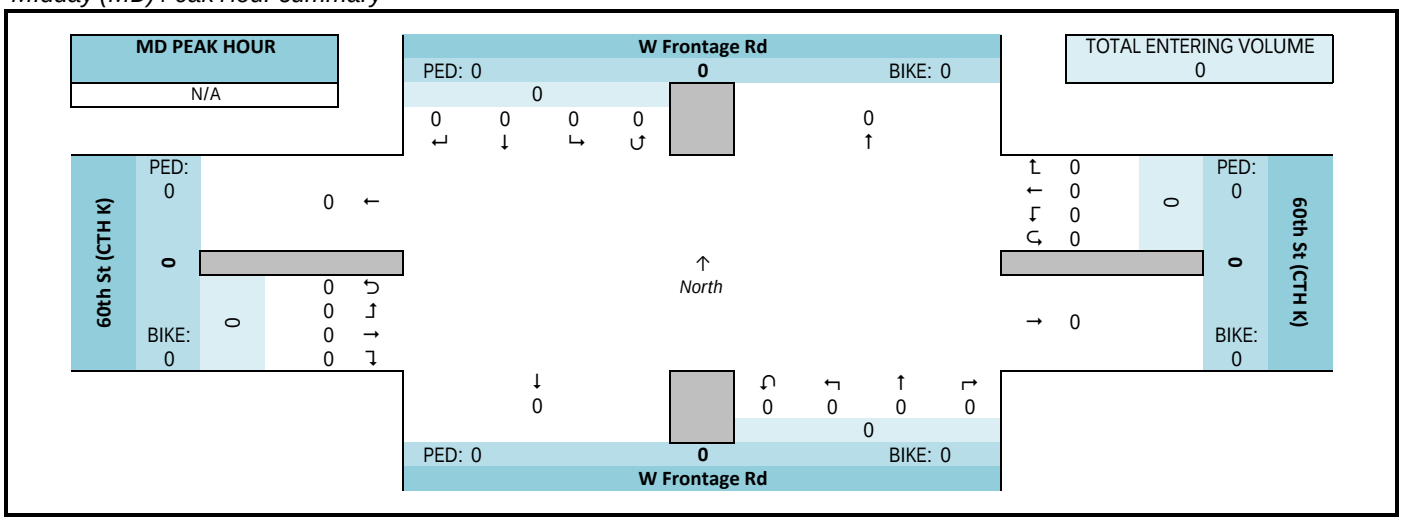
All Motor Vehicles



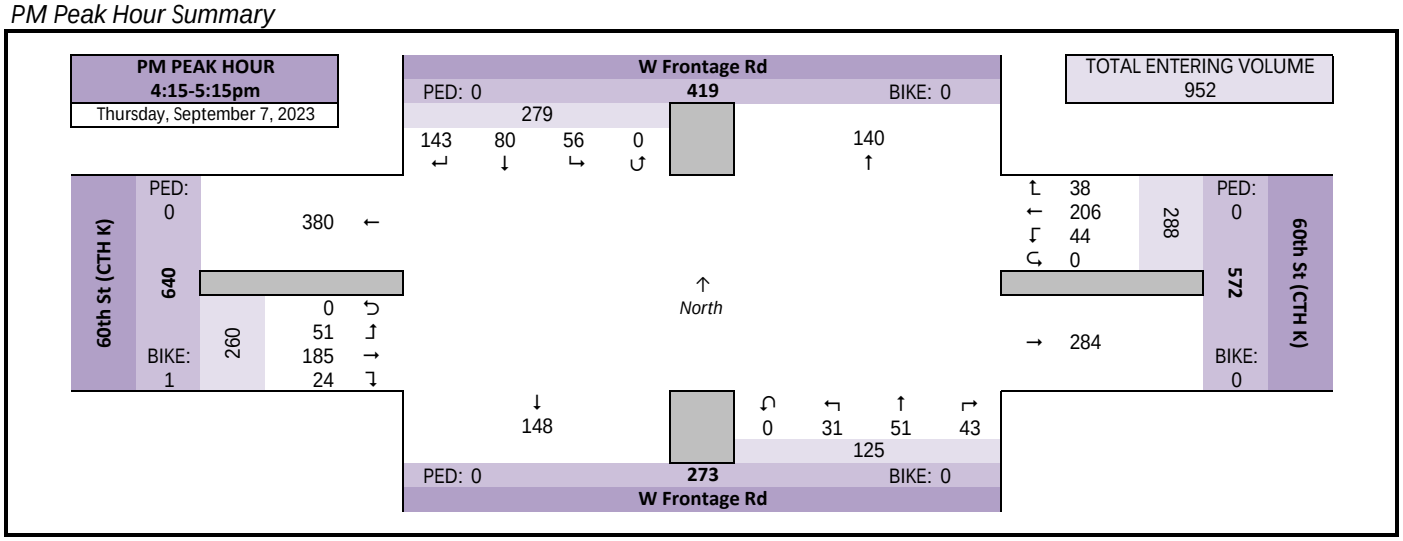
AM Peak Hour Summary



Midday (MD) Peak Hour Summary



PM Peak Hour Summary

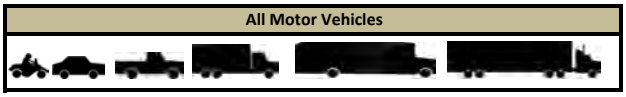


Intersection Traffic Volume Report

Count Basics			Page 3 of 13
Start Date:	Thursday, September 7, 2023	Weekday	Schools in Session
Total Number of Hours Counted: 3		Non-Holiday	No Special Events

Peak Hour Volume Summary

60th St (CTH K) & W Frontage Rd



Peak Hour Volumes, Truck Percentages, and PHFs

Thursday, September 7, 2023		From North					From East					From South					From West					
AM Peak Hour	AM Peak Hour	W Frontage Rd					60th St (CTH K)					W Frontage Rd					60th St (CTH K)					
	Start Time	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Totals
	8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Peak Hour Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Rounded Hourly Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	% Single Unit Trucks	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	% Heavy Trucks	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	% Trucks (Total)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	Peak Hour Factor (PHF)	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

N/A		From North					From East					From South					From West					
Midday (MD) Peak Hour	MD Peak Hour	W Frontage Rd					60th St (CTH K)					W Frontage Rd					60th St (CTH K)					
	Start Time	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Totals
	12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Peak Hour Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Rounded Hourly Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	% Single Unit Trucks	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	% Heavy Trucks	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	% Trucks (Total)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	Peak Hour Factor (PHF)	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

Thursday, September 7, 2023		From North					From East					From South					From West					
PM Peak Hour	PM Peak Hour	W Frontage Rd					60th St (CTH K)					W Frontage Rd					60th St (CTH K)					
	Start Time	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Totals
	4:15 PM	30	24	16	0	70	7	60	11	0	78	10	16	8	0	34	4	40	18	0	62	244
	4:30 PM	32	17	15	0	64	12	53	12	0	77	12	10	11	0	33	11	49	9	0	69	243
	4:45 PM	45	21	14	0	80	9	42	7	0	58	8	11	10	0	29	4	44	10	0	58	225
	5:00 PM	36	18	11	0	65	10	51	14	0	75	13	14	2	0	29	5	52	14	0	71	240
	Peak Hour Volume	143	80	56	0	279	38	206	44	0	288	43	51	31	0	125	24	185	51	0	260	952
	Rounded Hourly Volume	145	80	55	0	280	40	205	45	0	290	45	50	30	0	125	25	185	50	0	260	955
	% Single Unit Trucks	5.6	1.2	0.0	0.0	3.2	2.6	1.5	2.3	0.0	1.7	0.0	9.8	0.0	0.0	4.0	4.2	0.5	9.8	0.0	2.7	2.7
	% Heavy Trucks	2.8	0.0	0.0	0.0	1.4	7.9	0.0	0.0	0.0	1.0	0.0	0.0	0.0	0.0	0.0	0.0	0.5	3.9	0.0	1.2	1.1
	% Trucks (Total)	8.4	1.2	0.0	0.0	4.7	10.5	1.5	2.3	0.0	2.8	0.0	9.8	0.0	0.0	4.0	4.2	1.1	13.7	0.0	3.8	3.8
	Peak Hour Factor (PHF)	0.79	0.83	0.87	0.00	0.87	0.79	0.86	0.79	0.00	0.92	0.83	0.80	0.70	0.00	0.92	0.55	0.89	0.71	0.00	0.92	0.98

Peak Hour Pedestrian and Bicyclist Volumes

Pedestrians and Bicyclists		Crossing North Approach			Crossing East Approach			Crossing South Approach			Crossing West Approach			Total Ped & Bike Volume
		W Frontage Rd			60th St (CTH K)			W Frontage Rd			60th St (CTH K)			
	15-Minute Start Time	Pedestrian	Bicyclist	Total	Pedestrian	Bicyclist	Total	Pedestrian	Bicyclist	Total	Pedestrian	Bicyclist	Total	
AM	8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
	8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
	8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
	8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
	Total	0	0	0	0	0	0	0	0	0	0	0	0	0
MD	12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	Total	0	0	0	0	0	0	0	0	0	0	0	0	0
PM	4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	4:30 PM	0	0	0	0	0	0	0	0	0	0	1	1	1
	4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	Total	0	0	0	0	0	0	0	0	0	0	1	1	1

Intersection Traffic Volume Report

Count Basics			Page 4 of 13
Start Date:	Thursday, September 7, 2023	Weekday	Schools in Session
Total Number of Hours Counted: 3		Non-Holiday	No Special Events

Hourly Volume Summary - Motor Vehicle Data

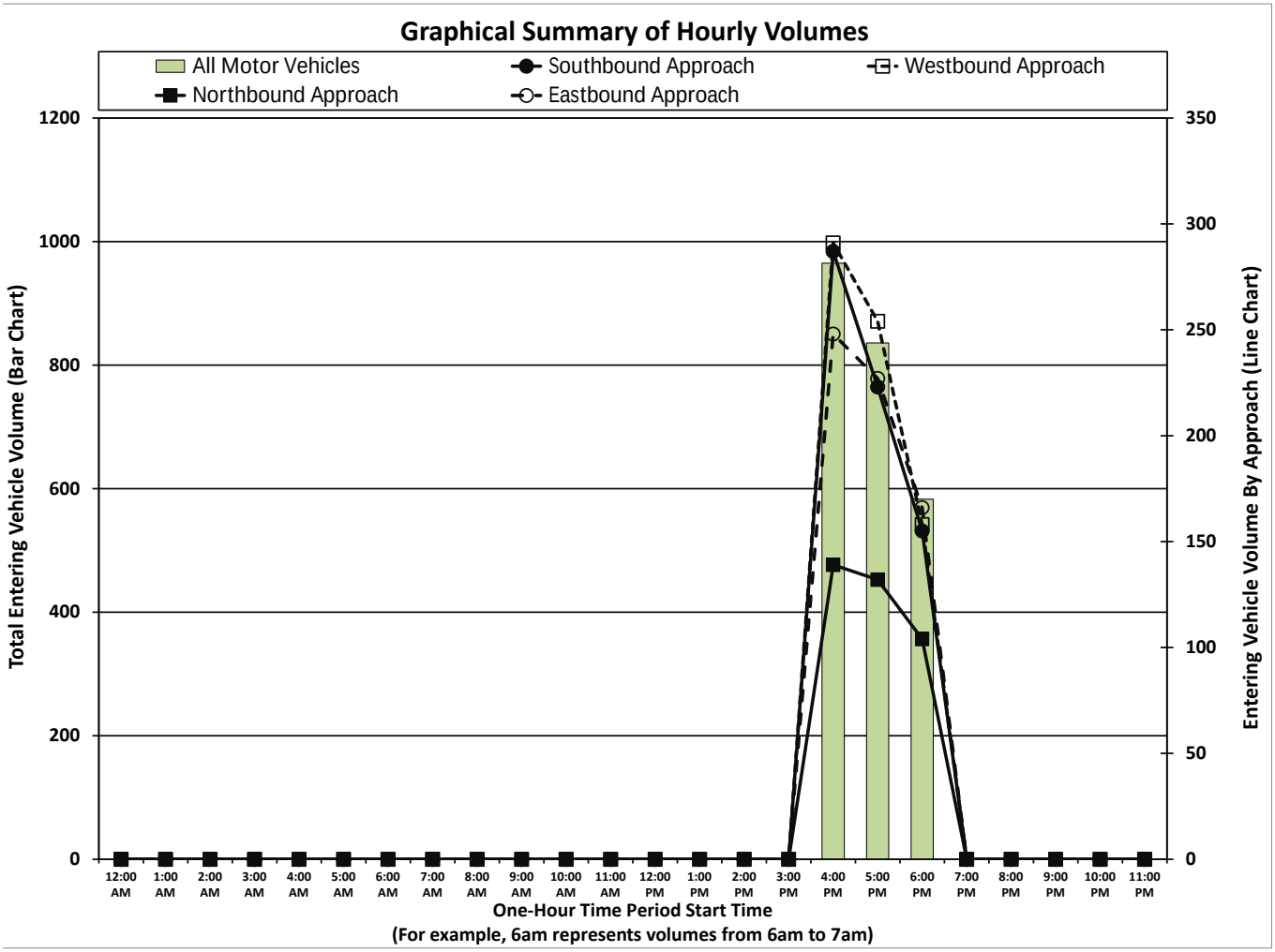
60th St (CTH K) & W Frontage Rd

All Motor Vehicles



One-Hour Motor Vehicle Data

One-Hour Time Period Start Time		From North (↓) W Frontage Rd					From East (←) 60th St (CTH K)					From South (↑) W Frontage Rd					From West (→) 60th St (CTH K)					Total Vehicle Volume	Directional Volume Totals	
		Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total		E/W	N/S
Pre-AM	12:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	1:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	2:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	3:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	4:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	5:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
AM	6:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
MD	10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	1:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PM	2:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	3:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	4:00 PM	140	90	57	0	287	34	211	46	0	291	45	45	49	0	139	26	171	51	0	248	965	539	426
	5:00 PM	103	67	53	0	223	41	163	50	0	254	50	48	34	0	132	23	155	49	0	227	836	481	355
	6:00 PM	59	63	33	0	155	46	89	23	0	158	25	63	16	0	104	23	110	33	0	166	583	324	259
	7:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	8:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	9:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	10:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	11:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Totals		302	220	143	0	665	121	463	119	0	703	120	156	99	0	375	72	436	133	0	641	2384	1344	1040



Intersection Traffic Volume Report

Count Basics			Page 5 of 13
Start Date:	Thursday, September 7, 2023	Weekday	Schools in Session
Total Number of Hours Counted: 3		Non-Holiday	No Special Events

