TRAFFIC ANALYSIS & DESIGN, INC.

N36 W7505 Buchanan Court
Cedarburg, WI 53012
800.605.3091
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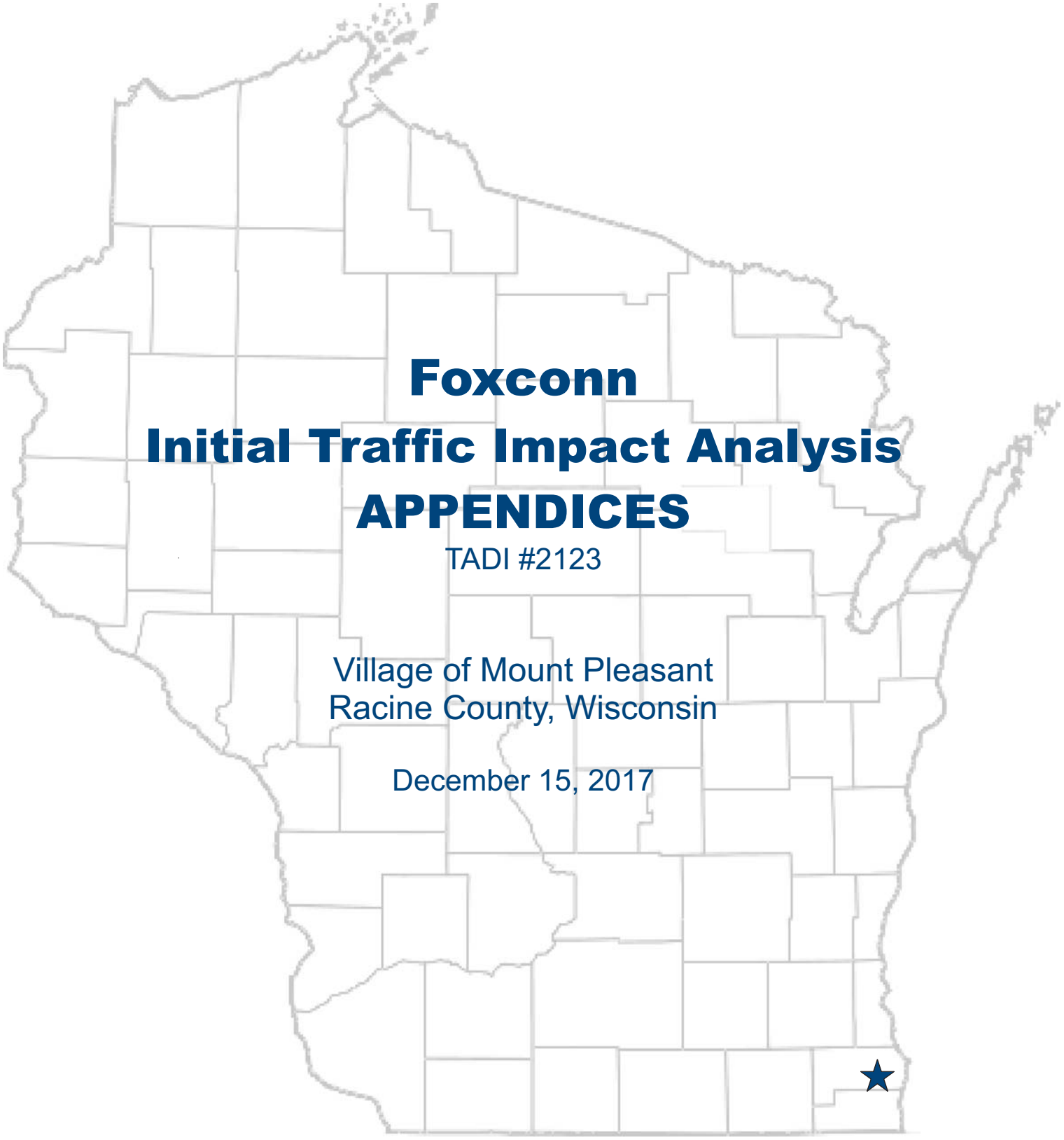


Foxconn
Initial Traffic Impact Analysis
APPENDICES

TADI #2123

Village of Mount Pleasant
Racine County, Wisconsin

December 15, 2017

APPENDIX A

TRAFFIC

APPENDIX A

Existing Traffic Counts

Intersection Traffic Volume Report

Count Basics	Version 2013.J4.1		Page 1 of 11
Start Date:	Tuesday, April 26, 2016	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

Intersection of: IH94-USH 41 W Frontage Rd and STH 11 - Durand Avenue

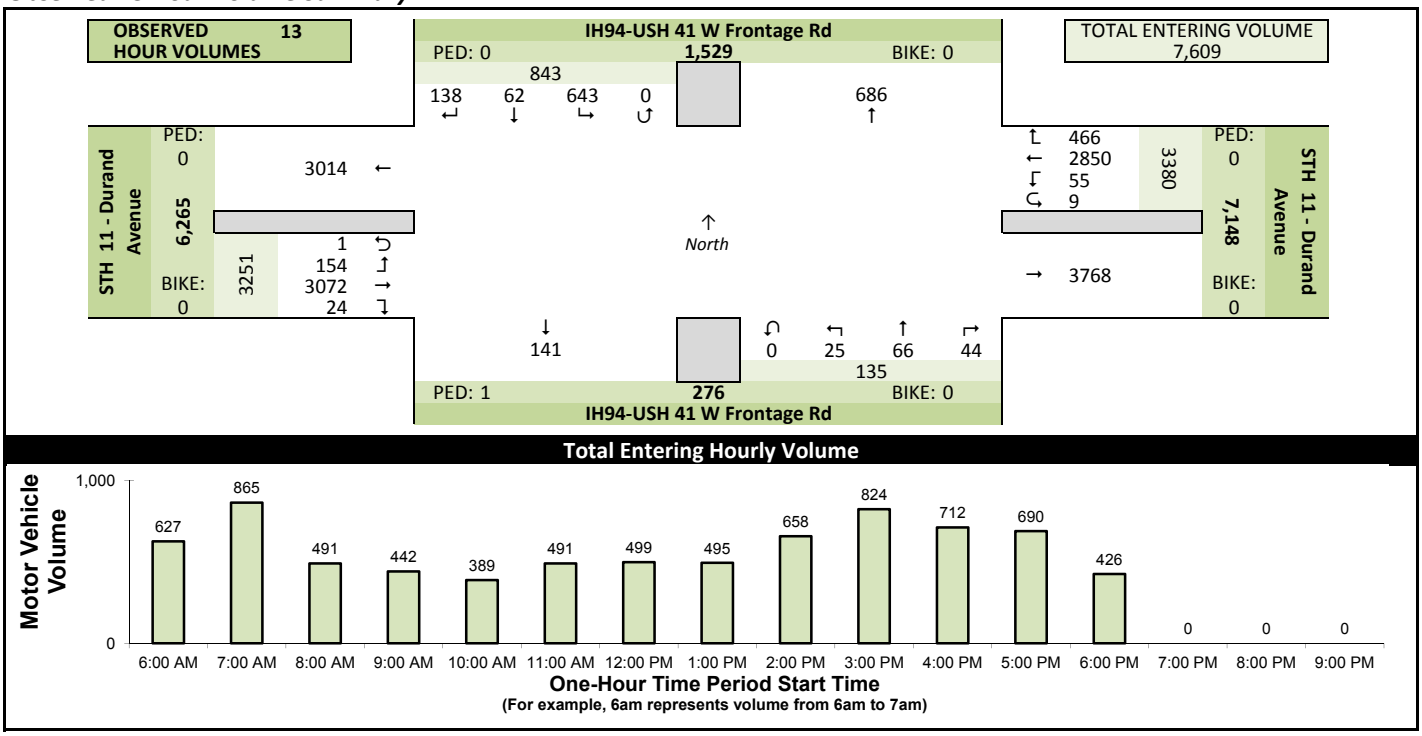
Site Information

Municipality	Town of Yorkville		
County	Racine	WisDOT Region	SE
Traffic Control	Partial Stop Control		
Roadway Names		North Direction	↑
North Leg	IH94-USH 41 W Frontage Rd		
East Leg	STH 11 - Durand Avenue		
South Leg	IH94-USH 41 W Frontage Rd		
West Leg	STH 11 - Durand Avenue		
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		

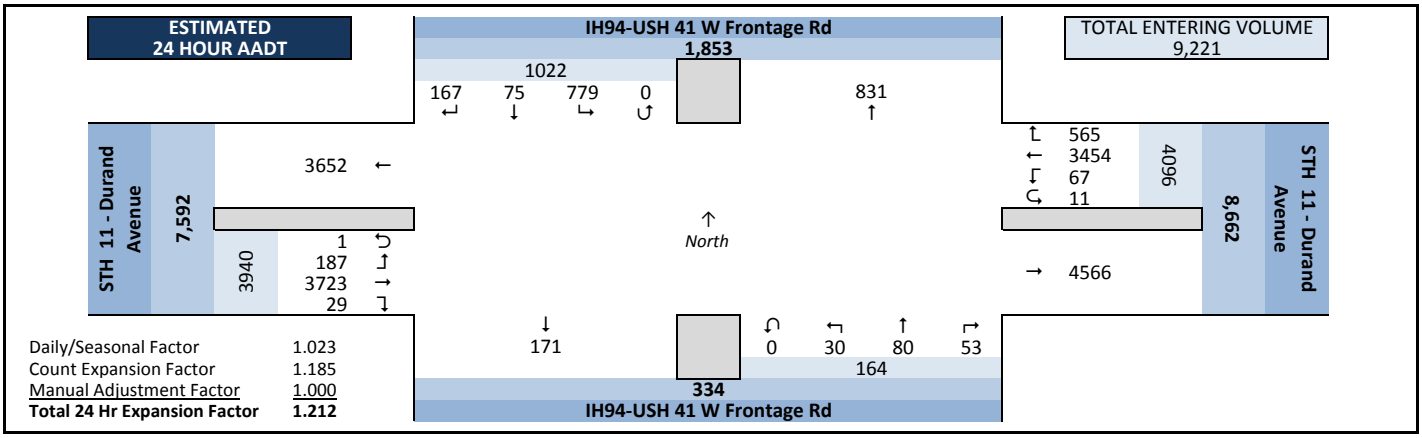
Count Information

Hrs Counted:	6:00 AM-7:00 PM				
1st Day of Count	Tuesday, April 26, 2016			Weather	
AM Peak Period	Wednesday, April 27, 2016			Clear & Dry	
Midday Peak Period	Tuesday, April 26, 2016			Cloudy & Dry	
PM Peak Period	Thursday, April 28, 2016			Cloudy & Dry	
Calculated Peak Hours					
AM	6:45-7:45am	MD	11:30-12:30am	PM	3:00-4:00pm
Peak Hours Selected for Analysis					
AM	6:30-7:30am	MD	11:30-12:30am	PM	6:00-7:00pm
Daily/Seasonal Adjustment Group	(4) Rural Arterials & Collectors				
Count Expansion Group	(4) Rural Arterials & Collectors				
Daily/Seasonal Adjustment Factor	1.023	Count Expansion Factor	1.185		
Company Name	TADI, Inc.			Manual Adj.	1.000
Observers	AM Peak Period	Larry Numerich			
	Midday Peak Period	Pat Andryk			
	PM Peak Period	Larry Numerich			
Comments	Version 2011.J4.1 2014 DOT Factors				

Observed 13 Hour Volume Summary



Estimated 24 Hour AADT



Intersection Traffic Volume Report

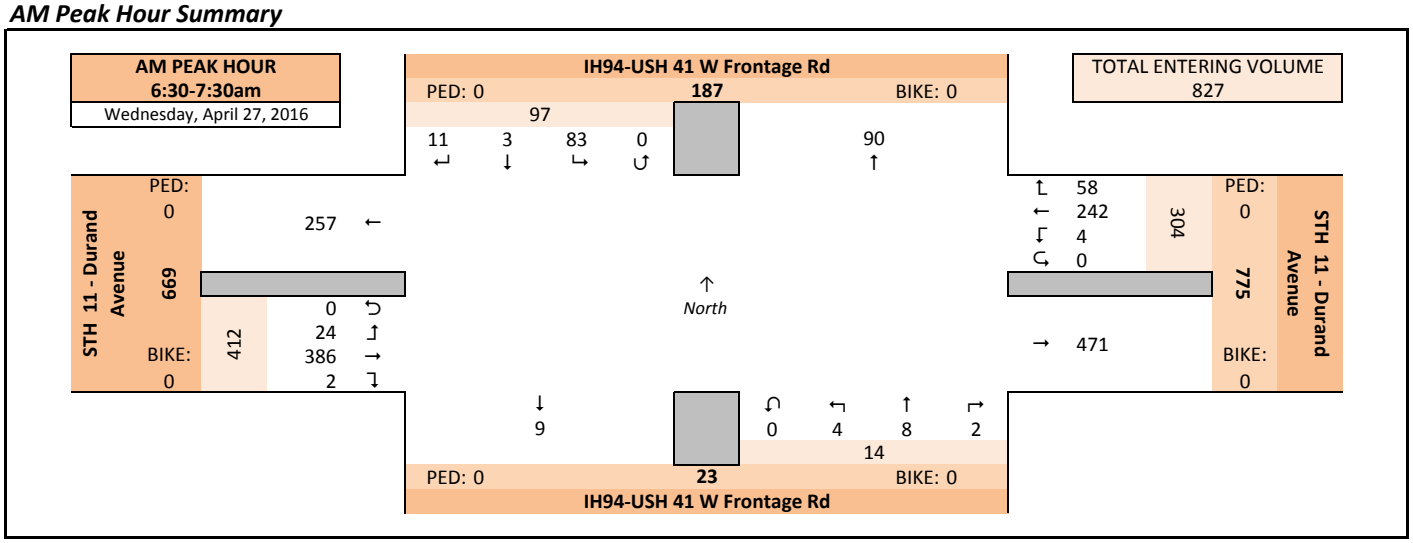
Count Basics			Page 2 of 11
Start Date:	Tuesday, April 26, 2016	Weekday	Schools in Session
Total Number of Hours Counted: 13		Non-Holiday	No Special Events

Peak Hour Volume Graphical Summary

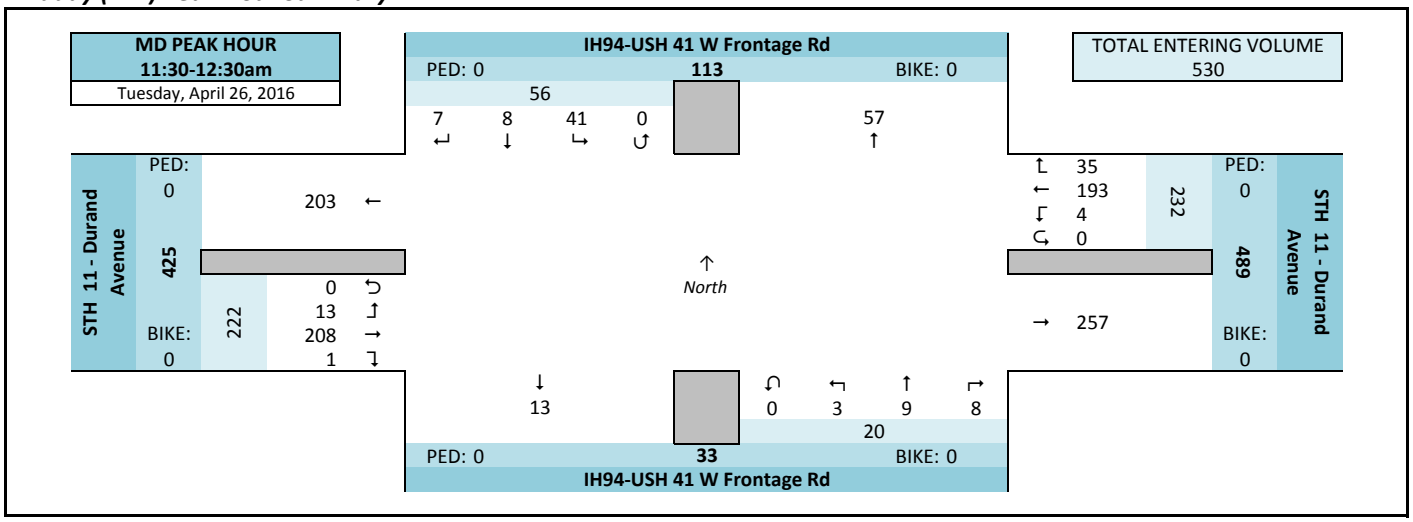
IH94-USH 41 W Frontage Rd and STH 11 - Durand Avenue

All Motor Vehicles

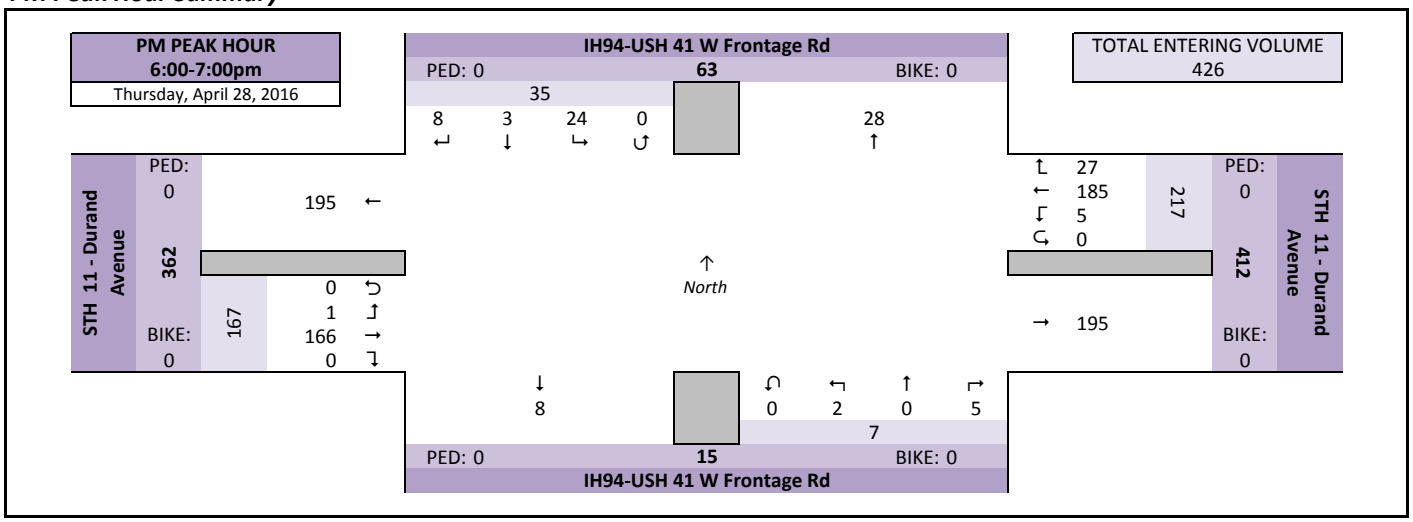
AM Peak Hour Summary



Midday (MD) Peak Hour Summary



PM Peak Hour Summary



Intersection Traffic Volume Report

Count Basics			Page 3 of 11
Start Date:	Tuesday, April 26, 2016	Weekday	Schools in Session
Total Number of Hours Counted: 13		Non-Holiday	No Special Events

Peak Hour Volume Summary

IH94-USH 41 W Frontage Rd and STH 11 - Durand Avenue

All Motor Vehicles

Peak Hour Volumes, Truck Percentages, and PHFs

Wednesday, April 27, 2016		From North					From East					From South					From West					
	AM Peak Hour	IH94-USH 41 W Frontage Rd					STH 11 - Durand Avenue					IH94-USH 41 W Frontage Rd					STH 11 - Durand Avenue					
	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	6:30 AM	4	0	16	0	20	17	54	1	0	72	0	2	1	0	3	0	75	10	0	85	180
	6:45 AM	3	0	20	0	23	20	48	2	0	70	1	4	0	0	5	1	90	5	0	96	194
	7:00 AM	3	0	14	0	17	9	79	1	0	89	1	1	1	0	3	0	94	5	0	99	208
	7:15 AM	1	3	33	0	37	12	61	0	0	73	0	1	2	0	3	1	127	4	0	132	245
	Peak Hour Volume	11	3	83	0	97	58	242	4	0	304	2	8	4	0	14	2	386	24	0	412	827
	Rounded Hourly Volume	10	5	85	0	100	60	240	5	0	305	0	10	5	0	15	0	385	25	0	410	830
	% Single Unit Trucks	36.4	100.0	16.9	0.0	21.6	5.2	4.1	0.0	0.0	4.3	0.0	0.0	0.0	0.0	0.0	0.0	3.1	4.2	0.0	3.2	5.7
	% Heavy Trucks	0.0	0.0	9.6	0.0	8.2	12.1	4.1	0.0	0.0	5.6	0.0	0.0	0.0	0.0	0.0	0.0	3.9	4.2	0.0	3.9	5.0
	% Trucks (Total)	36.4	100.0	26.5	0.0	29.9	17.2	8.3	0.0	0.0	9.9	0.0	0.0	0.0	0.0	0.0	0.0	7.0	8.3	0.0	7.0	10.6
	Peak Hour Factor (PHF)	0.69	0.25	0.63	0.00	0.66	0.72	0.77	0.50	0.00	0.85	0.50	0.50	0.50	0.00	0.70	0.50	0.76	0.60	0.00	0.78	0.84

Tuesday, April 26, 2016		From North					From East					From South					From West					
	MD Peak Hour	IH94-USH 41 W Frontage Rd					STH 11 - Durand Avenue					IH94-USH 41 W Frontage Rd					STH 11 - Durand Avenue					
	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	3	2	7	0	12	9	49	3	0	61	1	1	0	0	2	0	47	5	0	52	127
	11:45 AM	3	0	9	0	12	9	46	1	0	56	1	7	2	0	10	0	54	1	0	55	133
	12:00 PM	0	5	13	0	18	5	51	0	0	56	2	1	1	0	4	1	40	3	0	44	122
	12:15 PM	1	1	12	0	14	12	47	0	0	59	4	0	0	0	4	0	67	4	0	71	148
	Peak Hour Volume	7	8	41	0	56	35	193	4	0	232	8	9	3	0	20	1	208	13	0	222	530
	Rounded Hourly Volume	5	10	40	0	55	35	195	5	0	235	10	10	5	0	25	0	210	15	0	225	540
	% Single Unit Trucks	42.9	0.0	4.9	0.0	8.9	14.3	9.8	0.0	0.0	10.3	0.0	11.1	0.0	0.0	5.0	0.0	7.7	23.1	0.0	8.6	9.2
	% Heavy Trucks	28.6	0.0	24.4	0.0	21.4	17.1	7.3	0.0	0.0	8.6	12.5	0.0	0.0	0.0	5.0	0.0	6.2	30.8	0.0	7.7	9.4
	% Trucks (Total)	71.4	0.0	29.3	0.0	30.4	31.4	17.1	0.0	0.0	19.0	12.5	11.1	0.0	0.0	10.0	0.0	13.9	53.8	0.0	16.2	18.7
	Peak Hour Factor (PHF)	0.58	0.40	0.79	0.00	0.78	0.73	0.95	0.33	0.00	0.95	0.50	0.32	0.37	0.00	0.50	0.25	0.78	0.65	0.00	0.78	0.90

Thursday, April 28, 2016		From North					From East					From South					From West					
	PM Peak Hour	IH94-USH 41 W Frontage Rd					STH 11 - Durand Avenue					IH94-USH 41 W Frontage Rd					STH 11 - Durand Avenue					
	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	6:00 PM	2	1	10	0	13	9	45	1	0	55	1	0	0	0	1	0	41	1	0	42	111
	6:15 PM	3	0	7	0	10	6	47	3	0	56	3	0	2	0	5	0	43	0	0	43	114
	6:30 PM	3	0	4	0	7	5	47	0	0	52	1	0	0	0	1	0	54	0	0	54	114
	6:45 PM	0	2	3	0	5	7	46	1	0	54	0	0	0	0	0	0	28	0	0	28	87
	Peak Hour Volume	8	3	24	0	35	27	185	5	0	217	5	0	2	0	7	0	166	1	0	167	426
	Rounded Hourly Volume	10	5	25	0	40	25	185	5	0	215	5	0	0	0	5	0	165	0	0	165	425
	% Single Unit Trucks	0.0	0.0	0.0	0.0	0.0	3.7	1.1	0.0	0.0	1.4	0.0	0.0	0.0	0.0	0.0	0.0	3.0	0.0	0.0	3.0	1.9
	% Heavy Trucks	0.0	0.0	0.0	0.0	0.0	3.7	2.7	0.0	0.0	2.8	0.0	0.0	0.0	0.0	0.0	0.0	4.2	100.0	0.0	4.8	3.3
	% Trucks (Total)	0.0	0.0	0.0	0.0	0.0	7.4	3.8	0.0	0.0	4.1	0.0	0.0	0.0	0.0	0.0	0.0	7.2	100.0	0.0	7.8	5.2
	Peak Hour Factor (PHF)	0.67	0.37	0.60	0.00	0.67	0.75	0.98	0.42	0.00	0.97	0.42	0.00	0.25	0.00	0.35	0.00	0.77	0.25	0.00	0.77	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
		IH94-USH 41 W Frontage Rd			STH 11 - Durand Avenue			IH94-USH 41 W Frontage Rd			STH 11 - Durand Avenue			
	15-Minute Start Time	Pedestrian	Bicyclist	Total	Pedestrian	Bicyclist	Total	Pedestrian	Bicyclist	Total	Pedestrian	Bicyclist	Total	Volume
AM	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
	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	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
	Total	0	0	0	0	0	0	0	0	0	0	0	0	0

Intersection Traffic Volume Report

Count Basics		*Page 4 of 11*
Start Date: Tuesday, April 26, 2016	Weekday	Schools in Session
Total Number of Hours Counted: 13	Non-Holiday	No Special Events

Hourly Volume Summary - Motor Vehicle Data

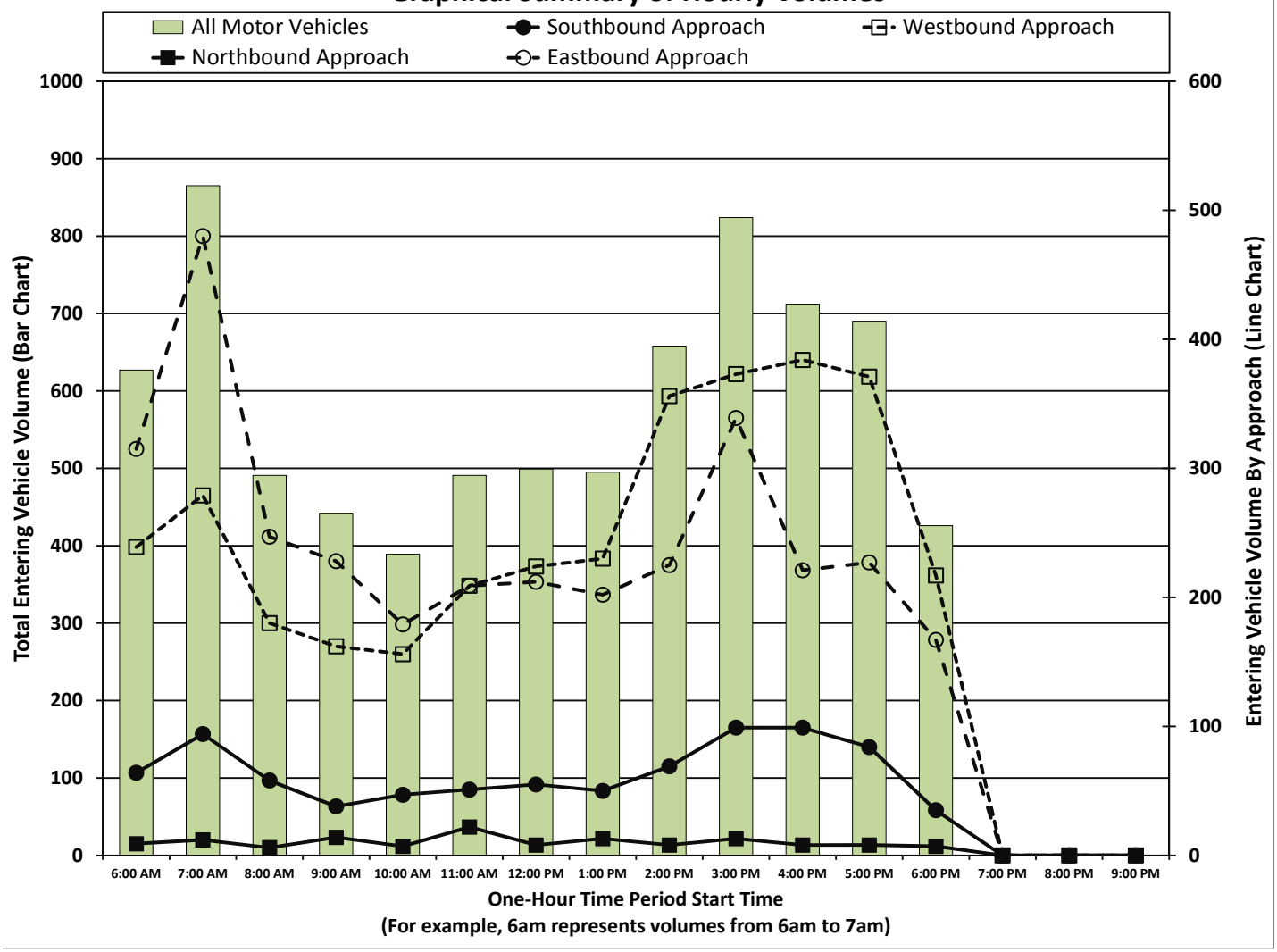
All Motor Vehicles

IH94-USH 41 W Frontage Rd and STH 11 - Durand Avenue

One-Hour Motor Vehicle Data

	One-Hour Time Period Start Time	From North (↓) IH94-USH 41 W Frontage Rd					From East (←) STH 11 - Durand Avenue					From South (↑) IH94-USH 41 W Frontage Rd					From West (→) STH 11 - Durand Avenue					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	9	2	53	0	64	53	182	4	0	239	2	6	1	0	9	2	290	23	0	315	627	554	73
AM	7:00 AM	10	7	77	0	94	52	226	1	0	279	4	5	3	0	12	2	450	27	1	480	865	759	106
AM	8:00 AM	3	6	49	0	58	31	141	8	0	180	1	5	0	0	6	3	237	7	0	247	491	427	64
AM	9:00 AM	3	2	33	0	38	28	131	3	0	162	4	6	4	0	14	0	214	14	0	228	442	390	52
MD	10:00 AM	11	4	32	0	47	19	134	2	1	156	2	5	0	0	7	4	164	11	0	179	389	335	54
MD	11:00 AM	13	6	32	0	51	32	169	7	1	209	6	13	3	0	22	1	196	12	0	209	491	418	73
MD	12:00 PM	3	8	44	0	55	35	187	1	1	224	6	1	1	0	8	2	198	12	0	212	499	436	63
MD	1:00 PM	13	4	33	0	50	26	200	3	1	230	4	7	2	0	13	3	188	11	0	202	495	432	63
PM	2:00 PM	13	6	50	0	69	34	316	5	1	356	2	4	2	0	8	1	211	13	0	225	658	581	77
PM	3:00 PM	18	4	77	0	99	42	324	6	1	373	6	3	4	0	13	3	324	12	0	339	824	712	112
PM	4:00 PM	19	4	76	0	99	43	334	5	2	384	2	6	0	0	8	2	215	4	0	221	712	605	107
PM	5:00 PM	15	6	63	0	84	44	321	5	1	371	0	5	3	0	8	1	219	7	0	227	690	598	92
PM	6:00 PM	8	3	24	0	35	27	185	5	0	217	5	0	2	0	7	0	166	1	0	167	426	384	42
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		138	62	643	0	843	466	2850	55	9	3380	44	66	25	0	135	24	3072	154	1	3251	7609	6631	978

Graphical Summary of Hourly Volumes



Intersection Traffic Volume Report

Count Basics		*Page 5 of 11*
Start Date: Tuesday, April 26, 2016	Weekday	Schools in Session
Total Number of Hours Counted: 13	Non-Holiday	No Special Events

15-Minute Motor Vehicle Data

All Motor Vehicles

IH94-USH 41 W Frontage Rd and STH 11 - Durand Avenue

15-Minute Motor Vehicle Data

15-Minute Time Period		From North (↓) IH94-USH 41 W Frontage Rd					From East (←) STH 11 - Durand Avenue					From South (↑) IH94-USH 41 W Frontage Rd					From West (→) STH 11 - Durand Avenue					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	1	0	7	0	8	5	38	1	0	44	0	0	0	0	0	1	46	4	0	51	103	627	0.81
	6:15 AM	1	2	10	0	13	11	42	0	0	53	1	0	0	0	1	0	79	4	0	83	150	732	0.88
	6:30 AM	4	0	16	0	20	17	54	1	0	72	0	2	1	0	3	0	75	10	0	85	180	827	0.84
	6:45 AM	3	0	20	0	23	20	48	2	0	70	1	4	0	0	5	1	90	5	0	96	194	879	0.90
	7:00 AM	3	0	14	0	17	9	79	1	0	89	1	1	1	0	3	0	94	5	0	99	208	865	0.88
	7:15 AM	1	3	33	0	37	12	61	0	0	73	0	1	2	0	3	1	127	4	0	132	245	773	0.79
	7:30 AM	3	4	13	0	20	13	43	0	0	56	3	1	0	0	4	1	139	11	1	152	232	653	0.70
	7:45 AM	3	0	17	0	20	18	43	0	0	61	0	2	0	0	2	0	90	7	0	97	180	550	0.76
	8:00 AM	0	1	13	0	14	9	37	1	0	47	0	2	0	0	2	3	48	2	0	53	116	491	0.95
	8:15 AM	0	1	15	0	16	3	29	2	0	34	1	1	0	0	2	0	70	3	0	73	125	469	0.91
	8:30 AM	1	3	11	0	15	8	41	3	0	52	0	1	0	0	1	0	60	1	0	61	129	452	0.88
	8:45 AM	2	1	10	0	13	11	34	2	0	47	0	1	0	0	1	0	59	1	0	60	121	441	0.91
	9:00 AM	1	1	6	0	8	4	36	0	0	40	0	1	0	0	1	0	38	7	0	45	94	442	0.91
	9:15 AM	1	1	6	0	8	8	31	1	0	40	1	1	2	0	4	0	55	1	0	56	108	443	0.91
	9:30 AM	0	0	11	0	11	6	32	2	0	40	1	3	0	0	4	0	60	3	0	63	118	420	0.86
	9:45 AM	1	0	10	0	11	10	32	0	0	42	2	1	2	0	5	0	61	3	0	64	122	403	0.83
Midday Peak Period	10:00 AM	6	0	7	0	13	4	34	0	0	38	0	0	0	0	0	0	40	4	0	44	95	389	0.90
	10:15 AM	0	0	10	0	10	2	26	1	1	30	0	4	0	0	4	1	37	3	0	41	85	410	0.88
	10:30 AM	0	2	10	0	12	4	28	1	0	33	2	0	0	0	2	2	49	3	0	54	101	440	0.95
	10:45 AM	5	2	5	0	12	9	46	0	0	55	0	1	0	0	1	1	38	1	0	40	108	466	0.92
	11:00 AM	1	1	7	0	9	8	32	2	1	43	1	4	0	0	5	1	54	4	0	59	116	491	0.92
	11:15 AM	6	3	9	0	18	6	42	1	0	49	3	1	1	0	5	0	41	2	0	43	115	497	0.93
	11:30 AM	3	2	7	0	12	9	49	3	0	61	1	1	0	0	2	0	47	5	0	52	127	530	0.90
	11:45 AM	3	0	9	0	12	9	46	1	0	56	1	7	2	0	10	0	54	1	0	55	133	519	0.88
	12:00 PM	0	5	13	0	18	5	51	0	0	56	2	1	1	0	4	1	40	3	0	44	122	499	0.84
	12:15 PM	1	1	12	0	14	12	47	0	0	59	4	0	0	0	4	0	67	4	0	71	148	496	0.84
	12:30 PM	0	0	12	0	12	12	46	1	0	59	0	0	0	0	0	1	39	5	0	45	116	487	0.88
	12:45 PM	2	2	7	0	11	6	43	0	1	50	0	0	0	0	0	0	52	0	0	52	113	501	0.90
	1:00 PM	4	1	14	0	19	10	41	1	0	52	1	0	0	0	1	2	42	3	0	47	119	495	0.89
	1:15 PM	3	1	6	0	10	9	65	1	0	75	1	5	1	0	7	0	44	3	0	47	139	520	0.90
	1:30 PM	3	2	5	0	10	2	53	0	1	56	1	1	0	0	2	0	60	2	0	62	130	547	0.82
	1:45 PM	3	0	8	0	11	5	41	1	0	47	1	1	1	0	3	1	42	3	0	46	107	600	0.82
PM Peak Period	2:00 PM	2	1	12	0	15	8	69	1	0	78	0	1	0	0	1	0	47	3	0	50	144	658	0.90
	2:15 PM	2	1	14	0	17	4	82	0	0	86	0	0	1	0	1	0	56	6	0	62	166	736	0.83
	2:30 PM	4	2	12	0	18	9	107	3	1	120	1	0	0	0	1	1	41	2	0	44	183	747	0.84
	2:45 PM	5	2	12	0	19	13	58	1	0	72	1	3	1	0	5	0	67	2	0	69	165	769	0.87
	3:00 PM	1	1	14	0	16	8	77	2	1	88	2	1	0	0	3	0	110	5	0	115	222	824	0.93
	3:15 PM	8	2	19	0	29	8	70	2	0	80	0	1	2	0	3	1	64	0	0	65	177	769	0.87
	3:30 PM	3	1	24	0	28	12	86	0	0	98	2	1	0	0	3	1	74	1	0	76	205	760	0.86
	3:45 PM	6	0	20	0	26	14	91	2	0	107	2	0	2	0	4	1	76	6	0	83	220	757	0.86
	4:00 PM	5	2	19	0	26	5	87	0	0	92	1	1	0	0	2	1	46	0	0	47	167	712	0.88
	4:15 PM	3	1	13	0	17	15	85	1	0	101	0	1	0	0	1	1	48	0	0	49	168	740	0.92
	4:30 PM	6	1	31	0	38	9	88	2	1	100	0	4	0	0	4	0	59	1	0	60	202	761	0.94
	4:45 PM	5	0	13	0	18	14	74	2	1	91	1	0	0	0	1	0	62	3	0	65	175	725	0.93
	5:00 PM	7	2	19	0	28	11	76	2	0	89	0	2	1	0	3	0	75	0	0	75	195	690	0.88
	5:15 PM	0	1	17	0	18	11	100	2	0	113	0	0	1	0	1	1	52	4	0	57	189	606	0.80
	5:30 PM	7	1	16	0	24	15	71	0	0	86	0	1	0	0	1	0	52	3	0	55	166	531	0.80
	5:45 PM	1	2	11	0	14	7	74	1	1	83	0	2	1	0	3	0	40	0	0	40	140	479	0.86
	6:00 PM	2	1	10	0	13	9	45	1	0	55	1	0	0	0	1	0	41	1	0	42	111	426	0.93
	6:15 PM	3	0	7	0	10	6	47	3	0	56	3	0	2	0	5	0	43	0	0	43	114		
	6:30 PM	3	0	4	0	7	5	47	0	0	52	1	0	0	0	1	0	54	0	0	54	114		
	6:45 PM	0	2	3	0	5	7	46	1	0	54	0	0	0	0	0	0	28	0	0	28	87		
	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		138	62	643	0	843	466	2850	55	9	3380	44	66	25	0	135	24	3072	154	1	3251	7609		

Peak Hour All Vehicle Volume Summary

Hourly Time Period		From North (↓) IH94-USH 41 W Frontage Rd					From East (←) STH 11 - Durand Avenue					From South (↑) IH94-USH 41 W Frontage Rd					From West (→) STH 11 - Durand Avenue					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	6:30 AM	11	3	83	0	97	58	242	4	0	304	2	8	4	0	14	2	386	24	0	412	827	0.84
MD	11:30 AM	7	8	41	0	56	35	193	4	0	232	8	9	3	0	20	1	208	13	0	222	530	0.90
PM	6:00 PM	8	3	24	0	35	27	185	5	0	217	5	0	2	0	7	0	166	1	0	167	426	0.93

Intersection Traffic Volume Report

Count Basics			*Page 6 of 11*
Start Date:	Tuesday, April 26, 2016	Weekday	Schools in Session
Total Number of Hours Counted: 13		Non-Holiday	No Special Events

15-Minute Automobile Data

Automobiles (Cars, Light Trucks, & Motorcycles)