15-Minute Motor Vehicle Data

60th St (CTH K) & W Frontage Rd

All Motor Vehicles



15-Minute Motor Vehicle Data

15-Minute Time Period		From North (W Frontage Rd)					From East (60th St (CTH K))					From South (W Frontage Rd)					From West (60th St (CTH K))					15-Min Totals	Hourly Sum	PHF
Start Time		Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total			
Pre-AM Peak Period	12:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	12:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	12:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	12:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	1:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	1:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	1:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	1:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	2:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	2:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	2:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	2:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	3:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	3:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	3:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	3:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	4:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	4:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	4:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	4:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	5:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	5:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	5:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	5:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
AM Peak Period	6:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	6:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	6:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	6:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	9:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	9:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	9:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
Midday Peak Period	10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	10:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	10:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	10:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	1:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	1:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	1:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	1:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
PM Peak Period	2:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	2:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	2:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	2:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	3:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	3:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	3:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	3:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	4:00 PM	33	28	12	0	73	6	56	16	0	78	15	8	20	0	43	7	38	14	0	59	253	965	0.95
	4:15 PM	30	24	16	0	70	7	60	11	0	78	10	16	8	0	34	4	40	18	0	62	244	952	0.98
	4:30 PM	32	17	15	0	64	12	53	12	0	77	12	10	11	0	33	11	49	9	0	69	243	926	0.95
	4:45 PM	45	21	14	0	80	9	42	7	0	58	8	11	10	0	29	4	44	10	0	58	225	873	0.91
	5:00 PM	36	18	11	0	65	10	51	14	0	75	13	14	2	0	29	5	52	14	0	71	240	836	0.87
	5:15 PM	30	16	10	0	56	13	42	12	0	67	15	13	13	0	41	7	32	15	0	54	218	782	0.90
	5:30 PM	18	19	19	0	56	10	36	15	0	61	14	11	8	0	33	7	29	4	0	40	190	733	0.96
	5:45 PM	19	14	13	0	46	8	34	9	0	51	8	10	11	0	29	4	42	16	0	62	188	664	0.88
	6:00 PM	24	19	14	0	57	18	28	3	0	49	7	18	4	0	29	7	31	13	0	51	186	583	0.78
	6:15 PM	15	17	7	0	39	16	21	8	0	45	12	19	5	0	36	7	31	11	0	49	169		
	6:30 PM	11	12	8	0	31	7	15	10	0	32	4	13	6	0	23	2	26	7	0	35	121		
	6:45 PM	9	15	4	0	28	5	25	2	0	32	2	13	1	0	16	7	22	2	0	31	107		
	7:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	7:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	7:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	7:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	8:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	8:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	8:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	8:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	9:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	9:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	9:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	9:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
Post PM Peak Period	10:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	10:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	10:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	10:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	11:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	11:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	11:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	11:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
Totals		302	220	143	0	665	121	463	119	0	703	120	156	99	0	375	72	436	133	0	641	2384		

Peak Hour All Vehicle Volume Summary

Hourly Time Period		From North (W Frontage Rd)					From East (60th St (CTH K))					From South (W Frontage Rd)					From West (60th St (CTH K))					Total Hourly Volume	PHF
Start Time		Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total		
AM	8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
MD	12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
PM	4:15 PM	143	80	56	0	279	38	206	44	0	288	43	51	31	0	125	24	185	51	0	260	952	0.98

Intersection Traffic Volume Report

Count Basics			Page 6 of 13
Start Date:	Thursday, September 7, 2023	Weekday	Schools in Session
Total Number of Hours Counted: 3		Non-Holiday	No Special Events

15-Minute Automobile Data

60th St (CTH K) & W Frontage Rd



15-Minute Automobile Data

15-Minute Time Period		From North (↓) W Frontage Rd					From East (←) 60th St (CTH K)					From South (↑) W Frontage Rd					From West (→) 60th St (CTH K)					15-Min	Hourly
	Start Time	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Totals	Sum
Pre-AM Peak Period	12:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	12:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	12:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	12:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	1:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	1:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	1:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	1:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	2:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	2:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	2:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	2:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	3:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	3:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	3:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	3:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	4:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	4:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	4:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	4:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	5:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	5:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	5:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	5:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
AM Peak Period	6:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	6:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	6:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	6:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Midday Peak Period	10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	10:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	10:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	10:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	1:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	1:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	1:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	1:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
PM Peak Period	2:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	2:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	2:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	2:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	3:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	3:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	3:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	3:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	4:00 PM	30	28	12	0	70	5	56	16	0	77	15	7	16	0	38	7	38	12	0	57	242	927
	4:15 PM	27	24	16	0	67	6	59	11	0	76	10	14	8	0	32	3	40	16	0	59	234	916
	4:30 PM	30	17	15	0	62	10	52	11	0	73	12	10	11	0	33	11	47	8	0	66	234	891
	4:45 PM	42	20	14	0	76	9	42	7	0	58	8	8	10	0	26	4	44	9	0	57	217	841
	5:00 PM	32	18	11	0	61	9	50	14	0	73	13	14	2	0	29	5	52	11	0	68	231	802
	5:15 PM	28	16	10	0	54	12	42	12	0	66	15	9	12	0	36	7	32	14	0	53	209	753
	5:30 PM	17	19	18	0	54	10	35	15	0	60	13	10	8	0	31	7	29	3	0	39	184	707
	5:45 PM	18	14	13	0	45	8	32	9	0	49	8	6	10	0	24	4	42	14	0	60	178	638
	6:00 PM	23	18	14	0	55	18	28	3	0	49	7	16	4	0	27	7	31	13	0	51	182	566
	6:15 PM	15	15	7	0	37	16	21	8	0	45	12	17	5	0	34	7	29	11	0	47	163	
	6:30 PM	11	12	8	0	31	7	14	10	0	31	4	12	6	0	22	2	25	4	0	31	115	
	6:45 PM	9	15	4	0	28	5	25	2	0	32	2	13	1	0	16	6	22	2	0	30	106	
	7:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	7:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	7:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	7:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Post PM Peak Period	10:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	10:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	10:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	10:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	11:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	11:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	11:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	11:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Totals		282	216	142	0	640	115	456	118	0	689	119	136	93	0	348	70	431	117	0	618	2295	

Peak Hour Automobile Volume Summary

Hourly Time Period		From North (↓) W Frontage Rd					From East (←) 60th St (CTH K)					From South (↑) W Frontage Rd					From West (→) 60th St (CTH K)					Total Hourly
	Start Time	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Volume
AM	8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
MD	12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PM	4:15 PM	131	79	56	0	266	34	203	43	0	280	43	46	31	0	120	23	183	44	0	250	916

Intersection Traffic Volume Report

Count Basics			Page 7 of 13
Start Date:	Thursday, September 7, 2023	Weekday	Schools in Session
Total Number of Hours Counted: 3		Non-Holiday	No Special Events

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

60th St (CTH K) & W Frontage Rd



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

15-Minute Time Period		From North (↓) W Frontage Rd					From East (←) 60th St (CTH K)					From South (↑) W Frontage Rd					From West (→) 60th St (CTH K)					15-Min	Hourly
	Start Time	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Totals	Sum
Pre-AM Peak Period	12:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	12:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	12:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	12:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	1:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	1:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	1:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	1:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	2:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	2:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	2:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	2:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	3:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	3:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	3:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	3:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	4:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	4:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	4:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	4:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	5:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	5:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	5:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	5:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
AM Peak Period	6:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	6:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	6:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	6:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Midday Peak Period	10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	10:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	10:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	10:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	1:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	1:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	1:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	1:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
PM Peak Period	2:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	2:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	2:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	2:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	3:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	3:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	3:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	3:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	4:00 PM	3	0	0	0	3	1	0	0	0	1	0	1	4	0	5	0	0	1	0	1	10	29
	4:15 PM	3	0	0	0	3	0	1	0	0	1	0	2	0	0	2	1	0	2	0	3	9	26
	4:30 PM	1	0	0	0	1	1	1	1	0	3	0	0	0	0	0	0	1	1	0	2	6	25
	4:45 PM	0	1	0	0	1	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	4	23
	5:00 PM	4	0	0	0	4	0	1	0	0	1	0	0	0	0	0	0	0	2	0	2	7	29
	5:15 PM	2	0	0	0	2	1	0	0	0	1	0	4	0	0	4	0	0	1	0	1	8	25
	5:30 PM	0	0	1	0	1	0	1	0	0	1	0	1	0	0	1	0	0	1	0	1	4	21
	5:45 PM	1	0	0	0	1	0	2	0	0	2	0	4	1	0	5	0	0	2	0	2	10	21
	6:00 PM	1	0	0	0	1	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	3	12
	6:15 PM	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	0	2	0	0	2	4	
	6:30 PM	0	0	0	0	0	0	1	0	0	1	0	1	0	0	1	0	0	2	0	2	4	
	6:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	1	
	7:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	7:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	7:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	7:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Post PM Peak Period	10:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	10:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	10:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	10:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	11:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	11:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	11:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	11:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Totals		15	1	1	0	17	3	7	1	0	11	0	20	5	0	25	2	3	12	0	17	70	

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

Hourly Time Period		From North (↓) W Frontage Rd					From East (←) 60th St (CTH K)					From South (↑) W Frontage Rd					From West (→) 60th St (CTH K)					Total Hourly
	Start Time	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Volume
AM	8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
MD	12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PM	4:15 PM	8	1	0	0	9	1	3	1	0	5	0	5	0	0	5	1	1	5	0	7	26

Intersection Traffic Volume Report

Count Basics			Page 8 of 13
Start Date:	Thursday, September 7, 2023	Weekday	Schools in Session
Total Number of Hours Counted: 3		Non-Holiday	No Special Events

15-Minute Semi-Truck Data

60th St (CTH K) & W Frontage Rd



15-Minute Semi-Truck Data

15-Minute Time Period		From North (↓) W Frontage Rd					From East (←) 60th St (CTH K)					From South (↑) W Frontage Rd					From West (→) 60th St (CTH K)					15-Min	Hourly
	Start Time	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Totals	Sum
Pre-AM Peak Period	12:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	12:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	12:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	12:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	1:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	1:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	1:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	1:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	2:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	2:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	2:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	2:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	3:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	3:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	3:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	3:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	4:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	4:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	4:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	4:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	5:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	5:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	5:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	5:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
AM Peak Period	6:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	6:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	6:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	6:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Midday Peak Period	10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	10:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	10:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	10:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	1:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	1:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	1:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	1:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
PM Peak Period	2:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	2:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	2:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	2:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	3:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	3:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	3:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	3:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1	9
	4:15 PM	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1	10
	4:30 PM	1	0	0	0	1	1	0	0	0	1	0	0	0	0	0	0	1	0	0	1	3	10
	4:45 PM	3	0	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	4	9
	5:00 PM	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	1	0	1	2	5
	5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	1	4
	5:30 PM	1	0	0	0	1	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	2	5
	5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5
	6:00 PM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	5
	6:15 PM	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	
	6:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	2	2	
	6:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	7:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	7:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	7:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	7:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Post PM Peak Period	10:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	10:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	10:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	10:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	11:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	11:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	11:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	11:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Totals		5	3	0	0	8	3	0	0	0	3	1	0	1	0	2	0	2	4	0	6	19	

Peak Hour Semi-Truck Volume Summary

Hourly Time Period		From North (↓) W Frontage Rd					From East (←) 60th St (CTH K)					From South (↑) W Frontage Rd					From West (→) 60th St (CTH K)					Total Hourly
	Start Time	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Volume
AM	8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
MD	12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PM	4:15 PM	4	0	0	0	4	3	0	0	0	3	0	0	0	0	0	0	1	2	0	3	10

Intersection Traffic Volume Report

Count Basics			Page 9 of 13
Start Date:	Thursday, September 7, 2023	Weekday	Schools in Session
Total Number of Hours Counted: 3		Non-Holiday	No Special Events

15-Minute Heavy Vehicle Data

60th St (CTH K) & W Frontage Rd



15-Minute Heavy Vehicle Data

15-Minute Time Period		From North (↓) W Frontage Rd					From East (←) 60th St (CTH K)					From South (↑) W Frontage Rd					From West (→) 60th St (CTH K)					15-Min	Hourly
	Start Time	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Totals	Sum
Pre-AM Peak Period	12:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	12:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	12:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	12:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	1:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	1:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	1:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	1:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	2:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	2:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	2:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	2:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	3:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	3:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	3:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	3:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	4:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	4:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	4:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	4:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	5:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	5:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	5:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	5:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
AM Peak Period	6:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	6:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	6:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	6:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Midday Peak Period	10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	10:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	10:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	10:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	1:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	1:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	1:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	1:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
PM Peak Period	2:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	2:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	2:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	2:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	3:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	3:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	3:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	3:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	4:00 PM	3	0	0	0	3	1	0	0	0	1	0	1	4	0	5	0	0	2	0	2	11	38
	4:15 PM	3	0	0	0	3	1	1	0	0	2	0	2	0	0	2	1	0	2	0	3	10	36
	4:30 PM	2	0	0	0	2	2	1	1	0	4	0	0	0	0	0	0	2	1	0	3	9	35
	4:45 PM	3	1	0	0	4	0	0	0	0	0	0	3	0	0	3	0	0	1	0	1	8	32
	5:00 PM	4	0	0	0	4	1	1	0	0	2	0	0	0	0	0	0	0	3	0	3	9	34
	5:15 PM	2	0	0	0	2	1	0	0	0	1	0	4	1	0	5	0	0	1	0	1	9	29
	5:30 PM	1	0	1	0	2	0	1	0	0	1	1	1	0	0	2	0	0	1	0	1	6	26
	5:45 PM	1	0	0	0	1	0	2	0	0	2	0	4	1	0	5	0	0	2	0	2	10	26
	6:00 PM	1	1	0	0	2	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	4	17
	6:15 PM	0	2	0	0	2	0	0	0	0	0	0	2	0	0	2	0	2	0	0	2	6	
	6:30 PM	0	0	0	0	0	0	1	0	0	1	0	1	0	0	1	0	1	3	0	4	6	
	6:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	1	
	7:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	7:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	7:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	7:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Post PM Peak Period	10:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	10:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	10:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	10:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	11:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	11:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	11:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	11:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Totals		20	4	1	0	25	6	7	1	0	14	1	20	6	0	27	2	5	16	0	23	89	

Peak Hour Heavy Vehicle Volume Summary

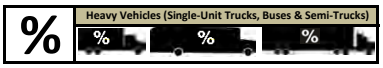
Hourly Time Period		From North (↓) W Frontage Rd					From East (←) 60th St (CTH K)					From South (↑) W Frontage Rd					From West (→) 60th St (CTH K)					Total Hourly
	Start Time	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Volume
AM	8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
MD	12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PM	4:15 PM	12	1	0	0	13	4	3	1	0	8	0	5	0	0	5	1	2	7	0	10	36

Intersection Traffic Volume Report

Count Basics			Page 10 of 13
Start Date:	Thursday, September 7, 2023	Weekday	Schools in Session
Total Number of Hours Counted: 3		Non-Holiday	No Special Events

15-Minute Heavy Vehicle Percentages

60th St (CTH K) & W Frontage Rd



15-Minute Heavy Vehicle Percentages

15-Minute Time Period		From North (↓) W Frontage Rd					From East (←) 60th St (CTH K)					From South (↑) W Frontage Rd					From West (→) 60th St (CTH K)					Total Heavy Vehicle	Hourly Heavy Vehicle
	Start Time	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Percent	Percent
Pre-AM Peak Period	12:00 AM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	12:15 AM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	12:30 AM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	12:45 AM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	1:00 AM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	1:15 AM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	1:30 AM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	1:45 AM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	2:00 AM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	2:15 AM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	2:30 AM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	2:45 AM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	3:00 AM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	3:15 AM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	3:30 AM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	3:45 AM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	4:00 AM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	4:15 AM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	4:30 AM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	4:45 AM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	5:00 AM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	5:15 AM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	5:30 AM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	5:45 AM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
AM Peak Period	6:00 AM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	6:15 AM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	6:30 AM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	6:45 AM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	7:00 AM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	7:15 AM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	7:30 AM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	7:45 AM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	8:00 AM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	8:15 AM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	8:30 AM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	8:45 AM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	9:00 AM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	9:15 AM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	9:30 AM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	9:45 AM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Midday Peak Period	10:00 AM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	10:15 AM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	10:30 AM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	10:45 AM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	11:00 AM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	11:15 AM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	11:30 AM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	11:45 AM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	12:00 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	12:15 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	12:30 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	12:45 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	1:00 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	1:15 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	1:30 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	1:45 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
PM Peak Period	2:00 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	2:15 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	2:30 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	2:45 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	3:00 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	3:15 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	3:30 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	3:45 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	4:00 PM	9.1	0.0	0.0	0.0	4.1	16.7	0.0	0.0	0.0	1.3	0.0	12.5	20.0	0.0	11.6	0.0	0.0	14.3	0.0	3.4	4.3	3.9
	4:15 PM	10.0	0.0	0.0	0.0	4.3	14.3	1.7	0.0	0.0	2.6	0.0	12.5	0.0	0.0	5.9	25.0	0.0	11.1	0.0	4.8	4.1	3.8
	4:30 PM	6.3	0.0	0.0	0.0	3.1	16.7	1.9	8.3	0.0	5.2	0.0	0.0	0.0	0.0	0.0	0.0	4.1	11.1	0.0	4.3	3.7	3.8
	4:45 PM	6.7	4.8	0.0	0.0	5.0	0.0	0.0	0.0	0.0	0.0	0.0	27.3	0.0	0.0	10.3	0.0	0.0	10.0	0.0	1.7	3.6	3.7
	5:00 PM	11.1	0.0	0.0	0.0	6.2	10.0	2.0	0.0	0.0	2.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	21.4	0.0	4.2	3.8	4.1
	5:15 PM	6.7	0.0	0.0	0.0	3.6	7.7	0.0	0.0	0.0	1.5	0.0	30.8	7.7	0.0	12.2	0.0	0.0	6.7	0.0	1.9	4.1	3.7
	5:30 PM	5.6	0.0	5.3	0.0	3.6	0.0	2.8	0.0	0.0	1.6	7.1	9.1	0.0	0.0	6.1	0.0	0.0	25.0	0.0	2.5	3.2	3.5
	5:45 PM	5.3	0.0	0.0	0.0	2.2	0.0	5.9	0.0	0.0	3.9	0.0	40.0	9.1	0.0	17.2	0.0	0.0	12.5	0.0	3.2	5.3	3.9
	6:00 PM	4.2	5.3	0.0	0.0	3.5	0.0	0.0	0.0	0.0	0.0	0.0	11.1	0.0	0.0	6.9	0.0	0.0	0.0	0.0	0.0	2.2	2.9
	6:15 PM	0.0	11.8	0.0	0.0	5.1	0.0	0.0	0.0	0.0	0.0	0.0	10.5	0.0	0.0	5.6	0.0	6.5	0.0	0.0	4.1	3.6	
	6:30 PM	0.0	0.0	0.0	0.0	0.0	0.0	6.7	0.0	0.0	3.1	0.0	7.7	0.0	0.0	4.3	0.0	3.8	42.9	0.0	11.4	5.0	
	6:45 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	14.3	0.0	0.0	0.0	3.2	0.9	
	7:00 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	7:15 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	7:30 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	7:45 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	8:00 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	8:15 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	8:30 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	8:45 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	9:00 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	9:15 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	9:30 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	9:45 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Post PM Peak Period	10:00 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	10:15 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	10:30 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	10:45 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	11:00 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	11:15 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	11:30 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	11:45 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Totals		6.6	1.8	0.7	0.0	3.8	5.0	1.5	0.8	0.0	2.0	0.8	12.8	6.1	0.0	7.2	2.8	1.1	12.0	0.0	3.6	3.7	

Peak Hour Heavy Vehicle Percentages Summary

Hourly Time Period		From North (↓) W Frontage Rd					From East (←) 60th St (CTH K)					From South (↑) W Frontage Rd					From West (→) 60th St (CTH K)					Hourly Heavy Vehicle
	Start Time	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Percent
AM	8:00 AM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
MD	12:00 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
PM	4:15 PM	8.4	1.3	0.0	0.0	4.7	10.5	1.5	2.3	0.0	2.8	0.0	9.8	0.0	0.0	4.0	4.2	1.1	13.7	0.0	3.8	3.8

Intersection Traffic Volume Report

Count Basics			Page 11 of 13
Start Date:	Thursday, September 7, 2023	Weekday	Schools in Session
Total Number of Hours Counted: 3		Non-Holiday	No Special Events

15-Minute Pedestrian and Bicyclist Data

60th St (CTH K) & W Frontage Rd

Pedestrians and Bicyclists

15-Minute Pedestrian and Bicyclist Data

15-Minute Time Period	Start Time	Crossing North Approach W Frontage Rd			Crossing East Approach 60th St (CTH K)			Crossing South Approach W Frontage Rd			Crossing West Approach 60th St (CTH K)			15-Min Totals	Hourly Sum
		Pedestrian	Bicyclist	Total	Pedestrian	Bicyclist	Total	Pedestrian	Bicyclist	Total	Pedestrian	Bicyclist	Total		
Pre-AM Peak Period	12:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	12:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	12:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	12:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	1:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	1:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	1:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	1:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	2:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	2:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	2:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	2:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	3:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	3:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	3:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	3:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	4:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	4:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	4:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	4:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	5:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	5:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	5:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	5:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
AM Peak Period	6:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	6:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	6:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	6:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
Midday Peak Period	10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	10:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	10:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	10:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	1:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	1:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	1:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	1:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
PM Peak Period	2:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	2:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	2:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	2:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	3:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	3:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	3:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	3:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1
	4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1
	4:30 PM	0	0	0	0	0	0	0	0	0	0	1	1	1	1
	4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	6:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1
	6:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	6:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	6:45 PM	0	0	0	0	0	0	0	0	0	0	1	1	1	
	7:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	7:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	7:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	7:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
Post PM Peak Period	10:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	10:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	10:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	10:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	11:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	11:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	11:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	11:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
Totals		0	0	0	0	0	0	0	0	0	0	2	2	2	

Special Pedestrians

Pedestrian Type	None	1 or 2	A Few	Several	Many	Unknown
Pre-school Children	x					
Elementry School Age Children	x					
Visually Impaired (white cane/help	x					
Elderly/Disabled (except wheelchai	x					
Wheelchairs/Electric Scooters	x					
Other (None,	x					

WisDOT Bureau of Planning & Economic Development
Traffic Forecasting Section
Forecast by: Brent DesRoches
Phone: (262) 548-5611
Email: brent.desroches@dot.wi.gov

Projected PM Design Hour Traffic Volumes

Indicates roundabout

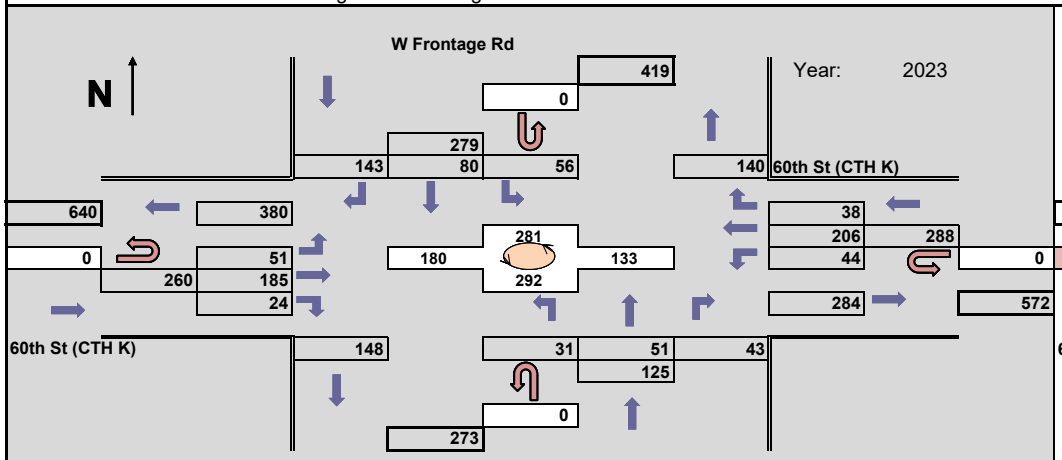
Design Hour: 4:15-5:15pm

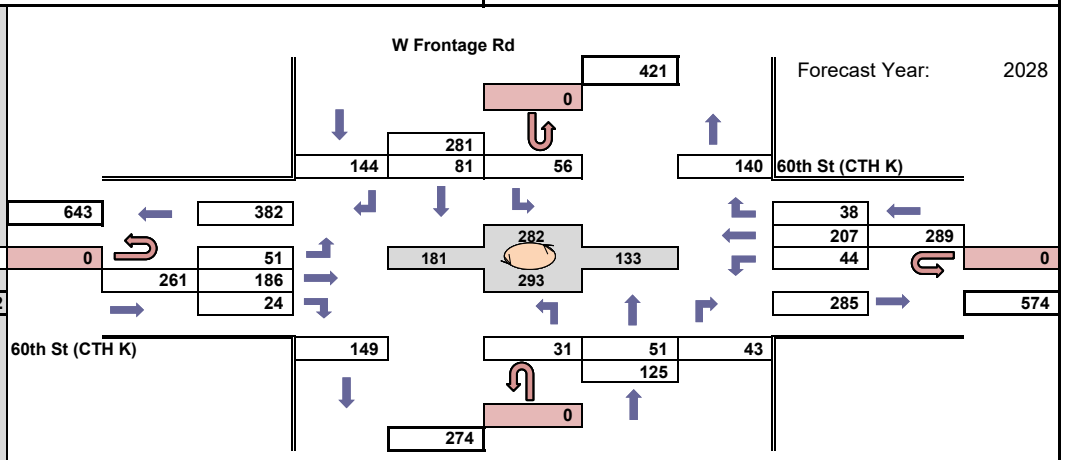
Forecast Completed: 8/1/2024

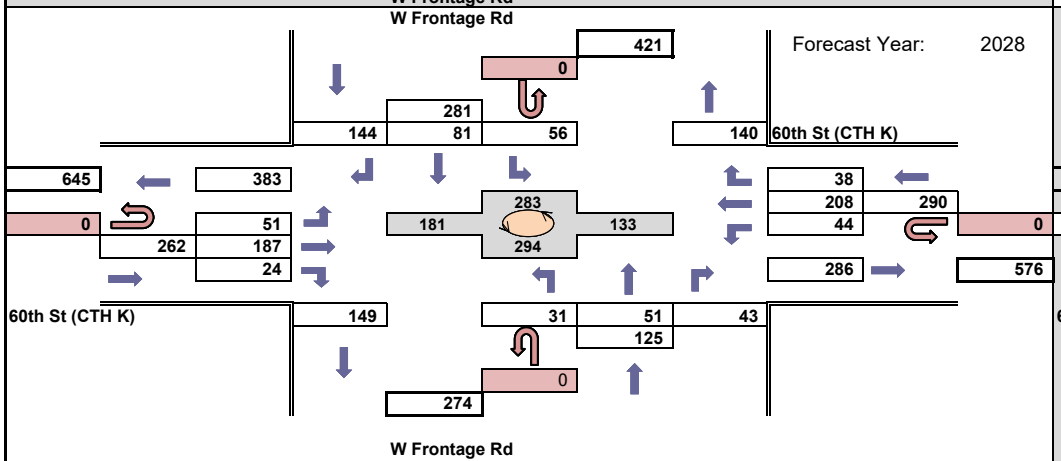
Design Hour Turning Movement Data

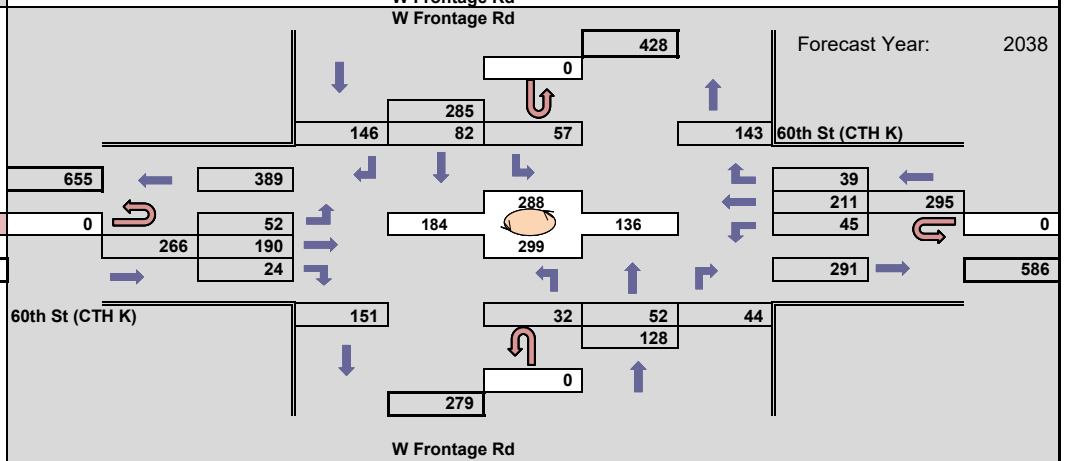
Project Description

Project ID(s): n/a
Route(s): 60th St (CTH K)
Region/COUNTY(IES): SE/KENOSHA
Location: City of Kenosha









WisDOT Bureau of Planning & Economic Development
Traffic Forecasting Section
Forecast by: Brent DesRoches
Phone: (262) 548-5611
Email: brent.desroches@dot.wi.gov