IH94-USH 41 W Frontage Rd and STH 11 - Durand Avenue

15-Minute Automobile Data

15-Minute Time Period		From North (↓) IH94-USH 41 W Frontage Rd					From East (←) STH 11 - Durand Avenue					From South (↑) IH94-USH 41 W Frontage Rd					From West (→) STH 11 - Durand Avenue					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	6	0	7	4	37	1	0	42	0	0	0	0	0	1	45	3	0	49	98	560
	6:15 AM	1	2	7	0	10	6	37	0	0	43	1	0	0	0	1	0	76	4	0	80	134	650
	6:30 AM	3	0	10	0	13	13	45	1	0	59	0	2	1	0	3	0	72	9	0	81	156	739
	6:45 AM	0	0	17	0	17	17	43	2	0	62	1	4	0	0	5	1	82	5	0	88	172	788
	7:00 AM	3	0	9	0	12	8	76	1	0	85	1	1	1	0	3	0	84	4	0	88	188	781
	7:15 AM	1	0	25	0	26	10	58	0	0	68	0	1	2	0	3	1	121	4	0	126	223	692
	7:30 AM	1	2	10	0	13	12	32	0	0	44	3	1	0	0	4	1	132	10	1	144	205	574
	7:45 AM	0	0	17	0	17	13	41	0	0	54	0	2	0	0	2	0	85	7	0	92	165	477
	8:00 AM	0	1	10	0	11	7	29	1	0	37	0	2	0	0	2	3	45	1	0	49	99	410
	8:15 AM	0	1	9	0	10	2	22	1	0	25	1	1	0	0	2	0	65	3	0	68	105	395
	8:30 AM	1	2	9	0	12	4	36	3	0	43	0	0	0	0	0	0	53	0	0	53	108	374
	8:45 AM	1	1	9	0	11	9	28	1	0	38	0	1	0	0	1	0	48	0	0	48	98	367
	9:00 AM	0	1	4	0	5	3	34	0	0	37	0	1	0	0	1	0	35	6	0	41	84	365
	9:15 AM	0	1	4	0	5	5	24	1	0	30	1	1	1	0	3	0	45	1	0	46	84	358
	9:30 AM	0	0	7	0	7	4	27	2	0	33	0	3	0	0	3	0	55	3	0	58	101	347
	9:45 AM	1	0	1	0	2	8	26	0	0	34	1	1	1	0	3	0	55	2	0	57	96	333
Midday Peak Period	10:00 AM	3	0	5	0	8	3	29	0	0	32	0	0	0	0	0	0	36	1	0	37	77	328
	10:15 AM	0	0	6	0	6	0	24	1	1	26	0	3	0	0	3	1	35	2	0	38	73	337
	10:30 AM	0	2	8	0	10	3	22	1	0	26	2	0	0	0	2	2	45	2	0	49	87	355
	10:45 AM	4	1	4	0	9	5	42	0	0	47	0	1	0	0	1	1	33	0	0	34	91	370
	11:00 AM	1	1	2	0	4	5	18	2	1	26	1	3	0	0	4	0	50	2	0	52	86	387
	11:15 AM	3	2	6	0	11	5	34	1	0	40	2	1	1	0	4	0	34	2	0	36	91	405
	11:30 AM	1	2	6	0	9	6	39	3	0	48	1	1	0	0	2	0	41	2	0	43	102	431
	11:45 AM	1	0	4	0	5	7	38	1	0	46	1	6	2	0	9	0	47	1	0	48	108	431
	12:00 PM	0	5	12	0	17	3	43	0	0	46	2	1	1	0	4	1	34	2	0	37	104	412
	12:15 PM	0	1	7	0	8	8	40	0	0	48	3	0	0	0	3	0	57	1	0	58	117	406
	12:30 PM	0	0	9	0	9	8	44	1	0	53	0	0	0	0	0	1	36	3	0	40	102	413
	12:45 PM	0	2	6	0	8	3	38	0	1	42	0	0	0	0	0	0	39	0	0	39	89	425
	1:00 PM	1	1	9	0	11	6	40	1	0	47	1	0	0	0	1	2	36	1	0	39	98	431
	1:15 PM	0	1	4	0	5	8	61	1	0	70	1	5	1	0	7	0	40	2	0	42	124	458
	1:30 PM	1	2	5	0	8	1	49	0	1	51	1	1	0	0	2	0	52	1	0	53	114	485
	1:45 PM	2	0	5	0	7	4	38	1	0	43	1	1	1	0	3	1	39	2	0	42	95	542
PM Peak Period	2:00 PM	1	1	10	0	12	6	63	1	0	70	0	1	0	0	1	0	40	2	0	42	125	595
	2:15 PM	2	1	8	0	11	4	79	0	0	83	0	0	1	0	1	0	52	4	0	56	151	674
	2:30 PM	4	2	10	0	16	6	105	3	1	115	1	0	0	0	1	1	37	1	0	39	171	683
	2:45 PM	4	1	12	0	17	13	54	1	0	68	1	2	1	0	4	0	58	1	0	59	148	711
	3:00 PM	1	1	13	0	15	5	71	2	1	79	2	0	0	0	2	0	105	3	0	108	204	765
	3:15 PM	4	2	16	0	22	6	69	2	0	77	0	1	1	0	2	0	59	0	0	59	160	726
	3:30 PM	2	1	23	0	26	11	85	0	0	96	2	1	0	0	3	1	72	1	0	74	199	725
	3:45 PM	5	0	17	0	22	10	89	2	0	101	2	0	2	0	4	1	71	3	0	75	202	719
	4:00 PM	5	2	18	0	25	5	86	0	0	91	1	1	0	0	2	1	46	0	0	47	165	682
	4:15 PM	2	1	12	0	15	14	80	1	0	95	0	1	0	0	1	1	47	0	0	48	159	705
	4:30 PM	5	1	30	0	36	9	85	2	1	97	0	4	0	0	4	0	55	1	0	56	193	731
	4:45 PM	4	0	13	0	17	12	72	1	1	86	0	0	0	0	0	0	60	2	0	62	165	702
	5:00 PM	7	2	18	0	27	10	74	2	0	86	0	2	1	0	3	0	72	0	0	72	188	669
	5:15 PM	0	1	17	0	18	11	100	2	0	113	0	0	1	0	1	1	49	3	0	53	185	588
	5:30 PM	6	1	16	0	23	15	71	0	0	86	0	1	0	0	1	0	51	3	0	54	164	511
	5:45 PM	1	2	10	0	13	6	70	1	1	78	0	2	1	0	3	0	38	0	0	38	132	453
	6:00 PM	2	1	10	0	13	9	44	1	0	54	1	0	0	0	1	0	39	0	0	39	107	404
	6:15 PM	3	0	7	0	10	6	44	3	0	53	3	0	2	0	5	0	40	0	0	40	108	
	6:30 PM	3	0	4	0	7	4	44	0	0	48	1	0	0	0	1	0	50	0	0	50	106	
	6:45 PM	0	2	3	0	5	6	46	1	0	53	0	0	0	0	0	0	25	0	0	25	83	
	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		91	53	519	0	663	368	2625	52	9	3054	39	60	22	0	121	22	2818	110	1	2951	6789	

Peak Hour Automobile Volume Summary

Hourly Time Period		From North (↓) IH94-USH 41 W Frontage Rd					From East (←) STH 11 - Durand Avenue					From South (↑) IH94-USH 41 W Frontage Rd					From West (→) STH 11 - Durand Avenue					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	6:30 AM	7	0	61	0	68	48	222	4	0	274	2	8	4	0	14	2	359	22	0	383	739
MD	11:30 AM	2	8	29	0	39	24	160	4	0	188	7	8	3	0	18	1	179	6	0	186	431
PM	6:00 PM	8	3	24	0	35	25	178	5	0	208	5	0	2	0	7	0	154	0	0	154	404

Intersection Traffic Volume Report

Count Basics			*Page 7 of 11*
Start Date:	Tuesday, April 26, 2016	Weekday	Schools in Session
Total Number of Hours Counted: 13		Non-Holiday	No Special Events

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

Single Unit (SU) Trucks & Buses

IH94-USH 41 W Frontage Rd and STH 11 - Durand Avenue

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

	15-Minute Time Period Start Time	From North (↓) IH94-USH 41 W Frontage Rd					From East (←) STH 11 - Durand Avenue					From South (↑) IH94-USH 41 W Frontage Rd					From West (→) STH 11 - Durand Avenue					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	1	0	0	1	0	0	0	0	0	0	1	1	0	2	3	35
	6:15 AM	0	0	2	0	2	3	3	0	0	6	0	0	0	0	0	0	3	0	0	3	11	44
	6:30 AM	1	0	6	0	7	0	4	0	0	4	0	0	0	0	0	0	2	0	0	2	13	47
	6:45 AM	3	0	0	0	3	2	1	0	0	3	0	0	0	0	0	0	2	0	0	2	8	48
	7:00 AM	0	0	2	0	2	0	3	0	0	3	0	0	0	0	0	0	6	1	0	7	12	51
	7:15 AM	0	3	6	0	9	1	2	0	0	3	0	0	0	0	0	0	2	0	0	2	14	47
	7:30 AM	1	2	2	0	5	1	3	0	0	4	0	0	0	0	0	0	4	1	0	5	14	45
	7:45 AM	3	0	0	0	3	3	1	0	0	4	0	0	0	0	0	0	4	0	0	4	11	41
	8:00 AM	0	0	0	0	0	0	4	0	0	4	0	0	0	0	0	0	3	1	0	4	8	41
	8:15 AM	0	0	3	0	3	1	5	1	0	7	0	0	0	0	0	0	2	0	0	2	12	41
	8:30 AM	0	1	0	0	1	1	2	0	0	3	0	1	0	0	1	0	5	0	0	5	10	39
	8:45 AM	0	0	0	0	0	2	2	1	0	5	0	0	0	0	0	0	5	1	0	6	11	34
	9:00 AM	1	0	2	0	3	1	2	0	0	3	0	0	0	0	0	0	1	1	0	2	8	40
	9:15 AM	0	0	1	0	1	0	2	0	0	2	0	0	1	0	1	0	6	0	0	6	10	44
	9:30 AM	0	0	1	0	1	0	2	0	0	2	1	0	0	0	1	0	1	0	0	1	5	40
	9:45 AM	0	0	4	0	4	1	4	0	0	5	1	0	1	0	2	0	5	1	0	6	17	40
Midday Peak Period	10:00 AM	2	0	2	0	4	1	4	0	0	5	0	0	0	0	0	0	2	1	0	3	12	32
	10:15 AM	0	0	2	0	2	0	2	0	0	2	0	1	0	0	1	0	0	1	0	1	6	33
	10:30 AM	0	0	2	0	2	0	1	0	0	1	0	0	0	0	0	0	2	0	0	2	5	43
	10:45 AM	0	1	0	0	1	2	2	0	0	4	0	0	0	0	0	0	3	1	0	4	9	49
	11:00 AM	0	0	3	0	3	1	4	0	0	5	0	1	0	0	1	1	2	1	0	4	13	53
	11:15 AM	3	0	2	0	5	0	7	0	0	7	0	0	0	0	0	0	4	0	0	4	16	49
	11:30 AM	1	0	0	0	1	0	6	0	0	6	0	0	0	0	0	0	3	1	0	4	11	49
	11:45 AM	2	0	1	0	3	1	4	0	0	5	0	1	0	0	1	0	4	0	0	4	13	47
	12:00 PM	0	0	0	0	0	1	4	0	0	5	0	0	0	0	0	0	4	0	0	4	9	47
	12:15 PM	0	0	1	0	1	3	5	0	0	8	0	0	0	0	0	0	5	2	0	7	16	51
	12:30 PM	0	0	2	0	2	3	1	0	0	4	0	0	0	0	0	0	1	2	0	3	9	44
	12:45 PM	1	0	0	0	1	2	2	0	0	4	0	0	0	0	0	0	8	0	0	8	13	39
	1:00 PM	3	0	3	0	6	2	1	0	0	3	0	0	0	0	0	0	4	0	0	4	13	31
	1:15 PM	1	0	1	0	2	1	3	0	0	4	0	0	0	0	0	0	2	1	0	3	9	24
	1:30 PM	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	2	0	0	2	4	22
	1:45 PM	1	0	0	0	1	1	1	0	0	2	0	0	0	0	0	0	1	1	0	2	5	21
PM Peak Period	2:00 PM	0	0	2	0	2	0	1	0	0	1	0	0	0	0	0	0	2	1	0	3	6	22
	2:15 PM	0	0	2	0	2	0	2	0	0	2	0	0	0	0	0	0	2	1	0	3	7	26
	2:30 PM	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	3	27
	2:45 PM	0	1	0	0	1	0	1	0	0	1	0	1	0	0	1	0	3	0	0	3	6	27
	3:00 PM	0	0	1	0	1	0	4	0	0	4	0	1	0	0	1	0	3	1	0	4	10	27
	3:15 PM	1	0	1	0	2	1	1	0	0	2	0	0	1	0	1	1	2	0	0	3	8	18
	3:30 PM	0	0	1	0	1	1	0	0	0	1	0	0	0	0	0	0	1	0	0	1	3	16
	3:45 PM	0	0	1	0	1	0	2	0	0	2	0	0	0	0	0	0	2	1	0	3	6	18
	4:00 PM	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	16
	4:15 PM	0	0	0	0	0	1	4	0	0	5	0	0	0	0	0	0	1	0	0	1	6	18
	4:30 PM	1	0	1	0	2	0	1	0	0	1	0	0	0	0	0	0	2	0	0	2	5	14
	4:45 PM	1	0	0	0	1	0	1	0	0	1	1	0	0	0	1	0	1	0	0	1	4	11
	5:00 PM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	2	0	0	2	3	10
	5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	2	7
	5:30 PM	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	2	7
	5:45 PM	0	0	0	0	0	1	1	0	0	2	0	0	0	0	0	0	1	0	0	1	3	10
	6:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	8
	6:15 PM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	1	0	0	1	2	
	6:30 PM	0	0	0	0	0	1	1	0	0	2	0	0	0	0	0	0	3	0	0	3	5	
	6:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	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	
Totals		27	8	59	0	94	39	111	2	0	152	3	6	3	0	12	2	131	22	0	155	413	

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

	Hourly Time Period Start Time	From North (↓) IH94-USH 41 W Frontage Rd					From East (←) STH 11 - Durand Avenue					From South (↑) IH94-USH 41 W Frontage Rd					From West (→) STH 11 - Durand Avenue					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	6:30 AM	4	3	14	0	21	3	10	0	0	13	0	0	0	0	0	0	12	1	0	13	47
MD	11:30 AM	3	0	2	0	5	5	19	0	0	24	0	1	0	0	1	0	16	3	0	19	49
PM	6:00 PM	0	0	0	0	0	1	2	0	0	3	0	0	0	0	0	0	5	0	0	5	8

Intersection Traffic Volume Report

Count Basics			*Page 8 of 11*
Start Date:	Tuesday, April 26, 2016	Weekday	Schools in Session
Total Number of Hours Counted: 13		Non-Holiday	No Special Events

15-Minute Semi-Truck Data

Semi-Trucks

IH94-USH 41 W Frontage Rd and STH 11 - Durand Avenue

15-Minute Semi-Truck Data

15-Minute Time Period Start Time		From North (↓) IH94-USH 41 W Frontage Rd					From East (←) STH 11 - Durand Avenue					From South (↑) IH94-USH 41 W Frontage Rd					From West (→) STH 11 - Durand Avenue					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	1	0	1	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	2	32
	6:15 AM	0	0	1	0	1	2	2	0	0	4	0	0	0	0	0	0	0	0	0	0	5	38
	6:30 AM	0	0	0	0	0	4	5	0	0	9	0	0	0	0	0	0	1	1	0	2	11	41
	6:45 AM	0	0	3	0	3	1	4	0	0	5	0	0	0	0	0	0	6	0	0	6	14	43
	7:00 AM	0	0	3	0	3	1	0	0	0	1	0	0	0	0	0	0	4	0	0	4	8	33
	7:15 AM	0	0	2	0	2	1	1	0	0	2	0	0	0	0	0	0	4	0	0	4	8	34
	7:30 AM	1	0	1	0	2	0	8	0	0	8	0	0	0	0	0	0	3	0	0	3	13	34
	7:45 AM	0	0	0	0	0	2	1	0	0	3	0	0	0	0	0	0	1	0	0	1	4	32
	8:00 AM	0	0	3	0	3	2	4	0	0	6	0	0	0	0	0	0	0	0	0	0	9	40
	8:15 AM	0	0	3	0	3	0	2	0	0	2	0	0	0	0	0	0	3	0	0	3	8	33
	8:30 AM	0	0	2	0	2	3	3	0	0	6	0	0	0	0	0	0	2	1	0	3	11	39
	8:45 AM	1	0	1	0	2	0	4	0	0	4	0	0	0	0	0	0	6	0	0	6	12	40
	9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	2	37
	9:15 AM	1	0	1	0	2	3	5	0	0	8	0	0	0	0	0	0	4	0	0	4	14	41
	9:30 AM	0	0	3	0	3	2	3	0	0	5	0	0	0	0	0	0	4	0	0	4	12	33
	9:45 AM	0	0	5	0	5	1	2	0	0	3	0	0	0	0	0	0	1	0	0	1	9	30
Midday Peak Period	10:00 AM	1	0	0	0	1	0	1	0	0	1	0	0	0	0	0	0	2	2	0	4	6	29
	10:15 AM	0	0	2	0	2	2	0	0	0	2	0	0	0	0	0	0	2	0	0	2	6	40
	10:30 AM	0	0	0	0	0	1	5	0	0	6	0	0	0	0	0	0	2	1	0	3	9	42
	10:45 AM	1	0	1	0	2	2	2	0	0	4	0	0	0	0	0	0	2	0	0	2	8	47
	11:00 AM	0	0	2	0	2	2	10	0	0	12	0	0	0	0	0	0	2	1	0	3	17	51
	11:15 AM	0	1	1	0	2	1	1	0	0	2	1	0	0	0	1	0	3	0	0	3	8	43
	11:30 AM	1	0	1	0	2	3	4	0	0	7	0	0	0	0	0	0	3	2	0	5	14	50
	11:45 AM	0	0	4	0	4	1	4	0	0	5	0	0	0	0	0	0	3	0	0	3	12	41
	12:00 PM	0	0	1	0	1	1	4	0	0	5	0	0	0	0	0	0	2	1	0	3	9	40
	12:15 PM	1	0	4	0	5	1	2	0	0	3	1	0	0	0	1	0	5	1	0	6	15	39
	12:30 PM	0	0	1	0	1	1	1	0	0	2	0	0	0	0	0	0	2	0	0	2	5	30
	12:45 PM	1	0	1	0	2	1	3	0	0	4	0	0	0	0	0	0	5	0	0	5	11	37
	1:00 PM	0	0	2	0	2	2	0	0	0	2	0	0	0	0	0	0	2	2	0	4	8	33
	1:15 PM	2	0	1	0	3	0	1	0	0	1	0	0	0	0	0	0	2	0	0	2	6	38
	1:30 PM	2	0	0	0	2	1	2	0	0	3	0	0	0	0	0	0	6	1	0	7	12	40
	1:45 PM	0	0	3	0	3	0	2	0	0	2	0	0	0	0	0	0	2	0	0	2	7	37
PM Peak Period	2:00 PM	1	0	0	0	1	2	5	0	0	7	0	0	0	0	0	0	5	0	0	5	13	41
	2:15 PM	0	0	4	0	4	0	1	0	0	1	0	0	0	0	0	0	2	1	0	3	8	36
	2:30 PM	0	0	1	0	1	3	2	0	0	5	0	0	0	0	0	0	2	1	0	3	9	37
	2:45 PM	1	0	0	0	1	0	3	0	0	3	0	0	0	0	0	0	6	1	0	7	11	31
	3:00 PM	0	0	0	0	0	3	2	0	0	5	0	0	0	0	0	0	2	1	0	3	8	32
	3:15 PM	3	0	2	0	5	1	0	0	0	1	0	0	0	0	0	0	3	0	0	3	9	25
	3:30 PM	1	0	0	0	1	0	1	0	0	1	0	0	0	0	0	0	1	0	0	1	3	19
	3:45 PM	1	0	2	0	3	4	0	0	0	4	0	0	0	0	0	0	3	2	0	5	12	20
	4:00 PM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1	14
	4:15 PM	1	0	1	0	2	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	3	17
	4:30 PM	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	2	0	0	2	4	16
	4:45 PM	0	0	0	0	0	2	1	1	0	4	0	0	0	0	0	0	1	1	0	2	6	12
	5:00 PM	0	0	1	0	1	1	1	0	0	2	0	0	0	0	0	0	1	0	0	1	4	11
	5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	2	2	11
	5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	13
	5:45 PM	0	0	1	0	1	0	3	0	0	3	0	0	0	0	0	0	1	0	0	1	5	16
	6:00 PM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	2	1	0	3	4	14
	6:15 PM	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	2	0	0	2	4	
	6:30 PM	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	1	0	0	1	3	
	6:45 PM	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	2	0	0	2	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		20	1	65	0	86	59	114	1	0	174	2	0	0	0	2	0	123	22	0	145	407	

Peak Hour Semi-Truck Volume Summary

Hourly Time Period Start Time		From North (↓) IH94-USH 41 W Frontage Rd					From East (←) STH 11 - Durand Avenue					From South (↑) IH94-USH 41 W Frontage Rd					From West (→) STH 11 - Durand Avenue					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	6:30 AM	1	0	7	0	8	4	15	0	0	19	0	0	0	0	0	0	7	0	0	7	34
MD	11:30 AM	2	0	8	0	10	5	6	0	0	11	1	0	0	0	1	0	14	3	0	17	39
PM	6:00 PM	2	0	3	0	5	4	4	0	0	8	0	0	0	0	0	0	5	2	0	7	20

Intersection Traffic Volume Report

Count Basics			*Page 9 of 11*
Start Date:	Tuesday, April 26, 2016	Weekday	Schools in Session
Total Number of Hours Counted: 13		Non-Holiday	No Special Events

15-Minute Heavy Vehicle Data

Heavy Vehicles (Single-Unit Trucks, Buses & Semi-Trucks)

IH94-USH 41 W Frontage Rd and STH 11 - Durand Avenue

15-Minute Heavy Vehicle Data

15-Minute Time Period		From North (↓) IH94-USH 41 W Frontage Rd					From East (←) STH 11 - Durand Avenue					From South (↑) IH94-USH 41 W Frontage Rd					From West (→) STH 11 - Durand Avenue					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	1	1	0	0	2	0	0	0	0	0	0	1	1	0	2	5	67
	6:15 AM	0	0	3	0	3	5	5	0	0	10	0	0	0	0	0	0	3	0	0	3	16	82
	6:30 AM	1	0	6	0	7	4	9	0	0	13	0	0	0	0	0	0	3	1	0	4	24	88
	6:45 AM	3	0	3	0	6	3	5	0	0	8	0	0	0	0	0	0	8	0	0	8	22	91
	7:00 AM	0	0	5	0	5	1	3	0	0	4	0	0	0	0	0	0	10	1	0	11	20	84
	7:15 AM	0	3	8	0	11	2	3	0	0	5	0	0	0	0	0	0	6	0	0	6	22	81
	7:30 AM	2	2	3	0	7	1	11	0	0	12	0	0	0	0	0	0	7	1	0	8	27	79
	7:45 AM	3	0	0	0	3	5	2	0	0	7	0	0	0	0	0	0	5	0	0	5	15	73
	8:00 AM	0	0	3	0	3	2	8	0	0	10	0	0	0	0	0	0	3	1	0	4	17	81
	8:15 AM	0	0	6	0	6	1	7	1	0	9	0	0	0	0	0	0	5	0	0	5	20	74
	8:30 AM	0	1	2	0	3	4	5	0	0	9	0	1	0	0	1	0	7	1	0	8	21	78
	8:45 AM	1	0	1	0	2	2	6	1	0	9	0	0	0	0	0	0	11	1	0	12	23	74
	9:00 AM	1	0	2	0	3	1	2	0	0	3	0	0	0	0	0	0	3	1	0	4	10	77
	9:15 AM	1	0	2	0	3	3	7	0	0	10	0	0	1	0	1	0	10	0	0	10	24	85
	9:30 AM	0	0	4	0	4	2	5	0	0	7	1	0	0	0	1	0	5	0	0	5	17	73
	9:45 AM	0	0	9	0	9	2	6	0	0	8	1	0	1	0	2	0	6	1	0	7	26	70
Midday Peak Period	10:00 AM	3	0	2	0	5	1	5	0	0	6	0	0	0	0	0	0	4	3	0	7	18	61
	10:15 AM	0	0	4	0	4	2	2	0	0	4	0	1	0	0	1	0	2	1	0	3	12	73
	10:30 AM	0	0	2	0	2	1	6	0	0	7	0	0	0	0	0	0	4	1	0	5	14	85
	10:45 AM	1	1	1	0	3	4	4	0	0	8	0	0	0	0	0	0	5	1	0	6	17	96
	11:00 AM	0	0	5	0	5	3	14	0	0	17	0	1	0	0	1	1	4	2	0	7	30	104
	11:15 AM	3	1	3	0	7	1	8	0	0	9	1	0	0	0	1	0	7	0	0	7	24	92
	11:30 AM	2	0	1	0	3	3	10	0	0	13	0	0	0	0	0	0	6	3	0	9	25	99
	11:45 AM	2	0	5	0	7	2	8	0	0	10	0	1	0	0	1	0	7	0	0	7	25	88
	12:00 PM	0	0	1	0	1	2	8	0	0	10	0	0	0	0	0	0	6	1	0	7	18	87
	12:15 PM	1	0	5	0	6	4	7	0	0	11	1	0	0	0	1	0	10	3	0	13	31	90
	12:30 PM	0	0	3	0	3	4	2	0	0	6	0	0	0	0	0	0	3	2	0	5	14	74
	12:45 PM	2	0	1	0	3	3	5	0	0	8	0	0	0	0	0	0	13	0	0	13	24	76
	1:00 PM	3	0	5	0	8	4	1	0	0	5	0	0	0	0	0	0	6	2	0	8	21	64
	1:15 PM	3	0	2	0	5	1	4	0	0	5	0	0	0	0	0	0	4	1	0	5	15	62
	1:30 PM	2	0	0	0	2	1	4	0	0	5	0	0	0	0	0	0	8	1	0	9	16	62
	1:45 PM	1	0	3	0	4	1	3	0	0	4	0	0	0	0	0	0	3	1	0	4	12	58
PM Peak Period	2:00 PM	1	0	2	0	3	2	6	0	0	8	0	0	0	0	0	0	7	1	0	8	19	63
	2:15 PM	0	0	6	0	6	0	3	0	0	3	0	0	0	0	0	0	4	2	0	6	15	62
	2:30 PM	0	0	2	0	2	3	2	0	0	5	0	0	0	0	0	0	4	1	0	5	12	64
	2:45 PM	1	1	0	0	2	0	4	0	0	4	0	1	0	0	1	0	9	1	0	10	17	58
	3:00 PM	0	0	1	0	1	3	6	0	0	9	0	1	0	0	1	0	5	2	0	7	18	59
	3:15 PM	4	0	3	0	7	2	1	0	0	3	0	0	1	0	1	1	5	0	0	6	17	43
	3:30 PM	1	0	1	0	2	1	1	0	0	2	0	0	0	0	0	0	2	0	0	2	6	35
	3:45 PM	1	0	3	0	4	4	2	0	0	6	0	0	0	0	0	0	5	3	0	8	18	38
	4:00 PM	0	0	1	0	1	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	2	30
	4:15 PM	1	0	1	0	2	1	5	0	0	6	0	0	0	0	0	0	1	0	0	1	9	35
	4:30 PM	1	0	1	0	2	0	3	0	0	3	0	0	0	0	0	0	4	0	0	4	9	30
	4:45 PM	1	0	0	0	1	2	2	1	0	5	1	0	0	0	1	0	2	1	0	3	10	23
	5:00 PM	0	0	1	0	1	1	2	0	0	3	0	0	0	0	0	0	3	0	0	3	7	21
	5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	1	0	4	4	18
	5:30 PM	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	2	20
	5:45 PM	0	0	1	0	1	1	4	0	0	5	0	0	0	0	0	0	2	0	0	2	8	26
	6:00 PM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	2	1	0	3	4	22
	6:15 PM	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	0	3	0	0	3	6	
	6:30 PM	0	0	0	0	0	1	3	0	0	4	0	0	0	0	0	0	4	0	0	4	8	
	6:45 PM	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	3	0	0	3	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		47	9	124	0	180	98	225	3	0	326	5	6	3	0	14	2	254	44	0	300	820	

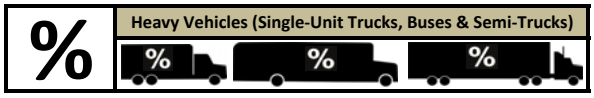
Peak Hour Heavy Vehicle Volume Summary

Hourly Time Period		From North (↓) IH94-USH 41 W Frontage Rd					From East (←) STH 11 - Durand Avenue					From South (↑) IH94-USH 41 W Frontage Rd					From West (→) STH 11 - Durand Avenue					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	6:30 AM	4	3	22	0	29	10	20	0	0	30	0	0	0	0	0	0	27	2	0	29	88
MD	11:30 AM	5	0	12	0	17	11	33	0	0	44	1	1	0	0	2	0	29	7	0	36	99
PM	6:00 PM	0	0	0	0	0	2	7	0	0	9	0	0	0	0	0	0	12	1	0	13	22

Intersection Traffic Volume Report

Count Basics			*Page 10 of 11*
Start Date:	Tuesday, April 26, 2016	Weekday	Schools in Session
Total Number of Hours Counted: 13		Non-Holiday	No Special Events

15-Minute Heavy Vehicle Percentages



IH94-USH 41 W Frontage Rd and STH 11 - Durand Avenue

15-Minute Heavy Vehicle Percentages

15-Minute Time Period		From North (↓) IH94-USH 41 W Frontage Rd					From East (←) STH 11 - Durand Avenue					From South (↑) IH94-USH 41 W Frontage Rd					From West (→) STH 11 - Durand Avenue					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	14.3	0.0	12.5	20.0	2.6	0.0	0.0	4.5	0.0	0.0	0.0	0.0	0.0	0.0	2.2	25.0	0.0	3.9	4.9	10.7
	6:15 AM	0.0	0.0	30.0	0.0	23.1	45.5	11.9	0.0	0.0	18.9	0.0	0.0	0.0	0.0	0.0	0.0	3.8	0.0	0.0	3.6	10.7	11.2
	6:30 AM	25.0	0.0	37.5	0.0	35.0	23.5	16.7	0.0	0.0	18.1	0.0	0.0	0.0	0.0	0.0	0.0	4.0	10.0	0.0	4.7	13.3	10.6
	6:45 AM	100.0	0.0	15.0	0.0	26.1	15.0	10.4	0.0	0.0	11.4	0.0	0.0	0.0	0.0	0.0	0.0	8.9	0.0	0.0	8.3	11.3	10.4
	7:00 AM	0.0	0.0	35.7	0.0	29.4	11.1	3.8	0.0	0.0	4.5	0.0	0.0	0.0	0.0	0.0	0.0	10.6	20.0	0.0	11.1	9.6	9.7
	7:15 AM	0.0	100.0	24.2	0.0	29.7	16.7	4.9	0.0	0.0	6.8	0.0	0.0	0.0	0.0	0.0	0.0	4.7	0.0	0.0	4.5	9.0	10.5
	7:30 AM	66.7	50.0	23.1	0.0	35.0	7.7	25.6	0.0	0.0	21.4	0.0	0.0	0.0	0.0	0.0	0.0	5.0	9.1	0.0	5.3	11.6	12.1
	7:45 AM	100.0	0.0	0.0	0.0	15.0	27.8	4.7	0.0	0.0	11.5	0.0	0.0	0.0	0.0	0.0	0.0	5.6	0.0	0.0	5.2	8.3	13.3
	8:00 AM	0.0	0.0	23.1	0.0	21.4	22.2	21.6	0.0	0.0	21.3	0.0	0.0	0.0	0.0	0.0	0.0	6.2	50.0	0.0	7.5	14.7	16.5
	8:15 AM	0.0	0.0	40.0	0.0	37.5	33.3	24.1	50.0	0.0	26.5	0.0	0.0	0.0	0.0	0.0	0.0	7.1	0.0	0.0	6.8	16.0	15.8
	8:30 AM	0.0	33.3	18.2	0.0	20.0	50.0	12.2	0.0	0.0	17.3	0.0	100.0	0.0	0.0	100.0	0.0	11.7	100.0	0.0	13.1	16.3	17.3
	8:45 AM	50.0	0.0	10.0	0.0	15.4	18.2	17.6	50.0	0.0	19.1	0.0	0.0	0.0	0.0	0.0	0.0	18.6	100.0	0.0	20.0	19.0	16.8
	9:00 AM	100.0	0.0	33.3	0.0	37.5	25.0	5.6	0.0	0.0	7.5	0.0	0.0	0.0	0.0	0.0	0.0	7.9	14.3	0.0	8.9	10.6	17.4
	9:15 AM	100.0	0.0	33.3	0.0	37.5	37.5	22.6	0.0	0.0	25.0	0.0	0.0	50.0	0.0	25.0	0.0	18.2	0.0	0.0	17.9	22.2	19.2
	9:30 AM	0.0	0.0	36.4	0.0	36.4	33.3	15.6	0.0	0.0	17.5	100.0	0.0	0.0	0.0	25.0	0.0	8.3	0.0	0.0	7.9	14.4	17.4
	9:45 AM	0.0	0.0	90.0	0.0	81.8	20.0	18.7	0.0	0.0	19.0	50.0	0.0	50.0	0.0	40.0	0.0	9.8	33.3	0.0	10.9	21.3	17.4
Midday Peak Period	10:00 AM	50.0	0.0	28.6	0.0	38.5	25.0	14.7	0.0	0.0	15.8	0.0	0.0	0.0	0.0	0.0	0.0	10.0	75.0	0.0	15.9	18.9	15.7
	10:15 AM	0.0	0.0	40.0	0.0	40.0	100.0	7.7	0.0	0.0	13.3	0.0	25.0	0.0	0.0	25.0	0.0	5.4	33.3	0.0	7.3	14.1	17.8
	10:30 AM	0.0	0.0	20.0	0.0	16.7	25.0	21.4	0.0	0.0	21.2	0.0	0.0	0.0	0.0	0.0	0.0	8.2	33.3	0.0	9.3	13.9	19.3
	10:45 AM	20.0	50.0	20.0	0.0	25.0	44.4	8.7	0.0	0.0	14.5	0.0	0.0	0.0	0.0	0.0	0.0	13.2	100.0	0.0	15.0	15.7	20.6
	11:00 AM	0.0	0.0	71.4	0.0	55.6	37.5	43.7	0.0	0.0	39.5	0.0	25.0	0.0	0.0	20.0	100.0	7.4	50.0	0.0	11.9	25.9	21.2
	11:15 AM	50.0	33.3	33.3	0.0	38.9	16.7	19.0	0.0	0.0	18.4	33.3	0.0	0.0	0.0	20.0	0.0	17.1	0.0	0.0	16.3	20.9	18.5
	11:30 AM	66.7	0.0	14.3	0.0	25.0	33.3	20.4	0.0	0.0	21.3	0.0	0.0	0.0	0.0	0.0	0.0	12.8	60.0	0.0	17.3	19.7	18.7
	11:45 AM	66.7	0.0	55.6	0.0	58.3	22.2	17.4	0.0	0.0	17.9	0.0	14.3	0.0	0.0	10.0	0.0	13.0	0.0	0.0	12.7	18.8	17.0
	12:00 PM	0.0	0.0	7.7	0.0	5.6	40.0	15.7	0.0	0.0	17.9	0.0	0.0	0.0	0.0	0.0	0.0	15.0	33.3	0.0	15.9	14.8	17.4
	12:15 PM	100.0	0.0	41.7	0.0	42.9	33.3	14.9	0.0	0.0	18.6	25.0	0.0	0.0	0.0	25.0	0.0	14.9	75.0	0.0	18.3	20.9	18.1
	12:30 PM	0.0	0.0	25.0	0.0	25.0	33.3	4.3	0.0	0.0	10.2	0.0	0.0	0.0	0.0	0.0	0.0	7.7	40.0	0.0	11.1	12.1	15.2
	12:45 PM	100.0	0.0	14.3	0.0	27.3	50.0	11.6	0.0	0.0	16.0	0.0	0.0	0.0	0.0	0.0	0.0	25.0	0.0	0.0	25.0	21.2	15.2
	1:00 PM	75.0	0.0	35.7	0.0	42.1	40.0	2.4	0.0	0.0	9.6	0.0	0.0	0.0	0.0	0.0	0.0	14.3	66.7	0.0	17.0	17.6	12.9
	1:15 PM	100.0	0.0	33.3	0.0	50.0	11.1	6.2	0.0	0.0	6.7	0.0	0.0	0.0	0.0	0.0	0.0	9.1	33.3	0.0	10.6	10.8	11.9
	1:30 PM	66.7	0.0	0.0	0.0	20.0	50.0	7.5	0.0	0.0	8.9	0.0	0.0	0.0	0.0	0.0	0.0	13.3	50.0	0.0	14.5	12.3	11.3
	1:45 PM	33.3	0.0	37.5	0.0	36.4	20.0	7.3	0.0	0.0	8.5	0.0	0.0	0.0	0.0	0.0	0.0	7.1	33.3	0.0	8.7	11.2	9.7
PM Peak Period	2:00 PM	50.0	0.0	16.7	0.0	20.0	25.0	8.7	0.0	0.0	10.3	0.0	0.0	0.0	0.0	0.0	0.0	14.9	33.3	0.0	16.0	13.2	9.6
	2:15 PM	0.0	0.0	42.9	0.0	35.3	0.0	3.7	0.0	0.0	3.5	0.0	0.0	0.0	0.0	0.0	0.0	7.1	33.3	0.0	9.7	9.0	8.4
	2:30 PM	0.0	0.0	16.7	0.0	11.1	33.3	1.9	0.0	0.0	4.2	0.0	0.0	0.0	0.0	0.0	0.0	9.8	50.0	0.0	11.4	6.6	8.6
	2:45 PM	20.0	50.0	0.0	0.0	10.5	0.0	6.9	0.0	0.0	5.6	0.0	33.3	0.0	0.0	20.0	0.0	13.4	50.0	0.0	14.5	10.3	7.5
	3:00 PM	0.0	0.0	7.1	0.0	6.2	37.5	7.8	0.0	0.0	10.2	0.0	100.0	0.0	0.0	33.3	0.0	4.5	40.0	0.0	6.1	8.1	7.2
	3:15 PM	50.0	0.0	15.8	0.0	24.1	25.0	1.4	0.0	0.0	3.7	0.0	0.0	50.0	0.0	33.3	100.0	7.8	0.0	0.0	9.2	9.6	5.6
	3:30 PM	33.3	0.0	4.2	0.0	7.1	8.3	1.2	0.0	0.0	2.0	0.0	0.0	0.0	0.0	0.0	0.0	2.7	0.0	0.0	2.6	2.9	4.6
	3:45 PM	16.7	0.0	15.0	0.0	15.4	28.6	2.2	0.0	0.0	5.6	0.0	0.0	0.0	0.0	0.0	0.0	6.6	50.0	0.0	9.6	8.2	5.0
	4:00 PM	0.0	0.0	5.3	0.0	3.8	0.0	1.1	0.0	0.0	1.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1.2	4.2
	4:15 PM	33.3	0.0	7.7	0.0	11.8	6.7	5.9	0.0	0.0	5.9	0.0	0.0	0.0	0.0	0.0	0.0	2.1	0.0	0.0	2.0	5.4	4.7
	4:30 PM	16.7	0.0	3.2	0.0	5.3	0.0	3.4	0.0	0.0	3.0	0.0	0.0	0.0	0.0	0.0	0.0	6.8	0.0	0.0	6.7	4.5	3.9
	4:45 PM	20.0	0.0	0.0	0.0	5.6	14.3	2.7	50.0	0.0	5.5	100.0	0.0	0.0	0.0	100.0	0.0	3.2	33.3	0.0	4.6	5.7	3.2
	5:00 PM	0.0	0.0	5.3	0.0	3.6	9.1	2.6	0.0	0.0	3.4	0.0	0.0	0.0	0.0	0.0	0.0	4.0	0.0	0.0	4.0	3.6	3.0
	5:15 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	5.8	25.0	0.0	7.0	2.1	3.0
	5:30 PM	14.3	0.0	0.0	0.0	4.2	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	1.8	1.2	3.8
	5:45 PM	0.0	0.0	9.1	0.0	7.1	14.3	5.4	0.0	0.0	6.0	0.0	0.0	0.0	0.0	0.0	0.0	5.0	0.0	0.0	5.0	5.7	5.4
	6:00 PM	0.0	0.0	0.0	0.0	0.0	0.0	2.2	0.0	0.0	1.8	0.0	0.0	0.0	0.0	0.0	0.0	4.9	100.0	0.0	7.1	3.6	5.2
	6:15 PM	0.0	0.0	0.0	0.0	0.0	0.0	6.4	0.0	0.0	5.4	0.0	0.0	0.0	0.0	0.0	0.0	7.0	0.0	0.0	7.0	5.3	
	6:30 PM	0.0	0.0	0.0	0.0	0.0	20.0	6.4	0.0	0.0	7.7	0.0	0.0	0.0	0.0	0.0	0.0	7.4	0.0	0.0	7.4	7.0	
	6:45 PM	0.0	0.0	0.0	0.0	0.0	14.3	0.0	0.0	0.0	1.9	0.0	0.0	0.0	0.0	0.0	0.0	10.7	0.0	0.0	10.7	4.6	
	7:00 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	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		34.1	14.5	19.3	0.0	21.4	21.0	7.9	5.5	0.0	9.6	11.4	9.1	12.0	0.0	10.4	8.3	8.3	28.6	0.0	9.2	10.8	

Peak Hour Heavy Vehicle Percentages Summary

Hourly Time Period		From North (↓) IH94-USH 41 W Frontage Rd					From East (←) STH 11 - Durand Avenue					From South (↑) IH94-USH 41 W Frontage Rd					From West (→) STH 11 - Durand Avenue					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	6:30 AM	36.4	100.0	26.5	0.0	29.9	17.2	8.3	0.0	0.0	9.9	0.0	0.0	0.0	0.0	0.0	0.0	7.0	8.3	0.0	7.0	10.6
MD	11:30 AM	71.4	0.0	29.3	0.0	30.4	31.4	17.1	0.0	0.0	19.0	12.5	11.1	0.0	0.0	10.0	0.0	13.9	53.8	0.0	16.2	18.7
PM	6:00 PM	0.0	0.0	0.0	0.0	0.0	7.4	3.8	0.0	0.0	4.1	0.0	0.0	0.0	0.0	0.0	0.0	7.2	100.0	0.0	7.8	5.2

Intersection Traffic Volume Report

Count Basics			Page 11 of 11
Start Date:	Tuesday, April 26, 2016	Weekday	Schools in Session
Total Number of Hours Counted: 13		Non-Holiday	No Special Events

15-Minute Pedestrian and Bicyclist Data

Pedestrians and Bicyclists

IH94-USH 41 W Frontage Rd and STH 11 - Durand Avenue

15-Minute Pedestrian and Bicyclist Data

15-Minute Time Period		Crossing North Approach			Crossing East Approach			Crossing South Approach			Crossing West Approach			15-Min	Hourly
		IH94-USH 41 W Frontage Rd			STH 11 - Durand Avenue			IH94-USH 41 W Frontage Rd			STH 11 - Durand Avenue				
	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	1
	10:30 AM	0	0	0	0	0	0	1	0	1	0	0	0	1	1
	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**	**1**	**0**	**1**	**0**	**0**	**0**	**1**	

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/helper dog)	x					
Elderly/Disabled (except wheelchairs)	x					
Wheelchairs/Electric Scooters	x					
Other (None)	x					

Intersection Traffic Volume Report

Count Basics	Version 2013.J4.1		Page 1 of 11
Start Date:	Tuesday, April 26, 2016	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

Intersection of: IH94-USH 41 SB Ramps and STH 11 - Durand Avenue

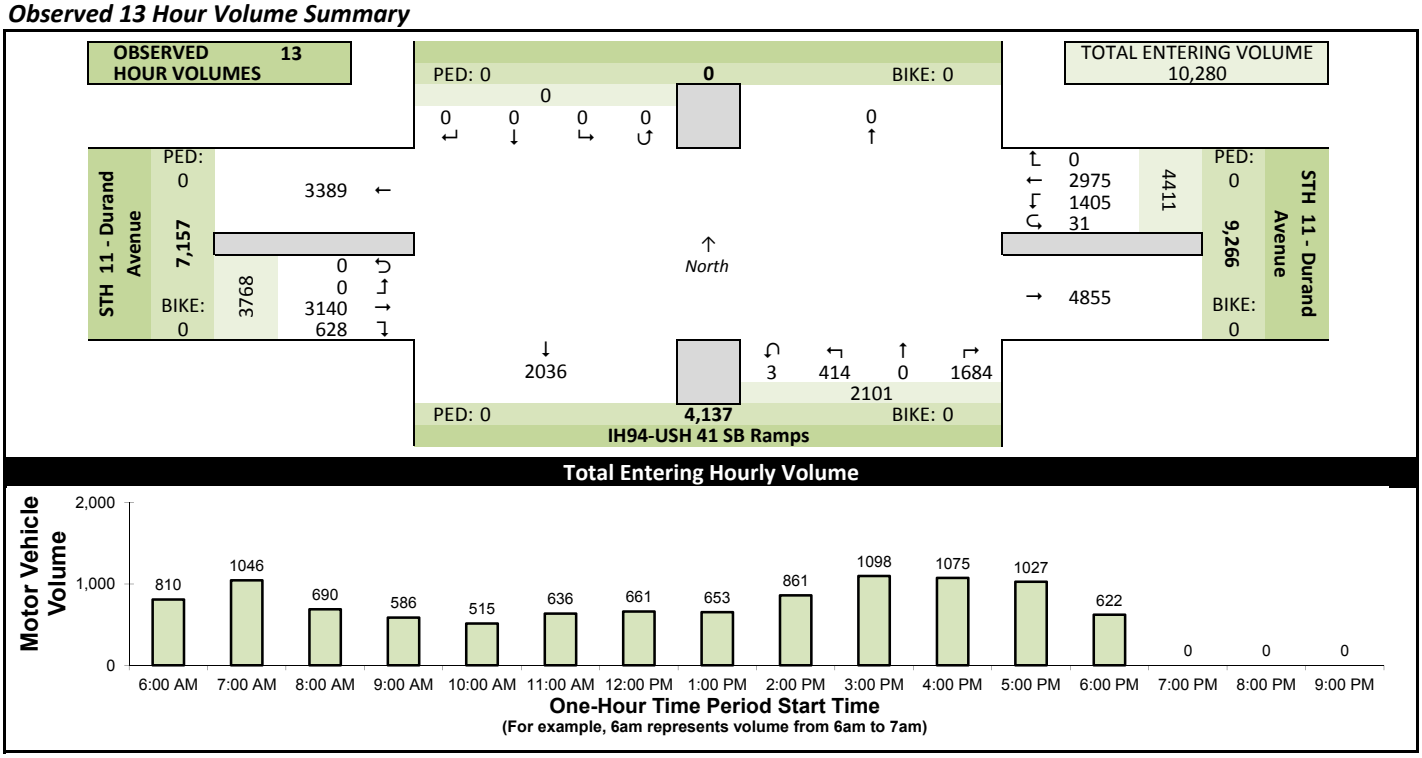
Site Information

Municipality	Town of Yorkville		
County	Racine	WisDOT Region	SE
Traffic Control	Partial Stop Control		
Roadway Names		North Direction	↑
North Leg			
East Leg	STH 11 - Durand Avenue		
South Leg	IH94-USH 41 SB Ramps		
West Leg	STH 11 - Durand Avenue		
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		

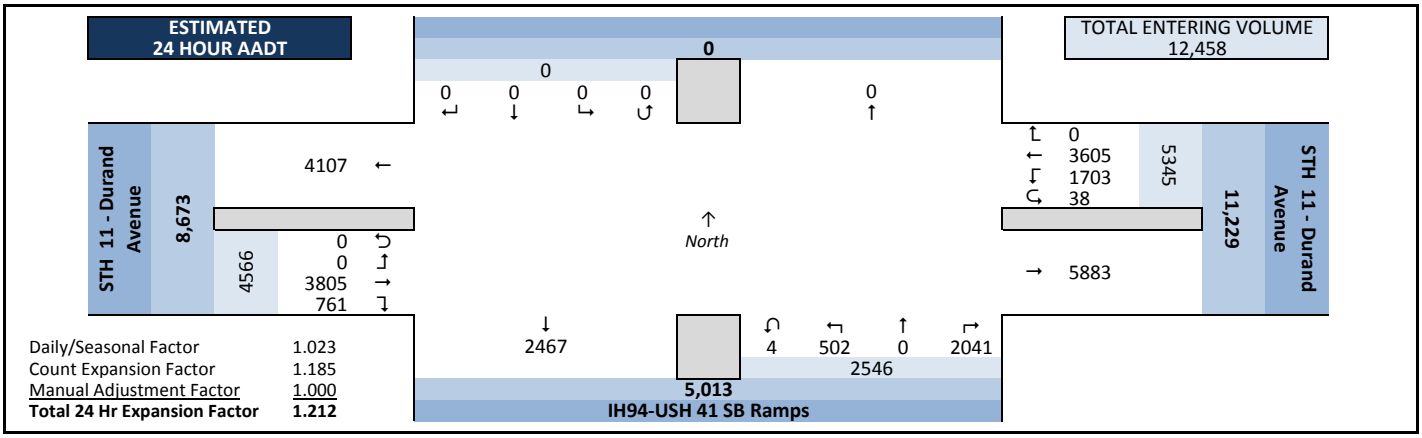
Count Information

Hrs Counted:	6:00 AM-7:00 PM				
1st Day of Count	Tuesday, April 26, 2016			Weather	
AM Peak Period	Wednesday, April 27, 2016			Clear & Dry	
Midday Peak Period	Tuesday, April 26, 2016			Cloudy & Dry	
PM Peak Period	Thursday, April 28, 2016			Cloudy & Dry	
Calculated Peak Hours					
AM	6:45-7:45am	MD	12:45-1:45pm	PM	4:30-5:30pm
Peak Hours Selected for Analysis					
AM	6:30-7:30am	MD	12:45-1:45pm	PM	6:00-7:00pm
Daily/Seasonal Adjustment Group	(4) Rural Arterials & Collectors				
Count Expansion Group	(4) Rural Arterials & Collectors				
Daily/Seasonal Adjustment Factor	1.023	Count Expansion Factor	1.185		
Company Name	TADI, Inc.			Manual Adj.	1.000
Observers	AM Peak Period	Amy Scheuerlein			
	Midday Peak Period	Amy Scheuerlein			
	PM Peak Period	Karlyn Bieberitz			
Comments	Version 2011.J4.1 2014 DOT Factors				

Observed 13 Hour Volume Summary



Estimated 24 Hour AADT



Intersection Traffic Volume Report

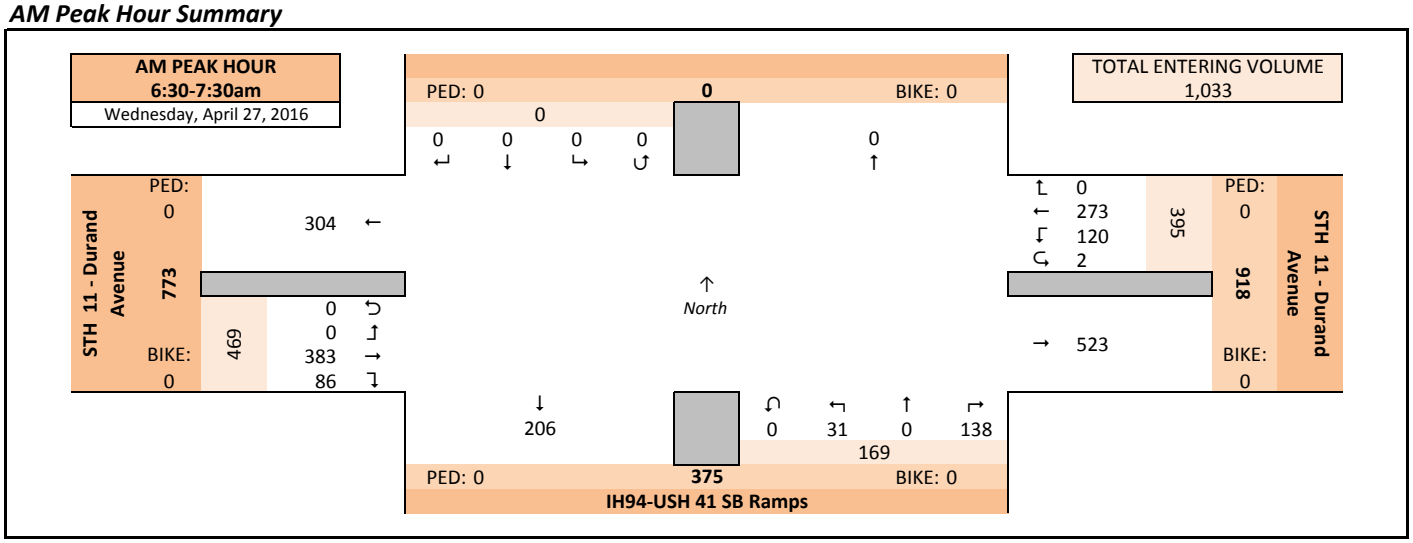
Count Basics			Page 2 of 11
Start Date:	Tuesday, April 26, 2016	Weekday	Schools in Session
Total Number of Hours Counted: 13		Non-Holiday	No Special Events

Peak Hour Volume Graphical Summary

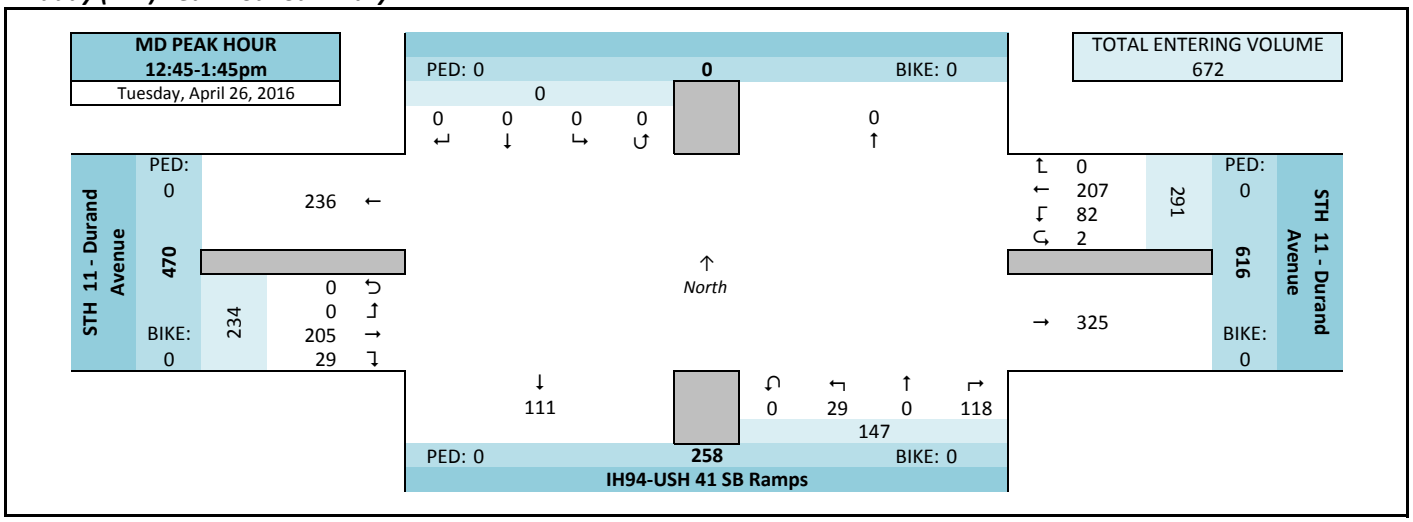
IH94-USH 41 SB Ramps and STH 11 - Durand Avenue

All Motor Vehicles

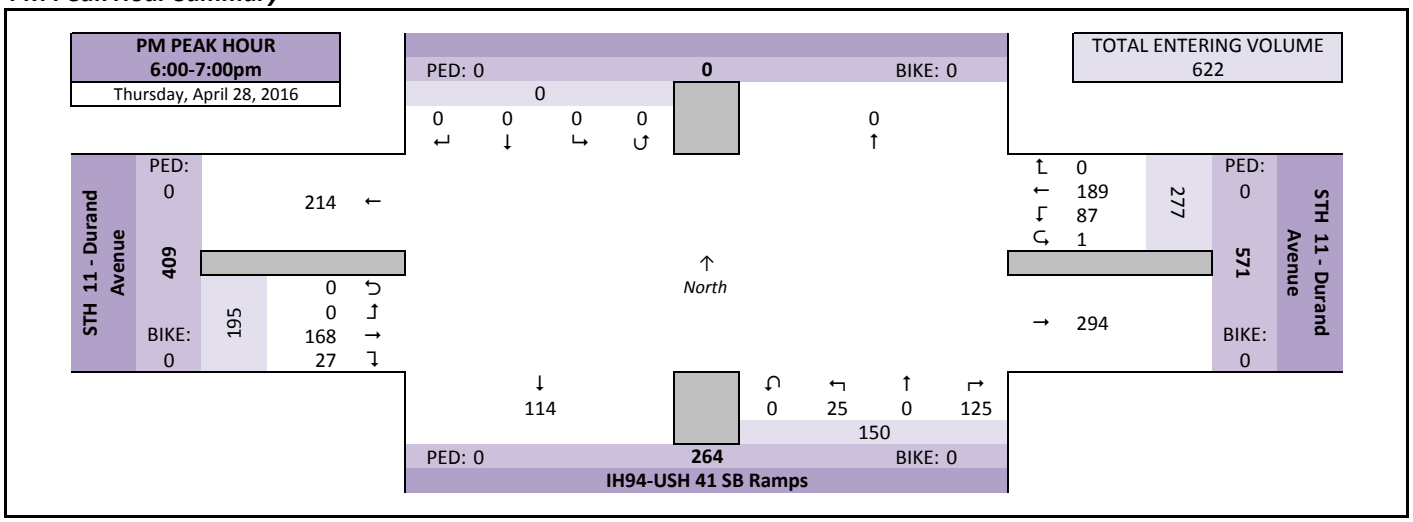
AM Peak Hour Summary



Midday (MD) Peak Hour Summary



PM Peak Hour Summary



Intersection Traffic Volume Report

Count Basics		*Page 3 of 11*
Start Date: Tuesday, April 26, 2016	Weekday	Schools in Session
Total Number of Hours Counted: 13	Non-Holiday	No Special Events

Peak Hour Volume Summary

IH94-USH 41 SB Ramps and STH 11 - Durand Avenue

All Motor Vehicles

Peak Hour Volumes, Truck Percentages, and PHFs

Wednesday, April 27, 2016		From North					From East					From South					From West					
	AM Peak Hour						STH 11 - Durand Avenue					IH94-USH 41 SB Ramps					STH 11 - Durand Avenue					
	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	6:30 AM	0	0	0	0	0	0	64	40	0	104	40	0	9	0	49	25	68	0	0	93	246
	6:45 AM	0	0	0	0	0	0	60	21	0	81	39	0	9	0	48	19	87	0	0	106	235
	7:00 AM	0	0	0	0	0	0	82	25	2	109	28	0	7	0	35	10	102	0	0	112	256
	7:15 AM	0	0	0	0	0	0	67	34	0	101	31	0	6	0	37	32	126	0	0	158	296
	Peak Hour Volume	0	0	0	0	0	0	273	120	2	395	138	0	31	0	169	86	383	0	0	469	1033
	Rounded Hourly Volume	0	0	0	0	0	0	275	120	0	395	140	0	30	0	170	85	385	0	0	470	1035
	% Single Unit Trucks	0.0	0.0	0.0	0.0	0.0	0.0	4.4	2.5	0.0	3.8	3.6	0.0	3.2	0.0	3.6	8.1	5.0	0.0	0.0	5.5	4.5
	% Heavy Trucks	0.0	0.0	0.0	0.0	0.0	0.0	4.0	8.3	0.0	5.3	7.2	0.0	19.4	0.0	9.5	10.5	3.9	0.0	0.0	5.1	5.9
	% Trucks (Total)	0.0	0.0	0.0	0.0	0.0	0.0	8.4	10.8	0.0	9.1	10.9	0.0	22.6	0.0	13.0	18.6	8.9	0.0	0.0	10.7	10.5
	Peak Hour Factor (PHF)	0.00	0.00	0.00	0.00	0.00	0.00	0.83	0.75	0.25	0.91	0.86	0.00	0.86	0.00	0.86	0.67	0.76	0.00	0.00	0.74	0.87

Tuesday, April 26, 2016		From North					From East					From South					From West					
	MD Peak Hour						STH 11 - Durand Avenue					IH94-USH 41 SB Ramps					STH 11 - Durand Avenue					
	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	12:45 PM	0	0	0	0	0	0	42	20	0	62	32	0	9	0	41	8	50	0	0	58	161
	1:00 PM	0	0	0	0	0	0	50	20	1	71	31	0	2	0	33	9	49	0	0	58	162
	1:15 PM	0	0	0	0	0	0	68	23	0	91	24	0	9	0	33	5	46	0	0	51	175
	1:30 PM	0	0	0	0	0	0	47	19	1	67	31	0	9	0	40	7	60	0	0	67	174
	Peak Hour Volume	0	0	0	0	0	0	207	82	2	291	118	0	29	0	147	29	205	0	0	234	672
	Rounded Hourly Volume	0	0	0	0	0	0	205	80	0	285	120	0	30	0	150	30	205	0	0	235	670
	% Single Unit Trucks	0.0	0.0	0.0	0.0	0.0	0.0	5.3	7.3	0.0	5.8	7.6	0.0	3.4	0.0	6.8	17.2	8.3	0.0	0.0	9.4	7.3
	% Heavy Trucks	0.0	0.0	0.0	0.0	0.0	0.0	3.9	11.0	0.0	5.8	5.9	0.0	10.3	0.0	6.8	20.7	5.4	0.0	0.0	7.3	6.5
	% Trucks (Total)	0.0	0.0	0.0	0.0	0.0	0.0	9.2	18.3	0.0	11.7	13.6	0.0	13.8	0.0	13.6	37.9	13.7	0.0	0.0	16.7	13.8
	Peak Hour Factor (PHF)	0.00	0.00	0.00	0.00	0.00	0.00	0.76	0.89	0.50	0.80	0.92	0.00	0.81	0.00	0.90	0.81	0.85	0.00	0.00	0.87	0.96

Thursday, April 28, 2016		From North					From East					From South					From West					
	PM Peak Hour						STH 11 - Durand Avenue					IH94-USH 41 SB Ramps					STH 11 - Durand Avenue					
	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	6:00 PM	0	0	0	0	0	0	48	24	0	72	36	0	6	0	42	8	43	0	0	51	165
	6:15 PM	0	0	0	0	0	0	48	21	1	70	40	0	7	0	47	6	46	0	0	52	169
	6:30 PM	0	0	0	0	0	0	46	20	0	66	29	0	5	0	34	6	54	0	0	60	160
	6:45 PM	0	0	0	0	0	0	47	22	0	69	20	0	7	0	27	7	25	0	0	32	128
	Peak Hour Volume	0	0	0	0	0	0	189	87	1	277	125	0	25	0	150	27	168	0	0	195	622
	Rounded Hourly Volume	0	0	0	0	0	0	190	85	0	275	125	0	25	0	150	25	170	0	0	195	620
	% Single Unit Trucks	0.0	0.0	0.0	0.0	0.0	0.0	1.1	1.1	0.0	1.1	5.6	0.0	0.0	0.0	4.7	0.0	3.0	0.0	0.0	2.6	2.4
	% Heavy Trucks	0.0	0.0	0.0	0.0	0.0	0.0	2.1	5.7	0.0	3.2	0.8	0.0	12.0	0.0	2.7	7.4	3.0	0.0	0.0	3.6	3.2
	% Trucks (Total)	0.0	0.0	0.0	0.0	0.0	0.0	3.2	6.9	0.0	4.3	6.4	0.0	12.0	0.0	7.3	7.4	6.0	0.0	0.0	6.2	5.6
	Peak Hour Factor (PHF)	0.00	0.00	0.00	0.00	0.00	0.00	0.98	0.91	0.25	0.96	0.78	0.00	0.89	0.00	0.80	0.84	0.78	0.00	0.00	0.81	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
					STH 11 - Durand Avenue			IH94-USH 41 SB Ramps			STH 11 - Durand Avenue			
	15-Minute Start Time	Pedestrian	Bicyclist	Total	Pedestrian	Bicyclist	Total	Pedestrian	Bicyclist	Total	Pedestrian	Bicyclist	Total	Volume
AM	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
	Total	0	0	0	0	0	0	0	0	0	0	0	0	0
MD	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
	Total	0	0	0	0	0	0	0	0	0	0	0	0	0
PM	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
	Total	0	0	0	0	0	0	0	0	0	0	0	0	0

Intersection Traffic Volume Report

Count Basics			Page 4 of 11
Start Date:	Tuesday, April 26, 2016	Weekday	Schools in Session
Total Number of Hours Counted: 13		Non-Holiday	No Special Events

Hourly Volume Summary - Motor Vehicle Data

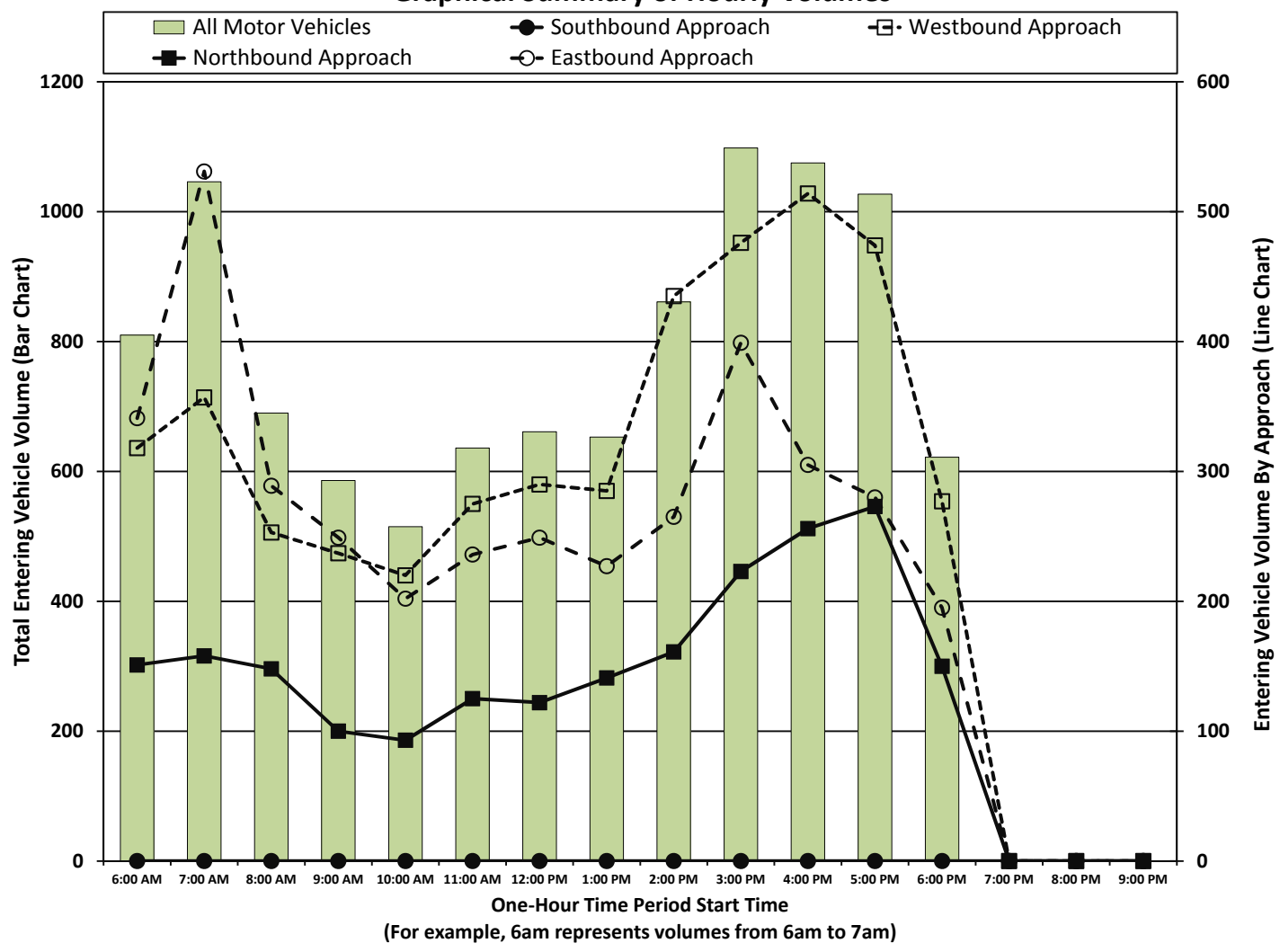
IH94-USH 41 SB Ramps and STH 11 - Durand Avenue

All Motor Vehicles

One-Hour Motor Vehicle Data

	One-Hour Time Period Start Time	From North (↓)					From East (←) STH 11 - Durand Avenue					From South (↑) IH94-USH 41 SB Ramps					From West (→) STH 11 - Durand Avenue					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	0	0	0	0	0	209	109	0	318	121	0	30	0	151	66	275	0	0	341	810	659	151
AM	7:00 AM	0	0	0	0	0	0	247	108	2	357	128	0	30	0	158	78	453	0	0	531	1046	888	158
AM	8:00 AM	0	0	0	0	0	0	150	103	0	253	119	0	29	0	148	49	240	0	0	289	690	542	148
AM	9:00 AM	0	0	0	0	0	0	150	84	3	237	85	0	15	0	100	41	208	0	0	249	586	486	100
MD	10:00 AM	0	0	0	0	0	0	140	78	2	220	69	0	24	0	93	31	171	0	0	202	515	422	93
MD	11:00 AM	0	0	0	0	0	0	179	92	4	275	93	0	32	0	125	30	206	0	0	236	636	511	125
MD	12:00 PM	0	0	0	0	0	0	198	91	1	290	95	0	27	0	122	47	202	0	0	249	661	539	122
MD	1:00 PM	0	0	0	0	0	0	206	77	2	285	116	0	25	0	141	29	198	0	0	227	653	512	141
PM	2:00 PM	0	0	0	0	0	0	320	109	6	435	124	0	36	1	161	54	211	0	0	265	861	700	161
PM	3:00 PM	0	0	0	0	0	0	324	148	4	476	178	0	44	1	223	61	338	0	0	399	1098	875	223
PM	4:00 PM	0	0	0	0	0	0	344	169	1	514	214	0	42	0	256	56	249	0	0	305	1075	819	256
PM	5:00 PM	0	0	0	0	0	0	319	150	5	474	217	0	55	1	273	59	221	0	0	280	1027	754	273
PM	6:00 PM	0	0	0	0	0	0	189	87	1	277	125	0	25	0	150	27	168	0	0	195	622	472	150
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	0	2975	1405	31	4411	1684	0	414	3	2101	628	3140	0	0	3768	10280	8179	2101

Graphical Summary of Hourly Volumes



Intersection Traffic Volume Report

Count Basics		*Page 5 of 11*
Start Date: Tuesday, April 26, 2016	Weekday	Schools in Session
Total Number of Hours Counted: 13	Non-Holiday	No Special Events

15-Minute Motor Vehicle Data

All Motor Vehicles

IH94-USH 41 SB Ramps and STH 11 - Durand Avenue

15-Minute Motor Vehicle Data

15-Minute Time Period		From North (↓)					From East (←) STH 11 - Durand Avenue					From South (↑) IH94-USH 41 SB Ramps					From West (→) STH 11 - Durand Avenue					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	0	40	21	0	61	17	0	4	0	21	9	44	0	0	53	135	810	0.82
	6:15 AM	0	0	0	0	0	0	45	27	0	72	25	0	8	0	33	13	76	0	0	89	194	931	0.91
	6:30 AM	0	0	0	0	0	0	64	40	0	104	40	0	9	0	49	25	68	0	0	93	246	1033	0.87
	6:45 AM	0	0	0	0	0	0	60	21	0	81	39	0	9	0	48	19	87	0	0	106	235	1056	0.89
	7:00 AM	0	0	0	0	0	0	82	25	2	109	28	0	7	0	35	10	102	0	0	112	256	1046	0.88
	7:15 AM	0	0	0	0	0	0	67	34	0	101	31	0	6	0	37	32	126	0	0	158	296	959	0.81
	7:30 AM	0	0	0	0	0	0	49	23	0	72	33	0	8	0	41	17	139	0	0	156	269	835	0.78
	7:45 AM	0	0	0	0	0	0	49	26	0	75	36	0	9	0	45	19	86	0	0	105	225	750	0.83
	8:00 AM	0	0	0	0	0	0	39	23	0	62	35	0	10	0	45	12	50	0	0	62	169	690	0.94
	8:15 AM	0	0	0	0	0	0	27	33	0	60	23	0	6	0	29	14	69	0	0	83	172	646	0.88
	8:30 AM	0	0	0	0	0	0	47	26	0	73	35	0	3	0	38	13	60	0	0	73	184	610	0.83
	8:45 AM	0	0	0	0	0	0	37	21	0	58	26	0	10	0	36	10	61	0	0	71	165	582	0.88
	9:00 AM	0	0	0	0	0	0	38	20	2	60	17	0	3	0	20	9	36	0	0	45	125	586	0.87
	9:15 AM	0	0	0	0	0	0	37	17	0	54	19	0	3	0	22	11	49	0	0	60	136	585	0.87
	9:30 AM	0	0	0	0	0	0	35	19	0	54	22	0	6	0	28	10	64	0	0	74	156	566	0.84
	9:45 AM	0	0	0	0	0	0	40	28	1	69	27	0	3	0	30	11	59	0	0	70	169	545	0.81
Midday Peak Period	10:00 AM	0	0	0	0	0	0	36	14	0	50	19	0	5	0	24	6	44	0	0	50	124	515	0.93
	10:15 AM	0	0	0	0	0	0	25	21	0	46	20	0	5	0	25	6	40	0	0	46	117	549	0.87
	10:30 AM	0	0	0	0	0	0	34	20	1	55	16	0	2	0	18	11	51	0	0	62	135	580	0.92
	10:45 AM	0	0	0	0	0	0	45	23	1	69	14	0	12	0	26	8	36	0	0	44	139	606	0.94
	11:00 AM	0	0	0	0	0	0	34	28	0	62	25	0	8	0	33	7	56	0	0	63	158	636	0.94
	11:15 AM	0	0	0	0	0	0	41	21	2	64	25	0	9	0	34	6	44	0	0	50	148	630	0.93
	11:30 AM	0	0	0	0	0	0	56	22	1	79	17	0	7	0	24	6	52	0	0	58	161	666	0.90
	11:45 AM	0	0	0	0	0	0	48	21	1	70	26	0	8	0	34	11	54	0	0	65	169	669	0.91
	12:00 PM	0	0	0	0	0	0	52	20	0	72	21	0	3	0	24	13	43	0	0	56	152	661	0.90
	12:15 PM	0	0	0	0	0	0	51	25	0	76	16	0	8	0	24	14	70	0	0	84	184	671	0.91
	12:30 PM	0	0	0	0	0	0	53	26	1	80	26	0	7	0	33	12	39	0	0	51	164	662	0.95
	12:45 PM	0	0	0	0	0	0	42	20	0	62	32	0	9	0	41	8	50	0	0	58	161	672	0.96
	1:00 PM	0	0	0	0	0	0	50	20	1	71	31	0	2	0	33	9	49	0	0	58	162	653	0.93
	1:15 PM	0	0	0	0	0	0	68	23	0	91	24	0	9	0	33	5	46	0	0	51	175	676	0.91
	1:30 PM	0	0	0	0	0	0	47	19	1	67	31	0	9	0	40	7	60	0	0	67	174	720	0.82
	1:45 PM	0	0	0	0	0	0	41	15	0	56	30	0	5	0	35	8	43	0	0	51	142	790	0.81
PM Peak Period	2:00 PM	0	0	0	0	0	0	66	21	2	89	24	0	11	0	35	11	50	0	0	61	185	861	0.88
	2:15 PM	0	0	0	0	0	0	80	32	2	114	31	0	5	0	36	16	53	0	0	69	219	975	0.82
	2:30 PM	0	0	0	0	0	0	103	32	1	136	34	0	15	0	49	17	42	0	0	59	244	994	0.83
	2:45 PM	0	0	0	0	0	0	71	24	1	96	35	0	5	1	41	10	66	0	0	76	213	1020	0.85
	3:00 PM	0	0	0	0	0	0	73	43	1	117	42	0	16	0	58	11	113	0	0	124	299	1098	0.92
	3:15 PM	0	0	0	0	0	0	71	33	1	105	39	0	9	0	48	11	74	0	0	85	238	1064	0.91
	3:30 PM	0	0	0	0	0	0	83	36	2	121	40	0	10	1	51	24	74	0	0	98	270	1090	0.94
	3:45 PM	0	0	0	0	0	0	97	36	0	133	57	0	9	0	66	15	77	0	0	92	291	1101	0.95
	4:00 PM	0	0	0	0	0	0	86	44	0	130	52	0	8	0	60	13	62	0	0	75	265	1075	0.96
	4:15 PM	0	0	0	0	0	0	87	44	0	131	59	0	12	0	71	10	52	0	0	62	264	1100	0.95
	4:30 PM	0	0	0	0	0	0	92	37	0	129	51	0	9	0	60	23	69	0	0	92	281	1112	0.96
	4:45 PM	0	0	0	0	0	0	79	44	1	124	52	0	13	0	65	10	66	0	0	76	265	1087	0.94
	5:00 PM	0	0	0	0	0	0	77	46	2	125	59	0	13	0	72	21	72	0	0	93	290	1027	0.89
	5:15 PM	0	0	0	0	0	0	97	39	1	137	56	0	15	0	71	13	55	0	0	68	276	902	0.82
	5:30 PM	0	0	0	0	0	0	78	37	1	116	62	0	11	0	73	13	54	0	0	67	256	795	0.78
	5:45 PM	0	0	0	0	0	0	67	28	1	96	40	0	16	1	57	12	40	0	0	52	205	699	0.85
	6:00 PM	0	0	0	0	0	0	48	24	0	72	36	0	6	0	42	8	43	0	0	51	165	622	0.92
	6:15 PM	0	0	0	0	0	0	48	21	1	70	40	0	7	0	47	6	46	0	0	52	169		
	6:30 PM	0	0	0	0	0	0	46	20	0	66	29	0	5	0	34	6	54	0	0	60	160		
	6:45 PM	0	0	0	0	0	0	47	22	0	69	20	0	7	0	27	7	25	0	0	32	128		
	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	0	2975	1405	31	4411	1684	0	414	3	2101	628	3140	0	0	3768	10280		

Peak Hour All Vehicle Volume Summary

Hourly Time Period		From North (↓)					From East (←) STH 11 - Durand Avenue					From South (↑) IH94-USH 41 SB Ramps					From West (→) STH 11 - Durand Avenue					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	6:30 AM	0	0	0	0	0	0	273	120	2	395	138	0	31	0	169	86	383	0	0	469	1033	0.87
MD	12:45 PM	0	0	0	0	0	0	207	82	2	291	118	0	29	0	147	29	205	0	0	234	672	0.96
PM	6:00 PM	0	0	0	0	0	0	189	87	1	277	125	0	25	0	150	27	168	0	0	195	622	0.92

Intersection Traffic Volume Report

Count Basics			*Page 6 of 11*
Start Date:	Tuesday, April 26, 2016	Weekday	Schools in Session
Total Number of Hours Counted: 13		Non-Holiday	No Special Events

15-Minute Automobile Data

Automobiles (Cars, Light Trucks, & Motorcycles)

IH94-USH 41 SB Ramps and STH 11 - Durand Avenue

15-Minute Automobile Data

15-Minute Time Period Start Time		From North (↓)					From East (←) STH 11 - Durand Avenue					From South (↑) IH94-USH 41 SB Ramps					From West (→) STH 11 - Durand Avenue					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	39	19	0	58	16	0	3	0	19	8	43	0	0	51	128	721
	6:15 AM	0	0	0	0	0	0	40	22	0	62	24	0	3	0	27	10	73	0	0	83	172	825
	6:30 AM	0	0	0	0	0	0	55	35	0	90	33	0	4	0	37	19	65	0	0	84	211	925
	6:45 AM	0	0	0	0	0	0	54	17	0	71	35	0	8	0	43	16	80	0	0	96	210	952
	7:00 AM	0	0	0	0	0	0	79	24	2	105	25	0	6	0	31	6	90	0	0	96	232	950
	7:15 AM	0	0	0	0	0	0	62	31	0	93	30	0	6	0	36	29	114	0	0	143	272	863
	7:30 AM	0	0	0	0	0	0	40	18	0	58	30	0	5	0	35	16	129	0	0	145	238	731
	7:45 AM	0	0	0	0	0	0	42	22	0	64	35	0	9	0	44	19	81	0	0	100	208	639
	8:00 AM	0	0	0	0	0	0	33	20	0	53	31	0	5	0	36	11	45	0	0	56	145	560
	8:15 AM	0	0	0	0	0	0	24	22	0	46	20	0	2	0	22	10	62	0	0	72	140	527
	8:30 AM	0	0	0	0	0	0	36	14	0	50	29	0	3	0	32	12	52	0	0	64	146	495
	8:45 AM	0	0	0	0	0	0	33	11	0	44	21	0	5	0	26	7	52	0	0	59	129	476
	9:00 AM	0	0	0	0	0	0	35	15	2	52	17	0	3	0	20	7	33	0	0	40	112	479
	9:15 AM	0	0	0	0	0	0	28	13	0	41	16	0	2	0	18	7	42	0	0	49	108	475
	9:30 AM	0	0	0	0	0	0	31	13	0	44	17	0	3	0	20	7	56	0	0	63	127	462
	9:45 AM	0	0	0	0	0	0	33	16	1	50	25	0	1	0	26	9	47	0	0	56	132	445
Midday Peak Period	10:00 AM	0	0	0	0	0	0	32	11	0	43	18	0	3	0	21	6	38	0	0	44	108	426
	10:15 AM	0	0	0	0	0	0	22	12	0	34	17	0	4	0	21	3	37	0	0	40	95	438
	10:30 AM	0	0	0	0	0	0	28	13	1	42	12	0	1	0	13	10	45	0	0	55	110	459
	10:45 AM	0	0	0	0	0	0	41	17	1	59	10	0	6	0	16	6	32	0	0	38	113	479
	11:00 AM	0	0	0	0	0	0	24	18	0	42	21	0	3	0	24	6	48	0	0	54	120	500
	11:15 AM	0	0	0	0	0	0	35	14	2	51	20	0	6	0	26	3	36	0	0	39	116	507
	11:30 AM	0	0	0	0	0	0	45	15	1	61	13	0	5	0	18	5	46	0	0	51	130	538
	11:45 AM	0	0	0	0	0	0	39	13	1	53	22	0	6	0	28	4	49	0	0	53	134	547
	12:00 PM	0	0	0	0	0	0	45	16	0	61	15	0	1	0	16	13	37	0	0	50	127	542
	12:15 PM	0	0	0	0	0	0	43	18	0	61	14	0	5	0	19	7	60	0	0	67	147	559
	12:30 PM	0	0	0	0	0	0	49	18	1	68	20	0	6	0	26	9	36	0	0	45	139	566
	12:45 PM	0	0	0	0	0	0	37	15	0	52	27	0	6	0	33	6	38	0	0	44	129	579
	1:00 PM	0	0	0	0	0	0	45	19	1	65	30	0	2	0	32	5	42	0	0	47	144	571
	1:15 PM	0	0	0	0	0	0	63	19	0	82	19	0	8	0	27	2	43	0	0	45	154	588
	1:30 PM	0	0	0	0	0	0	43	14	1	58	26	0	9	0	35	5	54	0	0	59	152	630
	1:45 PM	0	0	0	0	0	0	38	11	0	49	22	0	4	0	26	6	40	0	0	46	121	695
PM Peak Period	2:00 PM	0	0	0	0	0	0	60	17	2	79	21	0	9	0	30	9	43	0	0	52	161	765
	2:15 PM	0	0	0	0	0	0	77	27	2	106	25	0	5	0	30	12	48	0	0	60	196	873
	2:30 PM	0	0	0	0	0	0	100	27	1	128	27	0	11	0	38	13	38	0	0	51	217	894
	2:45 PM	0	0	0	0	0	0	67	20	1	88	29	0	5	1	35	9	59	0	0	68	191	937
	3:00 PM	0	0	0	0	0	0	70	32	1	103	39	0	8	0	47	11	108	0	0	119	269	1014
	3:15 PM	0	0	0	0	0	0	69	31	1	101	31	0	8	0	39	8	69	0	0	77	217	997
	3:30 PM	0	0	0	0	0	0	82	34	2	118	37	0	9	1	47	24	71	0	0	95	260	1028
	3:45 PM	0	0	0	0	0	0	91	29	0	120	54	0	9	0	63	12	73	0	0	85	268	1037
	4:00 PM	0	0	0	0	0	0	86	38	0	124	49	0	7	0	56	12	60	0	0	72	252	1021
	4:15 PM	0	0	0	0	0	0	82	40	0	122	57	0	10	0	67	10	49	0	0	59	248	1051
	4:30 PM	0	0	0	0	0	0	90	33	0	123	51	0	8	0	59	22	65	0	0	87	269	1073
	4:45 PM	0	0	0	0	0	0	75	39	1	115	51	0	12	0	63	10	64	0	0	74	252	1052
	5:00 PM	0	0	0	0	0	0	75	45	2	122	59	0	12	0	71	21	68	0	0	89	282	995
	5:15 PM	0	0	0	0	0	0	96	39	1	136	54	0	15	0	69	12	53	0	0	65	270	871
	5:30 PM	0	0	0	0	0	0	78	35	1	114	59	0	10	0	69	12	53	0	0	65	248	761
	5:45 PM	0	0	0	0	0	0	65	26	1	92	39	0	14	1	54	11	38	0	0	49	195	659
	6:00 PM	0	0	0	0	0	0	47	23	0	70	33	0	6	0	39	8	41	0	0	49	158	587
	6:15 PM	0	0	0	0	0	0	46	21	1	68	37	0	6	0	43	5	44	0	0	49	160	
	6:30 PM	0	0	0	0	0	0	43	16	0	59	27	0	4	0	31	6	50	0	0	56	146	
	6:45 PM	0	0	0	0	0	0	47	21	0	68	20	0	6	0	26	6	23	0	0	29	123	
	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	0	2739	1148	31	3918	1509	0	317	3	1829	522	2862	0	0	3384	9131	

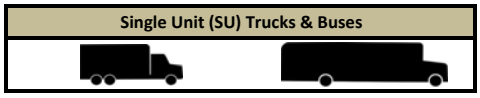
Peak Hour Automobile Volume Summary

Hourly Time Period Start Time		From North (↓)					From East (←) STH 11 - Durand Avenue					From South (↑) IH94-USH 41 SB Ramps					From West (→) STH 11 - Durand Avenue					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	6:30 AM	0	0	0	0	0	0	250	107	2	359	123	0	24	0	147	70	349	0	0	419	925
MD	12:45 PM	0	0	0	0	0	0	188	67	2	257	102	0	25	0	127	18	177	0	0	195	579
PM	6:00 PM	0	0	0	0	0	0	183	81	1	265	117	0	22	0	139	25	158	0	0	183	587

Intersection Traffic Volume Report

Count Basics			*Page 7 of 11*
Start Date:	Tuesday, April 26, 2016	Weekday	Schools in Session
Total Number of Hours Counted: 13		Non-Holiday	No Special Events