Projected Annual Average Daily Traffic Volumes

Indicates roundabout

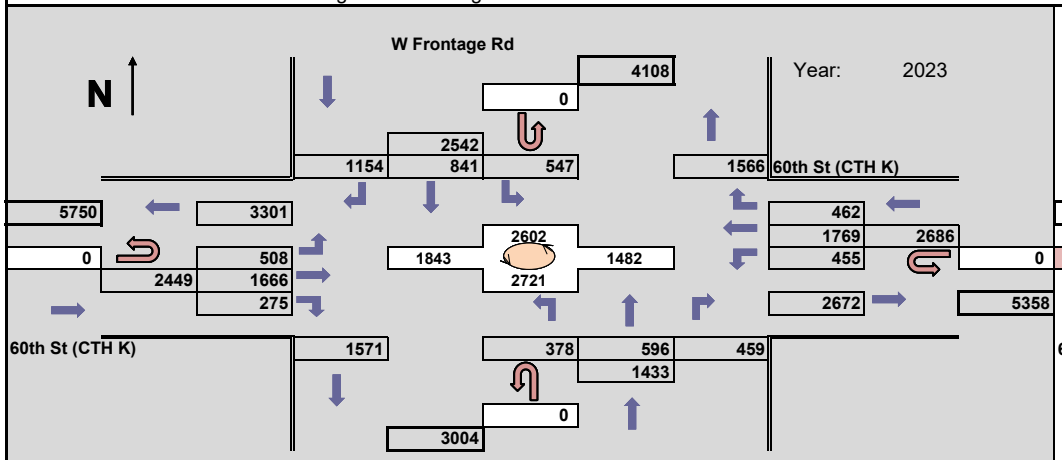
Design Hour: 24 HOUR AADT

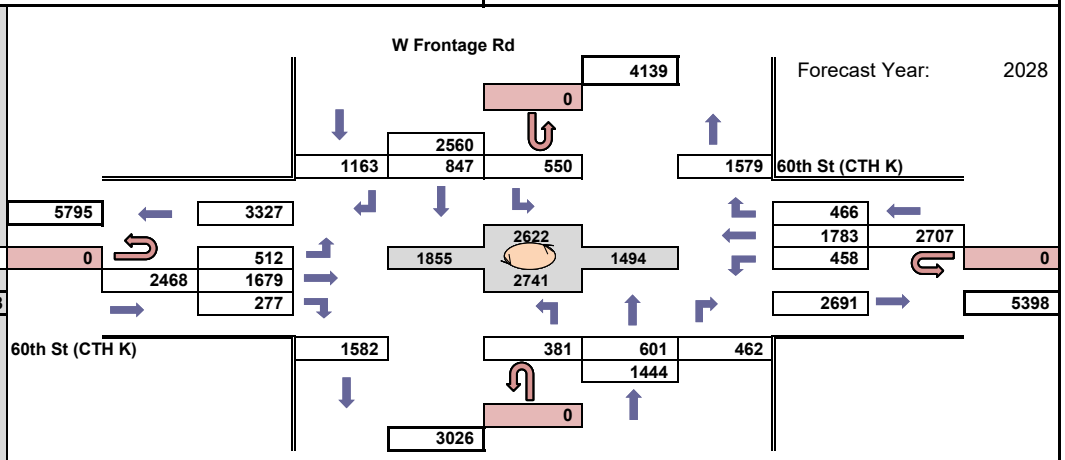
Forecast Completed: 8/1/2024

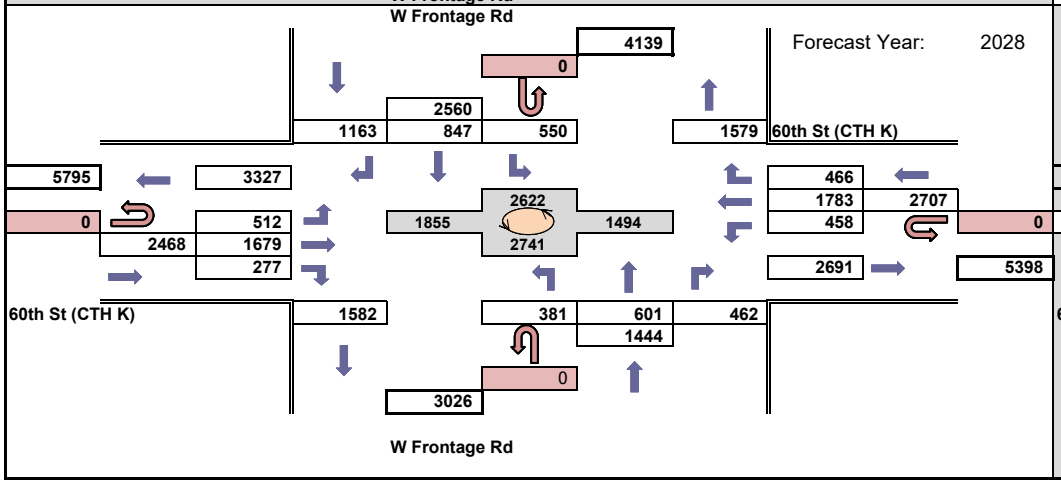
Design Hour Turning Movement Data

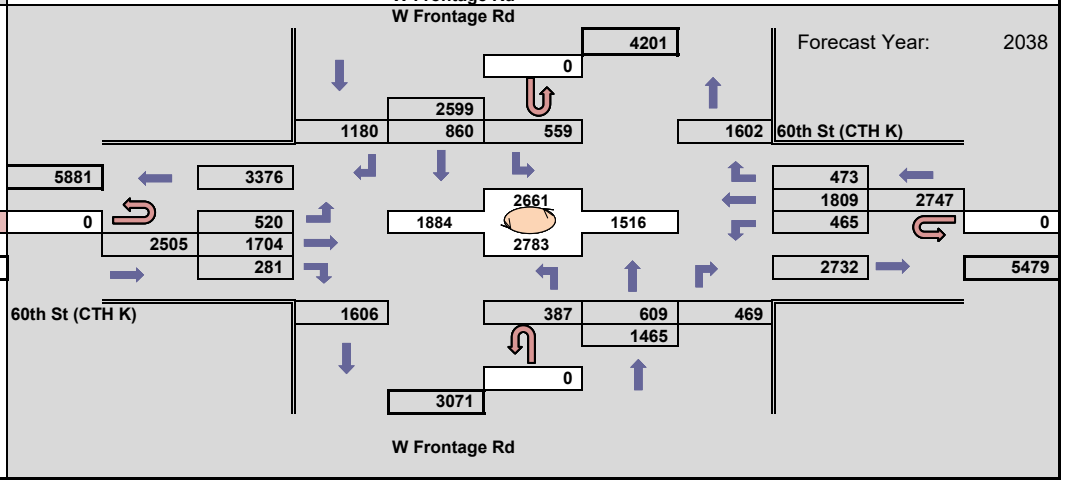
Project Description

Project ID(s): n/a
Route(s): 60th St (CTH K)
Region/COUNTY(IES): SE/KENOSHA
Location: City of Kenosha









Attachment 3: TIA Exhibits

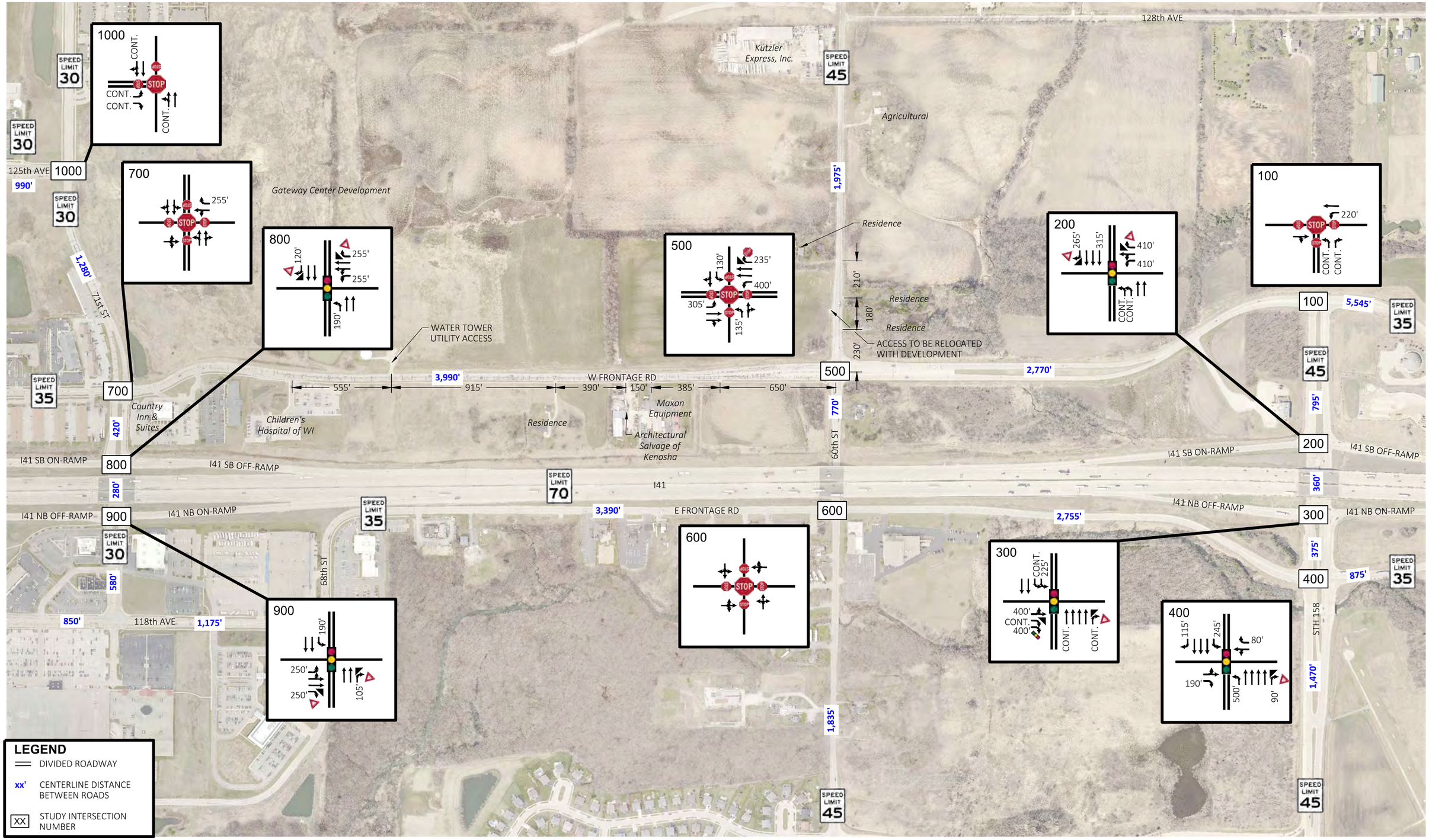
LEGEND

1. Main Entry / Porte-Cochère
2. Secondary Entry
3. Hard Rock Guitar Sign
4. Gaming Floor
5. High Limits
6. Cage
7. Public Restrooms
8. Bar
9. Hard Rock Café
10. Steakhouse
11. Coffee Shop
12. Restaurant
13. Market
14. Hard Rock Live
15. Ballroom
16. Hotel Lobby
17. Hotel Tower Above
18. Spa
19. Back of House
20. Service / Docks
21. Outdoor Pool
22. Surface Parking
23. Employee Lot
24. RV Parking
25. Bus Parking
26. Overflow Parking
27. 4-Lane Expansion
28. New Side Road
29. Existing Water Tower
30. Detention Pond
31. Property Line

XX ACCESS POINT NAME

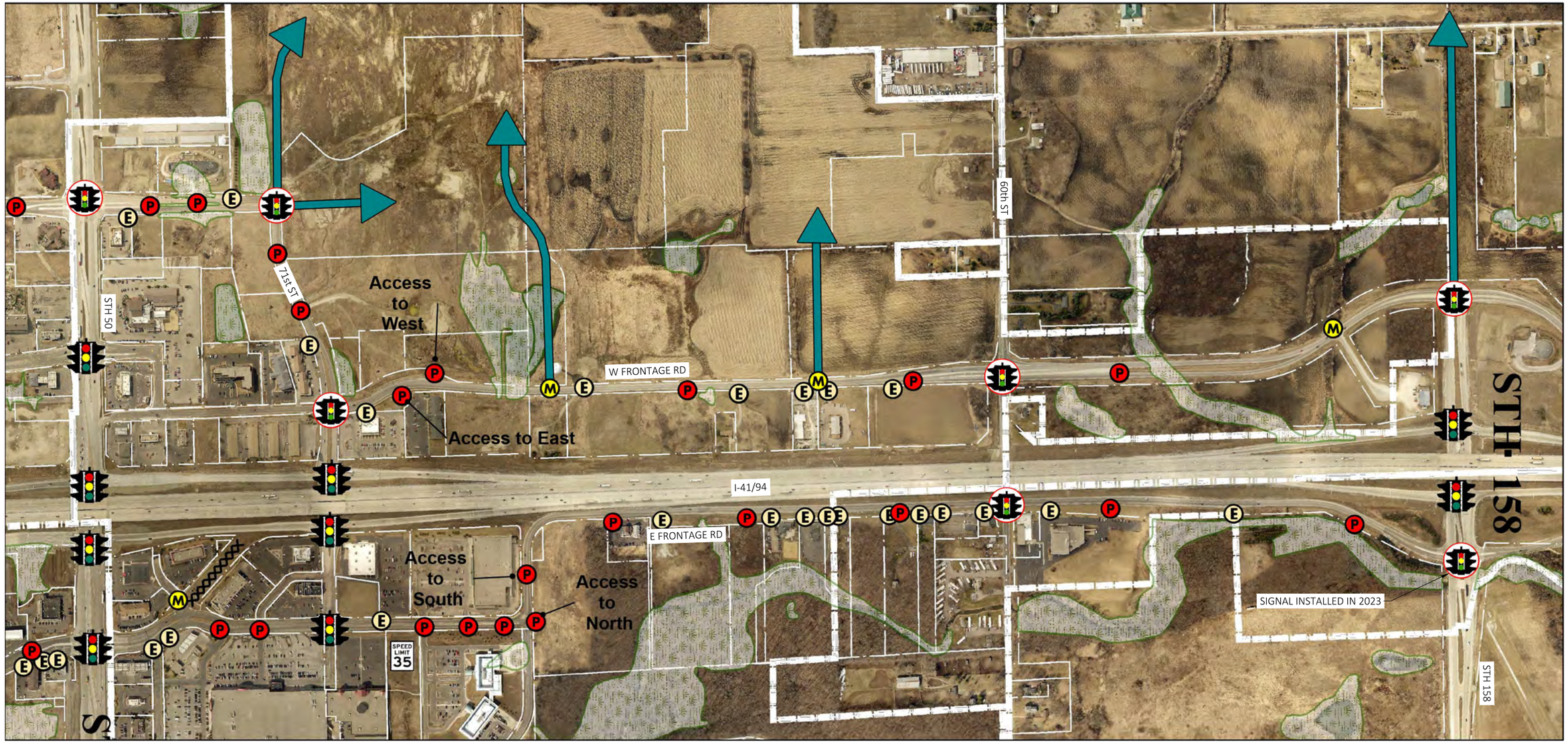


Exhibit 1-1A1, Site Plan, On-Site Development, Alternative A
KENOSHA CASINO PROJECT
CITY OF KENOSHA, KENOSHA COUNTY



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Exhibit 3-1A, Existing Transportation System
KENOSHA CASINO PROJECT
CITY OF KENOSHA, KENOSHA COUNTY



Legend

- PRIVATE ACCESS POINT
- PUBLIC ROAD ACCESS POINT
- EXISTING ACCESS POINT (SUBJECT TO RELOCATION/ CONSOLIDATION)
- EXISTING SIGNAL
- FUTURE SIGNAL (IF WARRANTED)
- SPEED LIMIT 45 SPEED DESIGNATION
- PROPOSED LOCAL ROAD
- REMOVE ROAD SEGMENT

N

0 0.125 0.25 0.5 0.75 1 Miles

MSA

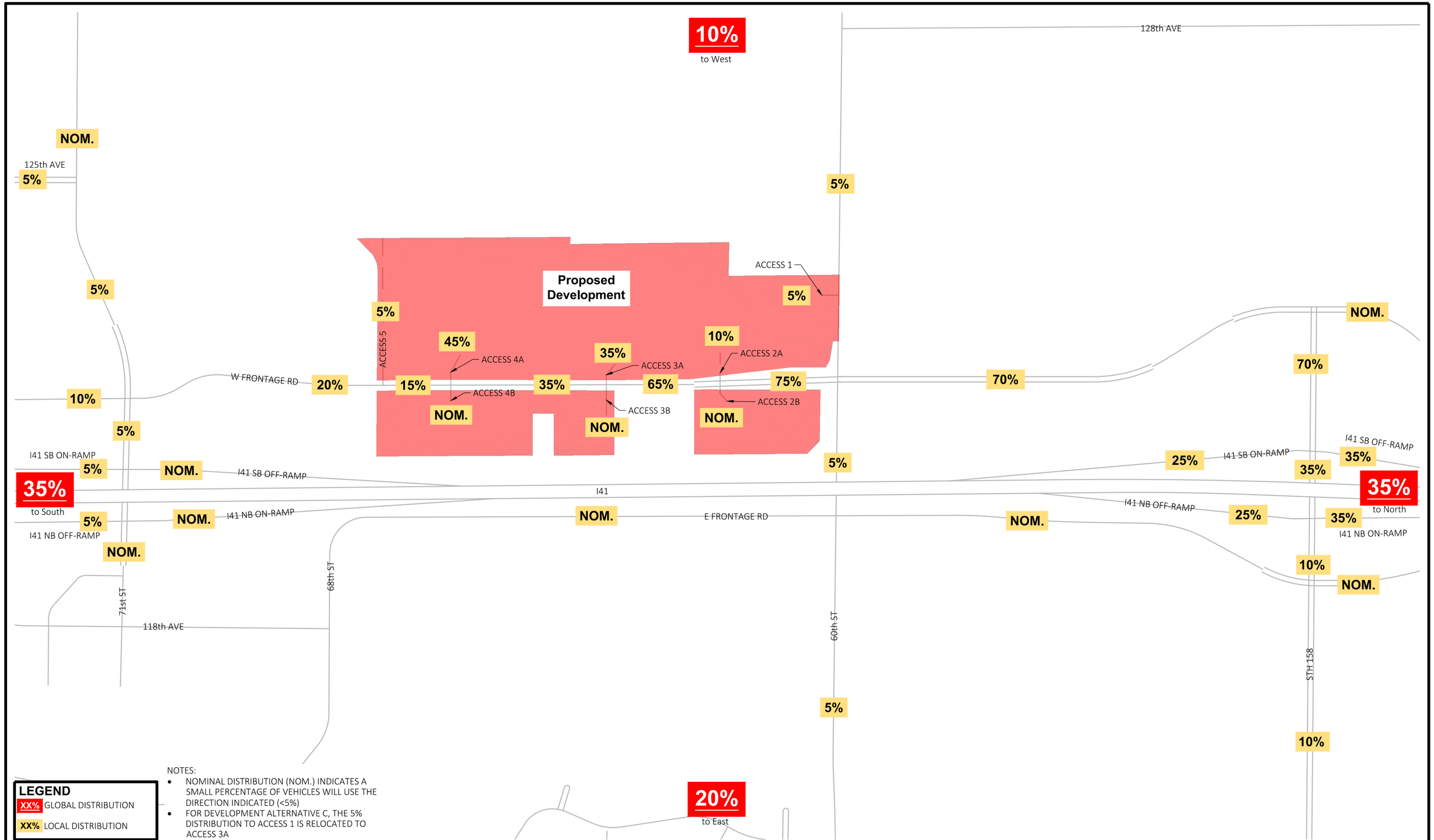
Exhibit 3-1B, Planned Transportation System
KENOSHA CASINO PROJECT
CITY OF KENOSHA, KENOSHA COUNTY