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



IH94-USH 41 SB Ramps and STH 11 - Durand Avenue

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

15-Minute Time Period Start Time		From North (↓)					From East (←) STH 11 - Durand Avenue					From South (↑) IH94-USH 41 SB Ramps					From West (→) STH 11 - Durand Avenue					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	1	0	0	1	0	0	0	0	0	0	1	0	0	1	2	37
	6:15 AM	0	0	0	0	0	0	2	1	0	3	1	0	4	0	5	2	3	0	0	5	13	48
	6:30 AM	0	0	0	0	0	0	3	2	0	5	3	0	1	0	4	5	3	0	0	8	17	47
	6:45 AM	0	0	0	0	0	0	3	1	0	4	1	0	0	0	1	0	0	0	0	0	5	44
	7:00 AM	0	0	0	0	0	0	3	0	0	3	1	0	0	0	1	1	8	0	0	9	13	50
	7:15 AM	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	1	8	0	0	9	12	48
	7:30 AM	0	0	0	0	0	0	3	2	0	5	2	0	1	0	3	0	6	0	0	6	14	57
	7:45 AM	0	0	0	0	0	0	4	2	0	6	1	0	0	0	1	0	4	0	0	4	11	63
	8:00 AM	0	0	0	0	0	0	3	3	0	6	1	0	1	0	2	0	3	0	0	3	11	66
	8:15 AM	0	0	0	0	0	0	2	8	0	10	2	0	4	0	6	1	4	0	0	5	21	61
	8:30 AM	0	0	0	0	0	0	5	5	0	10	5	0	0	0	5	0	5	0	0	5	20	51
	8:45 AM	0	0	0	0	0	0	2	2	0	4	2	0	3	0	5	1	4	0	0	5	14	43
	9:00 AM	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	1	2	0	0	3	6	50
	9:15 AM	0	0	0	0	0	0	2	2	0	4	1	0	0	0	1	1	5	0	0	6	11	53
	9:30 AM	0	0	0	0	0	0	2	2	0	4	3	0	1	0	4	1	3	0	0	4	12	52
	9:45 AM	0	0	0	0	0	0	4	7	0	11	1	0	1	0	2	0	8	0	0	8	21	49
Midday Peak Period	10:00 AM	0	0	0	0	0	0	3	0	0	3	0	0	2	0	2	0	4	0	0	4	9	39
	10:15 AM	0	0	0	0	0	0	2	3	0	5	3	0	0	0	3	1	1	0	0	2	10	48
	10:30 AM	0	0	0	0	0	0	1	2	0	3	1	0	0	0	1	1	4	0	0	5	9	55
	10:45 AM	0	0	0	0	0	0	2	3	0	5	1	0	2	0	3	1	2	0	0	3	11	56
	11:00 AM	0	0	0	0	0	0	4	4	0	8	3	0	1	0	4	0	6	0	0	6	18	57
	11:15 AM	0	0	0	0	0	0	6	2	0	8	2	0	1	0	3	1	5	0	0	6	17	50
	11:30 AM	0	0	0	0	0	0	3	1	0	4	1	0	2	0	3	0	3	0	0	3	10	50
	11:45 AM	0	0	0	0	0	0	5	2	0	7	0	0	0	0	0	1	4	0	0	5	12	48
	12:00 PM	0	0	0	0	0	0	4	0	0	4	2	0	1	0	3	0	4	0	0	4	11	52
	12:15 PM	0	0	0	0	0	0	6	2	0	8	1	0	2	0	3	1	5	0	0	6	17	51
	12:30 PM	0	0	0	0	0	0	3	1	0	4	1	0	0	0	1	1	2	0	0	3	8	46
	12:45 PM	0	0	0	0	0	0	3	1	0	4	3	0	1	0	4	1	7	0	0	8	16	49
	1:00 PM	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	3	4	0	0	7	10	39
	1:15 PM	0	0	0	0	0	0	3	1	0	4	4	0	0	0	4	1	3	0	0	4	12	37
	1:30 PM	0	0	0	0	0	0	2	4	0	6	2	0	0	0	2	0	3	0	0	3	11	35
	1:45 PM	0	0	0	0	0	0	1	0	0	1	3	0	1	0	4	0	1	0	0	1	6	33
PM Peak Period	2:00 PM	0	0	0	0	0	0	1	3	0	4	1	0	0	0	1	1	2	0	0	3	8	34
	2:15 PM	0	0	0	0	0	0	2	2	0	4	2	0	0	0	2	1	3	0	0	4	10	40
	2:30 PM	0	0	0	0	0	0	1	0	0	1	4	0	1	0	5	1	2	0	0	3	9	42
	2:45 PM	0	0	0	0	0	0	1	1	0	2	4	0	0	0	4	0	1	0	0	1	7	39
	3:00 PM	0	0	0	0	0	0	2	4	0	6	1	0	4	0	5	0	3	0	0	3	14	42
	3:15 PM	0	0	0	0	0	0	2	2	0	4	5	0	0	0	5	0	3	0	0	3	12	34
	3:30 PM	0	0	0	0	0	0	0	1	0	1	2	0	1	0	3	0	2	0	0	2	6	34
	3:45 PM	0	0	0	0	0	0	2	4	0	6	2	0	0	0	2	1	1	0	0	2	10	35
	4:00 PM	0	0	0	0	0	0	0	1	0	1	2	0	0	0	2	1	2	0	0	3	6	28
	4:15 PM	0	0	0	0	0	0	5	3	0	8	1	0	1	0	2	0	2	0	0	2	12	26
	4:30 PM	0	0	0	0	0	0	1	3	0	4	0	0	0	0	0	0	3	0	0	3	7	18
	4:45 PM	0	0	0	0	0	0	1	1	0	2	0	0	0	0	0	0	1	0	0	1	3	13
	5:00 PM	0	0	0	0	0	0	1	1	0	2	0	0	0	0	0	0	2	0	0	2	4	13
	5:15 PM	0	0	0	0	0	0	1	0	0	1	1	0	0	0	1	0	2	0	0	2	4	12
	5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	2	2	12
	5:45 PM	0	0	0	0	0	0	1	0	0	1	0	0	1	0	1	0	1	0	0	1	3	16
	6:00 PM	0	0	0	0	0	0	0	0	0	0	3	0	0	0	3	0	0	0	0	0	3	15
	6:15 PM	0	0	0	0	0	0	1	0	0	1	2	0	0	0	2	0	1	0	0	1	4	
	6:30 PM	0	0	0	0	0	0	1	0	0	1	2	0	0	0	2	0	3	0	0	3	6	
	6:45 PM	0	0	0	0	0	0	0	1	0	1	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	
	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	0	119	90	0	209	83	0	37	0	120	32	161	0	0	193	522	

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

Hourly Time Period Start Time		From North (↓)					From East (←) STH 11 - Durand Avenue					From South (↑) IH94-USH 41 SB Ramps					From West (→) STH 11 - Durand Avenue					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	6:30 AM	0	0	0	0	0	0	12	3	0	15	5	0	1	0	6	7	19	0	0	26	47
MD	12:45 PM	0	0	0	0	0	0	11	6	0	17	9	0	1	0	10	5	17	0	0	22	49
PM	6:00 PM	0	0	0	0	0	0	2	1	0	3	7	0	0	0	7	0	5	0	0	5	15

Intersection Traffic Volume Report

Count Basics			*Page 8 of 11*
Start Date:	Tuesday, April 26, 2016	Weekday	Schools in Session
Total Number of Hours Counted: 13		Non-Holiday	No Special Events

15-Minute Semi-Truck Data

Semi-Trucks

IH94-USH 41 SB Ramps and STH 11 - Durand Avenue

15-Minute Semi-Truck Data

15-Minute Time Period Start Time		From North (↓)					From East (←) STH 11 - Durand Avenue					From South (↑) IH94-USH 41 SB Ramps					From West (→) STH 11 - Durand Avenue					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	2	0	2	1	0	1	0	2	1	0	0	0	1	5	52
	6:15 AM	0	0	0	0	0	0	3	4	0	7	0	0	1	0	1	1	0	0	0	1	9	58
	6:30 AM	0	0	0	0	0	0	6	3	0	9	4	0	4	0	8	1	0	0	0	1	18	61
	6:45 AM	0	0	0	0	0	0	3	3	0	6	3	0	1	0	4	3	7	0	0	10	20	60
	7:00 AM	0	0	0	0	0	0	0	1	0	1	2	0	1	0	3	3	4	0	0	7	11	46
	7:15 AM	0	0	0	0	0	0	2	3	0	5	1	0	0	0	1	2	4	0	0	6	12	48
	7:30 AM	0	0	0	0	0	0	6	3	0	9	1	0	2	0	3	1	4	0	0	5	17	47
	7:45 AM	0	0	0	0	0	0	3	2	0	5	0	0	0	0	0	0	1	0	0	1	6	48
	8:00 AM	0	0	0	0	0	0	3	0	0	3	3	0	4	0	7	1	2	0	0	3	13	64
	8:15 AM	0	0	0	0	0	0	1	3	0	4	1	0	0	0	1	3	3	0	0	6	11	58
	8:30 AM	0	0	0	0	0	0	6	7	0	13	1	0	0	0	1	1	3	0	0	4	18	64
	8:45 AM	0	0	0	0	0	0	2	8	0	10	3	0	2	0	5	2	5	0	0	7	22	63
	9:00 AM	0	0	0	0	0	0	0	5	0	5	0	0	0	0	0	1	1	0	0	2	7	57
	9:15 AM	0	0	0	0	0	0	7	2	0	9	2	0	1	0	3	3	2	0	0	5	17	57
	9:30 AM	0	0	0	0	0	0	2	4	0	6	2	0	2	0	4	2	5	0	0	7	17	52
	9:45 AM	0	0	0	0	0	0	3	5	0	8	1	0	1	0	2	2	4	0	0	6	16	51
Midday Peak Period	10:00 AM	0	0	0	0	0	0	1	3	0	4	1	0	0	0	1	0	2	0	0	2	7	50
	10:15 AM	0	0	0	0	0	0	1	6	0	7	0	0	1	0	1	2	2	0	0	4	12	63
	10:30 AM	0	0	0	0	0	0	5	5	0	10	3	0	1	0	4	0	2	0	0	2	16	66
	10:45 AM	0	0	0	0	0	0	2	3	0	5	3	0	4	0	7	1	2	0	0	3	15	71
	11:00 AM	0	0	0	0	0	0	6	6	0	12	1	0	4	0	5	1	2	0	0	3	20	79
	11:15 AM	0	0	0	0	0	0	0	5	0	5	3	0	2	0	5	2	3	0	0	5	15	73
	11:30 AM	0	0	0	0	0	0	8	6	0	14	3	0	0	0	3	1	3	0	0	4	21	78
	11:45 AM	0	0	0	0	0	0	4	6	0	10	4	0	2	0	6	6	1	0	0	7	23	74
	12:00 PM	0	0	0	0	0	0	3	4	0	7	4	0	1	0	5	0	2	0	0	2	14	67
	12:15 PM	0	0	0	0	0	0	2	5	0	7	1	0	1	0	2	6	5	0	0	11	20	61
	12:30 PM	0	0	0	0	0	0	1	7	0	8	5	0	1	0	6	2	1	0	0	3	17	50
	12:45 PM	0	0	0	0	0	0	2	4	0	6	2	0	2	0	4	1	5	0	0	6	16	44
	1:00 PM	0	0	0	0	0	0	2	1	0	3	1	0	0	0	1	1	3	0	0	4	8	43
	1:15 PM	0	0	0	0	0	0	2	3	0	5	1	0	1	0	2	2	0	0	0	2	9	51
	1:30 PM	0	0	0	0	0	0	2	1	0	3	3	0	0	0	3	2	3	0	0	5	11	55
	1:45 PM	0	0	0	0	0	0	2	4	0	6	5	0	0	0	5	2	2	0	0	4	15	62
PM Peak Period	2:00 PM	0	0	0	0	0	0	5	1	0	6	2	0	2	0	4	1	5	0	0	6	16	62
	2:15 PM	0	0	0	0	0	0	1	3	0	4	4	0	0	0	4	3	2	0	0	5	13	62
	2:30 PM	0	0	0	0	0	0	2	5	0	7	3	0	3	0	6	3	2	0	0	5	18	58
	2:45 PM	0	0	0	0	0	0	3	3	0	6	2	0	0	0	2	1	6	0	0	7	15	44
	3:00 PM	0	0	0	0	0	0	1	7	0	8	2	0	4	0	6	0	2	0	0	2	16	42
	3:15 PM	0	0	0	0	0	0	0	0	0	0	3	0	1	0	4	3	2	0	0	5	9	33
	3:30 PM	0	0	0	0	0	0	1	1	0	2	1	0	0	0	1	0	1	0	0	1	4	28
	3:45 PM	0	0	0	0	0	0	4	3	0	7	1	0	0	0	1	2	3	0	0	5	13	29
	4:00 PM	0	0	0	0	0	0	0	5	0	5	1	0	1	0	2	0	0	0	0	0	7	26
	4:15 PM	0	0	0	0	0	0	0	1	0	1	1	0	1	0	2	0	1	0	0	1	4	23
	4:30 PM	0	0	0	0	0	0	1	1	0	2	0	0	1	0	1	1	1	0	0	2	5	21
	4:45 PM	0	0	0	0	0	0	3	4	0	7	1	0	1	0	2	0	1	0	0	1	10	22
	5:00 PM	0	0	0	0	0	0	1	0	0	1	0	0	1	0	1	0	2	0	0	2	4	19
	5:15 PM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	1	0	0	0	1	2	19
	5:30 PM	0	0	0	0	0	0	0	2	0	2	3	0	1	0	4	0	0	0	0	0	6	22
	5:45 PM	0	0	0	0	0	0	1	2	0	3	1	0	1	0	2	1	1	0	0	2	7	24
	6:00 PM	0	0	0	0	0	0	1	1	0	2	0	0	0	0	0	0	2	0	0	2	4	20
	6:15 PM	0	0	0	0	0	0	1	0	0	1	1	0	1	0	2	1	1	0	0	2	5	
	6:30 PM	0	0	0	0	0	0	2	4	0	6	0	0	1	0	1	0	1	0	0	1	8	
	6:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1	1	0	0	2	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	0	0	0	0	0	117	167	0	284	92	0	60	0	152	74	117	0	0	191	627	

Peak Hour Semi-Truck Volume Summary

Hourly Time Period Start Time		From North (↓)					From East (←) STH 11 - Durand Avenue					From South (↑) IH94-USH 41 SB Ramps					From West (→) STH 11 - Durand Avenue					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	6:30 AM	0	0	0	0	0	0	13	8	0	21	5	0	6	0	11	5	10	0	0	15	47
MD	12:45 PM	0	0	0	0	0	0	7	17	0	24	9	0	4	0	13	10	14	0	0	24	61
PM	6:00 PM	0	0	0	0	0	0	5	10	0	15	3	0	3	0	6	3	5	0	0	8	29

Intersection Traffic Volume Report

Count Basics			*Page 9 of 11*
Start Date:	Tuesday, April 26, 2016	Weekday	Schools in Session
Total Number of Hours Counted: 13		Non-Holiday	No Special Events

15-Minute Heavy Vehicle Data

Heavy Vehicles (Single-Unit Trucks, Buses & Semi-Trucks)

IH94-USH 41 SB Ramps and STH 11 - Durand Avenue

15-Minute Heavy Vehicle Data

15-Minute Time Period Start Time		From North (↓)					From East (←) STH 11 - Durand Avenue					From South (↑) IH94-USH 41 SB Ramps					From West (→) STH 11 - Durand Avenue					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	1	2	0	3	1	0	1	0	2	1	1	0	0	2	7	89
	6:15 AM	0	0	0	0	0	0	5	5	0	10	1	0	5	0	6	3	3	0	0	6	22	106
	6:30 AM	0	0	0	0	0	0	9	5	0	14	7	0	5	0	12	6	3	0	0	9	35	108
	6:45 AM	0	0	0	0	0	0	6	4	0	10	4	0	1	0	5	3	7	0	0	10	25	104
	7:00 AM	0	0	0	0	0	0	3	1	0	4	3	0	1	0	4	4	12	0	0	16	24	96
	7:15 AM	0	0	0	0	0	0	5	3	0	8	1	0	0	0	1	3	12	0	0	15	24	96
	7:30 AM	0	0	0	0	0	0	9	5	0	14	3	0	3	0	6	1	10	0	0	11	31	104
	7:45 AM	0	0	0	0	0	0	7	4	0	11	1	0	0	0	1	0	5	0	0	5	17	111
	8:00 AM	0	0	0	0	0	0	6	3	0	9	4	0	5	0	9	1	5	0	0	6	24	130
	8:15 AM	0	0	0	0	0	0	3	11	0	14	3	0	4	0	7	4	7	0	0	11	32	119
	8:30 AM	0	0	0	0	0	0	11	12	0	23	6	0	0	0	6	1	8	0	0	9	38	115
	8:45 AM	0	0	0	0	0	0	4	10	0	14	5	0	5	0	10	3	9	0	0	12	36	106
	9:00 AM	0	0	0	0	0	0	3	5	0	8	0	0	0	0	0	2	3	0	0	5	13	107
	9:15 AM	0	0	0	0	0	0	9	4	0	13	3	0	1	0	4	4	7	0	0	11	28	110
	9:30 AM	0	0	0	0	0	0	4	6	0	10	5	0	3	0	8	3	8	0	0	11	29	104
	9:45 AM	0	0	0	0	0	0	7	12	0	19	2	0	2	0	4	2	12	0	0	14	37	100
Midday Peak Period	10:00 AM	0	0	0	0	0	0	4	3	0	7	1	0	2	0	3	0	6	0	0	6	16	89
	10:15 AM	0	0	0	0	0	0	3	9	0	12	3	0	1	0	4	3	3	0	0	6	22	111
	10:30 AM	0	0	0	0	0	0	6	7	0	13	4	0	1	0	5	1	6	0	0	7	25	121
	10:45 AM	0	0	0	0	0	0	4	6	0	10	4	0	6	0	10	2	4	0	0	6	26	127
	11:00 AM	0	0	0	0	0	0	10	10	0	20	4	0	5	0	9	1	8	0	0	9	38	136
	11:15 AM	0	0	0	0	0	0	6	7	0	13	5	0	3	0	8	3	8	0	0	11	32	123
	11:30 AM	0	0	0	0	0	0	11	7	0	18	4	0	2	0	6	1	6	0	0	7	31	128
	11:45 AM	0	0	0	0	0	0	9	8	0	17	4	0	2	0	6	7	5	0	0	12	35	122
	12:00 PM	0	0	0	0	0	0	7	4	0	11	6	0	2	0	8	0	6	0	0	6	25	119
	12:15 PM	0	0	0	0	0	0	8	7	0	15	2	0	3	0	5	7	10	0	0	17	37	112
	12:30 PM	0	0	0	0	0	0	4	8	0	12	6	0	1	0	7	3	3	0	0	6	25	96
	12:45 PM	0	0	0	0	0	0	5	5	0	10	5	0	3	0	8	2	12	0	0	14	32	93
	1:00 PM	0	0	0	0	0	0	5	1	0	6	1	0	0	0	1	4	7	0	0	11	18	82
	1:15 PM	0	0	0	0	0	0	5	4	0	9	5	0	1	0	6	3	3	0	0	6	21	88
	1:30 PM	0	0	0	0	0	0	4	5	0	9	5	0	0	0	5	2	6	0	0	8	22	90
	1:45 PM	0	0	0	0	0	0	3	4	0	7	8	0	1	0	9	2	3	0	0	5	21	95
PM Peak Period	2:00 PM	0	0	0	0	0	0	6	4	0	10	3	0	2	0	5	2	7	0	0	9	24	96
	2:15 PM	0	0	0	0	0	0	3	5	0	8	6	0	0	0	6	4	5	0	0	9	23	102
	2:30 PM	0	0	0	0	0	0	3	5	0	8	7	0	4	0	11	4	4	0	0	8	27	100
	2:45 PM	0	0	0	0	0	0	4	4	0	8	6	0	0	0	6	1	7	0	0	8	22	83
	3:00 PM	0	0	0	0	0	0	3	11	0	14	3	0	8	0	11	0	5	0	0	5	30	84
	3:15 PM	0	0	0	0	0	0	2	2	0	4	8	0	1	0	9	3	5	0	0	8	21	67
	3:30 PM	0	0	0	0	0	0	1	2	0	3	3	0	1	0	4	0	3	0	0	3	10	62
	3:45 PM	0	0	0	0	0	0	6	7	0	13	3	0	0	0	3	3	4	0	0	7	23	64
	4:00 PM	0	0	0	0	0	0	0	6	0	6	3	0	1	0	4	1	2	0	0	3	13	54
	4:15 PM	0	0	0	0	0	0	5	4	0	9	2	0	2	0	4	0	3	0	0	3	16	49
	4:30 PM	0	0	0	0	0	0	2	4	0	6	0	0	1	0	1	1	4	0	0	5	12	39
	4:45 PM	0	0	0	0	0	0	4	5	0	9	1	0	1	0	2	0	2	0	0	2	13	35
	5:00 PM	0	0	0	0	0	0	2	1	0	3	0	0	1	0	1	0	4	0	0	4	8	32
	5:15 PM	0	0	0	0	0	0	1	0	0	1	2	0	0	0	2	1	2	0	0	3	6	31
	5:30 PM	0	0	0	0	0	0	0	2	0	2	3	0	1	0	4	1	1	0	0	2	8	34
	5:45 PM	0	0	0	0	0	0	2	2	0	4	1	0	2	0	3	1	2	0	0	3	10	40
	6:00 PM	0	0	0	0	0	0	1	1	0	2	3	0	0	0	3	0	2	0	0	2	7	35
	6:15 PM	0	0	0	0	0	0	2	0	0	2	3	0	1	0	4	1	2	0	0	3	9	
	6:30 PM	0	0	0	0	0	0	3	4	0	7	2	0	1	0	3	0	4	0	0	4	14	
	6:45 PM	0	0	0	0	0	0	0	1	0	1	0	0	1	0	1	1	2	0	0	3	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	
	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	0	236	257	0	493	175	0	97	0	272	106	278	0	0	384	1149	

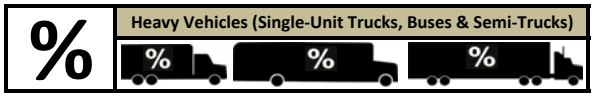
Peak Hour Heavy Vehicle Volume Summary

Hourly Time Period Start Time		From North (↓)					From East (←) STH 11 - Durand Avenue					From South (↑) IH94-USH 41 SB Ramps					From West (→) STH 11 - Durand Avenue					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	6:30 AM	0	0	0	0	0	0	23	13	0	36	15	0	7	0	22	16	34	0	0	50	108
MD	12:45 PM	0	0	0	0	0	0	19	15	0	34	16	0	4	0	20	11	28	0	0	39	93
PM	6:00 PM	0	0	0	0	0	0	6	6	0	12	8	0	3	0	11	2	10	0	0	12	35

Intersection Traffic Volume Report

Count Basics			*Page 10 of 11*
Start Date:	Tuesday, April 26, 2016	Weekday	Schools in Session
Total Number of Hours Counted: 13		Non-Holiday	No Special Events

15-Minute Heavy Vehicle Percentages



IH94-USH 41 SB Ramps and STH 11 - Durand Avenue

15-Minute Heavy Vehicle Percentages

15-Minute Time Period Start Time		From North (↓)					From East (←) STH 11 - Durand Avenue					From South (↑) IH94-USH 41 SB Ramps					From West (→) STH 11 - Durand Avenue					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	0.0	0.0	0.0	0.0	0.0	0.0	2.5	9.5	0.0	4.9	5.9	0.0	25.0	0.0	9.5	11.1	2.3	0.0	0.0	3.8	5.2	11.0
	6:15 AM	0.0	0.0	0.0	0.0	0.0	0.0	11.1	18.5	0.0	13.9	4.0	0.0	62.5	0.0	18.2	23.1	3.9	0.0	0.0	6.7	11.3	11.4
	6:30 AM	0.0	0.0	0.0	0.0	0.0	0.0	14.1	12.5	0.0	13.5	17.5	0.0	55.6	0.0	24.5	24.0	4.4	0.0	0.0	9.7	14.2	10.5
	6:45 AM	0.0	0.0	0.0	0.0	0.0	0.0	10.0	19.0	0.0	12.3	10.3	0.0	11.1	0.0	10.4	15.8	8.0	0.0	0.0	9.4	10.6	9.8
	7:00 AM	0.0	0.0	0.0	0.0	0.0	0.0	3.7	4.0	0.0	3.7	10.7	0.0	14.3	0.0	11.4	40.0	11.8	0.0	0.0	14.3	9.4	9.2
	7:15 AM	0.0	0.0	0.0	0.0	0.0	0.0	7.5	8.8	0.0	7.9	3.2	0.0	0.0	0.0	2.7	9.4	9.5	0.0	0.0	9.5	8.1	10.0
	7:30 AM	0.0	0.0	0.0	0.0	0.0	0.0	18.4	21.7	0.0	19.4	9.1	0.0	37.5	0.0	14.6	5.9	7.2	0.0	0.0	7.1	11.5	12.5
	7:45 AM	0.0	0.0	0.0	0.0	0.0	0.0	14.3	15.4	0.0	14.7	2.8	0.0	0.0	0.0	2.2	0.0	5.8	0.0	0.0	4.8	7.6	14.8
	8:00 AM	0.0	0.0	0.0	0.0	0.0	0.0	15.4	13.0	0.0	14.5	11.4	0.0	50.0	0.0	20.0	8.3	10.0	0.0	0.0	9.7	14.2	18.8
	8:15 AM	0.0	0.0	0.0	0.0	0.0	0.0	11.1	33.3	0.0	23.3	13.0	0.0	66.7	0.0	24.1	28.6	10.1	0.0	0.0	13.3	18.6	18.4
	8:30 AM	0.0	0.0	0.0	0.0	0.0	0.0	23.4	46.2	0.0	31.5	17.1	0.0	0.0	0.0	15.8	7.7	13.3	0.0	0.0	12.3	20.7	18.9
	8:45 AM	0.0	0.0	0.0	0.0	0.0	0.0	10.8	47.6	0.0	24.1	19.2	0.0	50.0	0.0	27.8	30.0	14.8	0.0	0.0	16.9	21.8	18.2
	9:00 AM	0.0	0.0	0.0	0.0	0.0	0.0	7.9	25.0	0.0	13.3	0.0	0.0	0.0	0.0	0.0	22.2	8.3	0.0	0.0	11.1	10.4	18.3
	9:15 AM	0.0	0.0	0.0	0.0	0.0	0.0	24.3	23.5	0.0	24.1	15.8	0.0	33.3	0.0	18.2	36.4	14.3	0.0	0.0	18.3	20.6	18.8
	9:30 AM	0.0	0.0	0.0	0.0	0.0	0.0	11.4	31.6	0.0	18.5	22.7	0.0	50.0	0.0	28.6	30.0	12.5	0.0	0.0	14.9	18.6	18.4
	9:45 AM	0.0	0.0	0.0	0.0	0.0	0.0	17.5	42.9	0.0	27.5	7.4	0.0	66.7	0.0	13.3	18.2	20.3	0.0	0.0	20.0	21.9	18.3
Midday Peak Period	10:00 AM	0.0	0.0	0.0	0.0	0.0	0.0	11.1	21.4	0.0	14.0	5.3	0.0	40.0	0.0	12.5	0.0	13.6	0.0	0.0	12.0	12.9	17.3
	10:15 AM	0.0	0.0	0.0	0.0	0.0	0.0	12.0	42.9	0.0	26.1	15.0	0.0	20.0	0.0	16.0	50.0	7.5	0.0	0.0	13.0	18.8	20.2
	10:30 AM	0.0	0.0	0.0	0.0	0.0	0.0	17.6	35.0	0.0	23.6	25.0	0.0	50.0	0.0	27.8	9.1	11.8	0.0	0.0	11.3	18.5	20.9
	10:45 AM	0.0	0.0	0.0	0.0	0.0	0.0	8.9	26.1	0.0	14.5	28.6	0.0	50.0	0.0	38.5	25.0	11.1	0.0	0.0	13.6	18.7	21.0
	11:00 AM	0.0	0.0	0.0	0.0	0.0	0.0	29.4	35.7	0.0	32.3	16.0	0.0	62.5	0.0	27.3	14.3	14.3	0.0	0.0	14.3	24.1	21.4
	11:15 AM	0.0	0.0	0.0	0.0	0.0	0.0	14.6	33.3	0.0	20.3	20.0	0.0	33.3	0.0	23.5	50.0	18.2	0.0	0.0	22.0	21.6	19.5
	11:30 AM	0.0	0.0	0.0	0.0	0.0	0.0	19.6	31.8	0.0	22.8	23.5	0.0	28.6	0.0	25.0	16.7	11.5	0.0	0.0	12.1	19.3	19.2
	11:45 AM	0.0	0.0	0.0	0.0	0.0	0.0	18.7	38.1	0.0	24.3	15.4	0.0	25.0	0.0	17.6	63.6	9.3	0.0	0.0	18.5	20.7	18.2
	12:00 PM	0.0	0.0	0.0	0.0	0.0	0.0	13.5	20.0	0.0	15.3	28.6	0.0	66.7	0.0	33.3	0.0	14.0	0.0	0.0	10.7	16.4	18.0
	12:15 PM	0.0	0.0	0.0	0.0	0.0	0.0	15.7	28.0	0.0	19.7	12.5	0.0	37.5	0.0	20.8	50.0	14.3	0.0	0.0	20.2	20.1	16.7
	12:30 PM	0.0	0.0	0.0	0.0	0.0	0.0	7.5	30.8	0.0	15.0	23.1	0.0	14.3	0.0	21.2	25.0	7.7	0.0	0.0	11.8	15.2	14.5
	12:45 PM	0.0	0.0	0.0	0.0	0.0	0.0	11.9	25.0	0.0	16.1	15.6	0.0	33.3	0.0	19.5	25.0	24.0	0.0	0.0	24.1	19.9	13.8
	1:00 PM	0.0	0.0	0.0	0.0	0.0	0.0	10.0	5.0	0.0	8.5	3.2	0.0	0.0	0.0	3.0	44.4	14.3	0.0	0.0	19.0	11.1	12.6
	1:15 PM	0.0	0.0	0.0	0.0	0.0	0.0	7.4	17.4	0.0	9.9	20.8	0.0	11.1	0.0	18.2	60.0	6.5	0.0	0.0	11.8	12.0	13.0
	1:30 PM	0.0	0.0	0.0	0.0	0.0	0.0	8.5	26.3	0.0	13.4	16.1	0.0	0.0	0.0	12.5	28.6	10.0	0.0	0.0	11.9	12.6	12.5
	1:45 PM	0.0	0.0	0.0	0.0	0.0	0.0	7.3	26.7	0.0	12.5	26.7	0.0	20.0	0.0	25.7	25.0	7.0	0.0	0.0	9.8	14.8	12.0
PM Peak Period	2:00 PM	0.0	0.0	0.0	0.0	0.0	0.0	9.1	19.0	0.0	11.2	12.5	0.0	18.2	0.0	14.3	18.2	14.0	0.0	0.0	14.8	13.0	11.1
	2:15 PM	0.0	0.0	0.0	0.0	0.0	0.0	3.7	15.6	0.0	7.0	19.4	0.0	0.0	0.0	16.7	25.0	9.4	0.0	0.0	13.0	10.5	10.5
	2:30 PM	0.0	0.0	0.0	0.0	0.0	0.0	2.9	15.6	0.0	5.9	20.6	0.0	26.7	0.0	22.4	23.5	9.5	0.0	0.0	13.6	11.1	10.1
	2:45 PM	0.0	0.0	0.0	0.0	0.0	0.0	5.6	16.7	0.0	8.3	17.1	0.0	0.0	0.0	14.6	10.0	10.6	0.0	0.0	10.5	10.3	8.1
	3:00 PM	0.0	0.0	0.0	0.0	0.0	0.0	4.1	25.6	0.0	12.0	7.1	0.0	50.0	0.0	19.0	0.0	4.4	0.0	0.0	4.0	10.0	7.7
	3:15 PM	0.0	0.0	0.0	0.0	0.0	0.0	2.8	6.1	0.0	3.8	20.5	0.0	11.1	0.0	18.7	27.3	6.8	0.0	0.0	9.4	8.8	6.3
	3:30 PM	0.0	0.0	0.0	0.0	0.0	0.0	1.2	5.6	0.0	2.5	7.5	0.0	10.0	0.0	7.8	0.0	4.1	0.0	0.0	3.1	3.7	5.7
	3:45 PM	0.0	0.0	0.0	0.0	0.0	0.0	6.2	19.4	0.0	9.8	5.3	0.0	0.0	0.0	4.5	20.0	5.2	0.0	0.0	7.6	7.9	5.8
	4:00 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	13.6	0.0	4.6	5.8	0.0	12.5	0.0	6.7	7.7	3.2	0.0	0.0	4.0	4.9	5.0
	4:15 PM	0.0	0.0	0.0	0.0	0.0	0.0	5.7	9.1	0.0	6.9	3.4	0.0	16.7	0.0	5.6	0.0	5.8	0.0	0.0	4.8	6.1	4.5
	4:30 PM	0.0	0.0	0.0	0.0	0.0	0.0	2.2	10.8	0.0	4.7	0.0	0.0	11.1	0.0	1.7	4.3	5.8	0.0	0.0	5.4	4.3	3.5
	4:45 PM	0.0	0.0	0.0	0.0	0.0	0.0	5.1	11.4	0.0	7.3	1.9	0.0	7.7	0.0	3.1	0.0	3.0	0.0	0.0	2.6	4.9	3.2
	5:00 PM	0.0	0.0	0.0	0.0	0.0	0.0	2.6	2.2	0.0	2.4	0.0	0.0	7.7	0.0	1.4	0.0	5.6	0.0	0.0	4.3	2.8	3.1
	5:15 PM	0.0	0.0	0.0	0.0	0.0	0.0	1.0	0.0	0.0	0.7	3.6	0.0	0.0	0.0	2.8	7.7	3.6	0.0	0.0	4.4	2.2	3.4
	5:30 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	5.4	0.0	1.7	4.8	0.0	9.1	0.0	5.5	7.7	1.9	0.0	0.0	3.0	3.1	4.3
	5:45 PM	0.0	0.0	0.0	0.0	0.0	0.0	3.0	7.1	0.0	4.2	2.5	0.0	12.5	0.0	5.3	8.3	5.0	0.0	0.0	5.8	4.9	5.7
	6:00 PM	0.0	0.0	0.0	0.0	0.0	0.0	2.1	4.2	0.0	2.8	8.3	0.0	0.0	0.0	7.1	0.0	4.7	0.0	0.0	3.9	4.2	5.6
	6:15 PM	0.0	0.0	0.0	0.0	0.0	0.0	4.2	0.0	0.0	2.9	7.5	0.0	14.3	0.0	8.5	16.7	4.3	0.0	0.0	5.8	5.3	
	6:30 PM	0.0	0.0	0.0	0.0	0.0	0.0	6.5	20.0	0.0	10.6	6.9	0.0	20.0	0.0	8.8	0.0	7.4	0.0	0.0	6.7	8.7	
	6:45 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	4.5	0.0	1.4	0.0	0.0	14.3	0.0	3.7	14.3	8.0	0.0	0.0	9.4	3.9	
	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	
Totals		0.0	0.0	0.0	0.0	0.0	0.0	7.9	18.3	0.0	11.2	10.4	0.0	23.4	0.0	12.9	16.9	8.9	0.0	0.0	10.2	11.2	

Peak Hour Heavy Vehicle Percentages Summary

Hourly Time Period Start Time		From North (↓)					From East (←) STH 11 - Durand Avenue					From South (↑) IH94-USH 41 SB Ramps					From West (→) STH 11 - Durand Avenue					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	6:30 AM	0.0	0.0	0.0	0.0	0.0	0.0	8.4	10.8	0.0	9.1	10.9	0.0	22.6	0.0	13.0	18.6	8.9	0.0	0.0	10.7	10.5
MD	12:45 PM	0.0	0.0	0.0	0.0	0.0	0.0	9.2	18.3	0.0	11.7	13.6	0.0	13.8	0.0	13.6	37.9	13.7	0.0	0.0	16.7	13.8
PM	6:00 PM	0.0	0.0	0.0	0.0	0.0	0.0	3.2	6.9	0.0	4.3	6.4	0.0	12.0	0.0	7.3	7.4	6.0	0.0	0.0	6.2	5.6

Intersection Traffic Volume Report

Count Basics			*Page 11 of 11*
Start Date:	Tuesday, April 26, 2016	Weekday	Schools in Session
Total Number of Hours Counted: 13		Non-Holiday	No Special Events

15-Minute Pedestrian and Bicyclist Data

Pedestrians and Bicyclists

IH94-USH 41 SB Ramps and STH 11 - Durand Avenue

15-Minute Pedestrian and Bicyclist Data

	15-Minute Time Period	Crossing North Approach			Crossing East Approach			Crossing South Approach			Crossing West Approach			15-Min	Hourly
					STH 11 - Durand Avenue			IH94-USH 41 SB Ramps			STH 11 - Durand Avenue				
	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/helper dog)	x					
Elderly/Disabled (except wheelchairs)	x					
Wheelchairs/Electric Scooters	x					
Other (None)	x					

Intersection Traffic Volume Report

Count Basics	Version 2013.J4.1		Page 1 of 11
Start Date:	Tuesday, April 26, 2016	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

Intersection of: IH94-USH 41 NB Ramps and STH 11 - Durand Avenue

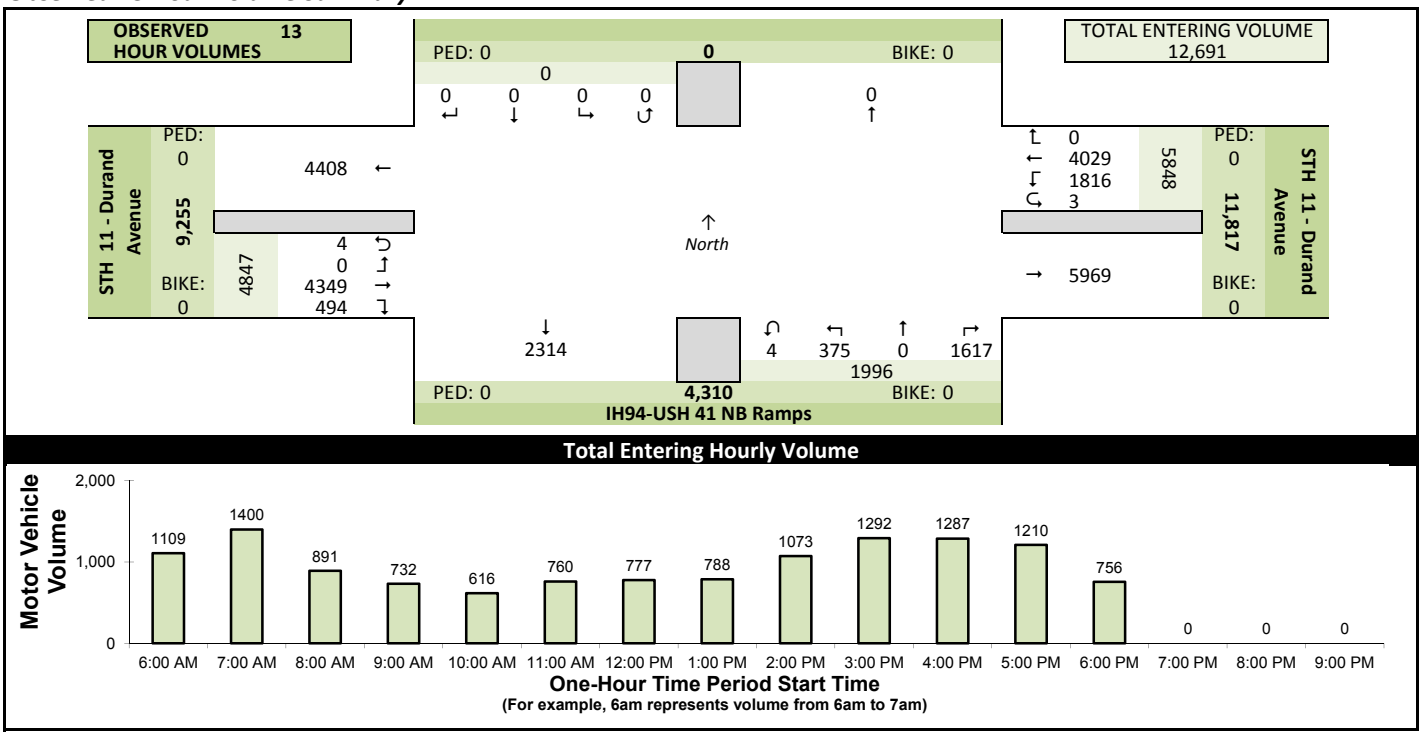
Site Information

Municipality	Town of Yorkville		
County	Racine	WisDOT Region	SE
Traffic Control	Partial Stop Control		
Roadway Names		North Direction	↑
North Leg			
East Leg	STH 11 - Durand Avenue		
South Leg	IH94-USH 41 NB Ramps		
West Leg	STH 11 - Durand Avenue		
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		

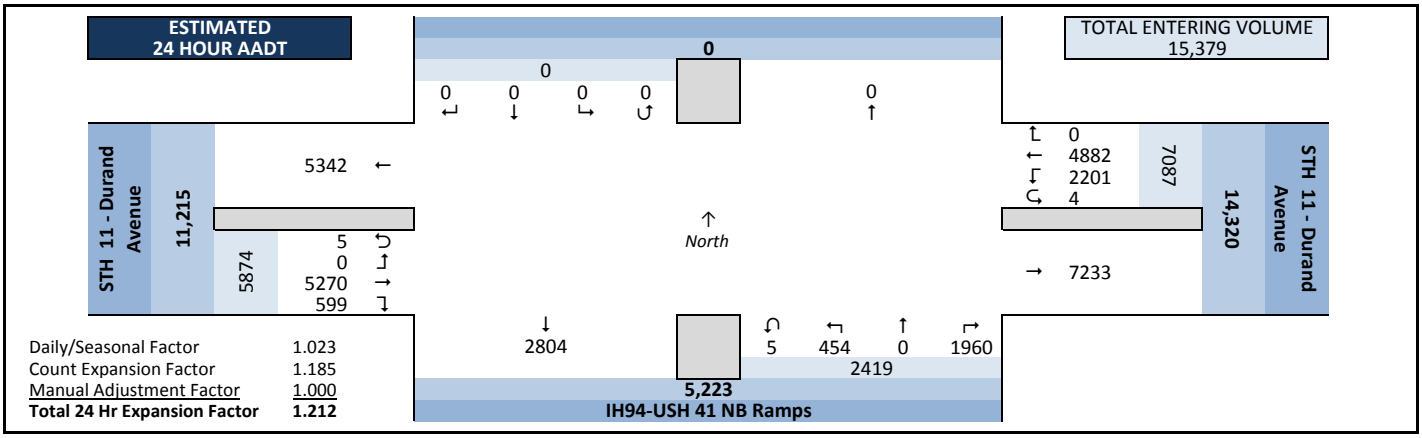
Count Information

Hrs Counted:	6:00 AM-7:00 PM				
1st Day of Count	Tuesday, April 26, 2016			Weather	
AM Peak Period	Wednesday, April 27, 2016			Clear & Dry	
Midday Peak Period	Tuesday, April 26, 2016			Cloudy & Dry	
PM Peak Period	Thursday, April 28, 2016			Cloudy & Dry	
Calculated Peak Hours					
AM	6:45-7:45am	MD	12:45-1:45pm	PM	3:45-4:45pm
Peak Hours Selected for Analysis					
AM	6:30-7:30am	MD	12:45-1:45pm	PM	6:00-7:00pm
Daily/Seasonal Adjustment Group	(4) Rural Arterials & Collectors				
Count Expansion Group	(4) Rural Arterials & Collectors				
Daily/Seasonal Adjustment Factor	1.023	Count Expansion Factor	1.185		
Company Name	TADI, Inc.			Manual Adj.	1.000
Observers	AM Peak Period	Ted Atwell			
	Midday Peak Period	Lee Oestreich			
	PM Peak Period	Ted Atwell			
Comments	Version 2011.J4.1 2014 DOT Factors				

Observed 13 Hour Volume Summary



Estimated 24 Hour AADT



Intersection Traffic Volume Report

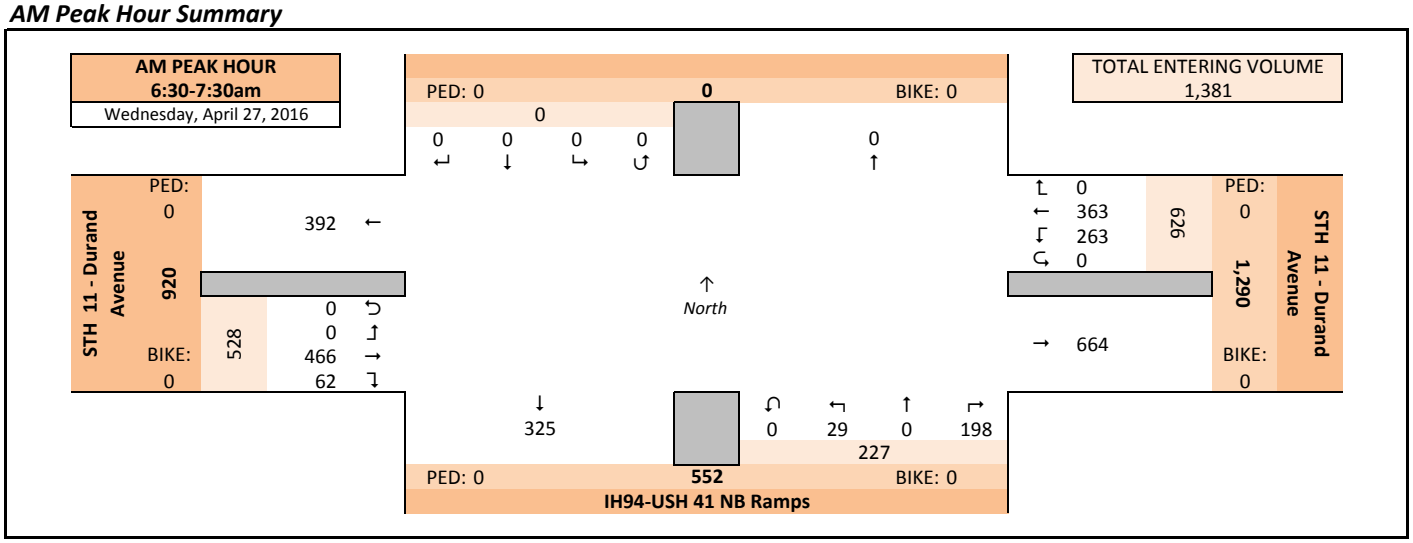
Count Basics			Page 2 of 11
Start Date:	Tuesday, April 26, 2016	Weekday	Schools in Session
Total Number of Hours Counted: 13		Non-Holiday	No Special Events