Exhibit 4-3A, Trip Generation Table, Alternative A
Full Build

ITE Land Use	ITE Land Use Code	Parcel Acres	FAR Density	Size	Units		Weekday Two-way	PM Peak Hour Total	PM Peak Hour In	PM Peak Hour Out
Casino	473	--	--	1,830	Gaming Positions	Rate	8.01		0.00	0.00
						Percentage			52%	48%
						Raw Trips	14,660	1,075	560	515
	Minus Linked Trips				*0%*	*Trips*	*0*	*0*	*0*	*0*
						Driveway Trips	**14,660**	**1,075**	**560**	**515**
	Minus Diverted Pass-by Trips				*0%*	*Trips*	*0*	*0*	*0*	*0*
						New Trips	**14,660**	**1,075**	**560**	**515**
Hotel	310	--	--	150	Rooms	Rate	7.99		0.00	0.00
						Percentage			58%	42%
						Raw Trips	1,200	90	50	40
	Minus Linked Trips				*80%*	*Trips*	*(960)*	*(70)*	*(40)*	*(30)*
						Driveway Trips	**240**	**20**	**10**	**10**
	Minus Diverted Pass-by Trips				*0%*	*Trips*	*0*	*0*	*0*	*0*
						New Trips	**240**	**20**	**10**	**10**
Event Center	n/a	--	--	2,000	Seats	Rate			0.00	0.00
						Percentage			100%	0%
						Raw Trips	1,600	600	600	0
	Minus Linked Trips				*10%*	*Trips*	*(160)*	*(60)*	*(60)*	*0*
						Driveway Trips	**1,440**	**540**	**540**	**0**
	Minus Diverted Pass-by Trips				*0%*	*Trips*	*0*	*0*	*0*	*0*
						New Trips	**1,440**	**540**	**540**	**0**
Fine Dining Restaurant	931	--	--	28.8	1,000 sf	Rate	83.84	8.28	5.05	3.23
						Percentage			61%	39%
						Raw Trips	2,415	240	145	95
	Minus Linked Trips				*50%*	*Trips*	*(1,210)*	*(120)*	*(75)*	*(45)*
						Driveway Trips	**1,205**	**120**	**70**	**50**
	Minus Diverted Pass-by Trips				*0%*	*Trips*	*0*	*0*	*0*	*0*
						New Trips	**1,205**	**120**	**70**	**50**
Apparel Store	876	--	--	1.25	1,000 sf	Rate	66.40	4.20	2.10	2.10
						Percentage			50%	50%
						Raw Trips	85	5	5	0
	Minus Linked Trips				*80%*	*Trips*	*(70)*	*(5)*	*(5)*	*0*
						Driveway Trips	**15**	**0**	**0**	**0**
	Minus Diverted Pass-by Trips				*0%*	*Trips*	*0*	*0*	*0*	*0*
						New Trips	**15**	**0**	**0**	**0**

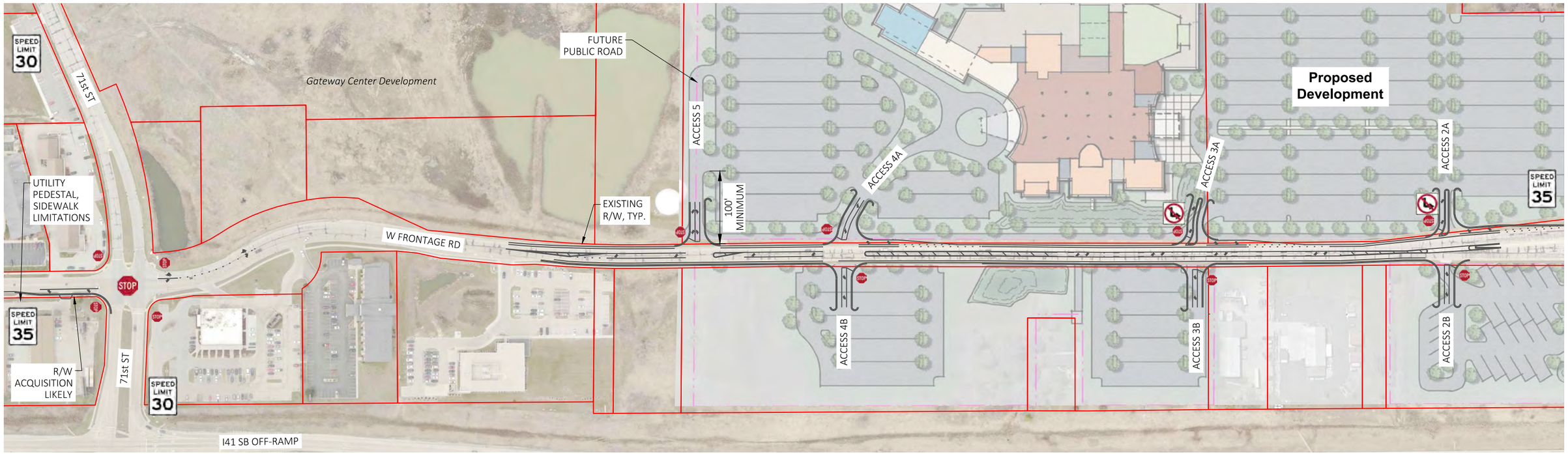
Alternative A Development Trip Generation Summary	Weekday Two-way	PM Peak Hour Total	PM Peak Hour In	PM Peak Hour Out
Raw Trip Generation	**19,960**	**2,010**	**1,360**	**650**
Linked Trips	**(2,400)**	**(255)**	**(180)**	**(75)**
Total Driveway Trips	**17,560**	**1,755**	**1,180**	**575**
Diverted Pass-by Trips	**0**	**0**	**0**	**0**
Total New Trips	**17,560**	**1,755**	**1,180**	**575**

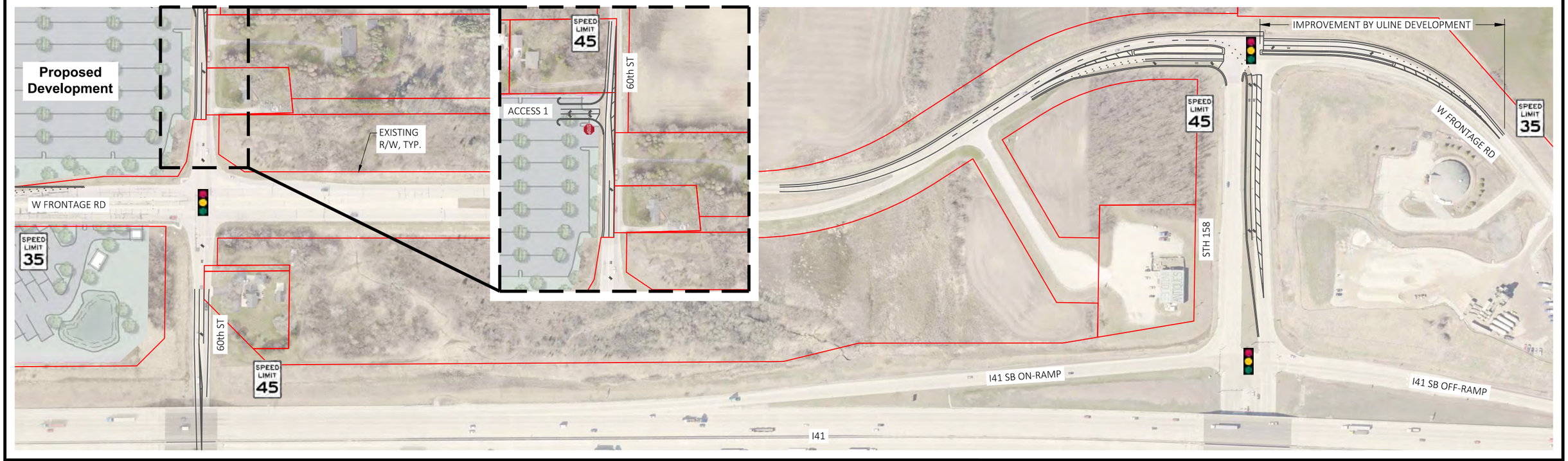
Assumes Land Use Code 473 is only for gaming space. Conference space is included as part of Land Use Code 310.
All land uses shown in this exhibit use trip generation rates from the *ITE Trip Generation Manual, 11th Edition, unless otherwise noted*
All land uses shown in this exhibit use the Peak Hour of Generator to calculate expected trips
Fitted curve equation used when Total Rate is not shown
All trips rounded to the nearest 5



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Exhibit 4-4, Trip Distribution
KENOSHA CASINO PROJECT
CITY OF KENOSHA, KENOSHA COUNTY

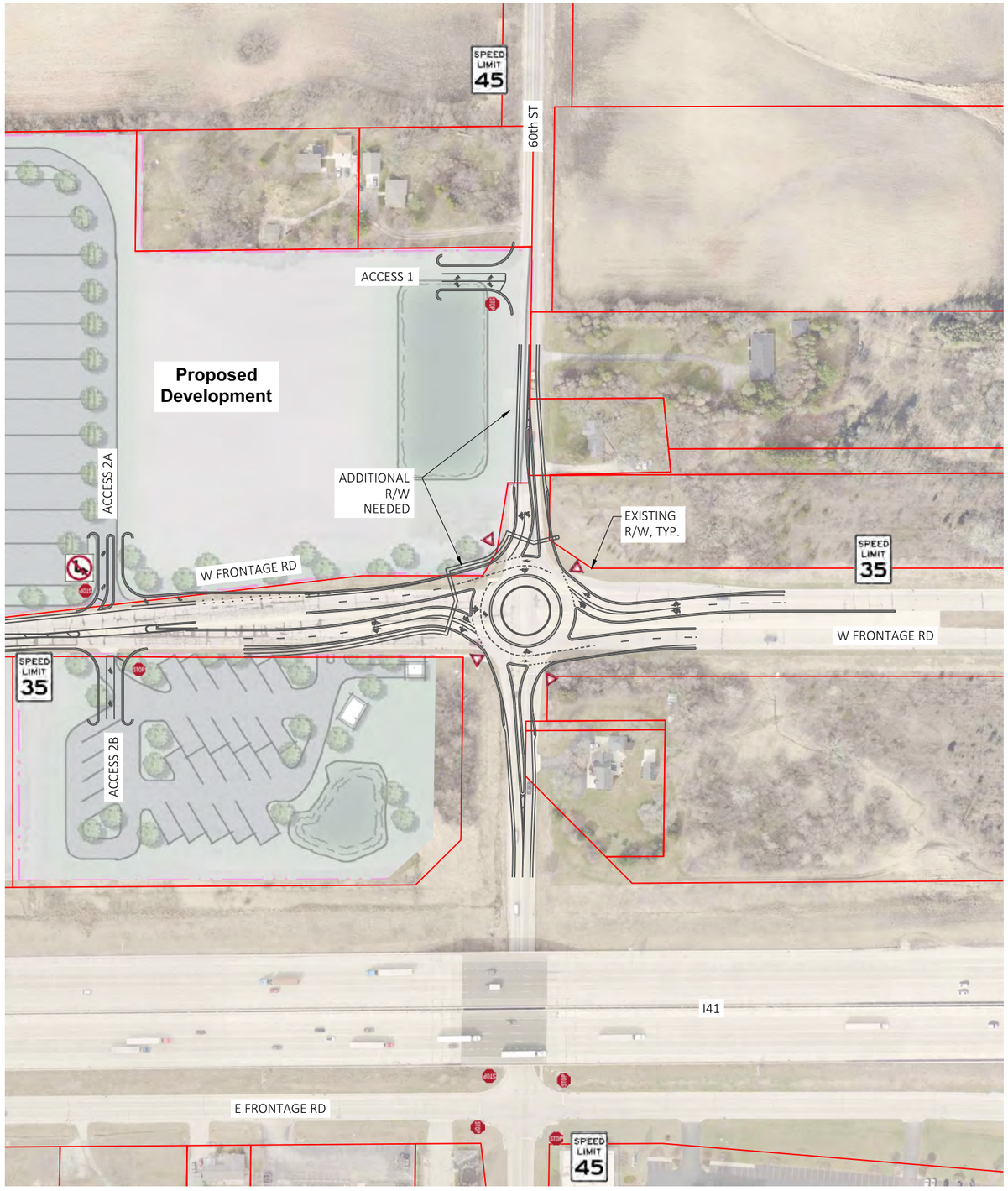


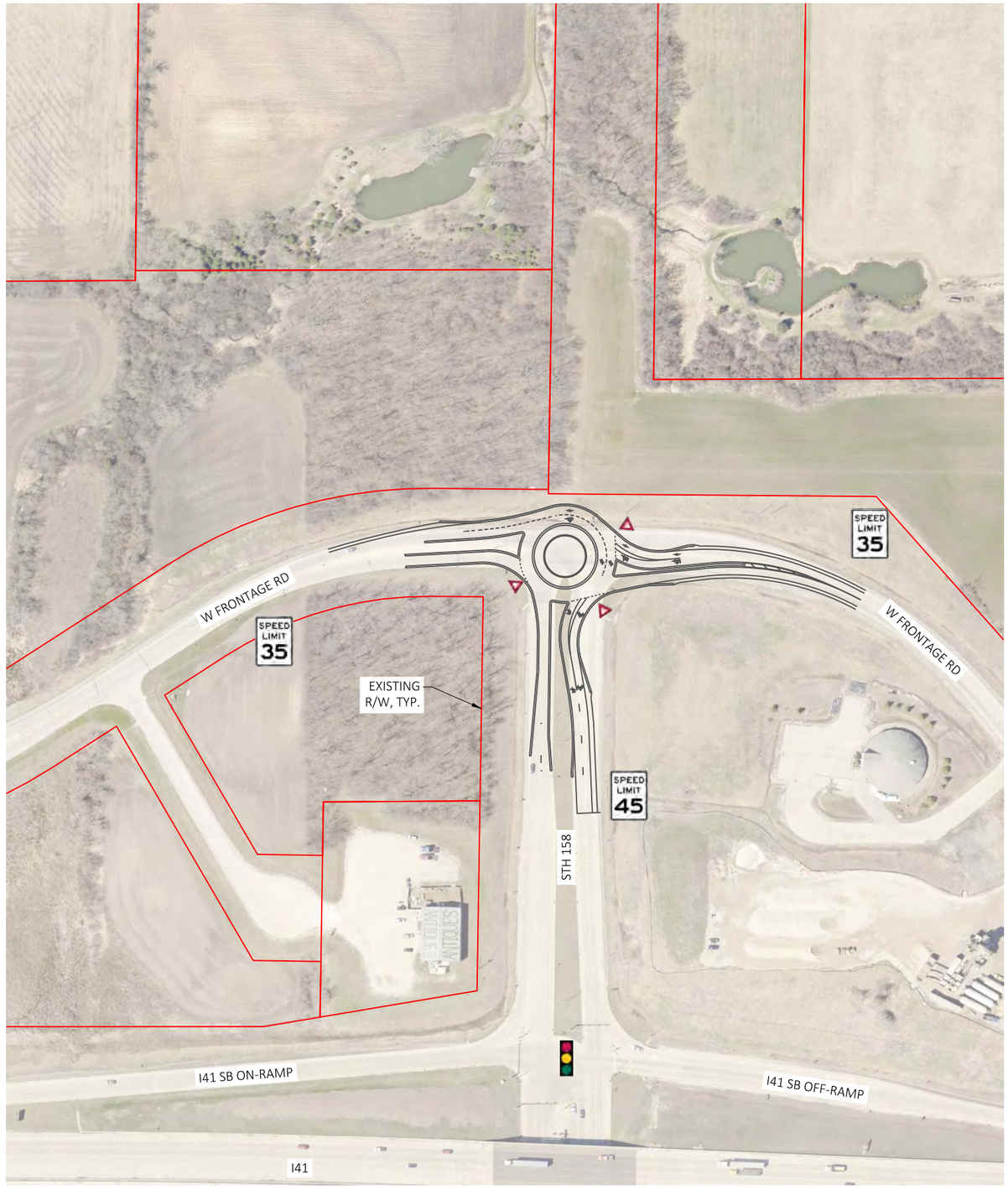


MSA

Exhibit 6-1A1, Conceptual Improvements, Alternative A, Traffic Signal Alternatives
KENOSHA CASINO PROJECT
CITY OF KENOSHA, KENOSHA COUNTY

CONCEPTUAL DRAWINGS ONLY SUBJECT TO MODIFICATION





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Exhibit 6-1A2, Conceptual Improvements, Alternative A, Roundabout Alternatives
KENOSHA CASINO PROJECT
CITY OF KENOSHA, KENOSHA COUNTY

CONCEPTUAL DRAWINGS ONLY SUBJECT TO MODIFICATION

Attachment 4: Phase I: ICE Brainstorming Guide

Phase I: ICE Brainstorming Guide

Date: 8/23/2024
Project ID: Kenosha Casino Project
Control: All-Way Stop Control
Major Road AADT: 7800
Minor Road AADT: 3500

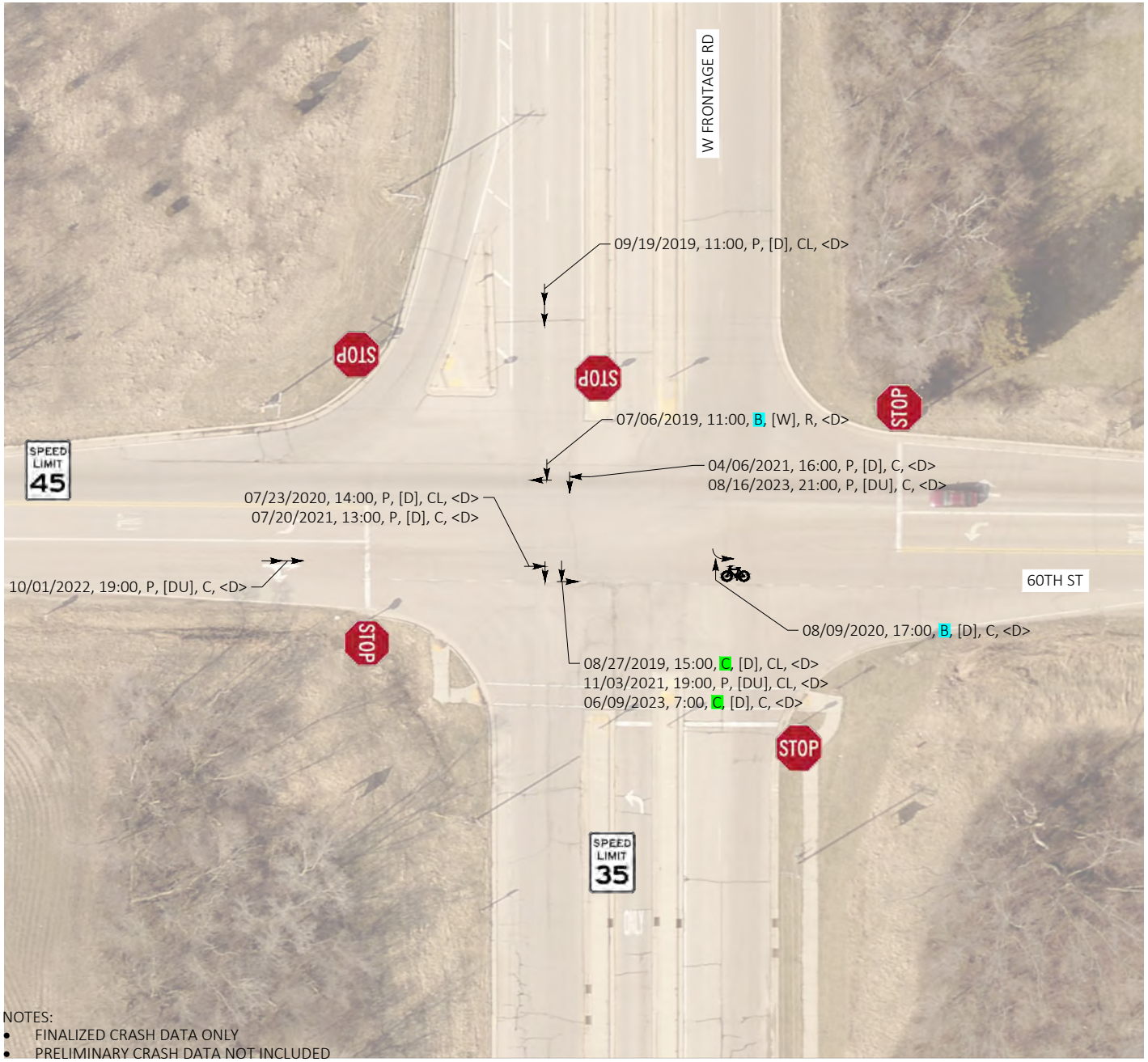
Intersection: 60th St & W Frontage Rd
Reason for ICE: Based on the proposed development and traffic analyisis results in the TIA for Alternative A, new intersection control is required to provide acceptable operations at this study intersection.

List of Alternatives:

v02

Alt. #	Control Type	Is Alt. Viable?	Meets Purpose & Need?	Performance Measures Acceptable?	ROW Impacts Acceptable?	Meets Warrants? (If Applicable)	Manual Override (Optional)	Explanation/Comments
1	Minor Road Stop Control	No	No			N/A		Intersection is currently all-way stop controlled.
2	All-Way Stop Control	No	Yes	No		N/A		Current form of intersection control. Modifications to the intersection control type are required to maintain acceptable traffic operations after completion of planned development.
3	Traffic Signal	Yes	Yes	Yes	Yes	No		While warrants are not currently met, a change of intersection control is required to satisfy need for operational improvement.
4	Roundabout	Yes	Yes	Yes	Yes	N/A		Recent crash history from the past five years shows ten angle crashes, four of which minor injuries were reported . A roundabout could reduce the risk of serious crashes via geometric improvement. Potential for R/W impacts.
5	Right-In/Right-Out	No	No			N/A		This intersection type does not meet the context of the intersection.
6	Right-In/Right-Out/Left-In	No	No			N/A		This intersection type does not meet the context of the intersection.
7	Offset T	No	No			N/A		Intersection type not suitable for urban area.
8	J-turn	No	No			N/A		This intersection type does not meet the context of the intersection.
9	Median U-Turn	No	No			N/A		This intersection type does not meet the context of the intersection.
10	Continuous Green-T	No	No			N/A		This intersection type does not meet the context of the intersection.
11	Quadrant/Jughandle	No	No			N/A		This intersection type does not meet the context of the intersection.
12	Diamond	No	No			N/A		This intersection type does not meet the context of the intersection.
13	Cloverleaf/ Partial Cloverleaf	No	No			N/A		This intersection type does not meet the context of the intersection.
14	Diverging Diamond	No	No			N/A		This intersection type does not meet the context of the intersection.
15	Single Point	No	No			N/A		This intersection type does not meet the context of the intersection.
16	Echelon	No	No			N/A		This intersection type does not meet the context of the intersection.

Attachment 5: Crash Diagram



NOTES:
- FINALIZED CRASH DATA ONLY
- PRELIMINARY CRASH DATA NOT INCLUDED

LEGEND

- FRONT-TO-REAR, (REAR-END)
- FRONT-TO-FRONT, (HEAD-ON)
- FRONT-TO-FRONT, (HEAD-ON), TURNING RT
- FRONT-TO-FRONT, (HEAD-ON), TURNING LT
- REAR-TO-SIDE (BACKING)
- REAR-TO-REAR (BACKING)
- REAR-TO-FRONT (BACKING)
- SIDESWIPE, OPPOSITE DIRECTIONS
- SIDESWIPE, SAME DIRECTION
- FRONT-TO-SIDE (ANGLE)
- FRONT-TO-SIDE (ANGLE), TURNING RIGHT
- FRONT-TO-SIDE (ANGLE), TURNING LEFT
- OVERTAKE
- FIXED OBJECT
- PARKED VEHICLE
- OUT OF CONTROL
- OVERTURN
- BICYCLE / PEDESTRIAN INVOLVED
- * UNDER THE INFLUENCE
- CONSTRUCTION ZONE

INJURY SEVERITY

F	FATALITY
A	SUSPECTED SERIOUS INJURY
B	SUSPECTED MINOR INJURY
C	POSSIBLE INJURY
P	PROPERTY DAMAGE ONLY

ROADWAY CONDITIONS

[D]	DRY
[W]	WET
[S]	SNOW
[SL]	SLUSH
[I]	ICE
[SW]	STANDING WATER
[G]	GRAVEL
[O]	OIL
[U]	OTHER/UNKNOWN

WEATHER CONDITIONS

C	CLEAR
CL	CLOUDY
R	RAIN
S	SNOW
BS	BLOWING SNOW
FR	FREEZING RAIN
F	FOG
SM	SMOG/SMOKE
SH	SLEET/HAIL
W	WINDY
BD	BLOWING DEBRIS
U	OTHER/UNKNOWN

TIME OF DAY/LIGHTING

<D>	DAY
<DA>	DAWN
<DS>	DUSK
<DL>	DARK, LIGHTED
<DU>	DARK, UNLIT
<D?>	DARK, UNKNOWN

01/2019 - 12/2023
12 CRASHES

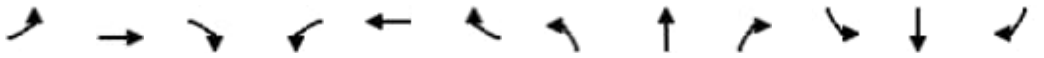
MSA

EXHIBIT 1

60th St & W Frontage Rd Crash Diagram

KENOSHA CASINO PROJECT
CITY OF KENOSHA, KENOSHA COUNTY

Attachment 6: Synchro Output



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	50	200	30	110	230	40	35	450	85	55	905	145
Future Volume (vph)	50	200	30	110	230	40	35	450	85	55	905	145
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	130		0	135		0	305		0	400		235
Storage Lanes	1		0	1		0	1		0	1		0
Taper Length (ft)	100			100			100			100		
Link Speed (mph)		45			45			35			35	
Link Distance (ft)		463			370			458			1143	
Travel Time (s)		7.0			5.6			8.9			22.3	
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	4%	4%	4%	3%	3%	3%	4%	4%	4%	5%	5%	5%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Shared Lane Traffic (%)												
Lane Group Flow (vph)	51	235	0	112	276	0	36	546	0	56	1071	0
Sign Control		Stop			Stop			Stop			Stop	

Intersection Summary	
Area Type:	Other
Control Type: Unsignalized	

Intersection has too many lanes per leg.

HCM All-Way analysis is limited to two lanes per leg.

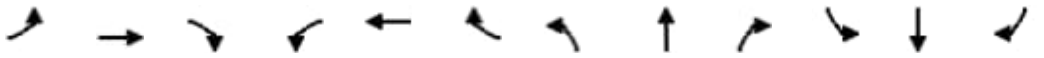
Channelized right turn lanes are not counted.

Intersection	
Intersection Delay, s/veh	169.2
Intersection LOS	F

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	50	200	30	110	230	40	35	450	85	55	905	145
Future Vol, veh/h	50	200	30	110	230	40	35	450	85	55	905	145
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Heavy Vehicles, %	4	4	4	3	3	3	4	4	4	5	5	5
Mvmt Flow	51	204	31	112	235	41	36	459	87	56	923	148
Number of Lanes	1	1	0	1	1	0	1	2	0	1	2	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	2	2	3	3
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	3	3	2	2
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	3	3	2	2
HCM Control Delay, s/veh	41.3	48.1	53.4	302.9
HCM LOS	E	E	F	F

Lane	NBLn1	NBLn2	NBLn3	EBLn1	EBLn2	WBLn1	WBLn2	SBLn1	SBLn2	SBLn3
Vol Left, %	100%	0%	0%	100%	0%	100%	0%	100%	0%	0%
Vol Thru, %	0%	100%	64%	0%	87%	0%	85%	0%	100%	68%
Vol Right, %	0%	0%	36%	0%	13%	0%	15%	0%	0%	32%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	35	300	235	50	230	110	270	55	603	447
LT Vol	35	0	0	50	0	110	0	55	0	0
Through Vol	0	300	150	0	200	0	230	0	603	302
RT Vol	0	0	85	0	30	0	40	0	0	145
Lane Flow Rate	36	306	240	51	235	112	276	56	616	456
Geometry Grp	6	6	6	6	6	6	6	6	6	6
Degree of Util (X)	0.113	0.925	0.708	0.173	0.76	0.369	0.859	0.175	1.83	1.325
Departure Headway (Hd)	12.359	11.834	11.568	13.18	12.572	12.707	12.088	11.229	10.702	10.463
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Cap	292	309	314	274	291	285	303	320	345	351
Service Time	10.059	9.534	9.268	10.88	10.272	10.407	9.788	8.991	8.464	8.225
HCM Lane V/C Ratio	0.123	0.99	0.764	0.186	0.808	0.393	0.911	0.175	1.786	1.299
HCM Control Delay, s/veh	16.6	69.8	38	18.6	46.2	22.7	58.4	16.4	409.4	194.2
HCM Lane LOS	C	F	E	C	E	C	F	C	F	F
HCM 95th-tile Q	0.4	8.9	5	0.6	5.7	1.6	7.5	0.6	40.4	21.7



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	50	210	30	110	245	40	35	450	85	55	905	145
Future Volume (vph)	50	210	30	110	245	40	35	450	85	55	905	145
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	130		0	135		0	305		0	400		235
Storage Lanes	1		0	1		0	1		0	1		0
Taper Length (ft)	100			100			100			100		
Link Speed (mph)		45			45			35			35	
Link Distance (ft)		463			370			458			1143	
Travel Time (s)		7.0			5.6			8.9			22.3	
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	4%	4%	4%	3%	3%	3%	4%	4%	4%	5%	5%	5%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Shared Lane Traffic (%)												
Lane Group Flow (vph)	51	245	0	112	291	0	36	546	0	56	1071	0
Sign Control		Stop			Stop			Stop			Stop	

Intersection Summary	
Area Type:	Other
Control Type: Unsignalized	

Intersection has too many lanes per leg.

HCM All-Way analysis is limited to two lanes per leg.

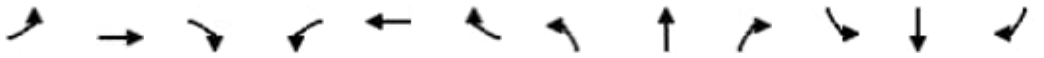
Channelized right turn lanes are not counted.