Peak Hour Volume Graphical Summary

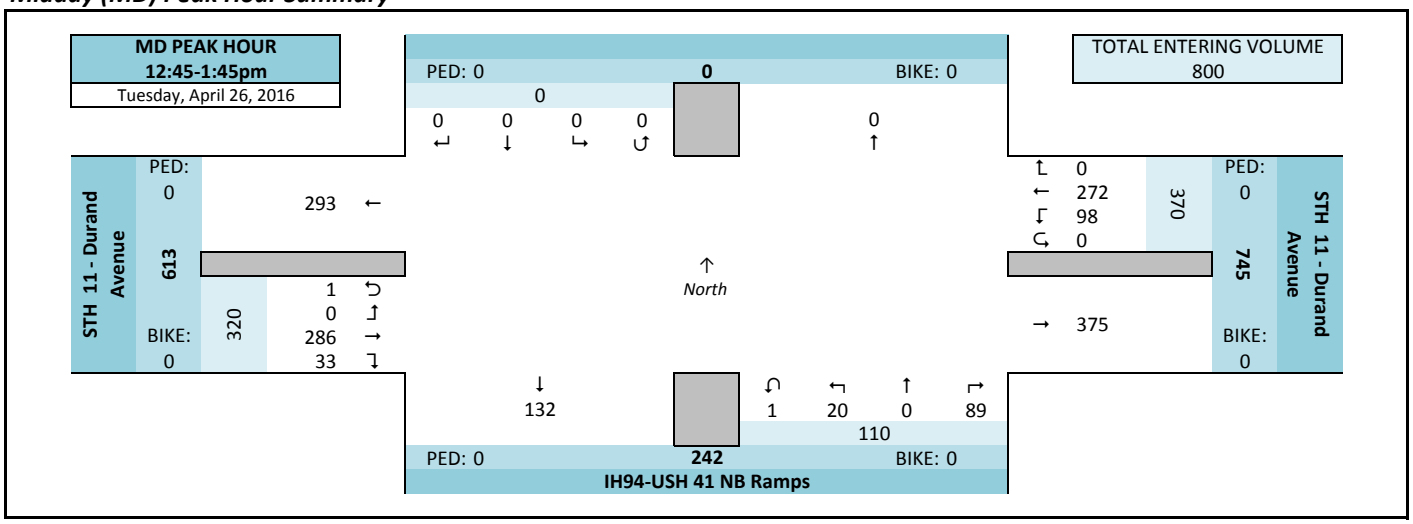
IH94-USH 41 NB Ramps and STH 11 - Durand Avenue

All Motor Vehicles

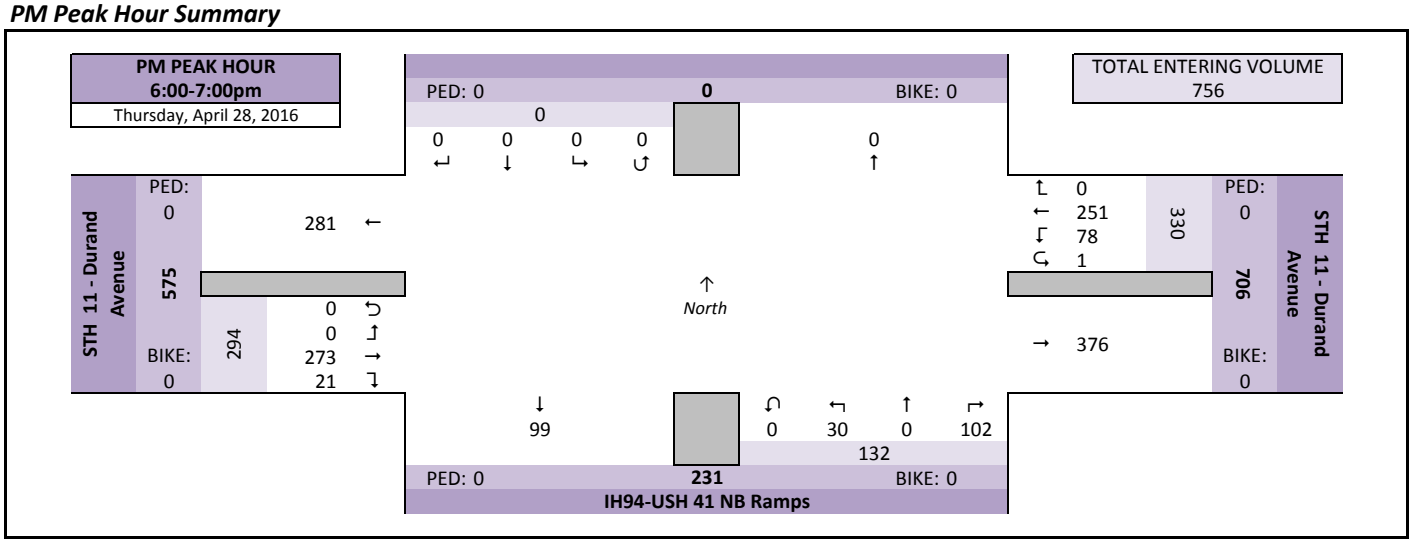
AM Peak Hour Summary



Midday (MD) Peak Hour Summary



PM Peak Hour Summary



Intersection Traffic Volume Report

Count Basics		*Page 3 of 11*
Start Date: Tuesday, April 26, 2016	Weekday	Schools in Session
Total Number of Hours Counted: 13	Non-Holiday	No Special Events

Peak Hour Volume Summary

All Motor Vehicles

IH94-USH 41 NB Ramps and STH 11 - Durand Avenue

Peak Hour Volumes, Truck Percentages, and PHFs

Wednesday, April 27, 2016		From North					From East					From South					From West					
	AM Peak Hour						STH 11 - Durand Avenue					IH94-USH 41 NB Ramps					STH 11 - Durand Avenue					
	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	6:30 AM	0	0	0	0	0	0	91	58	0	149	38	0	11	0	49	12	99	0	0	111	309
	6:45 AM	0	0	0	0	0	0	73	71	0	144	57	0	7	0	64	13	111	0	0	124	332
	7:00 AM	0	0	0	0	0	0	111	61	0	172	45	0	2	0	47	11	124	0	0	135	354
	7:15 AM	0	0	0	0	0	0	88	73	0	161	58	0	9	0	67	26	132	0	0	158	386
	Peak Hour Volume	0	0	0	0	0	0	363	263	0	626	198	0	29	0	227	62	466	0	0	528	1381
	Rounded Hourly Volume	0	0	0	0	0	0	365	265	0	630	200	0	30	0	230	60	465	0	0	525	1385
	% Single Unit Trucks	0.0	0.0	0.0	0.0	0.0	0.0	2.5	4.2	0.0	3.2	3.0	0.0	10.3	0.0	4.0	12.9	3.9	0.0	0.0	4.9	4.0
	% Heavy Trucks	0.0	0.0	0.0	0.0	0.0	0.0	3.9	3.0	0.0	3.5	8.6	0.0	24.1	0.0	10.6	11.3	3.4	0.0	0.0	4.4	5.0
	% Trucks (Total)	0.0	0.0	0.0	0.0	0.0	0.0	6.3	7.2	0.0	6.7	11.6	0.0	34.5	0.0	14.5	24.2	7.3	0.0	0.0	9.3	9.0
	Peak Hour Factor (PHF)	0.00	0.00	0.00	0.00	0.00	0.00	0.82	0.90	0.00	0.91	0.85	0.00	0.66	0.00	0.85	0.60	0.88	0.00	0.00	0.84	0.89

Tuesday, April 26, 2016		From North					From East					From South					From West					
	MD Peak Hour						STH 11 - Durand Avenue					IH94-USH 41 NB Ramps					STH 11 - Durand Avenue					
	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	12:45 PM	0	0	0	0	0	0	60	21	0	81	25	0	5	0	30	8	76	0	0	84	195
	1:00 PM	0	0	0	0	0	0	65	30	0	95	18	0	5	1	24	7	72	0	1	80	199
	1:15 PM	0	0	0	0	0	0	83	23	0	106	23	0	6	0	29	8	57	0	0	65	200
	1:30 PM	0	0	0	0	0	0	64	24	0	88	23	0	4	0	27	10	81	0	0	91	206
	Peak Hour Volume	0	0	0	0	0	0	272	98	0	370	89	0	20	1	110	33	286	0	1	320	800
	Rounded Hourly Volume	0	0	0	0	0	0	270	100	0	370	90	0	20	0	110	35	285	0	0	320	800
	% Single Unit Trucks	0.0	0.0	0.0	0.0	0.0	0.0	5.5	9.2	0.0	6.5	9.0	0.0	10.0	0.0	9.1	18.2	6.6	0.0	0.0	7.8	7.4
	% Heavy Trucks	0.0	0.0	0.0	0.0	0.0	0.0	5.5	7.1	0.0	5.9	13.5	0.0	10.0	0.0	12.7	6.1	5.9	0.0	0.0	5.9	6.9
	% Trucks (Total)	0.0	0.0	0.0	0.0	0.0	0.0	11.0	16.3	0.0	12.4	22.5	0.0	20.0	0.0	21.8	24.2	12.6	0.0	0.0	13.7	14.2
	Peak Hour Factor (PHF)	0.00	0.00	0.00	0.00	0.00	0.00	0.82	0.82	0.00	0.87	0.89	0.00	0.83	0.25	0.92	0.82	0.88	0.00	0.25	0.88	0.97

Thursday, April 28, 2016		From North					From East					From South					From West					
	PM Peak Hour						STH 11 - Durand Avenue					IH94-USH 41 NB Ramps					STH 11 - Durand Avenue					
	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	6:00 PM	0	0	0	0	0	0	66	20	0	86	34	0	7	0	41	4	74	0	0	78	205
	6:15 PM	0	0	0	0	0	0	63	19	1	83	31	0	8	0	39	7	79	0	0	86	208
	6:30 PM	0	0	0	0	0	0	61	25	0	86	21	0	6	0	27	4	82	0	0	86	199
	6:45 PM	0	0	0	0	0	0	61	14	0	75	16	0	9	0	25	6	38	0	0	44	144
	Peak Hour Volume	0	0	0	0	0	0	251	78	1	330	102	0	30	0	132	21	273	0	0	294	756
	Rounded Hourly Volume	0	0	0	0	0	0	250	80	0	330	100	0	30	0	130	20	275	0	0	295	755
	% Single Unit Trucks	0.0	0.0	0.0	0.0	0.0	0.0	0.4	2.6	0.0	0.9	0.0	0.0	3.3	0.0	0.8	4.8	4.8	0.0	0.0	4.8	2.4
	% Heavy Trucks	0.0	0.0	0.0	0.0	0.0	0.0	3.6	9.0	0.0	4.8	4.9	0.0	0.0	0.0	3.8	9.5	1.5	0.0	0.0	2.0	3.6
	% Trucks (Total)	0.0	0.0	0.0	0.0	0.0	0.0	4.0	11.5	0.0	5.8	4.9	0.0	3.3	0.0	4.5	14.3	6.2	0.0	0.0	6.8	6.0
	Peak Hour Factor (PHF)	0.00	0.00	0.00	0.00	0.00	0.00	0.95	0.78	0.25	0.96	0.75	0.00	0.83	0.00	0.80	0.75	0.83	0.00	0.00	0.85	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
					STH 11 - Durand Avenue			IH94-USH 41 NB Ramps			STH 11 - Durand Avenue			
	15-Minute Start Time	Pedestrian	Bicyclist	Total	Pedestrian	Bicyclist	Total	Pedestrian	Bicyclist	Total	Pedestrian	Bicyclist	Total	Volume
AM	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
	Total	0	0	0	0	0	0	0	0	0	0	0	0	0
MD	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
	Total	0	0	0	0	0	0	0	0	0	0	0	0	0
PM	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
	Total	0	0	0	0	0	0	0	0	0	0	0	0	0

Intersection Traffic Volume Report

Hourly Volume Summary - Motor Vehicle Data

IH94-USH 41 NB Ramps and STH 11 - Durand Avenue

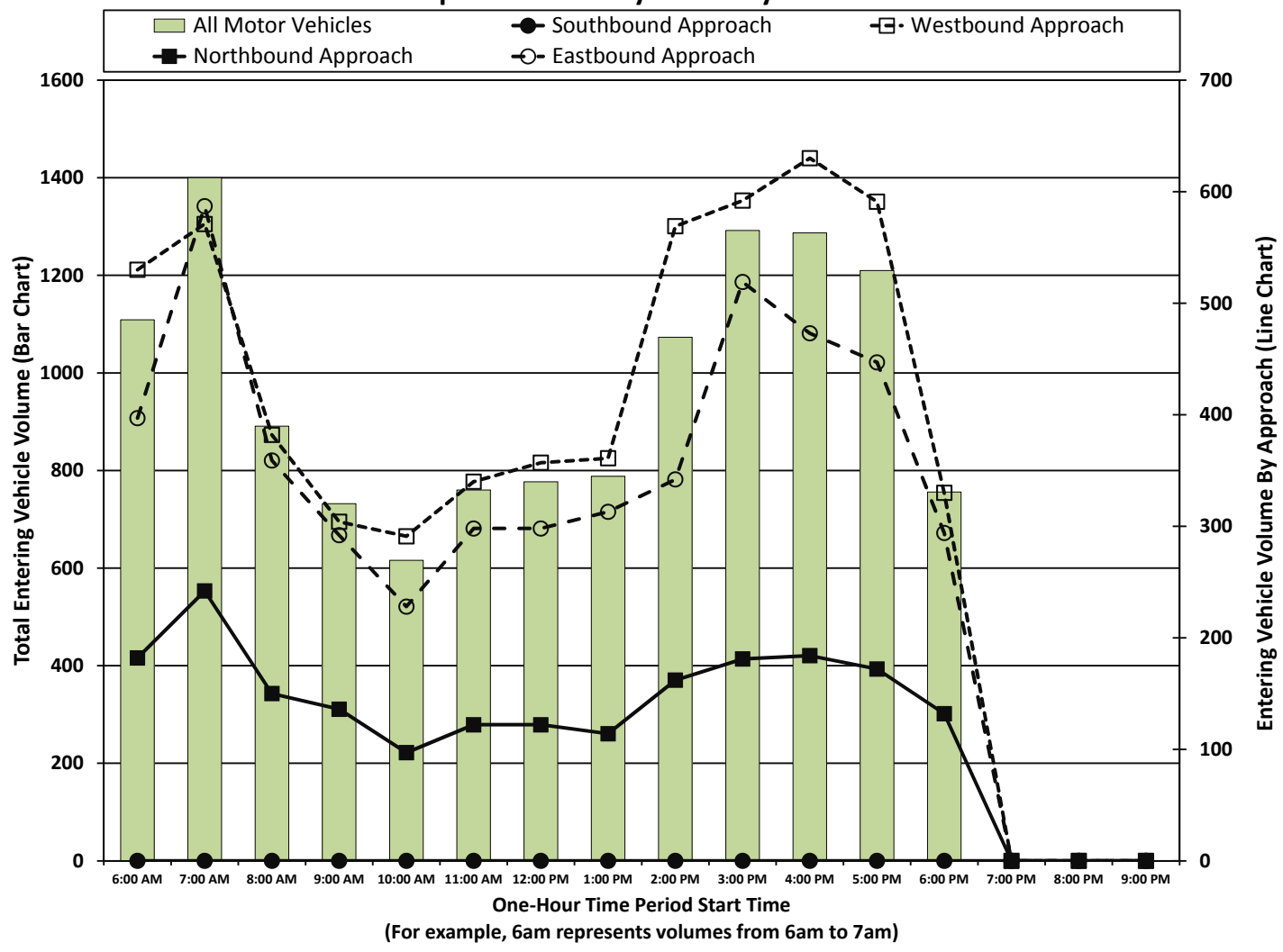
Count Basics		*Page 4 of 11*
Start Date: Tuesday, April 26, 2016	Weekday	Schools in Session
Total Number of Hours Counted: 13	Non-Holiday	No Special Events

All Motor Vehicles

One-Hour Motor Vehicle Data

One-Hour Time Period Start Time		From North (↓)					From East (←) STH 11 - Durand Avenue					From South (↑) IH94-USH 41 NB Ramps					From West (→) STH 11 - Durand Avenue					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	0	0	0	0	0	295	235	0	530	157	0	24	1	182	48	349	0	0	397	1109	927	182
AM	7:00 AM	0	0	0	0	0	0	331	238	2	571	215	0	27	0	242	60	527	0	0	587	1400	1158	242
AM	8:00 AM	0	0	0	0	0	0	232	150	0	382	130	0	20	0	150	45	314	0	0	359	891	741	150
AM	9:00 AM	0	0	0	0	0	0	203	101	0	304	106	0	30	0	136	47	245	0	0	292	732	596	136
MD	10:00 AM	0	0	0	0	0	0	196	95	0	291	84	0	13	0	97	28	200	0	0	228	616	519	97
MD	11:00 AM	0	0	0	0	0	0	244	96	0	340	102	0	20	0	122	35	261	0	2	298	760	638	122
MD	12:00 PM	0	0	0	0	0	0	268	89	0	357	101	0	21	0	122	31	267	0	0	298	777	655	122
MD	1:00 PM	0	0	0	0	0	0	261	100	0	361	91	0	22	1	114	33	279	0	1	313	788	674	114
PM	2:00 PM	0	0	0	0	0	0	405	164	0	569	127	0	34	1	162	35	307	0	0	342	1073	911	162
PM	3:00 PM	0	0	0	0	0	0	438	154	0	592	138	0	43	0	181	39	480	0	0	519	1292	1111	181
PM	4:00 PM	0	0	0	0	0	0	466	164	0	630	137	0	47	0	184	39	433	0	1	473	1287	1103	184
PM	5:00 PM	0	0	0	0	0	0	439	152	0	591	127	0	44	1	172	33	414	0	0	447	1210	1038	172
PM	6:00 PM	0	0	0	0	0	0	251	78	1	330	102	0	30	0	132	21	273	0	0	294	756	624	132
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	0	4029	1816	3	5848	1617	0	375	4	1996	494	4349	0	4	4847	12691	10695	1996

Graphical Summary of Hourly Volumes



Intersection Traffic Volume Report

Count Basics		*Page 5 of 11*
Start Date: Tuesday, April 26, 2016	Weekday	Schools in Session
Total Number of Hours Counted: 13	Non-Holiday	No Special Events

15-Minute Motor Vehicle Data

All Motor Vehicles

IH94-USH 41 NB Ramps and STH 11 - Durand Avenue

15-Minute Motor Vehicle Data

	15-Minute Time Period	From North (↓)					From East (←)					From South (↑)					From West (→)						
							STH 11 - Durand Avenue					IH94-USH 41 NB Ramps					STH 11 - Durand Avenue					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	0	61	47	0	108	28	0	1	0	29	12	48	0	0	60	197	1109	0.84
	6:15 AM	0	0	0	0	0	0	70	59	0	129	34	0	5	1	40	11	91	0	0	102	271	1266	0.89
	6:30 AM	0	0	0	0	0	0	91	58	0	149	38	0	11	0	49	12	99	0	0	111	309	1381	0.89
	6:45 AM	0	0	0	0	0	0	73	71	0	144	57	0	7	0	64	13	111	0	0	124	332	1440	0.93
	7:00 AM	0	0	0	0	0	0	111	61	0	172	45	0	2	0	47	11	124	0	0	135	354	1400	0.91
	7:15 AM	0	0	0	0	0	0	88	73	0	161	58	0	9	0	67	26	132	0	0	158	386	1278	0.83
	7:30 AM	0	0	0	0	0	0	62	67	0	129	63	0	7	0	70	18	151	0	0	169	368	1122	0.76
	7:45 AM	0	0	0	0	0	0	70	37	2	109	49	0	9	0	58	5	120	0	0	125	292	975	0.83
	8:00 AM	0	0	0	0	0	0	54	41	0	95	40	0	6	0	46	10	81	0	0	91	232	891	0.96
	8:15 AM	0	0	0	0	0	0	62	40	0	102	35	0	1	0	36	16	76	0	0	92	230	830	0.90
	8:30 AM	0	0	0	0	0	0	64	29	0	93	27	0	9	0	36	11	81	0	0	92	221	771	0.87
	8:45 AM	0	0	0	0	0	0	52	40	0	92	28	0	4	0	32	8	76	0	0	84	208	745	0.90
	9:00 AM	0	0	0	0	0	0	51	25	0	76	26	0	10	0	36	10	49	0	0	59	171	732	0.94
	9:15 AM	0	0	0	0	0	0	46	26	0	72	25	0	8	0	33	9	57	0	0	66	171	727	0.93
	9:30 AM	0	0	0	0	0	0	49	28	0	77	33	0	1	0	34	15	69	0	0	84	195	704	0.90
	9:45 AM	0	0	0	0	0	0	57	22	0	79	22	0	11	0	33	13	70	0	0	83	195	661	0.85
Midday Peak Period	10:00 AM	0	0	0	0	0	0	44	37	0	81	20	0	3	0	23	6	56	0	0	62	166	616	0.93
	10:15 AM	0	0	0	0	0	0	43	16	0	59	25	0	3	0	28	9	52	0	0	61	148	631	0.87
	10:30 AM	0	0	0	0	0	0	48	19	0	67	18	0	5	0	23	6	56	0	0	62	152	675	0.88
	10:45 AM	0	0	0	0	0	0	61	23	0	84	21	0	2	0	23	7	36	0	0	43	150	717	0.92
	11:00 AM	0	0	0	0	0	0	56	24	0	80	21	0	3	0	24	10	67	0	0	77	181	760	0.98
	11:15 AM	0	0	0	0	0	0	58	30	0	88	25	0	6	0	31	10	62	0	1	73	192	766	0.99
	11:30 AM	0	0	0	0	0	0	68	25	0	93	25	0	4	0	29	6	66	0	0	72	194	779	0.95
	11:45 AM	0	0	0	0	0	0	62	17	0	79	31	0	7	0	38	9	66	0	1	76	193	775	0.95
	12:00 PM	0	0	0	0	0	0	65	21	0	86	27	0	6	0	33	6	62	0	0	68	187	777	0.95
	12:15 PM	0	0	0	0	0	0	70	24	0	94	24	0	6	0	30	11	70	0	0	81	205	789	0.96
	12:30 PM	0	0	0	0	0	0	73	23	0	96	25	0	4	0	29	6	59	0	0	65	190	784	0.98
	12:45 PM	0	0	0	0	0	0	60	21	0	81	25	0	5	0	30	8	76	0	0	84	195	800	0.97
	1:00 PM	0	0	0	0	0	0	65	30	0	95	18	0	5	1	24	7	72	0	1	80	199	788	0.96
	1:15 PM	0	0	0	0	0	0	83	23	0	106	23	0	6	0	29	8	57	0	0	65	200	823	0.88
	1:30 PM	0	0	0	0	0	0	64	24	0	88	23	0	4	0	27	10	81	0	0	91	206	916	0.78
	1:45 PM	0	0	0	0	0	0	49	23	0	72	27	0	7	0	34	8	69	0	0	77	183	1003	0.86
PM Peak Period	2:00 PM	0	0	0	0	0	0	81	32	0	113	34	0	10	0	44	10	67	0	0	77	234	1073	0.92
	2:15 PM	0	0	0	0	0	0	105	53	0	158	39	0	9	0	48	7	80	0	0	87	293	1180	0.87
	2:30 PM	0	0	0	0	0	0	137	51	0	188	21	0	5	1	27	11	67	0	0	78	293	1178	0.86
	2:45 PM	0	0	0	0	0	0	82	28	0	110	33	0	10	0	43	7	93	0	0	100	253	1199	0.88
	3:00 PM	0	0	0	0	0	0	106	39	0	145	28	0	8	0	36	10	150	0	0	160	341	1292	0.93
	3:15 PM	0	0	0	0	0	0	97	42	0	139	29	0	9	0	38	10	104	0	0	114	291	1286	0.93
	3:30 PM	0	0	0	0	0	0	114	36	0	150	38	0	13	0	51	10	103	0	0	113	314	1308	0.95
	3:45 PM	0	0	0	0	0	0	121	37	0	158	43	0	13	0	56	9	123	0	0	132	346	1319	0.95
	4:00 PM	0	0	0	0	0	0	117	47	0	164	35	0	14	0	49	12	110	0	0	122	335	1287	0.96
	4:15 PM	0	0	0	0	0	0	121	40	0	161	28	0	11	0	39	7	106	0	0	113	313	1297	0.94
	4:30 PM	0	0	0	0	0	0	115	44	0	159	32	0	13	0	45	8	112	0	1	121	325	1307	0.95
	4:45 PM	0	0	0	0	0	0	113	33	0	146	42	0	9	0	51	12	105	0	0	117	314	1280	0.93
	5:00 PM	0	0	0	0	0	0	124	43	0	167	34	0	12	0	46	10	122	0	0	132	345	1210	0.88
	5:15 PM	0	0	0	0	0	0	125	42	0	167	34	0	11	0	45	11	100	0	0	111	323	1070	0.83
	5:30 PM	0	0	0	0	0	0	104	26	0	130	34	0	10	0	44	6	118	0	0	124	298	955	0.80
	5:45 PM	0	0	0	0	0	0	86	41	0	127	25	0	11	1	37	6	74	0	0	80	244	856	0.88
	6:00 PM	0	0	0	0	0	0	66	20	0	86	34	0	7	0	41	4	74	0	0	78	205	756	0.91
	6:15 PM	0	0	0	0	0	0	63	19	1	83	31	0	8	0	39	7	79	0	0	86	208		
	6:30 PM	0	0	0	0	0	0	61	25	0	86	21	0	6	0	27	4	82	0	0	86	199		
	6:45 PM	0	0	0	0	0	0	61	14	0	75	16	0	9	0	25	6	38	0	0	44	144		
	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	0	4029	1816	3	5848	1617	0	375	4	1996	494	4349	0	4	4847	12691		

Peak Hour All Vehicle Volume Summary

	Hourly Time Period	From North (↓)					From East (←)					From South (↑)					From West (→)					Total	
							STH 11 - Durand Avenue					IH94-USH 41 NB Ramps					STH 11 - Durand Avenue					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	6:30 AM	0	0	0	0	0	0	363	263	0	626	198	0	29	0	227	62	466	0	0	528	1381	0.89
MD	12:45 PM	0	0	0	0	0	0	272	98	0	370	89	0	20	1	110	33	286	0	1	320	800	0.97
PM	6:00 PM	0	0	0	0	0	0	251	78	1	330	102	0	30	0	132	21	273	0	0	294	756	0.91

Intersection Traffic Volume Report

Count Basics			*Page 6 of 11*
Start Date:	Tuesday, April 26, 2016	Weekday	Schools in Session
Total Number of Hours Counted: 13		Non-Holiday	No Special Events

15-Minute Automobile Data

Automobiles (Cars, Light Trucks, & Motorcycles)

IH94-USH 41 NB Ramps and STH 11 - Durand Avenue

15-Minute Automobile Data

15-Minute Time Period		From North (↓)					From East (←) STH 11 - Durand Avenue					From South (↑) IH94-USH 41 NB Ramps					From West (→) STH 11 - Durand Avenue					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	58	41	0	99	27	0	1	0	28	11	47	0	0	58	185	1017
	6:15 AM	0	0	0	0	0	0	62	55	0	117	31	0	3	1	35	11	88	0	0	99	251	1155
	6:30 AM	0	0	0	0	0	0	83	54	0	137	33	0	6	0	39	9	91	0	0	100	276	1257
	6:45 AM	0	0	0	0	0	0	67	67	0	134	53	0	5	0	58	9	104	0	0	113	305	1311
	7:00 AM	0	0	0	0	0	0	108	56	0	164	36	0	2	0	38	9	112	0	0	121	323	1267
	7:15 AM	0	0	0	0	0	0	82	67	0	149	53	0	6	0	59	20	125	0	0	145	353	1151
	7:30 AM	0	0	0	0	0	0	51	62	0	113	56	0	6	0	62	14	141	0	0	155	330	994
	7:45 AM	0	0	0	0	0	0	60	34	2	96	41	0	7	0	48	5	112	0	0	117	261	838
	8:00 AM	0	0	0	0	0	0	49	36	0	85	37	0	2	0	39	8	75	0	0	83	207	742
	8:15 AM	0	0	0	0	0	0	48	32	0	80	34	0	0	0	34	11	71	0	0	82	196	679
	8:30 AM	0	0	0	0	0	0	44	27	0	71	20	0	5	0	25	7	71	0	0	78	174	614
	8:45 AM	0	0	0	0	0	0	38	32	0	70	24	0	4	0	28	5	62	0	0	67	165	604
	9:00 AM	0	0	0	0	0	0	43	20	0	63	16	0	9	0	25	10	46	0	0	56	144	591
	9:15 AM	0	0	0	0	0	0	35	18	0	53	17	0	5	0	22	7	49	0	0	56	131	586
	9:30 AM	0	0	0	0	0	0	40	25	0	65	27	0	1	0	28	10	61	0	0	71	164	573
	9:45 AM	0	0	0	0	0	0	41	18	0	59	14	0	9	0	23	7	63	0	0	70	152	527
Midday Peak Period	10:00 AM	0	0	0	0	0	0	38	26	0	64	17	0	3	0	20	5	50	0	0	55	139	489
	10:15 AM	0	0	0	0	0	0	34	11	0	45	18	0	0	0	18	8	47	0	0	55	118	491
	10:30 AM	0	0	0	0	0	0	37	13	0	50	12	0	4	0	16	4	48	0	0	52	118	531
	10:45 AM	0	0	0	0	0	0	48	16	0	64	13	0	2	0	15	6	29	0	0	35	114	566
	11:00 AM	0	0	0	0	0	0	38	21	0	59	15	0	1	0	16	8	58	0	0	66	141	610
	11:15 AM	0	0	0	0	0	0	47	26	0	73	19	0	4	0	23	6	55	0	1	62	158	625
	11:30 AM	0	0	0	0	0	0	54	21	0	75	17	0	1	0	18	6	54	0	0	60	153	638
	11:45 AM	0	0	0	0	0	0	46	14	0	60	24	0	6	0	30	8	59	0	1	68	158	643
	12:00 PM	0	0	0	0	0	0	55	18	0	73	23	0	5	0	28	4	51	0	0	55	156	644
	12:15 PM	0	0	0	0	0	0	56	19	0	75	21	0	5	0	26	8	62	0	0	70	171	667
	12:30 PM	0	0	0	0	0	0	62	19	0	81	19	0	2	0	21	3	53	0	0	56	158	669
	12:45 PM	0	0	0	0	0	0	52	18	0	70	19	0	3	0	22	7	60	0	0	67	159	686
	1:00 PM	0	0	0	0	0	0	60	27	0	87	15	0	4	1	20	5	66	0	1	72	179	681
	1:15 PM	0	0	0	0	0	0	75	16	0	91	17	0	6	0	23	6	53	0	0	59	173	706
	1:30 PM	0	0	0	0	0	0	55	21	0	76	18	0	3	0	21	7	71	0	0	78	175	785
	1:45 PM	0	0	0	0	0	0	43	19	0	62	20	0	6	0	26	8	58	0	0	66	154	870
PM Peak Period	2:00 PM	0	0	0	0	0	0	74	29	0	103	27	0	8	0	35	8	58	0	0	66	204	939
	2:15 PM	0	0	0	0	0	0	98	45	0	143	25	0	8	0	33	7	69	0	0	76	252	1046
	2:30 PM	0	0	0	0	0	0	128	46	0	174	14	0	4	1	19	9	58	0	0	67	260	1051
	2:45 PM	0	0	0	0	0	0	75	27	0	102	26	0	9	0	35	7	79	0	0	86	223	1080
	3:00 PM	0	0	0	0	0	0	94	37	0	131	22	0	7	0	29	9	142	0	0	151	311	1177
	3:15 PM	0	0	0	0	0	0	94	36	0	130	21	0	7	0	28	7	92	0	0	99	257	1180
	3:30 PM	0	0	0	0	0	0	110	30	0	140	30	0	13	0	43	10	96	0	0	106	289	1217
	3:45 PM	0	0	0	0	0	0	109	36	0	145	35	0	12	0	47	8	120	0	0	128	320	1231
	4:00 PM	0	0	0	0	0	0	110	45	0	155	29	0	14	0	43	11	105	0	0	116	314	1204
	4:15 PM	0	0	0	0	0	0	114	35	0	149	26	0	11	0	37	6	102	0	0	108	294	1216
	4:30 PM	0	0	0	0	0	0	110	36	0	146	28	0	12	0	40	7	109	0	1	117	303	1226
	4:45 PM	0	0	0	0	0	0	105	28	0	133	39	0	8	0	47	11	102	0	0	113	293	1212
	5:00 PM	0	0	0	0	0	0	122	40	0	162	26	0	11	0	37	9	118	0	0	127	326	1152
	5:15 PM	0	0	0	0	0	0	124	36	0	160	27	0	11	0	38	9	97	0	0	106	304	1021
	5:30 PM	0	0	0	0	0	0	102	24	0	126	33	0	10	0	43	6	114	0	0	120	289	912
	5:45 PM	0	0	0	0	0	0	82	39	0	121	23	0	11	1	35	5	72	0	0	77	233	807
	6:00 PM	0	0	0	0	0	0	64	18	0	82	33	0	7	0	40	4	69	0	0	73	195	711
	6:15 PM	0	0	0	0	0	0	60	17	1	78	29	0	8	0	37	7	73	0	0	80	195	
	6:30 PM	0	0	0	0	0	0	56	22	0	78	21	0	5	0	26	3	77	0	0	80	184	
	6:45 PM	0	0	0	0	0	0	61	12	0	73	14	0	9	0	23	4	37	0	0	41	137	
	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	0	3601	1587	3	5191	1334	0	311	4	1649	399	3981	0	4	4384	11224	

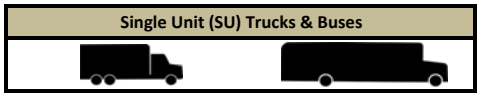
Peak Hour Automobile Volume Summary

Hourly Time Period		From North (↓)					From East (←) STH 11 - Durand Avenue					From South (↑) IH94-USH 41 NB Ramps					From West (→) STH 11 - Durand Avenue					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	6:30 AM	0	0	0	0	0	0	340	244	0	584	175	0	19	0	194	47	432	0	0	479	1257
MD	12:45 PM	0	0	0	0	0	0	242	82	0	324	69	0	16	1	86	25	250	0	1	276	686
PM	6:00 PM	0	0	0	0	0	0	241	69	1	311	97	0	29	0	126	18	256	0	0	274	711

Intersection Traffic Volume Report

Count Basics		*Page 7 of 11*
Start Date: Tuesday, April 26, 2016	Weekday	Schools in Session
Total Number of Hours Counted: 13	Non-Holiday	No Special Events

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



IH94-USH 41 NB Ramps and STH 11 - Durand Avenue

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

	15-Minute Time Period Start Time	From North (↓)					From East (←) STH 11 - Durand Avenue					From South (↑) IH94-USH 41 NB Ramps					From West (→) STH 11 - Durand Avenue					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	1	4	0	5	0	0	0	0	0	1	0	0	0	1	6	35
	6:15 AM	0	0	0	0	0	0	2	1	0	3	0	0	0	0	0	0	3	0	0	3	6	46
	6:30 AM	0	0	0	0	0	0	3	3	0	6	0	0	1	0	1	3	4	0	0	7	14	55
	6:45 AM	0	0	0	0	0	0	2	3	0	5	1	0	1	0	2	0	2	0	0	2	9	55
	7:00 AM	0	0	0	0	0	0	2	2	0	4	4	0	0	0	4	2	7	0	0	9	17	64
	7:15 AM	0	0	0	0	0	0	2	3	0	5	1	0	1	0	2	3	5	0	0	8	15	57
	7:30 AM	0	0	0	0	0	0	4	1	0	5	1	0	0	0	1	2	6	0	0	8	14	60
	7:45 AM	0	0	0	0	0	0	6	0	0	6	4	0	1	0	5	0	7	0	0	7	18	70
	8:00 AM	0	0	0	0	0	0	5	0	0	5	1	0	1	0	2	0	3	0	0	3	10	64
	8:15 AM	0	0	0	0	0	0	11	1	0	12	0	0	0	0	0	3	3	0	0	6	18	66
	8:30 AM	0	0	0	0	0	0	11	0	0	11	3	0	0	0	3	2	8	0	0	10	24	63
	8:45 AM	0	0	0	0	0	0	4	2	0	6	1	0	0	0	1	2	3	0	0	5	12	53
	9:00 AM	0	0	0	0	0	0	3	2	0	5	4	0	1	0	5	0	2	0	0	2	12	61
	9:15 AM	0	0	0	0	0	0	3	2	0	5	3	0	1	0	4	1	5	0	0	6	15	60
	9:30 AM	0	0	0	0	0	0	5	2	0	7	1	0	0	0	1	2	4	0	0	6	14	60
	9:45 AM	0	0	0	0	0	0	9	0	0	9	1	0	1	0	2	2	7	0	0	9	20	58
Midday Peak Period	10:00 AM	0	0	0	0	0	0	3	4	0	7	0	0	0	0	0	1	3	0	0	4	11	54
	10:15 AM	0	0	0	0	0	0	3	3	0	6	3	0	2	0	5	0	4	0	0	4	15	64
	10:30 AM	0	0	0	0	0	0	2	3	0	5	2	0	0	0	2	2	3	0	0	5	12	64
	10:45 AM	0	0	0	0	0	0	7	3	0	10	3	0	0	0	3	0	3	0	0	3	16	65
	11:00 AM	0	0	0	0	0	0	8	1	0	9	2	0	2	0	4	1	7	0	0	8	21	64
	11:15 AM	0	0	0	0	0	0	5	2	0	7	0	0	2	0	2	2	4	0	0	6	15	56
	11:30 AM	0	0	0	0	0	0	5	2	0	7	1	0	0	0	1	0	5	0	0	5	13	55
	11:45 AM	0	0	0	0	0	0	7	1	0	8	4	0	0	0	4	0	3	0	0	3	15	55
	12:00 PM	0	0	0	0	0	0	3	2	0	5	0	0	1	0	1	2	5	0	0	7	13	56
	12:15 PM	0	0	0	0	0	0	7	0	0	7	0	0	1	0	1	1	5	0	0	6	14	54
	12:30 PM	0	0	0	0	0	0	3	1	0	4	4	0	2	0	6	1	2	0	0	3	13	57
	12:45 PM	0	0	0	0	0	0	3	0	0	3	3	0	1	0	4	1	8	0	0	9	16	59
	1:00 PM	0	0	0	0	0	0	3	2	0	5	1	0	0	0	1	2	3	0	0	5	11	52
	1:15 PM	0	0	0	0	0	0	4	5	0	9	2	0	0	0	2	2	4	0	0	6	17	51
	1:30 PM	0	0	0	0	0	0	5	2	0	7	2	0	1	0	3	1	4	0	0	5	15	53
	1:45 PM	0	0	0	0	0	0	1	2	0	3	2	0	0	0	2	0	4	0	0	4	9	53
PM Peak Period	2:00 PM	0	0	0	0	0	0	3	1	0	4	2	0	0	0	2	2	2	0	0	4	10	57
	2:15 PM	0	0	0	0	0	0	3	4	0	7	6	0	1	0	7	0	5	0	0	5	19	61
	2:30 PM	0	0	0	0	0	0	2	2	0	4	5	0	0	0	5	1	5	0	0	6	15	60
	2:45 PM	0	0	0	0	0	0	2	1	0	3	3	0	0	0	3	0	7	0	0	7	13	55
	3:00 PM	0	0	0	0	0	0	5	1	0	6	3	0	0	0	3	1	4	0	0	5	14	50
	3:15 PM	0	0	0	0	0	0	3	2	0	5	2	0	2	0	4	2	7	0	0	9	18	44
	3:30 PM	0	0	0	0	0	0	1	2	0	3	2	0	0	0	2	0	5	0	0	5	10	36
	3:45 PM	0	0	0	0	0	0	6	1	0	7	0	0	0	0	0	0	1	0	0	1	8	39
	4:00 PM	0	0	0	0	0	0	2	0	0	2	2	0	0	0	2	0	4	0	0	4	8	37
	4:15 PM	0	0	0	0	0	0	6	1	0	7	0	0	0	0	0	1	2	0	0	3	10	39
	4:30 PM	0	0	0	0	0	0	3	5	0	8	1	0	1	0	2	1	2	0	0	3	13	39
	4:45 PM	0	0	0	0	0	0	1	2	0	3	1	0	0	0	1	1	1	0	0	2	6	29
	5:00 PM	0	0	0	0	0	0	2	1	0	3	4	0	0	0	4	0	3	0	0	3	10	27
	5:15 PM	0	0	0	0	0	0	0	2	0	2	4	0	0	0	4	2	2	0	0	4	10	20
	5:30 PM	0	0	0	0	0	0	0	1	0	1	1	0	0	0	1	0	1	0	0	1	3	15
	5:45 PM	0	0	0	0	0	0	1	1	0	2	1	0	0	0	1	0	1	0	0	1	4	19
	6:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0	0	3	3	18
	6:15 PM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	4	0	0	4	5	
	6:30 PM	0	0	0	0	0	0	0	1	0	1	0	0	1	0	1	0	5	0	0	5	7	
	6:45 PM	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	1	1	0	0	2	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	0	0	0	0	0	183	88	0	271	91	0	25	0	116	51	201	0	0	252	639	

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

	Hourly Time Period Start Time	From North (↓)					From East (←) STH 11 - Durand Avenue					From South (↑) IH94-USH 41 NB Ramps					From West (→) STH 11 - Durand Avenue					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	6:30 AM	0	0	0	0	0	0	9	11	0	20	6	0	3	0	9	8	18	0	0	26	55
MD	12:45 PM	0	0	0	0	0	0	15	9	0	24	8	0	2	0	10	6	19	0	0	25	59
PM	6:00 PM	0	0	0	0	0	0	1	2	0	3	0	0	1	0	1	1	13	0	0	14	18

Intersection Traffic Volume Report

Count Basics			*Page 8 of 11*
Start Date:	Tuesday, April 26, 2016	Weekday	Schools in Session
Total Number of Hours Counted: 13		Non-Holiday	No Special Events

15-Minute Semi-Truck Data

Semi-Trucks

IH94-USH 41 NB Ramps and STH 11 - Durand Avenue

15-Minute Semi-Truck Data

15-Minute Time Period Start Time		From North (↓)					From East (←) STH 11 - Durand Avenue					From South (↑) IH94-USH 41 NB Ramps					From West (→) STH 11 - Durand Avenue					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	2	2	0	4	1	0	0	0	1	0	1	0	0	1	6	57
	6:15 AM	0	0	0	0	0	0	6	3	0	9	3	0	2	0	5	0	0	0	0	0	14	65
	6:30 AM	0	0	0	0	0	0	5	1	0	6	5	0	4	0	9	0	4	0	0	4	19	69
	6:45 AM	0	0	0	0	0	0	4	1	0	5	3	0	1	0	4	4	5	0	0	9	18	74
	7:00 AM	0	0	0	0	0	0	1	3	0	4	5	0	0	0	5	0	5	0	0	5	14	69
	7:15 AM	0	0	0	0	0	0	4	3	0	7	4	0	2	0	6	3	2	0	0	5	18	70
	7:30 AM	0	0	0	0	0	0	7	4	0	11	6	0	1	0	7	2	4	0	0	6	24	68
	7:45 AM	0	0	0	0	0	0	4	3	0	7	4	0	1	0	5	0	1	0	0	1	13	67
	8:00 AM	0	0	0	0	0	0	0	5	0	5	2	0	3	0	5	2	3	0	0	5	15	85
	8:15 AM	0	0	0	0	0	0	3	7	0	10	1	0	1	0	2	2	2	0	0	4	16	85
	8:30 AM	0	0	0	0	0	0	9	2	0	11	4	0	4	0	8	2	2	0	0	4	23	94
	8:45 AM	0	0	0	0	0	0	10	6	0	16	3	0	0	0	3	1	11	0	0	12	31	88
	9:00 AM	0	0	0	0	0	0	5	3	0	8	6	0	0	0	6	0	1	0	0	1	15	80
	9:15 AM	0	0	0	0	0	0	8	6	0	14	5	0	2	0	7	1	3	0	0	4	25	81
	9:30 AM	0	0	0	0	0	0	4	1	0	5	5	0	0	0	5	3	4	0	0	7	17	71
	9:45 AM	0	0	0	0	0	0	7	4	0	11	7	0	1	0	8	4	0	0	0	4	23	76
Midday Peak Period	10:00 AM	0	0	0	0	0	0	3	7	0	10	3	0	0	0	3	0	3	0	0	3	16	73
	10:15 AM	0	0	0	0	0	0	6	2	0	8	4	0	1	0	5	1	1	0	0	2	15	76
	10:30 AM	0	0	0	0	0	0	9	3	0	12	4	0	1	0	5	0	5	0	0	5	22	80
	10:45 AM	0	0	0	0	0	0	6	4	0	10	5	0	0	0	5	1	4	0	0	5	20	86
	11:00 AM	0	0	0	0	0	0	10	2	0	12	4	0	0	0	4	1	2	0	0	3	19	86
	11:15 AM	0	0	0	0	0	0	6	2	0	8	6	0	0	0	6	2	3	0	0	5	19	85
	11:30 AM	0	0	0	0	0	0	9	2	0	11	7	0	3	0	10	0	7	0	0	7	28	86
	11:45 AM	0	0	0	0	0	0	9	2	0	11	3	0	1	0	4	1	4	0	0	5	20	77
	12:00 PM	0	0	0	0	0	0	7	1	0	8	4	0	0	0	4	0	6	0	0	6	18	77
	12:15 PM	0	0	0	0	0	0	7	5	0	12	3	0	0	0	3	2	3	0	0	5	20	68
	12:30 PM	0	0	0	0	0	0	8	3	0	11	2	0	0	0	2	2	4	0	0	6	19	58
	12:45 PM	0	0	0	0	0	0	5	3	0	8	3	0	1	0	4	0	8	0	0	8	20	55
	1:00 PM	0	0	0	0	0	0	2	1	0	3	2	0	1	0	3	0	3	0	0	3	9	55
	1:15 PM	0	0	0	0	0	0	4	2	0	6	4	0	0	0	4	0	0	0	0	0	10	66
	1:30 PM	0	0	0	0	0	0	4	1	0	5	3	0	0	0	3	2	6	0	0	8	16	78
	1:45 PM	0	0	0	0	0	0	5	2	0	7	5	0	1	0	6	0	7	0	0	7	20	80
PM Peak Period	2:00 PM	0	0	0	0	0	0	4	2	0	6	5	0	2	0	7	0	7	0	0	7	20	77
	2:15 PM	0	0	0	0	0	0	4	4	0	8	8	0	0	0	8	0	6	0	0	6	22	73
	2:30 PM	0	0	0	0	0	0	7	3	0	10	2	0	1	0	3	1	4	0	0	5	18	67
	2:45 PM	0	0	0	0	0	0	5	0	0	5	4	0	1	0	5	0	7	0	0	7	17	64
	3:00 PM	0	0	0	0	0	0	7	1	0	8	3	0	1	0	4	0	4	0	0	4	16	65
	3:15 PM	0	0	0	0	0	0	0	4	0	4	6	0	0	0	6	1	5	0	0	6	16	62
	3:30 PM	0	0	0	0	0	0	3	4	0	7	6	0	0	0	6	0	2	0	0	2	15	55
	3:45 PM	0	0	0	0	0	0	6	0	0	6	8	0	1	0	9	1	2	0	0	3	18	49
	4:00 PM	0	0	0	0	0	0	5	2	0	7	4	0	0	0	4	1	1	0	0	2	13	46
	4:15 PM	0	0	0	0	0	0	1	4	0	5	2	0	0	0	2	0	2	0	0	2	9	42
	4:30 PM	0	0	0	0	0	0	2	3	0	5	3	0	0	0	3	0	1	0	0	1	9	42
	4:45 PM	0	0	0	0	0	0	7	3	0	10	2	0	1	0	3	0	2	0	0	2	15	39
	5:00 PM	0	0	0	0	0	0	0	2	0	2	4	0	1	0	5	1	1	0	0	2	9	31
	5:15 PM	0	0	0	0	0	0	1	4	0	5	3	0	0	0	3	0	1	0	0	1	9	29
	5:30 PM	0	0	0	0	0	0	2	1	0	3	0	0	0	0	0	0	3	0	0	3	6	28
	5:45 PM	0	0	0	0	0	0	3	1	0	4	1	0	0	0	1	1	1	0	0	2	7	30
	6:00 PM	0	0	0	0	0	0	2	2	0	4	1	0	0	0	1	0	2	0	0	2	7	27
	6:15 PM	0	0	0	0	0	0	2	2	0	4	2	0	0	0	2	0	2	0	0	2	8	
	6:30 PM	0	0	0	0	0	0	5	2	0	7	0	0	0	0	0	1	0	0	0	1	8	
	6:45 PM	0	0	0	0	0	0	0	1	0	1	2	0	0	0	2	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		0	0	0	0	0	0	245	141	0	386	192	0	39	0	231	44	167	0	0	211	828	

Peak Hour Semi-Truck Volume Summary

Hourly Time Period Start Time		From North (↓)					From East (←) STH 11 - Durand Avenue					From South (↑) IH94-USH 41 NB Ramps					From West (→) STH 11 - Durand Avenue					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	6:30 AM	0	0	0	0	0	0	14	19	0	33	13	0	6	0	19	6	10	0	0	16	68
MD	12:45 PM	0	0	0	0	0	0	22	12	0	34	10	0	2	0	12	4	18	0	0	22	68
PM	6:00 PM	0	0	0	0	0	0	14	9	0	23	17	0	1	0	18	2	6	0	0	8	49

Intersection Traffic Volume Report

Count Basics			*Page 9 of 11*
Start Date:	Tuesday, April 26, 2016	Weekday	Schools in Session
Total Number of Hours Counted: 13		Non-Holiday	No Special Events

15-Minute Heavy Vehicle Data

Heavy Vehicles (Single-Unit Trucks, Buses & Semi-Trucks)

IH94-USH 41 NB Ramps and STH 11 - Durand Avenue

15-Minute Heavy Vehicle Data

15-Minute Time Period Start Time		From North (↓)					From East (←) STH 11 - Durand Avenue					From South (↑) IH94-USH 41 NB Ramps					From West (→) STH 11 - Durand Avenue					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	3	6	0	9	1	0	0	0	1	1	1	0	0	2	12	92
	6:15 AM	0	0	0	0	0	0	8	4	0	12	3	0	2	0	5	0	3	0	0	3	20	111
	6:30 AM	0	0	0	0	0	0	8	4	0	12	5	0	5	0	10	3	8	0	0	11	33	124
	6:45 AM	0	0	0	0	0	0	6	4	0	10	4	0	2	0	6	4	7	0	0	11	27	129
	7:00 AM	0	0	0	0	0	0	3	5	0	8	9	0	0	0	9	2	12	0	0	14	31	133
	7:15 AM	0	0	0	0	0	0	6	6	0	12	5	0	3	0	8	6	7	0	0	13	33	127
	7:30 AM	0	0	0	0	0	0	11	5	0	16	7	0	1	0	8	4	10	0	0	14	38	128
	7:45 AM	0	0	0	0	0	0	10	3	0	13	8	0	2	0	10	0	8	0	0	8	31	137
	8:00 AM	0	0	0	0	0	0	5	5	0	10	3	0	4	0	7	2	6	0	0	8	25	149
	8:15 AM	0	0	0	0	0	0	14	8	0	22	1	0	1	0	2	5	5	0	0	10	34	151
	8:30 AM	0	0	0	0	0	0	20	2	0	22	7	0	4	0	11	4	10	0	0	14	47	157
	8:45 AM	0	0	0	0	0	0	14	8	0	22	4	0	0	0	4	3	14	0	0	17	43	141
	9:00 AM	0	0	0	0	0	0	8	5	0	13	10	0	1	0	11	0	3	0	0	3	27	141
	9:15 AM	0	0	0	0	0	0	11	8	0	19	8	0	3	0	11	2	8	0	0	10	40	141
	9:30 AM	0	0	0	0	0	0	9	3	0	12	6	0	0	0	6	5	8	0	0	13	31	131
	9:45 AM	0	0	0	0	0	0	16	4	0	20	8	0	2	0	10	6	7	0	0	13	43	134
Midday Peak Period	10:00 AM	0	0	0	0	0	0	6	11	0	17	3	0	0	0	3	1	6	0	0	7	27	127
	10:15 AM	0	0	0	0	0	0	9	5	0	14	7	0	3	0	10	1	5	0	0	6	30	140
	10:30 AM	0	0	0	0	0	0	11	6	0	17	6	0	1	0	7	2	8	0	0	10	34	144
	10:45 AM	0	0	0	0	0	0	13	7	0	20	8	0	0	0	8	1	7	0	0	8	36	151
	11:00 AM	0	0	0	0	0	0	18	3	0	21	6	0	2	0	8	2	9	0	0	11	40	150
	11:15 AM	0	0	0	0	0	0	11	4	0	15	6	0	2	0	8	4	7	0	0	11	34	141
	11:30 AM	0	0	0	0	0	0	14	4	0	18	8	0	3	0	11	0	12	0	0	12	41	141
	11:45 AM	0	0	0	0	0	0	16	3	0	19	7	0	1	0	8	1	7	0	0	8	35	132
	12:00 PM	0	0	0	0	0	0	10	3	0	13	4	0	1	0	5	2	11	0	0	13	31	133
	12:15 PM	0	0	0	0	0	0	14	5	0	19	3	0	1	0	4	3	8	0	0	11	34	122
	12:30 PM	0	0	0	0	0	0	11	4	0	15	6	0	2	0	8	3	6	0	0	9	32	115
	12:45 PM	0	0	0	0	0	0	8	3	0	11	6	0	2	0	8	1	16	0	0	17	36	114
	1:00 PM	0	0	0	0	0	0	5	3	0	8	3	0	1	0	4	2	6	0	0	8	20	107
	1:15 PM	0	0	0	0	0	0	8	7	0	15	6	0	0	0	6	2	4	0	0	6	27	117
	1:30 PM	0	0	0	0	0	0	9	3	0	12	5	0	1	0	6	3	10	0	0	13	31	131
	1:45 PM	0	0	0	0	0	0	6	4	0	10	7	0	1	0	8	0	11	0	0	11	29	133
PM Peak Period	2:00 PM	0	0	0	0	0	0	7	3	0	10	7	0	2	0	9	2	9	0	0	11	30	134
	2:15 PM	0	0	0	0	0	0	7	8	0	15	14	0	1	0	15	0	11	0	0	11	41	134
	2:30 PM	0	0	0	0	0	0	9	5	0	14	7	0	1	0	8	2	9	0	0	11	33	127
	2:45 PM	0	0	0	0	0	0	7	1	0	8	7	0	1	0	8	0	14	0	0	14	30	119
	3:00 PM	0	0	0	0	0	0	12	2	0	14	6	0	1	0	7	1	8	0	0	9	30	115
	3:15 PM	0	0	0	0	0	0	3	6	0	9	8	0	2	0	10	3	12	0	0	15	34	106
	3:30 PM	0	0	0	0	0	0	4	6	0	10	8	0	0	0	8	0	7	0	0	7	25	91
	3:45 PM	0	0	0	0	0	0	12	1	0	13	8	0	1	0	9	1	3	0	0	4	26	88
	4:00 PM	0	0	0	0	0	0	7	2	0	9	6	0	0	0	6	1	5	0	0	6	21	83
	4:15 PM	0	0	0	0	0	0	7	5	0	12	2	0	0	0	2	1	4	0	0	5	19	81
	4:30 PM	0	0	0	0	0	0	5	8	0	13	4	0	1	0	5	1	3	0	0	4	22	81
	4:45 PM	0	0	0	0	0	0	8	5	0	13	3	0	1	0	4	1	3	0	0	4	21	68
	5:00 PM	0	0	0	0	0	0	2	3	0	5	8	0	1	0	9	1	4	0	0	5	19	58
	5:15 PM	0	0	0	0	0	0	1	6	0	7	7	0	0	0	7	2	3	0	0	5	19	49
	5:30 PM	0	0	0	0	0	0	2	2	0	4	1	0	0	0	1	0	4	0	0	4	9	43
	5:45 PM	0	0	0	0	0	0	4	2	0	6	2	0	0	0	2	1	2	0	0	3	11	49
	6:00 PM	0	0	0	0	0	0	2	2	0	4	1	0	0	0	1	0	5	0	0	5	10	45
	6:15 PM	0	0	0	0	0	0	3	2	0	5	2	0	0	0	2	0	6	0	0	6	13	
	6:30 PM	0	0	0	0	0	0	5	3	0	8	0	0	1	0	1	1	5	0	0	6	15	
	6:45 PM	0	0	0	0	0	0	0	2	0	2	2	0	0	0	2	2	1	0	0	3	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	
Totals		0	0	0	0	0	0	428	229	0	657	283	0	64	0	347	95	368	0	0	463	1467	

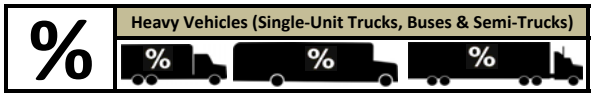
Peak Hour Heavy Vehicle Volume Summary

Hourly Time Period Start Time		From North (↓)					From East (←) STH 11 - Durand Avenue					From South (↑) IH94-USH 41 NB Ramps					From West (→) STH 11 - Durand Avenue					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	6:30 AM	0	0	0	0	0	0	23	19	0	42	23	0	10	0	33	15	34	0	0	49	124
MD	12:45 PM	0	0	0	0	0	0	30	16	0	46	20	0	4	0	24	8	36	0	0	44	114
PM	6:00 PM	0	0	0	0	0	0	10	9	0	19	5	0	1	0	6	3	17	0	0	20	45

Intersection Traffic Volume Report

Count Basics			*Page 10 of 11*
Start Date:	Tuesday, April 26, 2016	Weekday	Schools in Session
Total Number of Hours Counted: 13		Non-Holiday	No Special Events

15-Minute Heavy Vehicle Percentages



IH94-USH 41 NB Ramps and STH 11 - Durand Avenue

15-Minute Heavy Vehicle Percentages

15-Minute Time Period Start Time		From North (↓)					From East (←) STH 11 - Durand Avenue					From South (↑) IH94-USH 41 NB Ramps					From West (→) STH 11 - Durand Avenue					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	0.0	0.0	0.0	0.0	0.0	0.0	4.9	12.8	0.0	8.3	3.6	0.0	0.0	0.0	3.4	8.3	2.1	0.0	0.0	3.3	6.1	8.3
	6:15 AM	0.0	0.0	0.0	0.0	0.0	0.0	11.4	6.8	0.0	9.3	8.8	0.0	40.0	0.0	12.5	0.0	3.3	0.0	0.0	2.9	7.4	8.8
	6:30 AM	0.0	0.0	0.0	0.0	0.0	0.0	8.8	6.9	0.0	8.1	13.2	0.0	45.5	0.0	20.4	25.0	8.1	0.0	0.0	9.9	10.7	9.0
	6:45 AM	0.0	0.0	0.0	0.0	0.0	0.0	8.2	5.6	0.0	6.9	7.0	0.0	28.6	0.0	9.4	30.8	6.3	0.0	0.0	8.9	8.1	9.0
	7:00 AM	0.0	0.0	0.0	0.0	0.0	0.0	2.7	8.2	0.0	4.7	20.0	0.0	0.0	0.0	19.1	18.2	9.7	0.0	0.0	10.4	8.8	9.5
	7:15 AM	0.0	0.0	0.0	0.0	0.0	0.0	6.8	8.2	0.0	7.5	8.6	0.0	33.3	0.0	11.9	23.1	5.3	0.0	0.0	8.2	8.5	9.9
	7:30 AM	0.0	0.0	0.0	0.0	0.0	0.0	17.7	7.5	0.0	12.4	11.1	0.0	14.3	0.0	11.4	22.2	6.6	0.0	0.0	8.3	10.3	11.4
	7:45 AM	0.0	0.0	0.0	0.0	0.0	0.0	14.3	8.1	0.0	11.9	16.3	0.0	22.2	0.0	17.2	0.0	6.7	0.0	0.0	6.4	10.6	14.1
	8:00 AM	0.0	0.0	0.0	0.0	0.0	0.0	9.3	12.2	0.0	10.5	7.5	0.0	66.7	0.0	15.2	20.0	7.4	0.0	0.0	8.8	10.8	16.7
	8:15 AM	0.0	0.0	0.0	0.0	0.0	0.0	22.6	20.0	0.0	21.6	2.9	0.0	100.0	0.0	5.6	31.2	6.6	0.0	0.0	10.9	14.8	18.2
	8:30 AM	0.0	0.0	0.0	0.0	0.0	0.0	31.2	6.9	0.0	23.7	25.9	0.0	44.4	0.0	30.6	36.4	12.3	0.0	0.0	15.2	21.3	20.4
	8:45 AM	0.0	0.0	0.0	0.0	0.0	0.0	26.9	20.0	0.0	23.9	14.3	0.0	0.0	0.0	12.5	37.5	18.4	0.0	0.0	20.2	20.7	18.9
	9:00 AM	0.0	0.0	0.0	0.0	0.0	0.0	15.7	20.0	0.0	17.1	38.5	0.0	10.0	0.0	30.6	0.0	6.1	0.0	0.0	5.1	15.8	19.3
	9:15 AM	0.0	0.0	0.0	0.0	0.0	0.0	23.9	30.8	0.0	26.4	32.0	0.0	37.5	0.0	33.3	22.2	14.0	0.0	0.0	15.2	23.4	19.4
	9:30 AM	0.0	0.0	0.0	0.0	0.0	0.0	18.4	10.7	0.0	15.6	18.2	0.0	0.0	0.0	17.6	33.3	11.6	0.0	0.0	15.5	15.9	18.6
	9:45 AM	0.0	0.0	0.0	0.0	0.0	0.0	28.1	18.2	0.0	25.3	36.4	0.0	18.2	0.0	30.3	46.2	10.0	0.0	0.0	15.7	22.1	20.3
Midday Peak Period	10:00 AM	0.0	0.0	0.0	0.0	0.0	0.0	13.6	29.7	0.0	21.0	15.0	0.0	0.0	0.0	13.0	16.7	10.7	0.0	0.0	11.3	16.3	20.6
	10:15 AM	0.0	0.0	0.0	0.0	0.0	0.0	20.9	31.2	0.0	23.7	28.0	0.0	100.0	0.0	35.7	11.1	9.6	0.0	0.0	9.8	20.3	22.2
	10:30 AM	0.0	0.0	0.0	0.0	0.0	0.0	22.9	31.6	0.0	25.4	33.3	0.0	20.0	0.0	30.4	33.3	14.3	0.0	0.0	16.1	22.4	21.3
	10:45 AM	0.0	0.0	0.0	0.0	0.0	0.0	21.3	30.4	0.0	23.8	38.1	0.0	0.0	0.0	34.8	14.3	19.4	0.0	0.0	18.6	24.0	21.1
	11:00 AM	0.0	0.0	0.0	0.0	0.0	0.0	32.1	12.5	0.0	26.2	28.6	0.0	66.7	0.0	33.3	20.0	13.4	0.0	0.0	14.3	22.1	19.7
	11:15 AM	0.0	0.0	0.0	0.0	0.0	0.0	19.0	13.3	0.0	17.0	24.0	0.0	33.3	0.0	25.8	40.0	11.3	0.0	0.0	15.1	17.7	18.4
	11:30 AM	0.0	0.0	0.0	0.0	0.0	0.0	20.6	16.0	0.0	19.4	32.0	0.0	75.0	0.0	37.9	0.0	18.2	0.0	0.0	16.7	21.1	18.1
	11:45 AM	0.0	0.0	0.0	0.0	0.0	0.0	25.8	17.6	0.0	24.1	22.6	0.0	14.3	0.0	21.1	11.1	10.6	0.0	0.0	10.5	18.1	17.0
	12:00 PM	0.0	0.0	0.0	0.0	0.0	0.0	15.4	14.3	0.0	15.1	14.8	0.0	16.7	0.0	15.2	33.3	17.7	0.0	0.0	19.1	16.6	17.1
	12:15 PM	0.0	0.0	0.0	0.0	0.0	0.0	20.0	20.8	0.0	20.2	12.5	0.0	16.7	0.0	13.3	27.3	11.4	0.0	0.0	13.6	16.6	15.5
	12:30 PM	0.0	0.0	0.0	0.0	0.0	0.0	15.1	17.4	0.0	15.6	24.0	0.0	50.0	0.0	27.6	50.0	10.2	0.0	0.0	13.8	16.8	14.7
	12:45 PM	0.0	0.0	0.0	0.0	0.0	0.0	13.3	14.3	0.0	13.6	24.0	0.0	40.0	0.0	26.7	12.5	21.1	0.0	0.0	20.2	18.5	14.2
	1:00 PM	0.0	0.0	0.0	0.0	0.0	0.0	7.7	10.0	0.0	8.4	16.7	0.0	20.0	0.0	16.7	28.6	8.3	0.0	0.0	10.0	10.1	13.6
	1:15 PM	0.0	0.0	0.0	0.0	0.0	0.0	9.6	30.4	0.0	14.2	26.1	0.0	0.0	0.0	20.7	25.0	7.0	0.0	0.0	9.2	13.5	14.2
	1:30 PM	0.0	0.0	0.0	0.0	0.0	0.0	14.1	12.5	0.0	13.6	21.7	0.0	25.0	0.0	22.2	30.0	12.3	0.0	0.0	14.3	15.0	14.3
	1:45 PM	0.0	0.0	0.0	0.0	0.0	0.0	12.2	17.4	0.0	13.9	25.9	0.0	14.3	0.0	23.5	0.0	15.9	0.0	0.0	14.3	15.8	13.3
PM Peak Period	2:00 PM	0.0	0.0	0.0	0.0	0.0	0.0	8.6	9.4	0.0	8.8	20.6	0.0	20.0	0.0	20.5	20.0	13.4	0.0	0.0	14.3	12.8	12.5
	2:15 PM	0.0	0.0	0.0	0.0	0.0	0.0	6.7	15.1	0.0	9.5	35.9	0.0	11.1	0.0	31.2	0.0	13.7	0.0	0.0	12.6	14.0	11.4
	2:30 PM	0.0	0.0	0.0	0.0	0.0	0.0	6.6	9.8	0.0	7.4	33.3	0.0	20.0	0.0	29.6	18.2	13.4	0.0	0.0	14.1	11.3	10.8
	2:45 PM	0.0	0.0	0.0	0.0	0.0	0.0	8.5	3.6	0.0	7.3	21.2	0.0	10.0	0.0	18.6	0.0	15.1	0.0	0.0	14.0	11.9	9.9
	3:00 PM	0.0	0.0	0.0	0.0	0.0	0.0	11.3	5.1	0.0	9.7	21.4	0.0	12.5	0.0	19.4	10.0	5.3	0.0	0.0	5.6	8.8	8.9
	3:15 PM	0.0	0.0	0.0	0.0	0.0	0.0	3.1	14.3	0.0	6.5	27.6	0.0	22.2	0.0	26.3	30.0	11.5	0.0	0.0	13.2	11.7	8.2
	3:30 PM	0.0	0.0	0.0	0.0	0.0	0.0	3.5	16.7	0.0	6.7	21.1	0.0	0.0	0.0	15.7	0.0	6.8	0.0	0.0	6.2	8.0	7.0
	3:45 PM	0.0	0.0	0.0	0.0	0.0	0.0	9.9	2.7	0.0	8.2	18.6	0.0	7.7	0.0	16.1	11.1	2.4	0.0	0.0	3.0	7.5	6.7
	4:00 PM	0.0	0.0	0.0	0.0	0.0	0.0	6.0	4.3	0.0	5.5	17.1	0.0	0.0	0.0	12.2	8.3	4.5	0.0	0.0	4.9	6.3	6.4
	4:15 PM	0.0	0.0	0.0	0.0	0.0	0.0	5.8	12.5	0.0	7.5	7.1	0.0	0.0	0.0	5.1	14.3	3.8	0.0	0.0	4.4	6.1	6.2
	4:30 PM	0.0	0.0	0.0	0.0	0.0	0.0	4.3	18.2	0.0	8.2	12.5	0.0	7.7	0.0	11.1	12.5	2.7	0.0	0.0	3.3	6.8	6.2
	4:45 PM	0.0	0.0	0.0	0.0	0.0	0.0	7.1	15.2	0.0	8.9	7.1	0.0	11.1	0.0	7.8	8.3	2.9	0.0	0.0	3.4	6.7	5.3
	5:00 PM	0.0	0.0	0.0	0.0	0.0	0.0	1.6	7.0	0.0	3.0	23.5	0.0	8.3	0.0	19.6	10.0	3.3	0.0	0.0	3.8	5.5	4.8
	5:15 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.8	14.3	0.0	4.2	20.6	0.0	0.0	0.0	15.6	18.2	3.0	0.0	0.0	4.5	5.9	4.6
	5:30 PM	0.0	0.0	0.0	0.0	0.0	0.0	1.9	7.7	0.0	3.1	2.9	0.0	0.0	0.0	2.3	0.0	3.4	0.0	0.0	3.2	3.0	4.5
	5:45 PM	0.0	0.0	0.0	0.0	0.0	0.0	4.7	4.9	0.0	4.7	8.0	0.0	0.0	0.0	5.4	16.7	2.7	0.0	0.0	3.7	4.5	5.7
	6:00 PM	0.0	0.0	0.0	0.0	0.0	0.0	3.0	10.0	0.0	4.7	2.9	0.0	0.0	0.0	2.4	0.0	6.8	0.0	0.0	6.4	4.9	6.0
	6:15 PM	0.0	0.0	0.0	0.0	0.0	0.0	4.8	10.5	0.0	6.0	6.5	0.0	0.0	0.0	5.1	0.0	7.6	0.0	0.0	7.0	6.2	
	6:30 PM	0.0	0.0	0.0	0.0	0.0	0.0	8.2	12.0	0.0	9.3	0.0	0.0	16.7	0.0	3.7	25.0	6.1	0.0	0.0	7.0	7.5	
	6:45 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	14.3	0.0	2.7	12.5	0.0	0.0	0.0	8.0	33.3	2.6	0.0	0.0	6.8	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	
Totals		0.0	0.0	0.0	0.0	0.0	0.0	10.6	12.6	0.0	11.2	17.5	0.0	17.1	0.0	17.4	19.2	8.5	0.0	0.0	9.6	11.6	

Peak Hour Heavy Vehicle Percentages Summary

Hourly Time Period Start Time		From North (↓)					From East (←) STH 11 - Durand Avenue					From South (↑) IH94-USH 41 NB Ramps					From West (→) STH 11 - Durand Avenue					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	6:30 AM	0.0	0.0	0.0	0.0	0.0	0.0	6.3	7.2	0.0	6.7	11.6	0.0	34.5	0.0	14.5	24.2	7.3	0.0	0.0	9.3	9.0
MD	12:45 PM	0.0	0.0	0.0	0.0	0.0	0.0	11.0	16.3	0.0	12.4	22.5	0.0	20.0	0.0	21.8	24.2	12.6	0.0	0.0	13.7	14.2
PM	6:00 PM	0.0	0.0	0.0	0.0	0.0	0.0	4.0	11.5	0.0	5.8	4.9	0.0	3.3	0.0	4.5	14.3	6.2	0.0	0.0	6.8	6.0

Intersection Traffic Volume Report

Count Basics			Page 11 of 11
Start Date:	Tuesday, April 26, 2016	Weekday	Schools in Session
Total Number of Hours Counted: 13		Non-Holiday	No Special Events

15-Minute Pedestrian and Bicyclist Data

Pedestrians and Bicyclists

IH94-USH 41 NB Ramps and STH 11 - Durand Avenue

15-Minute Pedestrian and Bicyclist Data

	15-Minute Time Period	Crossing North Approach			Crossing East Approach			Crossing South Approach			Crossing West Approach				
					STH 11 - Durand Avenue			IH94-USH 41 NB Ramps			STH 11 - Durand Avenue			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/helper dog)	x					
Elderly/Disabled (except wheelchairs)	x					
Wheelchairs/Electric Scooters	x					
Other (None)	x					

Intersection Traffic Volume Report

Count Basics	Version 2013.J4.1		Page 1 of 11
Start Date:	Tuesday, April 26, 2016	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

Intersection of: IH94-USH 41 E Frontage Rd and STH 11 - Durand Avenue

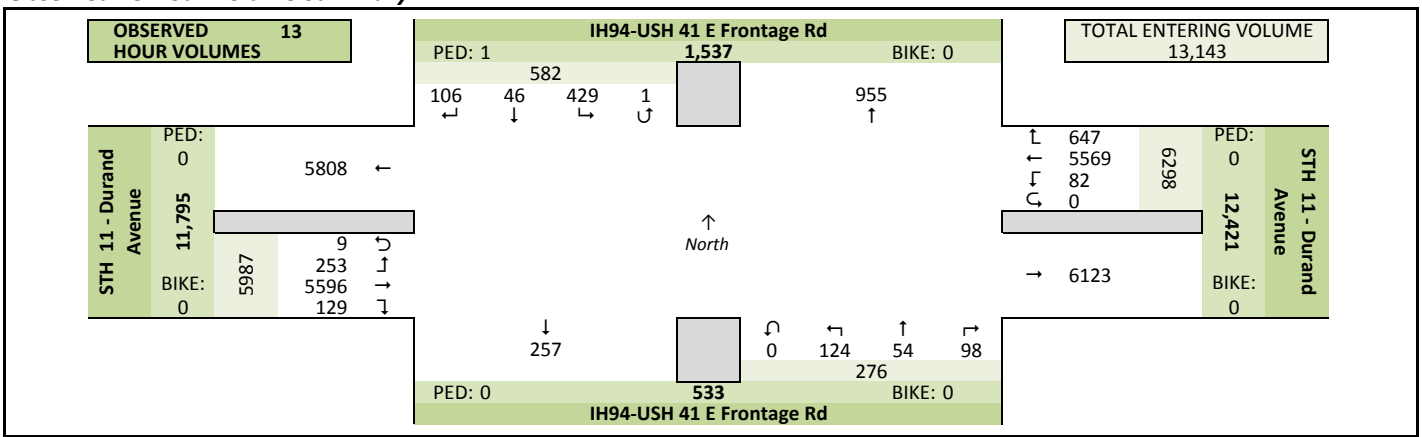
Site Information

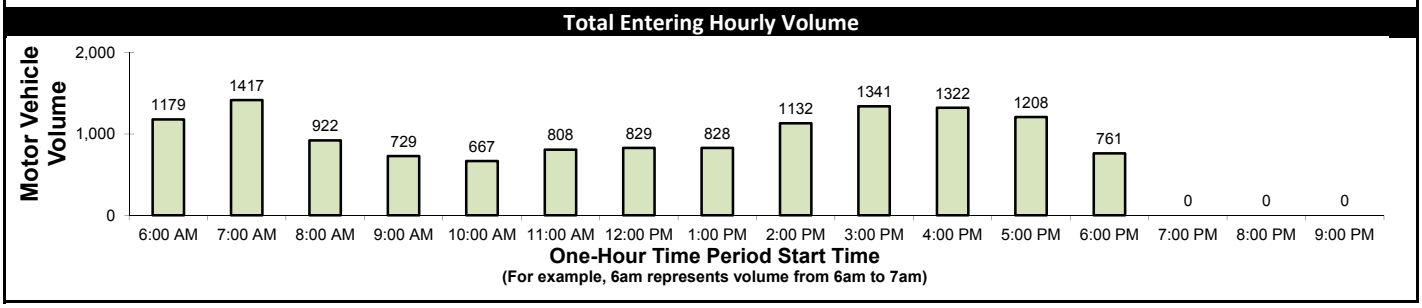
Municipality	Town of Yorkville		
County	Racine	WisDOT Region	SE
Traffic Control	Partial Stop Control		
Roadway Names		North Direction	↑
North Leg	IH94-USH 41 E Frontage Rd		
East Leg	STH 11 - Durand Avenue		S
South Leg	IH94-USH 41 E Frontage Rd		
West Leg	STH 11 - Durand Avenue		
Special Considerations			
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

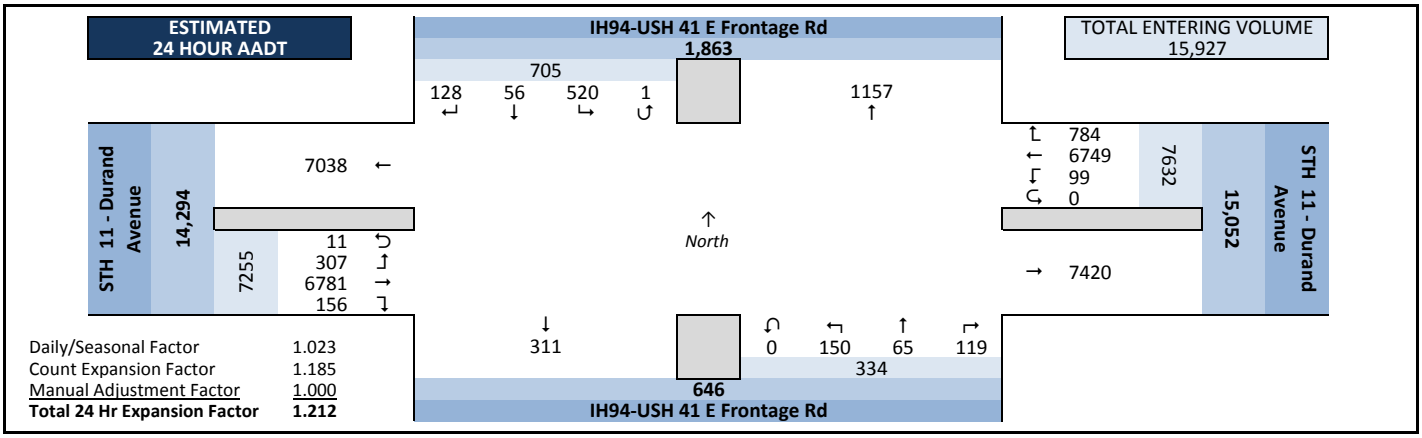
Hrs Counted:	6:00 AM-7:00 PM				
1st Day of Count	Tuesday, April 26, 2016			Weather	
AM Peak Period	Wednesday, April 27, 2016			Clear & Dry	
Midday Peak Period	Tuesday, April 26, 2016			Cloudy & Dry	
PM Peak Period	Thursday, April 28, 2016			Cloudy & Dry	
Calculated Peak Hours					
AM	6:45-7:45am	MD	12:15-1:15pm	PM	3:00-4:00pm
Peak Hours Selected for Analysis					
AM	6:30-7:30am	MD	12:15-1:15pm	PM	6:00-7:00pm
Daily/Seasonal Adjustment Group	(4) Rural Arterials & Collectors				
Count Expansion Group	(4) Rural Arterials & Collectors				
Daily/Seasonal Adjustment Factor	1.023	Count Expansion Factor	1.185		
Company Name	TADI, Inc.			Manual Adj.	1.000
Observers	AM Peak Period	Jeff Schleif			
	Midday Peak Period	Larry Numerich			
	PM Peak Period	Jeff Schleif			
Comments	Version 2011.J4.1 2014 DOT Factors				

Observed 13 Hour Volume Summary





Estimated 24 Hour AADT



Daily/Seasonal Factor	1.023
Count Expansion Factor	1.185
Manual Adjustment Factor	1.000
Total 24 Hr Expansion Factor	**1.212**

Intersection Traffic Volume Report

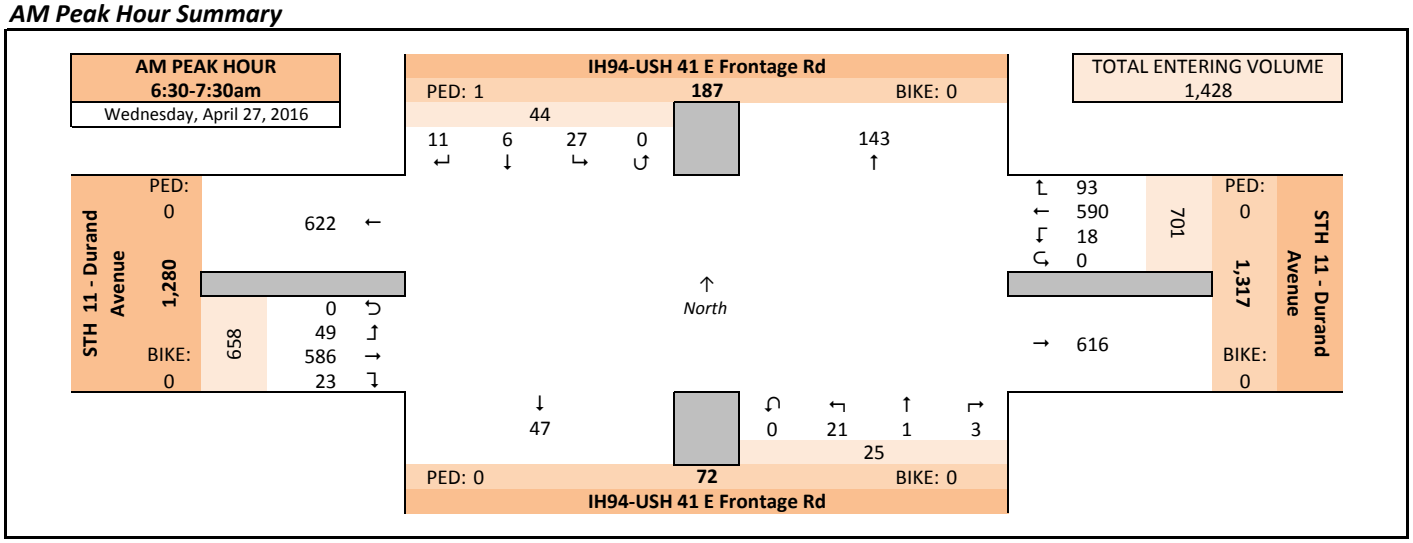
Count Basics			Page 2 of 11
Start Date:	Tuesday, April 26, 2016	Weekday	Schools in Session
Total Number of Hours Counted: 13		Non-Holiday	No Special Events

Peak Hour Volume Graphical Summary

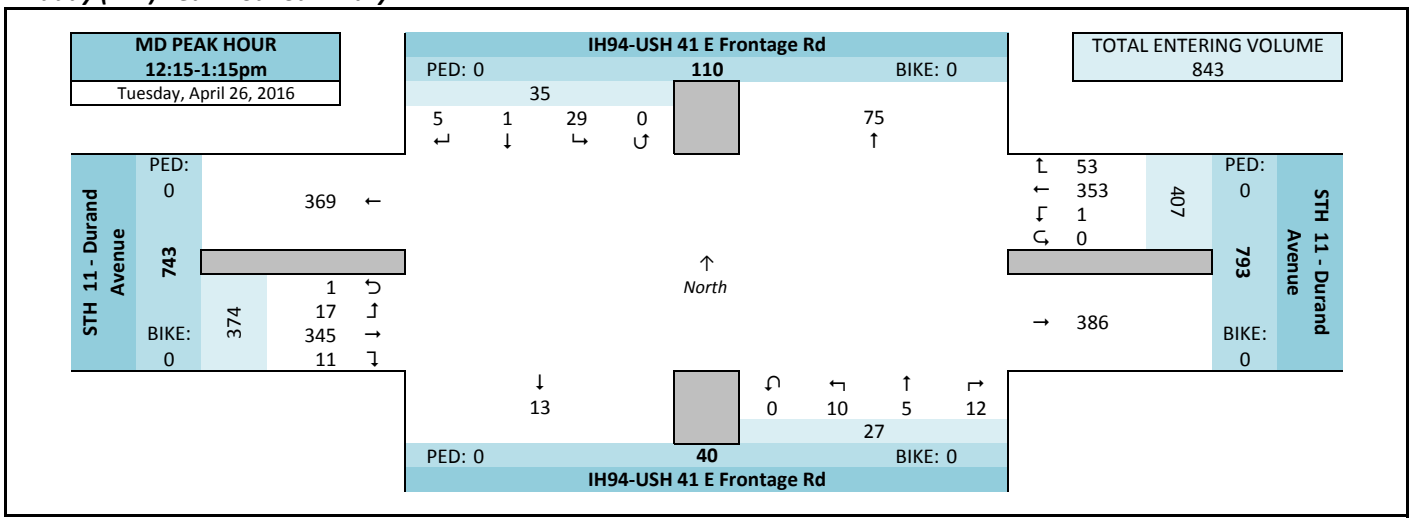
IH94-USH 41 E Frontage Rd and STH 11 - Durand Avenue

All Motor Vehicles

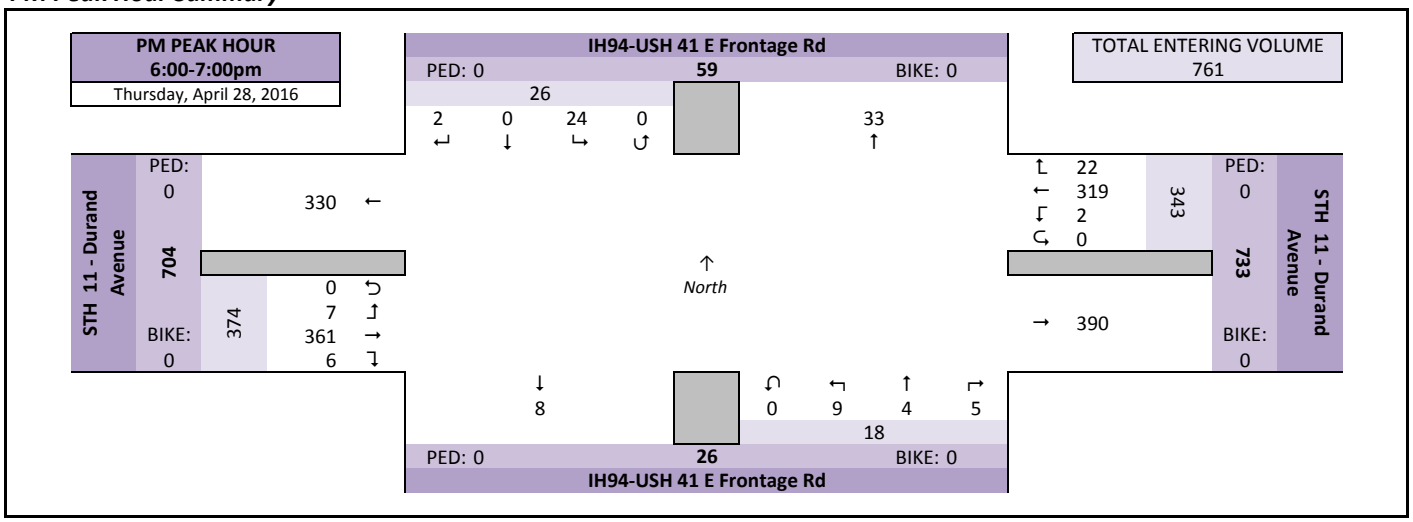
AM Peak Hour Summary



Midday (MD) Peak Hour Summary



PM Peak Hour Summary



Intersection Traffic Volume Report

Count Basics		*Page 3 of 11*
Start Date: Tuesday, April 26, 2016	Weekday	Schools in Session
Total Number of Hours Counted: 13	Non-Holiday	No Special Events