Intersection	
Intersection Delay, s/veh	176.8
Intersection LOS	F

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	50	210	30	110	245	40	35	450	85	55	905	145
Future Vol, veh/h	50	210	30	110	245	40	35	450	85	55	905	145
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Heavy Vehicles, %	4	4	4	3	3	3	4	4	4	5	5	5
Mvmt Flow	51	214	31	112	250	41	36	459	87	56	923	148
Number of Lanes	1	1	0	1	1	0	1	2	0	1	2	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	2	2	3	3
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	3	3	2	2
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	3	3	2	2
HCM Control Delay, s/veh	46.1	56.3	56.3	316.3
HCM LOS	E	F	F	F

Lane	NBLn1	NBLn2	NBLn3	EBLn1	EBLn2	WBLn1	WBLn2	SBLn1	SBLn2	SBLn3
Vol Left, %	100%	0%	0%	100%	0%	100%	0%	100%	0%	0%
Vol Thru, %	0%	100%	64%	0%	88%	0%	86%	0%	100%	68%
Vol Right, %	0%	0%	36%	0%	13%	0%	14%	0%	0%	32%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	35	300	235	50	240	110	285	55	603	447
LT Vol	35	0	0	50	0	110	0	55	0	0
Through Vol	0	300	150	0	210	0	245	0	603	302
RT Vol	0	0	85	0	30	0	40	0	0	145
Lane Flow Rate	36	306	240	51	245	112	291	56	616	456
Geometry Grp	6	6	6	6	6	6	6	6	6	6
Degree of Util (X)	0.115	0.94	0.719	0.175	0.801	0.372	0.915	0.178	1.866	1.351
Departure Headway (Hd)	12.56	12.035	11.769	13.329	12.724	12.825	12.211	11.44	10.912	10.672
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Cap	287	303	309	271	287	283	300	314	339	342
Service Time	10.26	9.735	9.469	11.029	10.424	10.525	9.911	9.205	8.677	8.436
HCM Lane V/C Ratio	0.125	1.01	0.777	0.188	0.854	0.396	0.97	0.178	1.817	1.333
HCM Control Delay, s/veh	16.9	73.9	39.6	18.8	51.8	22.9	69.2	16.7	425.7	205.4
HCM Lane LOS	C	F	E	C	F	C	F	C	F	F
HCM 95th-tile Q	0.4	9.2	5.2	0.6	6.3	1.7	8.6	0.6	41.1	22.3



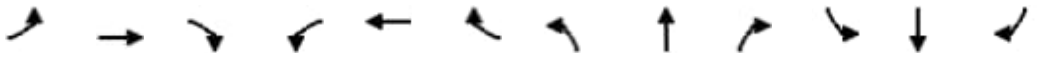
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	280	200	30	110	230	40	35	220	85	55	905	145
Future Volume (vph)	280	200	30	110	230	40	35	220	85	55	905	145
Ideal Flow (vphpl)	1845	1845	1845	1845	1845	1845	1805	1805	1805	1825	1825	1750
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	275		0	275		0	305		0	400		235
Storage Lanes	1		0	1		0	1		0	1		1
Taper Length (ft)	100			100			100			100		
Right Turn on Red			Yes			Yes			Yes			Yes
Link Speed (mph)		45			45			35			35	
Link Distance (ft)		463			370			458			1143	
Travel Time (s)		7.0			5.6			8.9			22.3	
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	62%
Heavy Vehicles (%)	4%	4%	4%	3%	3%	3%	4%	4%	4%	5%	5%	5%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Shared Lane Traffic (%)												
Lane Group Flow (vph)	286	235	0	112	276	0	36	311	0	56	923	92
Turn Type	pm+pt	NA		Perm	NA		Perm	NA		Perm	NA	Perm
Protected Phases	7	4			8			2			6	
Permitted Phases	4			8			2			6		6
Detector Phase	7	4		8	8		2	2		6	6	6
Switch Phase												
Minimum Initial (s)	6.0	10.0		10.0	10.0		15.0	15.0		15.0	15.0	15.0
Minimum Split (s)	10.5	22.5		22.5	22.5		22.5	22.5		22.5	22.5	22.5
Total Split (s)	12.0	35.0		23.0	23.0		25.0	25.0		25.0	25.0	25.0
Total Split (%)	20.0%	58.3%		38.3%	38.3%		41.7%	41.7%		41.7%	41.7%	41.7%
Maximum Green (s)	7.5	30.0		18.0	18.0		20.0	20.0		20.0	20.0	20.0
Yellow Time (s)	3.5	4.0		4.0	4.0		4.0	4.0		4.0	4.0	4.0
All-Red Time (s)	1.0	1.0		1.0	1.0		1.0	1.0		1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	0.0
Total Lost Time (s)	4.5	5.0		5.0	5.0		5.0	5.0		5.0	5.0	5.0
Lead/Lag	Lead			Lag	Lag							
Lead-Lag Optimize?	Yes			Yes	Yes							
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	3.0
Minimum Gap (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	3.0
Time Before Reduce (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	0.0
Time To Reduce (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	0.0
Recall Mode	None	None		None	None		Min	Min		Min	Min	Min
Walk Time (s)												
Flash Don't Walk (s)												
Pedestrian Calls (#/hr)												
v/c Ratio	0.64	0.29		0.41	0.62		0.28	0.27		0.16	0.80	0.16
Control Delay (s/veh)	16.6	9.4		22.6	24.2		21.2	10.2		14.8	23.8	3.1

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	0.0
Total Delay (s/veh)	16.6	9.4		22.6	24.2		21.2	10.2		14.8	23.8	3.1
Queue Length 50th (ft)	56	41		31	77		8	25		12	137	0
Queue Length 95th (ft)	101	78		70	141		33	56		37	#257	19
Internal Link Dist (ft)		383			290			378			1063	
Turn Bay Length (ft)	275			275			305			400		235
Base Capacity (vph)	450	969		363	591		135	1219		360	1217	596
Starvation Cap Reductn	0	0		0	0		0	0		0	0	0
Spillback Cap Reductn	0	0		0	0		0	0		0	0	0
Storage Cap Reductn	0	0		0	0		0	0		0	0	0
Reduced v/c Ratio	0.64	0.24		0.31	0.47		0.27	0.26		0.16	0.76	0.15

Intersection Summary
Area Type: Other
Cycle Length: 60
Actuated Cycle Length: 54.6
Natural Cycle: 60
Control Type: Actuated-Uncoordinated
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Splits and Phases: 500: W Frontage Rd & 60th St

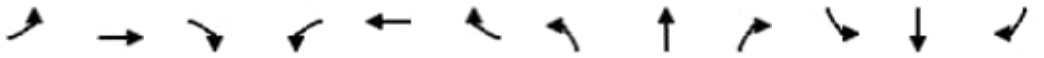




Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	280	200	30	110	230	40	35	220	85	55	905	145
Future Volume (veh/h)	280	200	30	110	230	40	35	220	85	55	905	145
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
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	1787	1787	1787	1802	1802	1802	1749	1749	1749	1754	1754	1682
Adj Flow Rate, veh/h	286	204	31	112	235	41	36	224	87	56	923	92
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Percent Heavy Veh, %	4	4	4	3	3	3	4	4	4	5	5	5
Cap, veh/h	457	675	103	373	314	55	200	848	319	431	1197	512
Arrive On Green	0.15	0.45	0.45	0.21	0.21	0.21	0.36	0.36	0.36	0.36	0.36	0.36
Sat Flow, veh/h	1702	1516	230	1103	1494	261	519	2360	889	1002	3332	1425
Grp Volume(v), veh/h	286	0	235	112	0	276	36	156	155	56	923	92
Grp Sat Flow(s),veh/h/ln	1702	0	1746	1103	0	1755	519	1661	1589	1002	1666	1425
Q Serve(g_s), s	6.2	0.0	4.4	4.6	0.0	7.5	3.4	3.4	3.6	2.1	12.5	2.3
Cycle Q Clear(g_c), s	6.2	0.0	4.4	4.6	0.0	7.5	15.9	3.4	3.6	5.7	12.5	2.3
Prop In Lane	1.00		0.13	1.00		0.15	1.00		0.56	1.00		1.00
Lane Grp Cap(c), veh/h	457	0	777	373	0	369	200	597	571	431	1197	512
V/C Ratio(X)	0.63	0.00	0.30	0.30	0.00	0.75	0.18	0.26	0.27	0.13	0.77	0.18
Avail Cap(c_a), veh/h	457	0	1025	529	0	618	217	650	622	463	1304	558
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	12.4	0.0	9.1	17.7	0.0	18.9	21.6	11.6	11.6	13.7	14.5	11.2
Incr Delay (d2), s/veh	2.7	0.0	0.2	0.4	0.0	3.0	0.4	0.2	0.3	0.1	2.7	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(95%),veh/ln	3.7	0.0	2.2	1.8	0.0	5.1	0.7	1.9	1.9	0.8	7.7	1.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	15.1	0.0	9.3	18.2	0.0	21.9	22.0	11.8	11.9	13.8	17.2	11.4
LnGrp LOS	B		A	B		C	C	B	B	B	B	B
Approach Vol, veh/h		521			388			347			1071	
Approach Delay, s/veh		12.5			20.9			12.9			16.5	
Approach LOS		B			C			B			B	

Timer - Assigned Phs	2	4	6	7	8
Phs Duration (G+Y+Rc), s	23.4	27.8	23.4	12.0	15.8
Change Period (Y+Rc), s	5.0	5.0	5.0	4.5	5.0
Max Green Setting (Gmax), s	20.0	30.0	20.0	7.5	18.0
Max Q Clear Time (g_c+I1), s	17.9	6.4	14.5	8.2	9.5
Green Ext Time (p_c), s	0.4	1.2	3.0	0.0	1.2

Intersection Summary	
HCM 7th Control Delay, s/veh	15.8
HCM 7th LOS	B

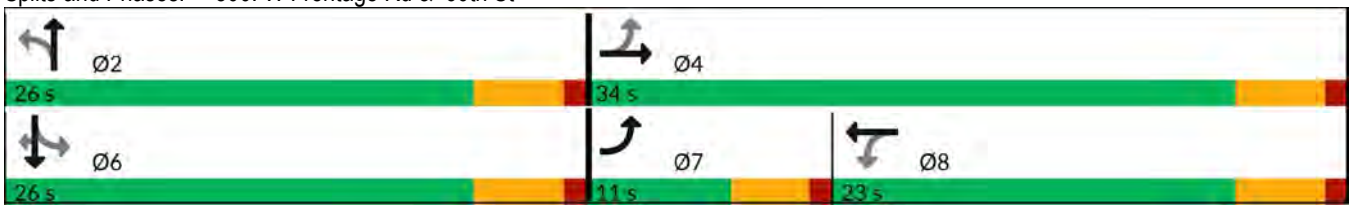


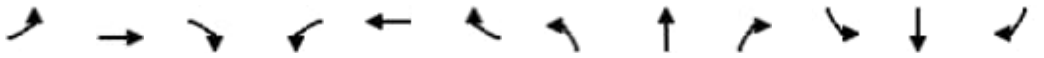
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	280	210	30	110	245	40	35	220	85	55	905	145
Future Volume (vph)	280	210	30	110	245	40	35	220	85	55	905	145
Ideal Flow (vphpl)	1845	1845	1845	1845	1845	1845	1805	1805	1805	1825	1825	1750
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	275		0	275		0	305		0	400		235
Storage Lanes	1		0	1		0	1		0	1		1
Taper Length (ft)	100			100			100			100		
Right Turn on Red			Yes			Yes			Yes			Yes
Link Speed (mph)		45			45			35			35	
Link Distance (ft)		463			370			458			1143	
Travel Time (s)		7.0			5.6			8.9			22.3	
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	62%
Heavy Vehicles (%)	4%	4%	4%	3%	3%	3%	4%	4%	4%	5%	5%	5%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Shared Lane Traffic (%)												
Lane Group Flow (vph)	286	245	0	112	291	0	36	311	0	56	923	92
Turn Type	pm+pt	NA		Perm	NA		Perm	NA		Perm	NA	Perm
Protected Phases	7	4			8			2			6	
Permitted Phases	4			8			2			6		6
Detector Phase	7	4		8	8		2	2		6	6	6
Switch Phase												
Minimum Initial (s)	6.0	10.0		10.0	10.0		15.0	15.0		15.0	15.0	15.0
Minimum Split (s)	10.5	22.5		22.5	22.5		22.5	22.5		22.5	22.5	22.5
Total Split (s)	11.0	34.0		23.0	23.0		26.0	26.0		26.0	26.0	26.0
Total Split (%)	18.3%	56.7%		38.3%	38.3%		43.3%	43.3%		43.3%	43.3%	43.3%
Maximum Green (s)	6.5	29.0		18.0	18.0		21.0	21.0		21.0	21.0	21.0
Yellow Time (s)	3.5	4.0		4.0	4.0		4.0	4.0		4.0	4.0	4.0
All-Red Time (s)	1.0	1.0		1.0	1.0		1.0	1.0		1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	0.0
Total Lost Time (s)	4.5	5.0		5.0	5.0		5.0	5.0		5.0	5.0	5.0
Lead/Lag	Lead			Lag	Lag							
Lead-Lag Optimize?	Yes			Yes	Yes							
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	3.0
Minimum Gap (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	3.0
Time Before Reduce (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	0.0
Time To Reduce (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	0.0
Recall Mode	None	None		None	None		Min	Min		Min	Min	Min
Walk Time (s)												
Flash Don't Walk (s)												
Pedestrian Calls (#/hr)												
v/c Ratio	0.69	0.31		0.41	0.64		0.29	0.26		0.16	0.78	0.16
Control Delay (s/veh)	20.7	10.1		22.2	24.6		20.8	9.8		14.2	22.0	2.9

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	0.0
Total Delay (s/veh)	20.7	10.1		22.2	24.6		20.8	9.8		14.2	22.0	2.9
Queue Length 50th (ft)	59	46		31	82		8	25		12	135	0
Queue Length 95th (ft)	#120	85		70	149		32	54		36	#228	18
Internal Link Dist (ft)		383			290			378			1063	
Turn Bay Length (ft)	275			275			305			400		235
Base Capacity (vph)	415	940		361	593		137	1279		379	1281	622
Starvation Cap Reductn	0	0		0	0		0	0		0	0	0
Spillback Cap Reductn	0	0		0	0		0	0		0	0	0
Storage Cap Reductn	0	0		0	0		0	0		0	0	0
Reduced v/c Ratio	0.69	0.26		0.31	0.49		0.26	0.24		0.15	0.72	0.15

Intersection Summary	
Area Type:	Other
Cycle Length: 60	
Actuated Cycle Length: 54.6	
Natural Cycle: 60	
Control Type: Actuated-Uncoordinated	
# 95th percentile volume exceeds capacity, queue may be longer.	
Queue shown is maximum after two cycles.	