Peak Hour Volume Summary

IH94-USH 41 E Frontage Rd and STH 11 - Durand Avenue

All Motor Vehicles

Peak Hour Volumes, Truck Percentages, and PHFs

Wednesday, April 27, 2016

		From North					From East					From South					From West					
	AM Peak Hour	IH94-USH 41 E Frontage Rd					STH 11 - Durand Avenue					IH94-USH 41 E Frontage Rd					STH 11 - Durand Avenue					
	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	6:30 AM	3	2	9	0	14	22	139	6	0	167	1	1	10	0	12	10	120	10	0	140	333
	6:45 AM	2	1	5	0	8	28	135	8	0	171	1	0	7	0	8	7	145	20	0	172	359
	7:00 AM	3	0	8	0	11	14	165	2	0	181	0	0	2	0	2	3	152	7	0	162	356
	7:15 AM	3	3	5	0	11	29	151	2	0	182	1	0	2	0	3	3	169	12	0	184	380
	Peak Hour Volume	11	6	27	0	44	93	590	18	0	701	3	1	21	0	25	23	586	49	0	658	1428
	Rounded Hourly Volume	10	5	25	0	40	95	590	20	0	705	5	0	20	0	25	25	585	50	0	660	1430
	% Single Unit Trucks	18.2	16.7	3.7	0.0	9.1	3.2	3.7	0.0	0.0	3.6	0.0	0.0	0.0	0.0	0.0	0.0	4.1	2.0	0.0	3.8	3.8
	% Heavy Trucks	18.2	0.0	3.7	0.0	6.8	0.0	3.4	0.0	0.0	2.9	0.0	0.0	0.0	0.0	0.0	0.0	5.5	4.1	0.0	5.2	4.0
	% Trucks (Total)	36.4	16.7	7.4	0.0	15.9	3.2	7.1	0.0	0.0	6.4	0.0	0.0	0.0	0.0	0.0	0.0	9.6	6.1	0.0	9.0	7.8
	Peak Hour Factor (PHF)	0.92	0.50	0.75	0.00	0.79	0.80	0.89	0.56	0.00	0.96	0.75	0.25	0.52	0.00	0.52	0.57	0.87	0.61	0.00	0.89	0.94

Tuesday, April 26, 2016

		From North					From East					From South					From West					
	MD Peak Hour	IH94-USH 41 E Frontage Rd					STH 11 - Durand Avenue					IH94-USH 41 E Frontage Rd					STH 11 - Durand Avenue					
	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	1	0	5	0	6	17	89	0	0	106	5	1	3	0	9	1	89	8	0	98	219
	12:30 PM	0	0	9	0	9	8	95	0	0	103	5	0	3	0	8	7	78	1	0	86	206
	12:45 PM	2	1	5	0	8	13	81	1	0	95	0	1	1	0	2	1	93	5	0	99	204
	1:00 PM	2	0	10	0	12	15	88	0	0	103	2	3	3	0	8	2	85	3	1	91	214
	Peak Hour Volume	5	1	29	0	35	53	353	1	0	407	12	5	10	0	27	11	345	17	1	374	843
	Rounded Hourly Volume	5	0	30	0	35	55	355	0	0	410	10	5	10	0	25	10	345	15	0	370	840
	% Single Unit Trucks	0.0	0.0	6.9	0.0	5.7	11.3	4.5	0.0	0.0	5.4	0.0	20.0	10.0	0.0	7.4	9.1	6.1	5.9	0.0	6.1	5.8
	% Heavy Trucks	60.0	0.0	0.0	0.0	8.6	9.4	9.3	0.0	0.0	9.3	0.0	0.0	0.0	0.0	0.0	0.0	7.0	17.6	0.0	7.2	8.1
	% Trucks (Total)	60.0	0.0	6.9	0.0	14.3	20.8	13.9	0.0	0.0	14.7	0.0	20.0	10.0	0.0	7.4	9.1	13.0	23.5	0.0	13.4	13.9
	Peak Hour Factor (PHF)	0.62	0.25	0.72	0.00	0.73	0.78	0.93	0.25	0.00	0.96	0.60	0.42	0.83	0.00	0.75	0.39	0.93	0.53	0.25	0.94	0.96

Thursday, April 28, 2016

		From North					From East					From South					From West					
	PM Peak Hour	IH94-USH 41 E Frontage Rd					STH 11 - Durand Avenue					IH94-USH 41 E Frontage Rd					STH 11 - Durand Avenue					
	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	6:00 PM	1	0	5	0	6	6	84	0	0	90	1	1	2	0	4	1	102	5	0	108	208
	6:15 PM	0	0	7	0	7	2	78	0	0	80	0	2	4	0	6	1	108	0	0	109	202
	6:30 PM	0	0	4	0	4	8	83	1	0	92	2	1	2	0	5	2	101	1	0	104	205
	6:45 PM	1	0	8	0	9	6	74	1	0	81	2	0	1	0	3	2	50	1	0	53	146
	Peak Hour Volume	2	0	24	0	26	22	319	2	0	343	5	4	9	0	18	6	361	7	0	374	761
	Rounded Hourly Volume	0	0	25	0	25	20	320	0	0	340	5	5	10	0	20	5	360	5	0	370	755
	% Single Unit Trucks	0.0	0.0	8.3	0.0	7.7	9.1	0.9	0.0	0.0	1.5	0.0	50.0	0.0	0.0	11.1	0.0	2.8	14.3	0.0	2.9	2.6
	% Heavy Trucks	0.0	0.0	0.0	0.0	0.0	0.0	5.0	0.0	0.0	4.7	0.0	0.0	0.0	0.0	0.0	0.0	2.5	0.0	0.0	2.4	3.3
	% Trucks (Total)	0.0	0.0	8.3	0.0	7.7	9.1	6.0	0.0	0.0	6.1	0.0	50.0	0.0	0.0	11.1	0.0	5.3	14.3	0.0	5.3	5.9
	Peak Hour Factor (PHF)	0.50	0.00	0.75	0.00	0.72	0.69	0.95	0.50	0.00	0.93	0.62	0.50	0.56	0.00	0.75	0.75	0.84	0.35	0.00	0.86	0.91

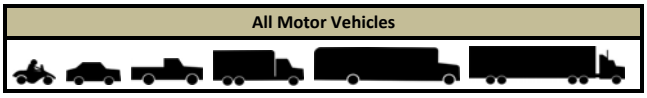
Peak Hour Pedestrian and Bicyclist Volumes

Pedestrians and Bicyclists		Crossing North Approach			Crossing East Approach			Crossing South Approach			Crossing West Approach			Total Ped & Bike
		IH94-USH 41 E Frontage Rd			STH 11 - Durand Avenue			IH94-USH 41 E Frontage Rd			STH 11 - Durand Avenue			
	15-Minute Start Time	Pedestrian	Bicyclist	Total	Pedestrian	Bicyclist	Total	Pedestrian	Bicyclist	Total	Pedestrian	Bicyclist	Total	Volume
AM	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	1	0	1	0	0	0	0	0	0	0	0	0	1
	7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
	Total	1	0	1	0	0	0	0	0	0	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	0	0	0	0	0	0
	1:00 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
PM	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
	Total	0	0	0	0	0	0	0	0	0	0	0	0	0

Intersection Traffic Volume Report

Count Basics		Page 4 of 11
Start Date: Tuesday, April 26, 2016	Weekday	Schools in Session
Total Number of Hours Counted: 13	Non-Holiday	No Special Events

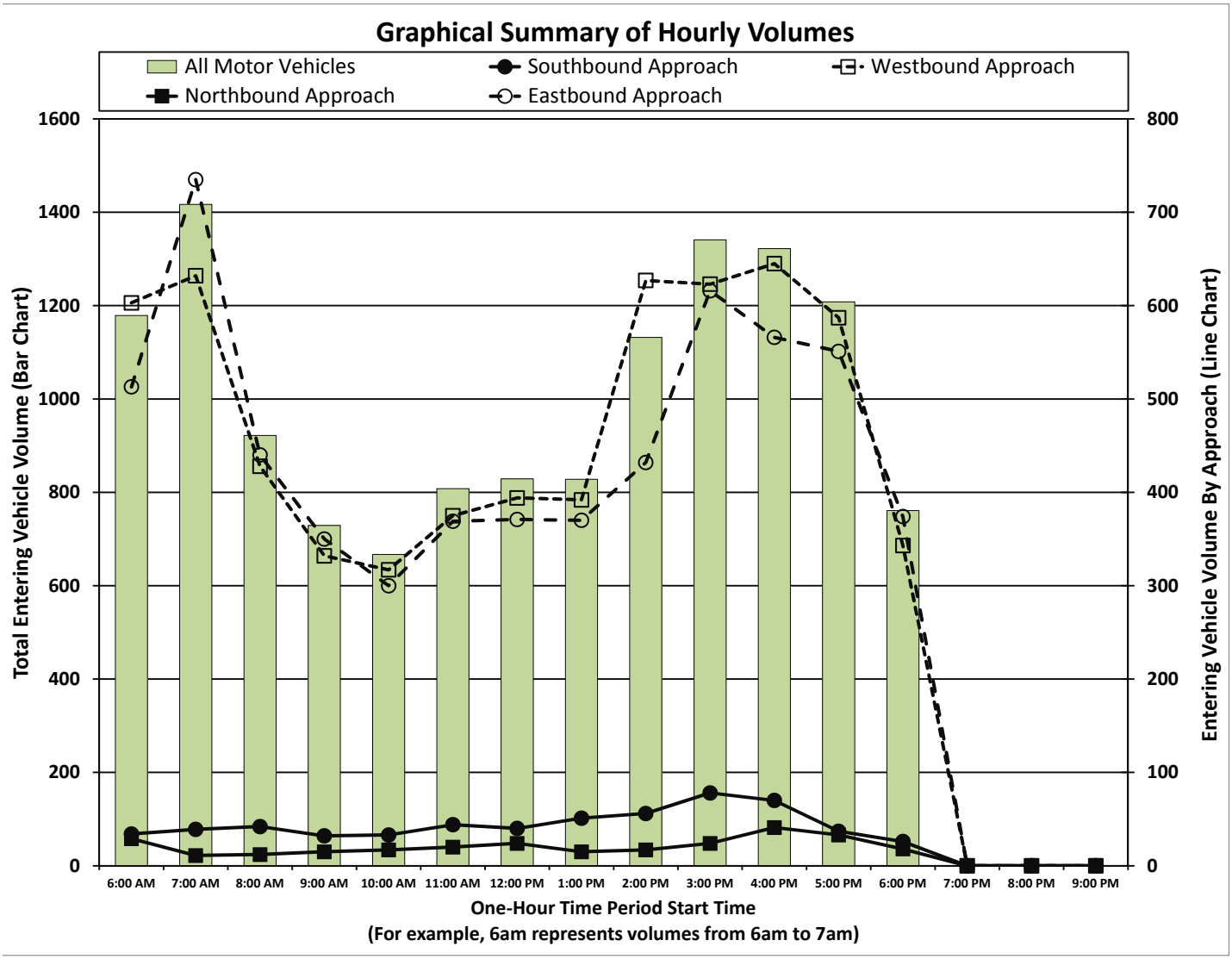
Hourly Volume Summary - Motor Vehicle Data



IH94-USH 41 E Frontage Rd and STH 11 - Durand Avenue

One-Hour Motor Vehicle Data

One-Hour Time Period Start Time		From North (↓) IH94-USH 41 E Frontage Rd					From East (←) STH 11 - Durand Avenue					From South (↑) IH94-USH 41 E Frontage Rd					From West (→) STH 11 - Durand Avenue					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	13	3	18	0	34	87	496	20	0	603	5	3	21	0	29	23	444	46	0	513	1179	1116	63
AM	7:00 AM	13	4	22	0	39	91	535	6	0	632	1	2	8	0	11	8	687	39	1	735	1417	1367	50
AM	8:00 AM	9	5	28	0	42	63	360	5	0	428	4	2	6	0	12	2	416	22	0	440	922	868	54
AM	9:00 AM	5	5	22	0	32	33	298	1	0	332	3	7	5	0	15	4	332	14	0	350	729	682	47
MD	10:00 AM	14	2	17	0	33	33	282	2	0	317	6	7	4	0	17	3	287	9	1	300	667	617	50
MD	11:00 AM	10	2	32	0	44	40	330	5	0	375	10	4	6	0	20	9	350	10	0	369	808	744	64
MD	12:00 PM	7	4	29	0	40	46	346	2	0	394	10	4	10	0	24	11	341	19	0	371	829	765	64
MD	1:00 PM	6	3	42	0	51	46	345	1	0	392	4	7	4	0	15	9	344	15	2	370	828	762	66
PM	2:00 PM	4	5	46	1	56	74	544	9	0	627	9	2	6	0	17	9	401	20	2	432	1132	1059	73
PM	3:00 PM	8	5	65	0	78	51	568	4	0	623	10	8	6	0	24	8	589	19	0	616	1341	1239	102
PM	4:00 PM	9	4	57	0	70	39	595	11	0	645	18	1	22	0	41	19	524	22	1	566	1322	1211	111
PM	5:00 PM	6	4	27	0	37	22	551	14	0	587	13	3	17	0	33	18	520	11	2	551	1208	1138	70
PM	6:00 PM	2	0	24	0	26	22	319	2	0	343	5	4	9	0	18	6	361	7	0	374	761	717	44
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		106	46	429	1	582	647	5569	82	0	6298	98	54	124	0	276	129	5596	253	9	5987	13143	12285	858



Intersection Traffic Volume Report

Count Basics		*Page 5 of 11*
Start Date: Tuesday, April 26, 2016	Weekday	Schools in Session
Total Number of Hours Counted: 13	Non-Holiday	No Special Events

15-Minute Motor Vehicle Data

All Motor Vehicles

IH94-USH 41 E Frontage Rd and STH 11 - Durand Avenue

15-Minute Motor Vehicle Data

15-Minute Time Period		From North (↓) IH94-USH 41 E Frontage Rd					From East (←) STH 11 - Durand Avenue					From South (↑) IH94-USH 41 E Frontage Rd					From West (→) STH 11 - Durand Avenue					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	0	3	0	5	20	103	1	0	124	2	2	1	0	5	2	68	4	0	74	208	1179	0.82
	6:15 AM	6	0	1	0	7	17	119	5	0	141	1	0	3	0	4	4	111	12	0	127	279	1327	0.92
	6:30 AM	3	2	9	0	14	22	139	6	0	167	1	1	10	0	12	10	120	10	0	140	333	1428	0.94
	6:45 AM	2	1	5	0	8	28	135	8	0	171	1	0	7	0	8	7	145	20	0	172	359	1461	0.96
	7:00 AM	3	0	8	0	11	14	165	2	0	181	0	0	2	0	2	3	152	7	0	162	356	1417	0.93
	7:15 AM	3	3	5	0	11	29	151	2	0	182	1	0	2	0	3	3	169	12	0	184	380	1307	0.86
	7:30 AM	2	0	3	0	5	15	118	1	0	134	0	2	2	0	4	1	211	10	1	223	366	1163	0.79
	7:45 AM	5	1	6	0	12	33	101	1	0	135	0	0	2	0	2	1	155	10	0	166	315	1022	0.81
	8:00 AM	2	0	11	0	13	24	91	2	0	117	1	0	1	0	2	2	108	4	0	114	246	922	0.94
	8:15 AM	1	1	2	0	4	18	95	2	0	115	1	1	3	0	5	0	105	7	0	112	236	846	0.90
	8:30 AM	4	2	10	0	16	8	88	1	0	97	2	1	1	0	4	0	105	3	0	108	225	789	0.88
	8:45 AM	2	2	5	0	9	13	86	0	0	99	0	0	1	0	1	0	98	8	0	106	215	756	0.88
	9:00 AM	0	1	10	0	11	6	77	0	0	83	1	2	1	0	4	3	66	3	0	72	170	729	0.95
	9:15 AM	1	1	4	0	6	13	72	1	0	86	2	2	0	0	4	1	80	2	0	83	179	733	0.95
	9:30 AM	2	0	3	0	5	7	73	0	0	80	0	1	3	0	4	0	97	6	0	103	192	709	0.92
	9:45 AM	2	3	5	0	10	7	76	0	0	83	0	2	1	0	3	0	89	3	0	92	188	676	0.90
Midday Peak Period	10:00 AM	1	0	6	0	7	6	77	1	0	84	2	2	2	0	6	2	74	1	0	77	174	667	0.93
	10:15 AM	6	0	5	0	11	6	55	0	0	61	2	3	1	0	6	0	73	3	1	77	155	684	0.90
	10:30 AM	4	0	2	0	6	12	63	0	0	75	0	1	0	0	1	0	75	2	0	77	159	726	0.92
	10:45 AM	3	2	4	0	9	9	87	1	0	97	2	1	1	0	4	1	65	3	0	69	179	775	0.93
	11:00 AM	2	0	6	0	8	11	79	1	0	91	1	0	1	0	2	1	89	0	0	90	191	808	0.95
	11:15 AM	3	0	4	0	7	8	87	2	0	97	4	2	1	0	7	4	78	4	0	86	197	817	0.96
	11:30 AM	1	1	7	0	9	9	91	2	0	102	1	2	2	0	5	2	87	3	0	92	208	839	0.96
	11:45 AM	4	1	15	0	20	12	73	0	0	85	4	0	2	0	6	2	96	3	0	101	212	837	0.96
	12:00 PM	4	3	10	0	17	8	81	1	0	90	0	2	3	0	5	2	81	5	0	88	200	829	0.95
	12:15 PM	1	0	5	0	6	17	89	0	0	106	5	1	3	0	9	1	89	8	0	98	219	843	0.96
	12:30 PM	0	0	9	0	9	8	95	0	0	103	5	0	3	0	8	7	78	1	0	86	206	836	0.98
	12:45 PM	2	1	5	0	8	13	81	1	0	95	0	1	1	0	2	1	93	5	0	99	204	840	0.98
	1:00 PM	2	0	10	0	12	15	88	0	0	103	2	3	3	0	8	2	85	3	1	91	214	828	0.97
	1:15 PM	1	0	12	0	13	11	107	0	0	118	0	0	0	0	0	3	75	3	0	81	212	850	0.90
	1:30 PM	1	2	7	0	10	6	87	1	0	94	0	2	0	0	2	2	94	7	1	104	210	956	0.75
	1:45 PM	2	1	13	0	16	14	63	0	0	77	2	2	1	0	5	2	90	2	0	94	192	1058	0.83
PM Peak Period	2:00 PM	1	0	10	0	11	10	107	3	0	120	2	0	2	0	4	1	94	5	1	101	236	1132	0.89
	2:15 PM	1	1	9	0	11	30	151	1	0	182	2	1	0	0	3	3	114	4	1	122	318	1251	0.88
	2:30 PM	2	3	16	1	22	13	188	0	0	201	2	1	0	0	3	2	77	7	0	86	312	1244	0.88
	2:45 PM	0	1	11	0	12	21	98	5	0	124	3	0	4	0	7	3	116	4	0	123	266	1263	0.89
	3:00 PM	2	0	10	0	12	13	143	2	0	158	2	1	1	0	4	1	174	6	0	181	355	1341	0.94
	3:15 PM	1	1	19	0	21	22	130	0	0	152	2	2	2	0	6	0	128	4	0	132	311	1324	0.96
	3:30 PM	2	2	27	0	31	6	145	1	0	152	2	1	3	0	6	5	132	5	0	142	331	1335	0.97
	3:45 PM	3	2	9	0	14	10	150	1	0	161	4	4	0	0	8	2	155	4	0	161	344	1337	0.97
	4:00 PM	1	1	16	0	18	5	160	2	0	167	5	0	3	0	8	4	136	5	0	145	338	1322	0.98
	4:15 PM	5	1	17	0	23	10	144	4	0	158	2	0	7	0	9	6	119	6	1	132	322	1329	0.96
	4:30 PM	2	1	13	0	16	9	152	2	0	163	7	1	6	0	14	5	128	7	0	140	333	1330	0.96
	4:45 PM	1	1	11	0	13	15	139	3	0	157	4	0	6	0	10	4	141	4	0	149	329	1293	0.94
	5:00 PM	2	1	9	0	12	7	153	5	0	165	3	0	5	0	8	5	150	5	0	160	345	1208	0.88
	5:15 PM	2	2	8	0	12	7	156	3	0	166	3	1	5	0	9	5	127	3	1	136	323	1071	0.83
	5:30 PM	1	0	7	0	8	5	122	3	0	130	3	2	3	0	8	5	141	3	1	150	296	950	0.80
	5:45 PM	1	1	3	0	5	3	120	3	0	126	4	0	4	0	8	3	102	0	0	105	244	859	0.88
	6:00 PM	1	0	5	0	6	6	84	0	0	90	1	1	2	0	4	1	102	5	0	108	208	761	0.91
	6:15 PM	0	0	7	0	7	2	78	0	0	80	0	2	4	0	6	1	108	0	0	109	202		
	6:30 PM	0	0	4	0	4	8	83	1	0	92	2	1	2	0	5	2	101	1	0	104	205		
	6:45 PM	1	0	8	0	9	6	74	1	0	81	2	0	1	0	3	2	50	1	0	53	146		
	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		106	46	429	1	582	647	5569	82	0	6298	98	54	124	0	276	129	5596	253	9	5987	13143		

Peak Hour All Vehicle Volume Summary

Hourly Time Period		From North (↓) IH94-USH 41 E Frontage Rd					From East (←) STH 11 - Durand Avenue					From South (↑) IH94-USH 41 E Frontage Rd					From West (→) STH 11 - Durand Avenue					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	6:30 AM	11	6	27	0	44	93	590	18	0	701	3	1	21	0	25	23	586	49	0	658	1428	0.94
MD	12:15 PM	5	1	29	0	35	53	353	1	0	407	12	5	10	0	27	11	345	17	1	374	843	0.96
PM	6:00 PM	2	0	24	0	26	22	319	2	0	343	5	4	9	0	18	6	361	7	0	374	761	0.91

Intersection Traffic Volume Report

Count Basics			*Page 6 of 11*
Start Date:	Tuesday, April 26, 2016	Weekday	Schools in Session
Total Number of Hours Counted: 13		Non-Holiday	No Special Events

15-Minute Automobile Data

Automobiles (Cars, Light Trucks, & Motorcycles)

IH94-USH 41 E Frontage Rd and STH 11 - Durand Avenue

15-Minute Automobile Data

15-Minute Time Period		From North (↓)					From East (←)					From South (↑)					From West (→)					15-Min	Hourly
		IH94-USH 41 E Frontage Rd					STH 11 - Durand Avenue					IH94-USH 41 E Frontage Rd					STH 11 - Durand Avenue					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		
AM Peak Period	6:00 AM	1	0	2	0	3	20	97	0	0	117	2	2	0	0	4	2	66	4	0	72	196	1094
	6:15 AM	3	0	0	0	3	16	109	5	0	130	1	0	3	0	4	4	105	11	0	120	257	1224
	6:30 AM	2	2	8	0	12	22	126	6	0	154	1	1	10	0	12	10	108	9	0	127	305	1317
	6:45 AM	2	1	4	0	7	28	124	8	0	160	1	0	7	0	8	7	136	18	0	161	336	1341
	7:00 AM	2	0	8	0	10	14	158	2	0	174	0	0	2	0	2	3	130	7	0	140	326	1288
	7:15 AM	1	2	5	0	8	26	140	2	0	168	1	0	2	0	3	3	156	12	0	171	350	1179
	7:30 AM	1	0	2	0	3	13	102	1	0	116	0	2	2	0	4	1	196	8	1	206	329	1032
	7:45 AM	2	0	5	0	7	29	92	1	0	122	0	0	2	0	2	1	142	9	0	152	283	884
	8:00 AM	2	0	7	0	9	20	82	2	0	104	1	0	1	0	2	2	97	3	0	102	217	777
	8:15 AM	0	1	2	0	3	16	73	2	0	91	1	0	3	0	4	0	99	6	0	105	203	701
	8:30 AM	4	2	7	0	13	7	66	1	0	74	1	1	1	0	3	0	90	1	0	91	181	640
	8:45 AM	1	1	4	0	6	10	68	0	0	78	0	0	1	0	1	0	84	7	0	91	176	622
	9:00 AM	0	1	9	0	10	4	65	0	0	69	1	2	1	0	4	3	53	2	0	58	141	594
	9:15 AM	1	1	4	0	6	10	53	1	0	64	2	2	0	0	4	1	66	1	0	68	142	599
	9:30 AM	1	0	2	0	3	7	62	0	0	69	0	0	3	0	3	0	83	5	0	88	163	583
	9:45 AM	0	3	4	0	7	3	59	0	0	62	0	1	1	0	2	0	76	1	0	77	148	548
Midday Peak Period	10:00 AM	1	0	5	0	6	5	60	1	0	66	2	2	2	0	6	2	65	1	0	68	146	543
	10:15 AM	2	0	4	0	6	6	43	0	0	49	2	3	1	0	6	0	62	2	1	65	126	548
	10:30 AM	2	0	2	0	4	11	48	0	0	59	0	1	0	0	1	0	63	1	0	64	128	589
	10:45 AM	1	2	4	0	7	7	71	1	0	79	2	0	0	0	2	0	54	1	0	55	143	629
	11:00 AM	1	0	6	0	7	8	58	1	0	67	1	0	1	0	2	1	74	0	0	75	151	660
	11:15 AM	2	0	4	0	6	6	73	2	0	81	4	2	1	0	7	4	66	3	0	73	167	674
	11:30 AM	1	0	6	0	7	9	74	2	0	85	1	1	1	0	3	2	69	2	0	73	168	696
	11:45 AM	1	1	10	0	12	10	58	0	0	68	4	0	2	0	6	2	85	1	0	88	174	705
	12:00 PM	2	2	8	0	12	6	69	1	0	76	0	1	3	0	4	2	67	4	0	73	165	698
	12:15 PM	0	0	4	0	4	15	72	0	0	87	5	1	3	0	9	1	81	7	0	89	189	726
	12:30 PM	0	0	9	0	9	6	79	0	0	85	5	0	3	0	8	7	68	0	0	75	177	721
	12:45 PM	0	1	4	0	5	10	72	1	0	83	0	1	1	0	2	1	73	3	0	77	167	727
	1:00 PM	2	0	10	0	12	11	81	0	0	92	2	2	2	0	6	1	78	3	1	83	193	722
	1:15 PM	1	0	11	0	12	8	93	0	0	101	0	0	0	0	0	3	68	0	0	71	184	735
	1:30 PM	1	2	6	0	9	5	76	1	0	82	0	2	0	0	2	1	86	2	1	90	183	825
	1:45 PM	1	1	12	0	14	12	54	0	0	66	2	2	1	0	5	2	73	2	0	77	162	926
PM Peak Period	2:00 PM	1	0	7	0	8	9	98	3	0	110	2	0	1	0	3	1	80	3	1	85	206	997
	2:15 PM	1	1	8	0	10	26	138	1	0	165	2	1	0	0	3	3	90	2	1	96	274	1110
	2:30 PM	2	3	16	1	22	12	176	0	0	188	2	1	0	0	3	2	65	4	0	71	284	1112
	2:45 PM	0	1	11	0	12	17	89	4	0	110	3	0	4	0	7	3	99	2	0	104	233	1131
	3:00 PM	2	0	9	0	11	9	128	2	0	139	1	1	1	0	3	1	159	6	0	166	319	1212
	3:15 PM	1	1	16	0	18	18	121	0	0	139	2	2	2	0	6	0	109	4	0	113	276	1212
	3:30 PM	2	2	26	0	30	5	135	1	0	141	2	1	2	0	5	4	120	3	0	127	303	1238
	3:45 PM	1	2	7	0	10	8	139	1	0	148	4	4	0	0	8	2	144	2	0	148	314	1250
	4:00 PM	1	1	16	0	18	5	152	2	0	159	5	0	3	0	8	4	128	2	0	134	319	1243
	4:15 PM	3	1	15	0	19	9	134	4	0	147	2	0	7	0	9	6	115	5	1	127	302	1250
	4:30 PM	2	1	13	0	16	9	140	2	0	151	7	1	6	0	14	5	125	4	0	134	315	1255
	4:45 PM	1	1	10	0	12	15	127	2	0	144	4	0	5	0	9	4	136	2	0	142	307	1225
	5:00 PM	2	1	9	0	12	5	147	5	0	157	3	0	5	0	8	5	143	1	0	149	326	1153
	5:15 PM	2	2	8	0	12	6	151	3	0	160	3	1	5	0	9	5	120	0	1	126	307	1024
	5:30 PM	1	0	7	0	8	5	117	3	0	125	3	2	3	0	8	5	136	2	1	144	285	906
	5:45 PM	1	1	3	0	5	3	115	3	0	121	4	0	4	0	8	3	98	0	0	101	235	812
	6:00 PM	1	0	5	0	6	6	80	0	0	86	1	0	2	0	3	1	97	4	0	102	197	716
	6:15 PM	0	0	7	0	7	2	73	0	0	75	0	1	4	0	5	1	101	0	0	102	189	
	6:30 PM	0	0	4	0	4	7	75	1	0	83	2	1	2	0	5	2	96	1	0	99	191	
	6:45 PM	1	0	6	0	7	5	72	1	0	78	2	0	1	0	3	2	48	1	0	51	139	
	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		66	41	381	1	489	561	4964	79	0	5604	96	45	117	0	258	125	5028	184	9	5346	11697	

Peak Hour Automobile Volume Summary

Hourly Time Period		From North (↓)					From East (←)					From South (↑)					From West (→)					Total Hourly
		IH94-USH 41 E Frontage Rd					STH 11 - Durand Avenue					IH94-USH 41 E Frontage Rd					STH 11 - Durand Avenue					
	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	6:30 AM	7	5	25	0	37	90	548	18	0	656	3	1	21	0	25	23	530	46	0	599	1317
MD	12:15 PM	2	1	27	0	30	42	304	1	0	347	12	4	9	0	25	10	300	13	1	324	726
PM	6:00 PM	2	0	22	0	24	20	300	2	0	322	5	2	9	0	16	6	342	6	0	354	716

Intersection Traffic Volume Report

Count Basics			*Page 7 of 11*
Start Date:	Tuesday, April 26, 2016	Weekday	Schools in Session
Total Number of Hours Counted: 13		Non-Holiday	No Special Events

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

Single Unit (SU) Trucks & Buses

IH94-USH 41 E Frontage Rd and STH 11 - Durand Avenue

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

	15-Minute Time Period Start Time	From North (↓) IH94-USH 41 E Frontage Rd					From East (←) STH 11 - Durand Avenue					From South (↑) IH94-USH 41 E Frontage Rd					From West (→) STH 11 - Durand Avenue					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	1	0	1	0	3	1	0	4	0	0	1	0	1	0	0	0	0	0	6	38
	6:15 AM	0	0	1	0	1	1	4	0	0	5	0	0	0	0	0	0	3	1	0	4	10	47
	6:30 AM	1	0	1	0	2	0	7	0	0	7	0	0	0	0	0	0	4	0	0	4	13	54
	6:45 AM	0	0	0	0	0	0	6	0	0	6	0	0	0	0	0	0	2	1	0	3	9	55
	7:00 AM	1	0	0	0	1	0	3	0	0	3	0	0	0	0	0	0	11	0	0	11	15	67
	7:15 AM	0	1	0	0	1	3	6	0	0	9	0	0	0	0	0	0	7	0	0	7	17	70
	7:30 AM	0	0	1	0	1	1	5	0	0	6	0	0	0	0	0	0	6	1	0	7	14	70
	7:45 AM	3	1	1	0	5	4	3	0	0	7	0	0	0	0	0	0	8	1	0	9	21	82
	8:00 AM	0	0	4	0	4	4	4	0	0	8	0	0	0	0	0	0	6	0	0	6	18	79
	8:15 AM	1	0	0	0	1	1	10	0	0	11	0	1	0	0	1	0	3	1	0	4	17	73
	8:30 AM	0	0	3	0	3	1	11	0	0	12	1	0	0	0	1	0	10	0	0	10	26	72
	8:45 AM	1	1	1	0	3	3	6	0	0	9	0	0	0	0	0	0	5	1	0	6	18	61
	9:00 AM	0	0	0	0	0	1	4	0	0	5	0	0	0	0	0	0	7	0	0	7	12	63
	9:15 AM	0	0	0	0	0	3	6	0	0	9	0	0	0	0	0	0	6	1	0	7	16	63
	9:30 AM	1	0	1	0	2	0	6	0	0	6	0	1	0	0	1	0	6	0	0	6	15	62
	9:45 AM	2	0	1	0	3	1	7	0	0	8	0	1	0	0	1	0	8	0	0	8	20	58
Midday Peak Period	10:00 AM	0	0	1	0	1	1	7	0	0	8	0	0	0	0	0	0	3	0	0	3	12	55
	10:15 AM	3	0	0	0	3	0	5	0	0	5	0	0	0	0	0	0	6	1	0	7	15	64
	10:30 AM	1	0	0	0	1	0	6	0	0	6	0	0	0	0	0	0	4	0	0	4	11	60
	10:45 AM	0	0	0	0	0	1	8	0	0	9	0	1	1	0	2	1	3	2	0	6	17	62
	11:00 AM	0	0	0	0	0	3	9	0	0	12	0	0	0	0	0	0	9	0	0	9	21	64
	11:15 AM	0	0	0	0	0	0	7	0	0	7	0	0	0	0	0	0	4	0	0	4	11	57
	11:30 AM	0	0	0	0	0	0	6	0	0	6	0	1	1	0	2	0	5	0	0	5	13	56
	11:45 AM	0	0	3	0	3	2	7	0	0	9	0	0	0	0	0	0	5	2	0	7	19	53
	12:00 PM	0	0	2	0	2	2	5	0	0	7	0	0	0	0	0	0	5	0	0	5	14	52
	12:15 PM	0	0	1	0	1	0	6	0	0	6	0	0	0	0	0	0	3	0	0	3	10	49
	12:30 PM	0	0	0	0	0	1	4	0	0	5	0	0	0	0	0	0	5	0	0	5	10	58
	12:45 PM	0	0	1	0	1	2	3	0	0	5	0	0	0	0	0	0	11	1	0	12	18	59
	1:00 PM	0	0	0	0	0	3	3	0	0	6	0	1	1	0	2	1	2	0	0	3	11	52
	1:15 PM	0	0	1	0	1	3	9	0	0	12	0	0	0	0	0	0	4	2	0	6	19	53
	1:30 PM	0	0	0	0	0	1	6	0	0	7	0	0	0	0	0	1	2	1	0	4	11	56
	1:45 PM	0	0	0	0	0	2	3	0	0	5	0	0	0	0	0	0	6	0	0	6	11	58
PM Peak Period	2:00 PM	0	0	3	0	3	0	3	0	0	3	0	0	1	0	1	0	4	1	0	5	12	64
	2:15 PM	0	0	1	0	1	3	6	0	0	9	0	0	0	0	0	0	10	2	0	12	22	71
	2:30 PM	0	0	0	0	0	1	3	0	0	4	0	0	0	0	0	0	7	2	0	9	13	67
	2:45 PM	0	0	0	0	0	2	4	1	0	7	0	0	0	0	0	0	9	1	0	10	17	68
	3:00 PM	0	0	1	0	1	3	7	0	0	10	1	0	0	0	1	0	7	0	0	7	19	63
	3:15 PM	0	0	1	0	1	4	5	0	0	9	0	0	0	0	0	0	8	0	0	8	18	51
	3:30 PM	0	0	1	0	1	1	3	0	0	4	0	0	1	0	1	1	7	0	0	8	14	44
	3:45 PM	0	0	2	0	2	0	7	0	0	7	0	0	0	0	0	0	3	0	0	3	12	40
	4:00 PM	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	5	0	0	5	7	35
	4:15 PM	2	0	2	0	4	1	5	0	0	6	0	0	0	0	0	0	1	0	0	1	11	40
	4:30 PM	0	0	0	0	0	0	7	0	0	7	0	0	0	0	0	0	2	1	0	3	10	38
	4:45 PM	0	0	1	0	1	0	3	1	0	4	0	0	0	0	0	0	1	1	0	2	7	32
	5:00 PM	0	0	0	0	0	2	4	0	0	6	0	0	0	0	0	0	4	2	0	6	12	28
	5:15 PM	0	0	0	0	0	1	2	0	0	3	0	0	0	0	0	0	5	1	0	6	9	20
	5:30 PM	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	2	0	0	2	4	16
	5:45 PM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	2	0	0	2	3	19
	6:00 PM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	2	1	0	3	4	20
	6:15 PM	0	0	0	0	0	0	1	0	0	1	0	1	0	0	1	0	3	0	0	3	5	
	6:30 PM	0	0	0	0	0	1	1	0	0	2	0	0	0	0	0	0	5	0	0	5	7	
	6:45 PM	0	0	2	0	2	1	1	0	0	2	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	
Totals		16	3	38	0	57	64	252	3	0	319	2	8	6	0	16	4	256	28	0	288	680	

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

	Hourly Time Period Start Time	From North (↓) IH94-USH 41 E Frontage Rd					From East (←) STH 11 - Durand Avenue					From South (↑) IH94-USH 41 E Frontage Rd					From West (→) STH 11 - Durand Avenue					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	6:30 AM	2	1	1	0	4	3	22	0	0	25	0	0	0	0	0	0	24	1	0	25	54
MD	12:15 PM	0	0	2	0	2	6	16	0	0	22	0	1	1	0	2	1	21	1	0	23	49
PM	6:00 PM	0	0	2	0	2	2	3	0	0	5	0	2	0	0	2	0	10	1	0	11	20

Intersection Traffic Volume Report

Count Basics			*Page 8 of 11*
Start Date:	Tuesday, April 26, 2016	Weekday	Schools in Session
Total Number of Hours Counted: 13		Non-Holiday	No Special Events

15-Minute Semi-Truck Data

Semi-Trucks

IH94-USH 41 E Frontage Rd and STH 11 - Durand Avenue

15-Minute Semi-Truck Data

15-Minute Time Period		From North (↓) IH94-USH 41 E Frontage Rd					From East (←) STH 11 - Durand Avenue					From South (↑) IH94-USH 41 E Frontage Rd					From West (→) STH 11 - Durand Avenue					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	3	0	0	3	0	0	0	0	0	0	2	0	0	2	6	47
	6:15 AM	3	0	0	0	3	0	6	0	0	6	0	0	0	0	0	0	3	0	0	3	12	56
	6:30 AM	0	0	0	0	0	0	6	0	0	6	0	0	0	0	0	0	8	1	0	9	15	57
	6:45 AM	0	0	1	0	1	0	5	0	0	5	0	0	0	0	0	0	7	1	0	8	14	65
	7:00 AM	0	0	0	0	0	0	4	0	0	4	0	0	0	0	0	0	11	0	0	11	15	62
	7:15 AM	2	0	0	0	2	0	5	0	0	5	0	0	0	0	0	0	6	0	0	6	13	58
	7:30 AM	1	0	0	0	1	1	11	0	0	12	0	0	0	0	0	0	9	1	0	10	23	61
	7:45 AM	0	0	0	0	0	0	6	0	0	6	0	0	0	0	0	0	5	0	0	5	11	56
	8:00 AM	0	0	0	0	0	0	5	0	0	5	0	0	0	0	0	0	5	1	0	6	11	66
	8:15 AM	0	0	0	0	0	1	12	0	0	13	0	0	0	0	0	0	3	0	0	3	16	72
	8:30 AM	0	0	0	0	0	0	11	0	0	11	0	0	0	0	0	0	5	2	0	7	18	77
	8:45 AM	0	0	0	0	0	0	12	0	0	12	0	0	0	0	0	0	9	0	0	9	21	73
	9:00 AM	0	0	1	0	1	1	8	0	0	9	0	0	0	0	0	0	6	1	0	7	17	72
	9:15 AM	0	0	0	0	0	0	13	0	0	13	0	0	0	0	0	0	8	0	0	8	21	71
	9:30 AM	0	0	0	0	0	0	5	0	0	5	0	0	0	0	0	0	8	1	0	9	14	64
	9:45 AM	0	0	0	0	0	3	10	0	0	13	0	0	0	0	0	0	5	2	0	7	20	70
Midday Peak Period	10:00 AM	0	0	0	0	0	0	10	0	0	10	0	0	0	0	0	0	6	0	0	6	16	69
	10:15 AM	1	0	1	0	2	0	7	0	0	7	0	0	0	0	0	0	5	0	0	5	14	72
	10:30 AM	1	0	0	0	1	1	9	0	0	10	0	0	0	0	0	0	8	1	0	9	20	77
	10:45 AM	2	0	0	0	2	1	8	0	0	9	0	0	0	0	0	0	8	0	0	8	19	84
	11:00 AM	1	0	0	0	1	0	12	0	0	12	0	0	0	0	0	0	6	0	0	6	19	84
	11:15 AM	1	0	0	0	1	2	7	0	0	9	0	0	0	0	0	0	8	1	0	9	19	86
	11:30 AM	0	1	1	0	2	0	11	0	0	11	0	0	0	0	0	0	13	1	0	14	27	87
	11:45 AM	3	0	2	0	5	0	8	0	0	8	0	0	0	0	0	0	6	0	0	6	19	79
	12:00 PM	2	1	0	0	3	0	7	0	0	7	0	1	0	0	1	0	9	1	0	10	21	79
	12:15 PM	1	0	0	0	1	2	11	0	0	13	0	0	0	0	0	0	5	1	0	6	20	68
	12:30 PM	0	0	0	0	0	1	12	0	0	13	0	0	0	0	0	0	5	1	0	6	19	57
	12:45 PM	2	0	0	0	2	1	6	0	0	7	0	0	0	0	0	0	9	1	0	10	19	54
	1:00 PM	0	0	0	0	0	1	4	0	0	5	0	0	0	0	0	0	5	0	0	5	10	54
	1:15 PM	0	0	0	0	0	0	5	0	0	5	0	0	0	0	0	0	3	1	0	4	9	62
	1:30 PM	0	0	1	0	1	0	5	0	0	5	0	0	0	0	0	0	6	4	0	10	16	75
	1:45 PM	1	0	1	0	2	0	6	0	0	6	0	0	0	0	0	0	11	0	0	11	19	74
PM Peak Period	2:00 PM	0	0	0	0	0	1	6	0	0	7	0	0	0	0	0	0	10	1	0	11	18	71
	2:15 PM	0	0	0	0	0	1	7	0	0	8	0	0	0	0	0	0	14	0	0	14	22	70
	2:30 PM	0	0	0	0	0	0	9	0	0	9	0	0	0	0	0	0	5	1	0	6	15	65
	2:45 PM	0	0	0	0	0	2	5	0	0	7	0	0	0	0	0	0	8	1	0	9	16	64
	3:00 PM	0	0	0	0	0	1	8	0	0	9	0	0	0	0	0	0	8	0	0	8	17	66
	3:15 PM	0	0	2	0	2	0	4	0	0	4	0	0	0	0	0	0	11	0	0	11	17	61
	3:30 PM	0	0	0	0	0	0	7	0	0	7	0	0	0	0	0	0	5	2	0	7	14	53
	3:45 PM	2	0	0	0	2	2	4	0	0	6	0	0	0	0	0	0	8	2	0	10	18	47
	4:00 PM	0	0	0	0	0	0	6	0	0	6	0	0	0	0	0	0	3	3	0	6	12	44
	4:15 PM	0	0	0	0	0	0	5	0	0	5	0	0	0	0	0	0	3	1	0	4	9	39
	4:30 PM	0	0	0	0	0	0	5	0	0	5	0	0	0	0	0	0	1	2	0	3	8	37
	4:45 PM	0	0	0	0	0	0	9	0	0	9	0	0	1	0	1	0	4	1	0	5	15	36
	5:00 PM	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	3	2	0	5	7	27
	5:15 PM	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	0	2	2	0	4	7	27
	5:30 PM	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	0	3	1	0	4	7	28
	5:45 PM	0	0	0	0	0	0	4	0	0	4	0	0	0	0	0	0	2	0	0	2	6	28
	6:00 PM	0	0	0	0	0	0	4	0	0	4	0	0	0	0	0	0	3	0	0	3	7	25
	6:15 PM	0	0	0	0	0	0	4	0	0	4	0	0	0	0	0	0	4	0	0	4	8	
	6:30 PM	0	0	0	0	0	0	7	0	0	7	0	0	0	0	0	0	0	0	0	0	7	
	6:45 PM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	2	0	0	2	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		24	2	10	0	36	22	353	0	0	375	0	1	1	0	2	0	312	41	0	353	766	