Splits and Phases: 500: W Frontage Rd & 60th St





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	280	210	30	110	245	40	35	220	85	55	905	145
Future Volume (veh/h)	280	210	30	110	245	40	35	220	85	55	905	145
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width 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
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	1787	1787	1787	1802	1802	1802	1749	1749	1749	1754	1754	1682
Adj Flow Rate, veh/h	286	214	31	112	250	41	36	224	87	56	923	92
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Percent Heavy Veh, %	4	4	4	3	3	3	4	4	4	5	5	5
Cap, veh/h	431	669	97	383	332	54	205	856	323	437	1209	517
Arrive On Green	0.13	0.44	0.44	0.22	0.22	0.22	0.36	0.36	0.36	0.36	0.36	0.36
Sat Flow, veh/h	1702	1527	221	1093	1510	248	519	2360	889	1002	3332	1425
Grp Volume(v), veh/h	286	0	245	112	0	291	36	156	155	56	923	92
Grp Sat Flow(s),veh/h/ln	1702	0	1748	1093	0	1757	519	1661	1589	1002	1666	1425
Q Serve(g_s), s	6.2	0.0	4.6	4.5	0.0	7.8	3.3	3.3	3.5	2.1	12.3	2.2
Cycle Q Clear(g_c), s	6.2	0.0	4.6	4.5	0.0	7.8	15.6	3.3	3.5	5.6	12.3	2.2
Prop In Lane	1.00		0.13	1.00		0.14	1.00		0.56	1.00		1.00
Lane Grp Cap(c), veh/h	431	0	766	383	0	386	205	603	576	437	1209	517
V/C Ratio(X)	0.66	0.00	0.32	0.29	0.00	0.75	0.18	0.26	0.27	0.13	0.76	0.18
Avail Cap(c_a), veh/h	431	0	1007	534	0	629	233	693	663	492	1391	595
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	12.6	0.0	9.2	17.1	0.0	18.4	21.0	11.3	11.3	13.3	14.1	10.9
Incr Delay (d2), s/veh	3.8	0.0	0.2	0.4	0.0	3.0	0.4	0.2	0.2	0.1	2.2	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(95%),veh/ln	3.9	0.0	2.3	1.7	0.0	5.2	0.7	1.9	1.9	0.8	7.3	1.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	16.4	0.0	9.5	17.5	0.0	21.4	21.4	11.5	11.6	13.4	16.3	11.1
LnGrp LOS	B		A	B		C	C	B	B	B	B	B
Approach Vol, veh/h		531			403			347			1071	
Approach Delay, s/veh		13.2			20.3			12.6			15.7	
Approach LOS		B			C			B			B	

Timer - Assigned Phs	2	4	6	7	8
Phs Duration (G+Y+Rc), s	23.3	27.1	23.3	11.0	16.1
Change Period (Y+Rc), s	5.0	5.0	5.0	4.5	5.0
Max Green Setting (Gmax), s	21.0	29.0	21.0	6.5	18.0
Max Q Clear Time (g_c+I1), s	17.6	6.6	14.3	8.2	9.8
Green Ext Time (p_c), s	0.7	1.2	3.6	0.0	1.3

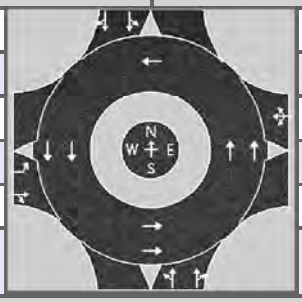
Intersection Summary	
HCM 7th Control Delay, s/veh	15.5
HCM 7th LOS	B

Attachment 7: HCS Output

HCS Roundabouts Report

General Information

Analyst	MSA
Agency or Co.	
Date Performed	
Analysis Year	2028
Time Analyzed	PM Peak
Project Description	Improved Transportation System, Build Alt A



Site Information

Intersection	60th St at W Frontage Rd
E/W Street Name	60th St
N/S Street Name	W Frontage Rd
Analysis Time Period, hrs	0.25
Peak Hour Factor	0.98
Jurisdiction	WisDOT SE

Volume Adjustments and Site Characteristics

Approach	EB				WB				NB				SB			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Number of Lanes (N)	0	1	1	0	0	0	1	0	0	0	2	0	0	0	2	0
Lane Assignment	L		TR				LTR		LT		TR		LT		TR	
Volume (V), veh/h	0	280	200	30	0	110	230	40	0	35	220	85	0	55	905	145
Percent Heavy Vehicles, %	4	4	4	4	3	3	3	3	4	4	4	4	5	5	5	5
Flow Rate (v_{PCE}), pc/h	0	297	212	32	0	116	242	42	0	37	233	90	0	59	970	155
Right-Turn Bypass	None				None				None				None			
Conflicting Lanes	2				2				2				1			
Pedestrians Crossing, p/h	0				0				0				0			
Proportion of CAVs, %	0															

Critical and Follow-Up Headway Adjustment

Approach	EB			WB			NB			SB		
Lane	Left	Right	Bypass	Left	Right	Bypass	Left	Right	Bypass	Left	Right	Bypass
Critical Headway, s	4.6000	4.3000			4.8000		4.6000	4.3000		4.7000	4.4000	
Follow-Up Headway, s	2.6000	2.6000			2.6000		2.6000	2.6000		2.5000	2.5000	

Flow Computations, Capacity and v/c Ratios

Approach	EB			WB			NB			SB		
Lane	Left	Right	Bypass	Left	Right	Bypass	Left	Right	Bypass	Left	Right	Bypass
Entry Flow (v_e), pc/h	297	244			400		169	191		556	628	
Entry Volume, veh/h	286	235			388		163	183		530	598	
Circulating Flow (v_c), pc/h	1145			567			568			395		
Exiting Flow (v_{ex}), pc/h	361			434			572			1118		
Capacity (c_{pce}), pc/h	485	533			798		823	863		986	1019	
Capacity (c), veh/h	466	513			775		791	829		939	971	
v/c Ratio (x)	0.61	0.46			0.50		0.21	0.22		0.56	0.62	

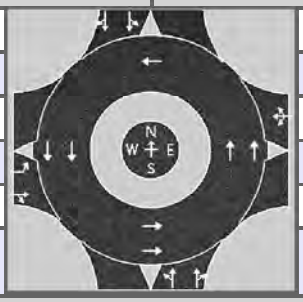
Delay and Level of Service

Approach	EB			WB			NB			SB		
Lane	Left	Right	Bypass	Left	Right	Bypass	Left	Right	Bypass	Left	Right	Bypass
Lane Control Delay (d), s/veh	22.3	15.1			11.7		6.8	6.7		11.5	12.5	
Lane LOS	C	C			B		A	A		B	B	
95% Queue Length, Q_{95} (veh)	4.0	2.4			2.8		0.8	0.8		3.6	4.4	
95% Queue Length, Q_{95} (ft)	103.2	61.9			71.7		20.6	20.6		93.6	114.4	
Approach Delay, s/veh | LOS	19.0	C		11.7	B		6.7	A		12.0	B	
Intersection Delay, s/veh | LOS	12.7						B					

HCS Roundabouts Report

General Information

Analyst	MSA
Agency or Co.	
Date Performed	
Analysis Year	2038
Time Analyzed	PM Peak
Project Description	Improved Transportation System, Build Alt A



Site Information

Intersection	60th St at W Frontage Rd
E/W Street Name	60th St
N/S Street Name	W Frontage Rd
Analysis Time Period, hrs	0.25
Peak Hour Factor	0.98
Jurisdiction	WisDOT SE

Volume Adjustments and Site Characteristics

Approach	EB				WB				NB				SB			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Number of Lanes (N)	0	1	1	0	0	0	1	0	0	0	2	0	0	0	2	0
Lane Assignment	L		TR				LTR		LT		TR		LT		TR	
Volume (V), veh/h	0	280	210	30	0	110	245	40	0	35	220	85	0	55	905	145
Percent Heavy Vehicles, %	4	4	4	4	3	3	3	3	4	4	4	4	5	5	5	5
Flow Rate (v_{PCE}), pc/h	0	297	223	32	0	116	258	42	0	37	233	90	0	59	970	155
Right-Turn Bypass	None				None				None				None			
Conflicting Lanes	2				2				2				1			
Pedestrians Crossing, p/h	0				0				0				0			
Proportion of CAVs, %	0															

Critical and Follow-Up Headway Adjustment

Approach	EB			WB			NB			SB		
Lane	Left	Right	Bypass	Left	Right	Bypass	Left	Right	Bypass	Left	Right	Bypass
Critical Headway, s	4.6000	4.3000			4.8000		4.6000	4.3000		4.7000	4.4000	
Follow-Up Headway, s	2.6000	2.6000			2.6000		2.6000	2.6000		2.5000	2.5000	

Flow Computations, Capacity and v/c Ratios

Approach	EB			WB			NB			SB		
Lane	Left	Right	Bypass	Left	Right	Bypass	Left	Right	Bypass	Left	Right	Bypass
Entry Flow (v_e), pc/h	297	255			416		169	191		556	628	
Entry Volume, veh/h	286	245			404		163	183		530	598	
Circulating Flow (v_c), pc/h	1145			567			579			411		
Exiting Flow (v_{ex}), pc/h	372			450			572			1118		
Capacity (c_{pce}), pc/h	485	533			798		814	855		971	1005	
Capacity (c), veh/h	466	513			775		783	822		925	957	
v/c Ratio (x)	0.61	0.48			0.52		0.21	0.22		0.57	0.62	

Delay and Level of Service

Approach	EB			WB			NB			SB		
Lane	Left	Right	Bypass	Left	Right	Bypass	Left	Right	Bypass	Left	Right	Bypass
Lane Control Delay (d), s/veh	22.3	15.7			12.2		6.8	6.8		11.8	12.9	
Lane LOS	C	C			B		A	A		B	B	
95% Queue Length, Q_{95} (veh)	4.0	2.6			3.1		0.8	0.9		3.7	4.5	
95% Queue Length, Q_{95} (ft)	103.2	67.1			79.4		20.6	23.2		96.2	117.0	
Approach Delay, s/veh | LOS	19.2	C		12.2	B		6.8	A		12.4	B	
Intersection Delay, s/veh | LOS	13.1						B					

APPENDIX TIA-2

WISDOT REVIEW

WisDOT Division of Transportation System Development
Southeast Regional Office
141 N.W. Barstow Street
P.O. Box 798
Waukesha, WI 53187-0798

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Secretary Craig Thompson
wisconsin.gov
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E-Mail: waukesha.dtd@dot.wi.gov

July 11, 2024

RICH SCHROEDER
CITY OF KENOSHA
625 52ND STREET
KENOSHA WI 53140

Subject: Log #3092 – Development Submittal
Kenosha Casino Project Development
I-41/94 West Frontage Road & County K Intersection, SW Quadrant
Kenosha County

Dear Mr. Schroeder:

We have reviewed the initial information forwarded for the subject development. The Department concurs that an updated Traffic Impact Analysis (TIA) for the Kenosha Casino Project Development is necessary to understand the impacts from the proposed changes in uses, determine access and establish the improvement requirements. After the TIA has been accepted, the permit process will proceed.

Please find the parameters for conducting the traffic impact evaluation on the attached review sheet. We look forward to working with the City of Kenosha regarding this development plan. Please include a written statement from the City with the next submittal to explain where the development is in the municipal approval process.

If you have any questions regarding traffic issues, please contact the undersigned at (262) 548-6707. Please direct any questions regarding the Trans 233 process to Jorge Salazar at (262) 548-5695 or Robert Elkin at (262) 548-8704. Kevin Koehnke, Permit Coordinator (262) 548-5891, will process any necessary permits. Also, please reference the identification log number (#3092) when forwarding all correspondence.

Sincerely,

Art Baumann, P.E.
Traffic Operations Engineer

Enclosure

Cc: Kory Dercks, DOT-Central Office, Traffic Forecasting
Robert Elkin / Don Berghammer, DOT
Sue King / Kevin Koehnke / Jorge Salazar, DOT
Dave Brantner / Brent DesRoches, DOT
Shelly Billingsley / Kwame Amegashitsi, Kenosha County
Eric Frailing / Brian Huibregtse, MSA

Project: Log #3092 – Opus Development
I-41/94 West Frontage Rd & County K Intersection, SW Quadrant, Kenosha County
Review Unit: Traffic Operations
Reviewers: Art Baumann – SE Region
Date: July 11, 2024

The development's site plan shows internal circulation and street connections to serve the development. In addition to the planning already done, the development needs to be designed in consideration of traffic issues and development in and around the study area. A ***Traffic Impact Analysis*** is needed to understand the traffic impacts, access and improvement needs for these proposed developments. ***This analysis shall look at the trip generation for the development and consider the effects of recent and proposed developments in the vicinity.***

There is a need to select a qualified Traffic Engineering Consultant familiar with the trip generation/distribution practices, with the ability to conduct capacity analysis, evaluate results and prepare the report. Please follow the ***Statewide TIA Guidelines*** for preparing the traffic evaluation study. The parameters below outline the elements to include in this study. ***The TIA shall provide an analysis of the development's initial build year (2028) and the full build out horizon year (2038). If the municipality/developer wishes to consider additional phased improvements, additional analysis years should be identified and included in the traffic projections, analysis and recommendations. The Department reserves the right to request additional information or analyses to address specific operational or safety concerns.***

Access Issues

The development's plan, including the future surrounding developments, will generate a significant volume of traffic. The following outlines the parameters for establishing access and site plan design for the subject development:

1) WisDOT will require traffic data (trip generation, distribution and assignment) before we can accept the traffic study.
2) Evaluation of the traffic information will help in planning the best access for this development. Please show the intended development along the I-41/94 West Frontage Road including land use and locations of access.
3) Please evaluate geometric improvement considerations, traffic signal warrants (if necessary), proper spacing of access points from existing/proposed intersections and proper sight distance at intersections.
4) Up to four access points to the I-41/94 West Frontage Road will be considered for this development. At least one of the access points shall be a public street that is able to connect to the lands to the west of the development in the future. Access to County K (60th Street) shall be determined by Kenosha County.
5) Evaluation of operations, level of service and improvement analysis will be needed at the following intersections:
    a) WIS 158 & I-41/94 West Frontage Road
    b) WIS 158 & I-41/94 SB Ramps
    c) WIS 158 & I-41/94 NB Ramps
    d) WIS 158 & I-41/94 East Frontage Road
    e) County K (60th Street) & Proposed Access 1
    f) County K (60th Street) & I-41/94 West Frontage Road
    g) County K (60th Street) & I-41/94 East Frontage Road
    h) 71st Street & I-41/94 West Frontage Road
    i) 71st Street & I-41/94 SB Ramps

j) 71st Street & I-41/94 NB Ramps
k) I-41/94 West Frontage Road & Proposed Access 2A/2B
l) I-41/94 West Frontage Road & Proposed Access 3A/2B
m) I-41/94 West Frontage Road & Proposed Access 4A/2B
n) I-41/94 West Frontage Road & Proposed Access 5
o) Additional intersections as identified by the City of Kenosha or Kenosha County.

6) Vision/Sight Distance must be reviewed to ensure the access locations meet appropriate criteria.

Study Area

1) The TIA study area shall encompass WIS 158 from the I-41/94 West Frontage Road to the I-41/94 East Frontage Road, County K (60th Street) from Proposed Access 1 to the I-41/94 East Frontage Road, 71st Street from the I-41/94 West Frontage Road to I-41/94 NB Ramps, and I-41/94 West Frontage Road from 71st Street to WIS 158.
2) Development peak times - weekday PM peak (4:15 pm to 5:15 pm).
3) Check all movements at existing intersections to ensure other times are not a dominant volume for any movement. If another time is the peak for any turn movement, this data must be shown and considered when establishing improvements and storage lengths.
4) Any capacity problems at proper access points need to be addressed through separating movements or providing alternate access.
5) The traffic study must consider the City of Kenosha's Master Plan (zoning and street network) and any known future development plans.
6) If the development accounts for more than 20 percent of the traffic for any one movement at intersections beyond these limits, the area must be expanded accordingly.

Report Development

This study report will need to determine the traffic generated by the development and any other planned developments within the study area. ***The study will then evaluate the operations to determine the necessary storage lengths at intersections and any required improvements.*** In addition, recommendations must be developed to address any deficiencies. The consultant is advised to pay particular attention to the following study elements through the study process:

1) Explain, through narrative discussion and/or exhibits, the existing use and proposed changes to the property and parcels within the study area. Clearly identify the ***stages and time frame*** for each portion of the development. Exhibits showing staging breakdowns are beneficial.
2) As discussed in the guidelines, traffic exhibits need to be developed based on WisDOT traffic counts and forecasts.
3) The TIA shall use the WisDOT traffic count data and forecast data as the base line for analysis. Please contact Brent DesRoches at (262) 548-5611 to obtain the WisDOT traffic counts. WisDOT has recently completed counts at the WIS 158 and 71st St interchanges with I-41/94. These counts should be used for the study and will be provided separately.
4) Please contact Dave Brantner at (262) 548-8736 for information regarding the timing and operations of the existing traffic signals at the I-41/94 SB Ramps & WIS 158, I-41/94 NB Ramps & WIS 158, I-41/94 East Frontage Road & WIS 158, I-41/94 SB Ramps & 71st St, and I-41/94 NB Ramps & 71st St intersections.
5) Please utilize the 11th edition of the ***ITE Trip Generation*** manual for the development's trip generation or provide appropriate documentation on other methods of trip generation. The trip generation provided is not acceptable. The trip generation for the on-site development will need to be revised. Also, there are several additional off-site developments that will need to be included in the study. Trip generation information and comments will be provided

separately. The trip distribution for the on-site development is acceptable. The trip assignment was not reviewed. Please revise the trip generation and make the necessary revisions to the trip assignment. **Please include the planned off-site developments as part of the Background Traffic Analysis. The on-site development shall be included in the Build Traffic analysis.** These items will need to be submitted to WisDOT for review prior to preparation of the TIA.

6) Label all major streets and access points within the study area (show distances, land uses and ownership).
7) Include the existing and final transportation details as discussed in the TIA Guidelines. Analyze development access points for the base year to determine if existing operations will handle traffic. Record improvements to address any deficiencies revealed through the evaluation.