Peak Hour Semi-Truck Volume Summary

Hourly Time Period		From North (↓) IH94-USH 41 E Frontage Rd					From East (←) STH 11 - Durand Avenue					From South (↑) IH94-USH 41 E Frontage Rd					From West (→) STH 11 - Durand Avenue					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	6:30 AM	1	0	0	0	1	2	34	0	0	36	0	0	0	0	0	0	22	2	0	24	61
MD	12:15 PM	3	0	0	0	3	5	33	0	0	38	0	0	0	0	0	0	24	3	0	27	68
PM	6:00 PM	2	0	0	0	2	2	20	0	0	22	0	0	0	0	0	0	15	8	0	23	47

Intersection Traffic Volume Report

Count Basics			*Page 9 of 11*
Start Date:	Tuesday, April 26, 2016	Weekday	Schools in Session
Total Number of Hours Counted: 13		Non-Holiday	No Special Events

15-Minute Heavy Vehicle Data

Heavy Vehicles (Single-Unit Trucks, Buses & Semi-Trucks)

IH94-USH 41 E Frontage Rd and STH 11 - Durand Avenue

15-Minute Heavy Vehicle Data

15-Minute Time Period		From North (↓) IH94-USH 41 E Frontage Rd					From East (←) STH 11 - Durand Avenue					From South (↑) IH94-USH 41 E Frontage Rd					From West (→) STH 11 - Durand Avenue					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	6	1	0	7	0	0	1	0	1	0	2	0	0	2	12	85
	6:15 AM	3	0	1	0	4	1	10	0	0	11	0	0	0	0	0	0	6	1	0	7	22	103
	6:30 AM	1	0	1	0	2	0	13	0	0	13	0	0	0	0	0	0	12	1	0	13	28	111
	6:45 AM	0	0	1	0	1	0	11	0	0	11	0	0	0	0	0	0	9	2	0	11	23	120
	7:00 AM	1	0	0	0	1	0	7	0	0	7	0	0	0	0	0	0	22	0	0	22	30	129
	7:15 AM	2	1	0	0	3	3	11	0	0	14	0	0	0	0	0	0	13	0	0	13	30	128
	7:30 AM	1	0	1	0	2	2	16	0	0	18	0	0	0	0	0	0	15	2	0	17	37	131
	7:45 AM	3	1	1	0	5	4	9	0	0	13	0	0	0	0	0	0	13	1	0	14	32	138
	8:00 AM	0	0	4	0	4	4	9	0	0	13	0	0	0	0	0	0	11	1	0	12	29	145
	8:15 AM	1	0	0	0	1	2	22	0	0	24	0	1	0	0	1	0	6	1	0	7	33	145
	8:30 AM	0	0	3	0	3	1	22	0	0	23	1	0	0	0	1	0	15	2	0	17	44	149
	8:45 AM	1	1	1	0	3	3	18	0	0	21	0	0	0	0	0	0	14	1	0	15	39	134
	9:00 AM	0	0	1	0	1	2	12	0	0	14	0	0	0	0	0	0	13	1	0	14	29	135
	9:15 AM	0	0	0	0	0	3	19	0	0	22	0	0	0	0	0	0	14	1	0	15	37	134
	9:30 AM	1	0	1	0	2	0	11	0	0	11	0	1	0	0	1	0	14	1	0	15	29	126
	9:45 AM	2	0	1	0	3	4	17	0	0	21	0	1	0	0	1	0	13	2	0	15	40	128
Midday Peak Period	10:00 AM	0	0	1	0	1	1	17	0	0	18	0	0	0	0	0	0	9	0	0	9	28	124
	10:15 AM	4	0	1	0	5	0	12	0	0	12	0	0	0	0	0	0	11	1	0	12	29	136
	10:30 AM	2	0	0	0	2	1	15	0	0	16	0	0	0	0	0	0	12	1	0	13	31	137
	10:45 AM	2	0	0	0	2	2	16	0	0	18	0	1	1	0	2	1	11	2	0	14	36	146
	11:00 AM	1	0	0	0	1	3	21	0	0	24	0	0	0	0	0	0	15	0	0	15	40	148
	11:15 AM	1	0	0	0	1	2	14	0	0	16	0	0	0	0	0	0	12	1	0	13	30	143
	11:30 AM	0	1	1	0	2	0	17	0	0	17	0	1	1	0	2	0	18	1	0	19	40	143
	11:45 AM	3	0	5	0	8	2	15	0	0	17	0	0	0	0	0	0	11	2	0	13	38	132
	12:00 PM	2	1	2	0	5	2	12	0	0	14	0	1	0	0	1	0	14	1	0	15	35	131
	12:15 PM	1	0	1	0	2	2	17	0	0	19	0	0	0	0	0	0	8	1	0	9	30	117
	12:30 PM	0	0	0	0	0	2	16	0	0	18	0	0	0	0	0	0	10	1	0	11	29	115
	12:45 PM	2	0	1	0	3	3	9	0	0	12	0	0	0	0	0	0	20	2	0	22	37	113
	1:00 PM	0	0	0	0	0	4	7	0	0	11	0	1	1	0	2	1	7	0	0	8	21	106
	1:15 PM	0	0	1	0	1	3	14	0	0	17	0	0	0	0	0	0	7	3	0	10	28	115
	1:30 PM	0	0	1	0	1	1	11	0	0	12	0	0	0	0	0	1	8	5	0	14	27	131
	1:45 PM	1	0	1	0	2	2	9	0	0	11	0	0	0	0	0	0	17	0	0	17	30	132
PM Peak Period	2:00 PM	0	0	3	0	3	1	9	0	0	10	0	0	1	0	1	0	14	2	0	16	30	135
	2:15 PM	0	0	1	0	1	4	13	0	0	17	0	0	0	0	0	0	24	2	0	26	44	141
	2:30 PM	0	0	0	0	0	1	12	0	0	13	0	0	0	0	0	0	12	3	0	15	28	132
	2:45 PM	0	0	0	0	0	4	9	1	0	14	0	0	0	0	0	0	17	2	0	19	33	132
	3:00 PM	0	0	1	0	1	4	15	0	0	19	1	0	0	0	1	0	15	0	0	15	36	129
	3:15 PM	0	0	3	0	3	4	9	0	0	13	0	0	0	0	0	0	19	0	0	19	35	112
	3:30 PM	0	0	1	0	1	1	10	0	0	11	0	0	1	0	1	1	12	2	0	15	28	97
	3:45 PM	2	0	2	0	4	2	11	0	0	13	0	0	0	0	0	0	11	2	0	13	30	87
	4:00 PM	0	0	0	0	0	0	8	0	0	8	0	0	0	0	0	0	8	3	0	11	19	79
	4:15 PM	2	0	2	0	4	1	10	0	0	11	0	0	0	0	0	0	4	1	0	5	20	79
	4:30 PM	0	0	0	0	0	0	12	0	0	12	0	0	0	0	0	0	3	3	0	6	18	75
	4:45 PM	0	0	1	0	1	0	12	1	0	13	0	0	1	0	1	0	5	2	0	7	22	68
	5:00 PM	0	0	0	0	0	2	6	0	0	8	0	0	0	0	0	0	7	4	0	11	19	55
	5:15 PM	0	0	0	0	0	1	5	0	0	6	0	0	0	0	0	0	7	3	0	10	16	47
	5:30 PM	0	0	0	0	0	0	5	0	0	5	0	0	0	0	0	0	5	1	0	6	11	44
	5:45 PM	0	0	0	0	0	0	5	0	0	5	0	0	0	0	0	0	4	0	0	4	9	47
	6:00 PM	0	0	0	0	0	0	4	0	0	4	0	1	0	0	1	0	5	1	0	6	11	45
	6:15 PM	0	0	0	0	0	0	5	0	0	5	0	1	0	0	1	0	7	0	0	7	13	
	6:30 PM	0	0	0	0	0	1	8	0	0	9	0	0	0	0	0	0	5	0	0	5	14	
	6:45 PM	0	0	2	0	2	1	2	0	0	3	0	0	0	0	0	0	2	0	0	2	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	
Totals		40	5	48	0	93	86	605	3	0	694	2	9	7	0	18	4	568	69	0	641	1446	

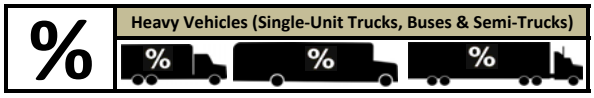
Peak Hour Heavy Vehicle Volume Summary

Hourly Time Period		From North (↓) IH94-USH 41 E Frontage Rd					From East (←) STH 11 - Durand Avenue					From South (↑) IH94-USH 41 E Frontage Rd					From West (→) STH 11 - Durand Avenue					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	6:30 AM	4	1	2	0	7	3	42	0	0	45	0	0	0	0	0	0	56	3	0	59	111
MD	12:15 PM	3	0	2	0	5	11	49	0	0	60	0	1	1	0	2	1	45	4	0	50	117
PM	6:00 PM	0	0	2	0	2	2	19	0	0	21	0	2	0	0	2	0	19	1	0	20	45

Intersection Traffic Volume Report

Count Basics			*Page 10 of 11*
Start Date:	Tuesday, April 26, 2016	Weekday	Schools in Session
Total Number of Hours Counted: 13		Non-Holiday	No Special Events

15-Minute Heavy Vehicle Percentages



IH94-USH 41 E Frontage Rd and STH 11 - Durand Avenue

15-Minute Heavy Vehicle Percentages

15-Minute Time Period		From North (↓) IH94-USH 41 E Frontage Rd					From East (←) STH 11 - Durand Avenue					From South (↑) IH94-USH 41 E Frontage Rd					From West (→) STH 11 - Durand Avenue					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	50.0	0.0	33.3	0.0	40.0	0.0	5.8	100.0	0.0	5.6	0.0	0.0	100.0	0.0	20.0	0.0	2.9	0.0	0.0	2.7	5.8	7.2
	6:15 AM	50.0	0.0	100.0	0.0	57.1	5.9	8.4	0.0	0.0	7.8	0.0	0.0	0.0	0.0	0.0	0.0	5.4	8.3	0.0	5.5	7.9	7.8
	6:30 AM	33.3	0.0	11.1	0.0	14.3	0.0	9.4	0.0	0.0	7.8	0.0	0.0	0.0	0.0	0.0	0.0	10.0	10.0	0.0	9.3	8.4	7.8
	6:45 AM	0.0	0.0	20.0	0.0	12.5	0.0	8.1	0.0	0.0	6.4	0.0	0.0	0.0	0.0	0.0	0.0	6.2	10.0	0.0	6.4	6.4	8.2
	7:00 AM	33.3	0.0	0.0	0.0	9.1	0.0	4.2	0.0	0.0	3.9	0.0	0.0	0.0	0.0	0.0	0.0	14.5	0.0	0.0	13.6	8.4	9.1
	7:15 AM	66.7	33.3	0.0	0.0	27.3	10.3	7.3	0.0	0.0	7.7	0.0	0.0	0.0	0.0	0.0	0.0	7.7	0.0	0.0	7.1	7.9	9.8
	7:30 AM	50.0	0.0	33.3	0.0	40.0	13.3	13.6	0.0	0.0	13.4	0.0	0.0	0.0	0.0	0.0	0.0	7.1	20.0	0.0	7.6	10.1	11.3
	7:45 AM	60.0	100.0	16.7	0.0	41.7	12.1	8.9	0.0	0.0	9.6	0.0	0.0	0.0	0.0	0.0	0.0	8.4	10.0	0.0	8.4	10.2	13.5
	8:00 AM	0.0	0.0	36.4	0.0	30.8	16.7	9.9	0.0	0.0	11.1	0.0	0.0	0.0	0.0	0.0	0.0	10.2	25.0	0.0	10.5	11.8	15.7
	8:15 AM	100.0	0.0	0.0	0.0	25.0	11.1	23.2	0.0	0.0	20.9	0.0	100.0	0.0	0.0	20.0	0.0	5.7	14.3	0.0	6.2	14.0	17.1
	8:30 AM	0.0	0.0	30.0	0.0	18.7	12.5	25.0	0.0	0.0	23.7	50.0	0.0	0.0	0.0	25.0	0.0	14.3	66.7	0.0	15.7	19.6	18.9
	8:45 AM	50.0	50.0	20.0	0.0	33.3	23.1	20.9	0.0	0.0	21.2	0.0	0.0	0.0	0.0	0.0	0.0	14.3	12.5	0.0	14.2	18.1	17.7
	9:00 AM	0.0	0.0	10.0	0.0	9.1	33.3	15.6	0.0	0.0	16.9	0.0	0.0	0.0	0.0	0.0	0.0	19.7	33.3	0.0	19.4	17.1	18.5
	9:15 AM	0.0	0.0	0.0	0.0	0.0	23.1	26.4	0.0	0.0	25.6	0.0	0.0	0.0	0.0	0.0	0.0	17.5	50.0	0.0	18.1	20.7	18.3
	9:30 AM	50.0	0.0	33.3	0.0	40.0	0.0	15.1	0.0	0.0	13.7	0.0	100.0	0.0	0.0	25.0	0.0	14.4	16.7	0.0	14.6	15.1	17.8
	9:45 AM	100.0	0.0	20.0	0.0	30.0	57.1	22.4	0.0	0.0	25.3	0.0	50.0	0.0	0.0	33.3	0.0	14.6	66.7	0.0	16.3	21.3	18.9
Midday Peak Period	10:00 AM	0.0	0.0	16.7	0.0	14.3	16.7	22.1	0.0	0.0	21.4	0.0	0.0	0.0	0.0	0.0	0.0	12.2	0.0	0.0	11.7	16.1	18.6
	10:15 AM	66.7	0.0	20.0	0.0	45.5	0.0	21.8	0.0	0.0	19.7	0.0	0.0	0.0	0.0	0.0	0.0	15.1	33.3	0.0	15.6	18.7	19.9
	10:30 AM	50.0	0.0	0.0	0.0	33.3	8.3	23.8	0.0	0.0	21.3	0.0	0.0	0.0	0.0	0.0	0.0	16.0	50.0	0.0	16.9	19.5	18.9
	10:45 AM	66.7	0.0	0.0	0.0	22.2	22.2	18.4	0.0	0.0	18.6	0.0	100.0	100.0	0.0	50.0	100.0	16.9	66.7	0.0	20.3	20.1	18.8
	11:00 AM	50.0	0.0	0.0	0.0	12.5	27.3	26.6	0.0	0.0	26.4	0.0	0.0	0.0	0.0	0.0	0.0	16.9	0.0	0.0	16.7	20.9	18.3
	11:15 AM	33.3	0.0	0.0	0.0	14.3	25.0	16.1	0.0	0.0	16.5	0.0	0.0	0.0	0.0	0.0	0.0	15.4	25.0	0.0	15.1	15.2	17.5
	11:30 AM	0.0	100.0	14.3	0.0	22.2	0.0	18.7	0.0	0.0	16.7	0.0	50.0	50.0	0.0	40.0	0.0	20.7	33.3	0.0	20.7	19.2	17.0
	11:45 AM	75.0	0.0	33.3	0.0	40.0	16.7	20.5	0.0	0.0	20.0	0.0	0.0	0.0	0.0	0.0	0.0	11.5	66.7	0.0	12.9	17.9	15.8
	12:00 PM	50.0	33.3	20.0	0.0	29.4	25.0	14.8	0.0	0.0	15.6	0.0	50.0	0.0	0.0	20.0	0.0	17.3	20.0	0.0	17.0	17.5	15.8
	12:15 PM	100.0	0.0	20.0	0.0	33.3	11.8	19.1	0.0	0.0	17.9	0.0	0.0	0.0	0.0	0.0	0.0	9.0	12.5	0.0	9.2	13.7	13.9
	12:30 PM	0.0	0.0	0.0	0.0	0.0	25.0	16.8	0.0	0.0	17.5	0.0	0.0	0.0	0.0	0.0	0.0	12.8	100.0	0.0	12.8	14.1	13.8
	12:45 PM	100.0	0.0	20.0	0.0	37.5	23.1	11.1	0.0	0.0	12.6	0.0	0.0	0.0	0.0	0.0	0.0	21.5	40.0	0.0	22.2	18.1	13.5
	1:00 PM	0.0	0.0	0.0	0.0	0.0	26.7	8.0	0.0	0.0	10.7	0.0	33.3	33.3	0.0	25.0	50.0	8.2	0.0	0.0	8.8	9.8	12.8
	1:15 PM	0.0	0.0	8.3	0.0	7.7	27.3	13.1	0.0	0.0	14.4	0.0	0.0	0.0	0.0	0.0	0.0	9.3	100.0	0.0	12.3	13.2	13.5
	1:30 PM	0.0	0.0	14.3	0.0	10.0	16.7	12.6	0.0	0.0	12.8	0.0	0.0	0.0	0.0	0.0	50.0	8.5	71.4	0.0	13.5	12.9	13.7
	1:45 PM	50.0	0.0	7.7	0.0	12.5	14.3	14.3	0.0	0.0	14.3	0.0	0.0	0.0	0.0	0.0	0.0	18.9	0.0	0.0	18.1	15.6	12.5
PM Peak Period	2:00 PM	0.0	0.0	30.0	0.0	27.3	10.0	8.4	0.0	0.0	8.3	0.0	0.0	50.0	0.0	25.0	0.0	14.9	40.0	0.0	15.8	12.7	11.9
	2:15 PM	0.0	0.0	11.1	0.0	9.1	13.3	8.6	0.0	0.0	9.3	0.0	0.0	0.0	0.0	0.0	0.0	21.1	50.0	0.0	21.3	13.8	11.3
	2:30 PM	0.0	0.0	0.0	0.0	0.0	7.7	6.4	0.0	0.0	6.5	0.0	0.0	0.0	0.0	0.0	0.0	15.6	42.9	0.0	17.4	9.0	10.6
	2:45 PM	0.0	0.0	0.0	0.0	0.0	19.0	9.2	20.0	0.0	11.3	0.0	0.0	0.0	0.0	0.0	0.0	14.7	50.0	0.0	15.4	12.4	10.5
	3:00 PM	0.0	0.0	10.0	0.0	8.3	30.8	10.5	0.0	0.0	12.0	50.0	0.0	0.0	0.0	25.0	0.0	8.6	0.0	0.0	8.3	10.1	9.6
	3:15 PM	0.0	0.0	15.8	0.0	14.3	18.2	6.9	0.0	0.0	8.6	0.0	0.0	0.0	0.0	0.0	0.0	14.8	0.0	0.0	14.4	11.3	8.5
	3:30 PM	0.0	0.0	3.7	0.0	3.2	16.7	6.9	0.0	0.0	7.2	0.0	0.0	33.3	0.0	16.7	20.0	9.1	40.0	0.0	10.6	8.5	7.3
	3:45 PM	66.7	0.0	22.2	0.0	28.6	20.0	7.3	0.0	0.0	8.1	0.0	0.0	0.0	0.0	0.0	0.0	7.1	50.0	0.0	8.1	8.7	6.5
	4:00 PM	0.0	0.0	0.0	0.0	0.0	0.0	5.0	0.0	0.0	4.8	0.0	0.0	0.0	0.0	0.0	0.0	5.9	60.0	0.0	7.6	5.6	6.0
	4:15 PM	40.0	0.0	11.8	0.0	17.4	10.0	6.9	0.0	0.0	7.0	0.0	0.0	0.0	0.0	0.0	0.0	3.4	16.7	0.0	3.8	6.2	5.9
	4:30 PM	0.0	0.0	0.0	0.0	0.0	0.0	7.9	0.0	0.0	7.4	0.0	0.0	0.0	0.0	0.0	0.0	2.3	42.9	0.0	4.3	5.4	5.6
	4:45 PM	0.0	0.0	9.1	0.0	7.7	0.0	8.6	33.3	0.0	8.3	0.0	0.0	16.7	0.0	10.0	0.0	3.5	50.0	0.0	4.7	6.7	5.3
	5:00 PM	0.0	0.0	0.0	0.0	0.0	28.6	3.9	0.0	0.0	4.8	0.0	0.0	0.0	0.0	0.0	0.0	4.7	80.0	0.0	6.9	5.5	4.6
	5:15 PM	0.0	0.0	0.0	0.0	0.0	14.3	3.2	0.0	0.0	3.6	0.0	0.0	0.0	0.0	0.0	0.0	5.5	100.0	0.0	7.4	5.0	4.4
	5:30 PM	0.0	0.0	0.0	0.0	0.0	0.0	4.1	0.0	0.0	3.8	0.0	0.0	0.0	0.0	0.0	0.0	3.5	33.3	0.0	4.0	3.7	4.6
	5:45 PM	0.0	0.0	0.0	0.0	0.0	0.0	4.2	0.0	0.0	4.0	0.0	0.0	0.0	0.0	0.0	0.0	3.9	0.0	0.0	3.8	3.7	5.5
	6:00 PM	0.0	0.0	0.0	0.0	0.0	0.0	4.8	0.0	0.0	4.4	0.0	100.0	0.0	0.0	25.0	0.0	4.9	20.0	0.0	5.6	5.3	5.9
	6:15 PM	0.0	0.0	0.0	0.0	0.0	0.0	6.4	0.0	0.0	6.2	0.0	50.0	0.0	0.0	16.7	0.0	6.5	0.0	0.0	6.4	6.4	
	6:30 PM	0.0	0.0	0.0	0.0	0.0	12.5	9.6	0.0	0.0	9.8	0.0	0.0	0.0	0.0	0.0	0.0	5.0	0.0	0.0	4.8	6.8	
	6:45 PM	0.0	0.0	25.0	0.0	22.2	16.7	2.7	0.0	0.0	3.7	0.0	0.0	0.0	0.0	0.0	0.0	4.0	0.0	0.0	3.8	4.8	
	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	
	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		37.7	10.9	11.2	0.0	16.0	13.3	10.9	3.7	0.0	11.0	2.0	16.7	5.6	0.0	6.5	3.1	10.2	27.3	0.0	10.7	11.0	

Peak Hour Heavy Vehicle Percentages Summary

Hourly Time Period		From North (↓) IH94-USH 41 E Frontage Rd					From East (←) STH 11 - Durand Avenue					From South (↑) IH94-USH 41 E Frontage Rd					From West (→) STH 11 - Durand Avenue					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	6:30 AM	36.4	16.7	7.4	0.0	15.9	3.2	7.1	0.0	0.0	6.4	0.0	0.0	0.0	0.0	0.0	0.0	9.6	6.1	0.0	9.0	7.8
MD	12:15 PM	60.0	0.0	6.9	0.0	14.3	20.8	13.9	0.0	0.0	14.7	0.0	20.0	10.0	0.0	7.4	9.1	13.0	23.5	0.0	13.4	13.9
PM	6:00 PM	0.0	0.0	8.3	0.0	7.7	9.1	6.0	0.0	0.0	6.1	0.0	50.0	0.0	0.0	11.1	0.0	5.3	14.3	0.0	5.3	5.9

Intersection Traffic Volume Report

Count Basics			Page 11 of 11
Start Date:	Tuesday, April 26, 2016	Weekday	Schools in Session
Total Number of Hours Counted: 13		Non-Holiday	No Special Events

15-Minute Pedestrian and Bicyclist Data

Pedestrians and Bicyclists

IH94-USH 41 E Frontage Rd and STH 11 - Durand Avenue

15-Minute Pedestrian and Bicyclist Data

	15-Minute Time Period	Crossing North Approach IH94-USH 41 E Frontage Rd			Crossing East Approach STH 11 - Durand Avenue			Crossing South Approach IH94-USH 41 E Frontage Rd			Crossing West Approach STH 11 - Durand Avenue			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	1
	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	1	0	1	0	0	0	0	0	0	0	0	0	1	1
	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		1	0	1	0	0	0	0	0	0	0	0	0	1	

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/helper dog)	x					
Elderly/Disabled (except wheelchairs)	x					
Wheelchairs/Electric Scooters	x					
Other (None)	x					

Intersection Traffic Volume Report

Count Basics	Version 2013.J4.1		Page 1 of 11
Start Date:	Monday, July 24, 2017	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

Intersection of: CTH H - 105th Street and STH 11 - Durand Avenue

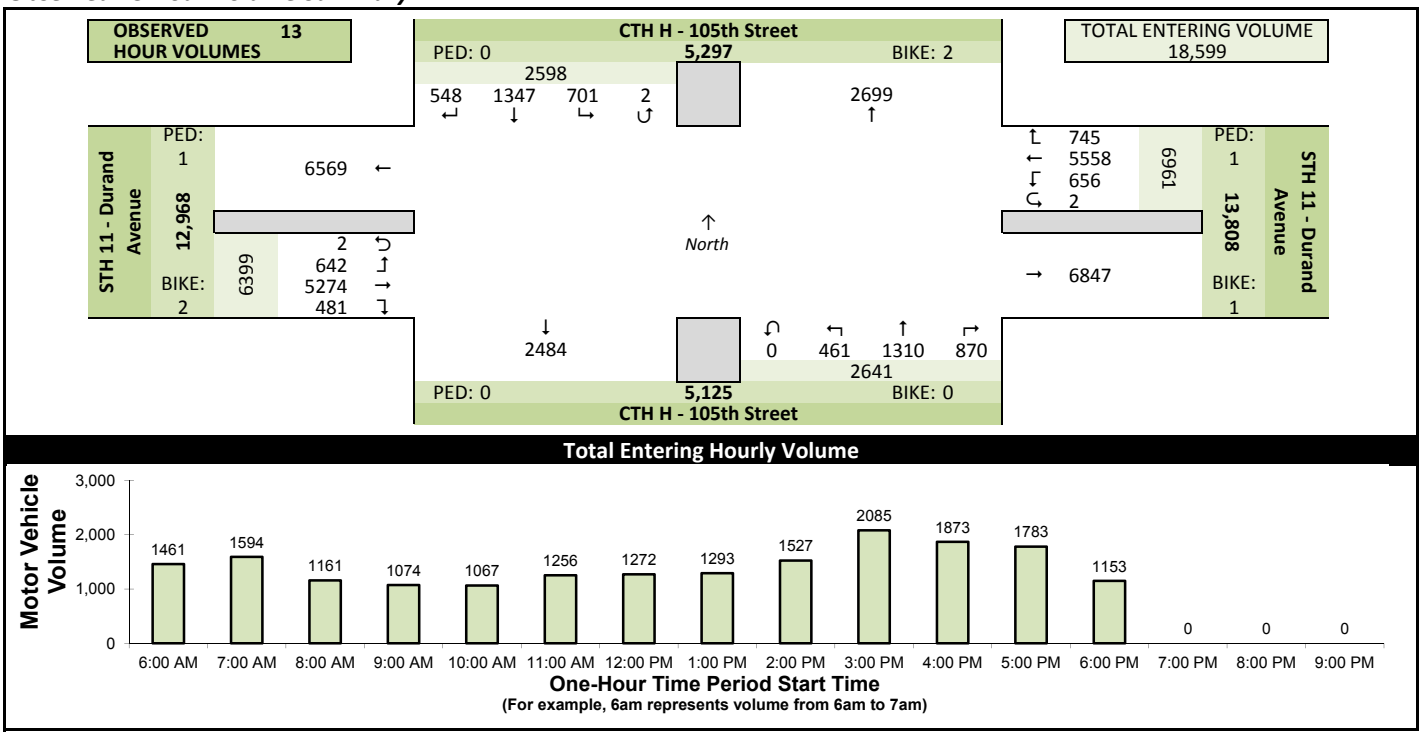
Site Information

Municipality	Village of Mt Pleasant		
County	Racine	WisDOT Region	SE
Traffic Control	Traffic Signal		
Roadway Names		North Direction	↑
North Leg	CTH H - 105th Street		
East Leg	STH 11 - Durand Avenue		
South Leg	CTH H - 105th Street		
West Leg	STH 11 - Durand Avenue		
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	

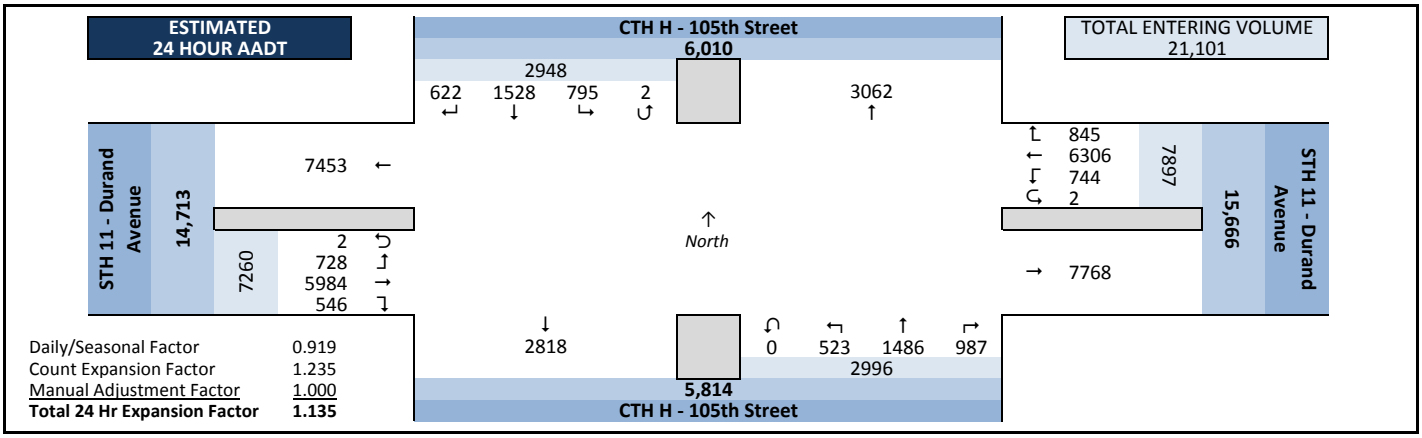
Count Information

Hrs Counted:	6:00 AM-7:00 PM				
1st Day of Count	Monday, July 24, 2017			Weather	
AM Peak Period	Tuesday, July 25, 2017			Clear & Dry	
Midday Peak Period	Tuesday, July 25, 2017			Clear & Dry	
PM Peak Period	Monday, July 24, 2017			Clear & Dry	
Calculated Peak Hours					
AM	6:45-7:45am	MD	12:45-1:45pm	PM	3:00-4:00pm
Peak Hours Selected for Analysis					
AM	6:30-7:30am	MD	12:45-1:45pm	PM	6:00-7:00pm
Daily/Seasonal Adjustment Group	(2) Urban Arterials & Collectors				
Count Expansion Group	(2) Urban Arterials & Collectors				
Daily/Seasonal Adjustment Factor	0.919	Count Expansion Factor	1.235		
Company Name	TADI, Inc.			Manual Adj.	1.000
Observers	AM Peak Period	Amy Scheuerlein			
	Midday Peak Period	Larry Numerich			
	PM Peak Period	Ted Atwell			
Comments	2016 DOT Seasonal Factors				

Observed 13 Hour Volume Summary



Estimated 24 Hour AADT



Daily/Seasonal Factor	0.919
Count Expansion Factor	1.235
Manual Adjustment Factor	1.000
Total 24 Hr Expansion Factor	**1.135**

Intersection Traffic Volume Report

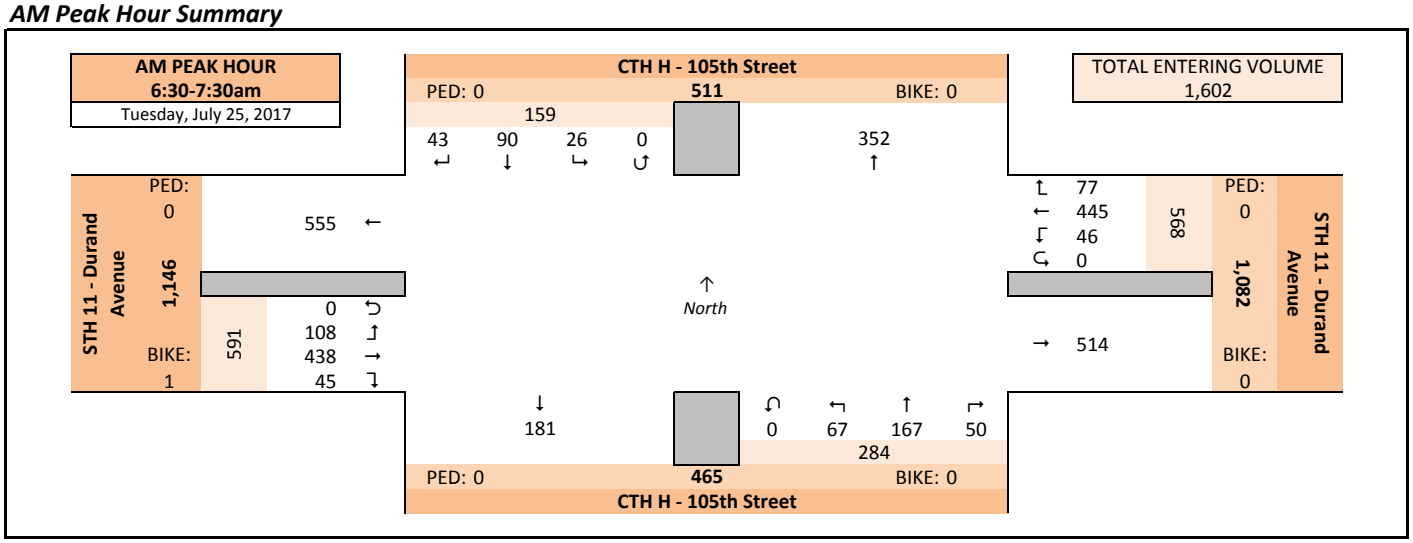
Count Basics			Page 2 of 11
Start Date:	Monday, July 24, 2017	Weekday	Schools in Session
Total Number of Hours Counted: 13		Non-Holiday	No Special Events

Peak Hour Volume Graphical Summary

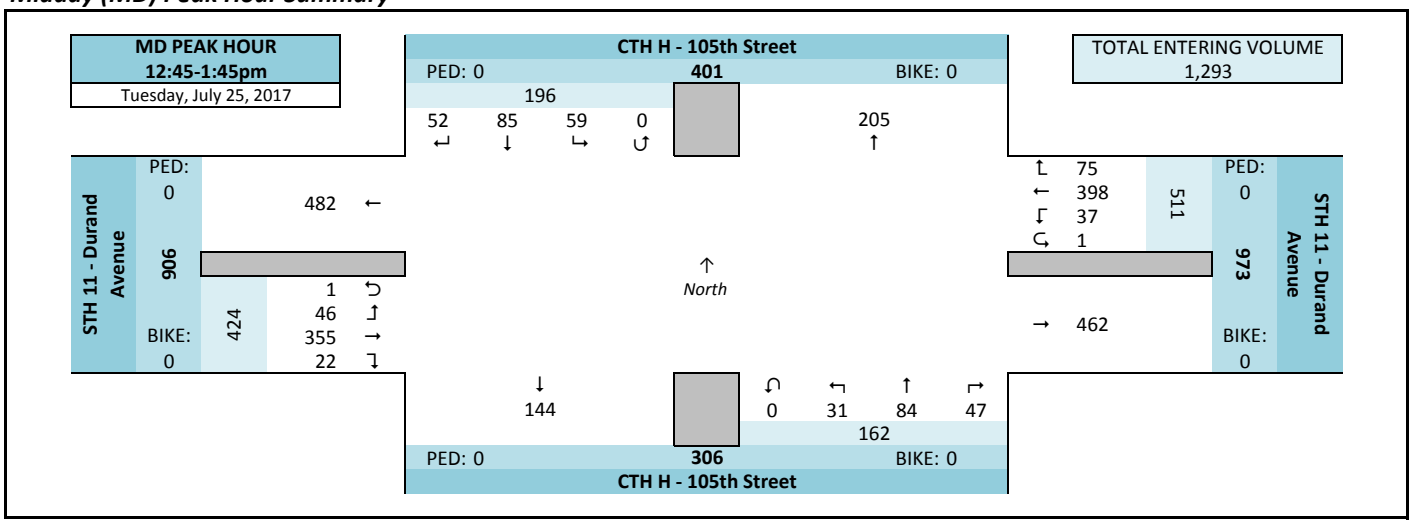
CTH H - 105th Street and STH 11 - Durand Avenue

All Motor Vehicles

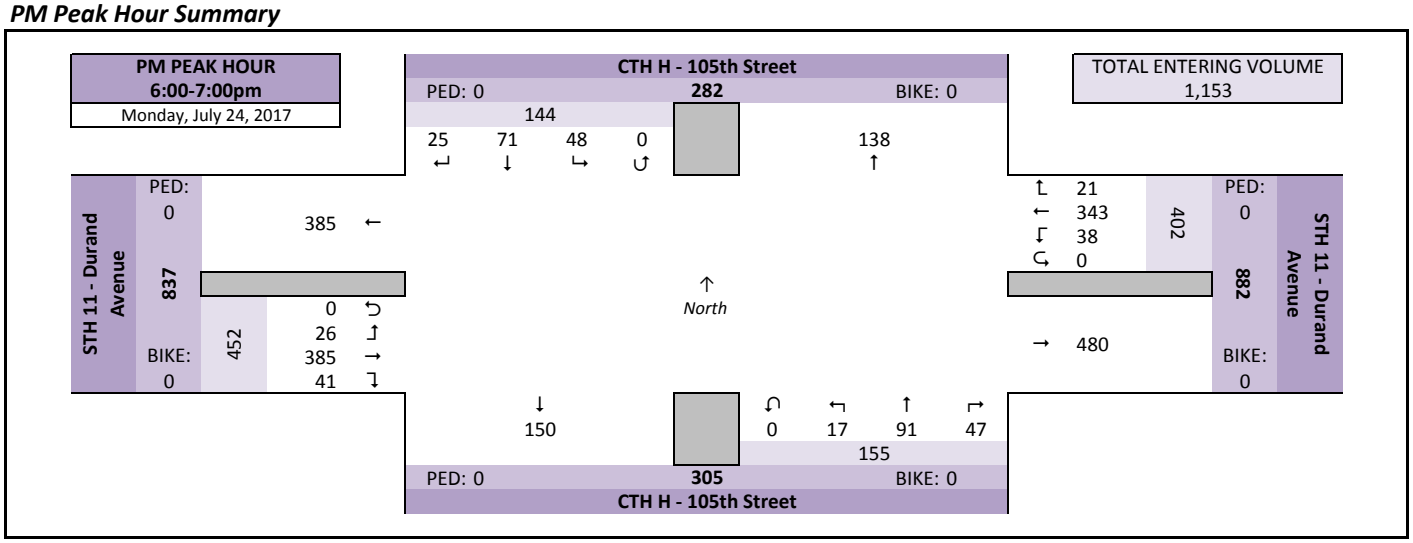
AM Peak Hour Summary



Midday (MD) Peak Hour Summary



PM Peak Hour Summary



Intersection Traffic Volume Report

Count Basics		*Page 3 of 11*
Start Date: Monday, July 24, 2017	Weekday	Schools in Session
Total Number of Hours Counted: 13	Non-Holiday	No Special Events

Peak Hour Volume Summary

CTH H - 105th Street and STH 11 - Durand Avenue

All Motor Vehicles

Peak Hour Volumes, Truck Percentages, and PHFs

Tuesday, July 25, 2017		From North					From East					From South					From West					
	AM Peak Hour	CTH H - 105th Street					STH 11 - Durand Avenue					CTH H - 105th Street					STH 11 - Durand Avenue					
	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	6:30 AM	16	20	4	0	40	19	137	16	0	172	13	51	15	0	79	16	89	28	0	133	424
	6:45 AM	9	18	5	0	32	21	108	7	0	136	16	54	24	0	94	7	107	27	0	141	403
	7:00 AM	8	30	11	0	49	16	86	14	0	116	10	28	16	0	54	8	101	23	0	132	351
	7:15 AM	10	22	6	0	38	21	114	9	0	144	11	34	12	0	57	14	141	30	0	185	424
	Peak Hour Volume	43	90	26	0	159	77	445	46	0	568	50	167	67	0	284	45	438	108	0	591	1602
	Rounded Hourly Volume	45	90	25	0	160	75	445	45	0	565	50	165	65	0	280	45	440	110	0	595	1600
	% Single Unit Trucks	4.7	2.2	11.5	0.0	4.4	2.6	5.2	13.0	0.0	5.5	4.0	4.2	1.5	0.0	3.5	0.0	7.1	4.6	0.0	6.1	5.2
	% Heavy Trucks	14.0	1.1	3.8	0.0	5.0	5.2	2.7	6.5	0.0	3.3	0.0	0.0	16.4	0.0	3.9	2.2	4.3	0.0	0.0	3.4	3.6
	% Trucks (Total)	18.6	3.3	15.4	0.0	9.4	7.8	7.9	19.6	0.0	8.8	4.0	4.2	17.9	0.0	7.4	2.2	11.4	4.6	0.0	9.5	8.9
	Peak Hour Factor (PHF)	0.67	0.75	0.59	0.00	0.81	0.92	0.81	0.72	0.00	0.83	0.78	0.77	0.70	0.00	0.76	0.70	0.78	0.90	0.00	0.80	0.94

Tuesday, July 25, 2017		From North					From East					From South					From West					
	MD Peak Hour	CTH H - 105th Street					STH 11 - Durand Avenue					CTH H - 105th Street					STH 11 - Durand Avenue					
	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	12:45 PM	14	20	12	0	46	28	95	13	0	136	14	25	6	0	45	5	85	16	1	107	334
	1:00 PM	12	17	14	0	43	12	106	9	0	127	11	20	8	0	39	4	75	8	0	87	296
	1:15 PM	15	25	12	0	52	15	89	6	1	111	11	18	5	0	34	6	95	10	0	111	308
	1:30 PM	11	23	21	0	55	20	108	9	0	137	11	21	12	0	44	7	100	12	0	119	355
	Peak Hour Volume	52	85	59	0	196	75	398	37	1	511	47	84	31	0	162	22	355	46	1	424	1293
	Rounded Hourly Volume	50	85	60	0	195	75	400	35	0	510	45	85	30	0	160	20	355	45	0	420	1285
	% Single Unit Trucks	7.7	7.1	8.5	0.0	7.7	4.0	7.0	16.2	0.0	7.2	10.6	4.8	6.5	0.0	6.8	9.1	9.0	2.2	0.0	8.3	7.6
	% Heavy Trucks	13.5	3.5	6.8	0.0	7.1	5.3	4.5	2.7	0.0	4.5	0.0	3.6	25.8	0.0	6.8	9.1	5.1	8.7	0.0	5.7	5.6
	% Trucks (Total)	21.2	10.6	15.3	0.0	14.8	9.3	11.6	18.9	0.0	11.7	10.6	8.3	32.3	0.0	13.6	18.2	14.1	10.9	0.0	13.9	13.1
	Peak Hour Factor (PHF)	0.87	0.85	0.70	0.00	0.89	0.67	0.92	0.71	0.25	0.93	0.84	0.84	0.65	0.00	0.90	0.79	0.89	0.72	0.25	0.89	0.91

Monday, July 24, 2017		From North					From East					From South					From West					
	PM Peak Hour	CTH H - 105th Street					STH 11 - Durand Avenue					CTH H - 105th Street					STH 11 - Durand Avenue					
	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	6:00 PM	3	20	16	0	39	4	92	13	0	109	13	23	4	0	40	18	106	9	0	133	321
	6:15 PM	10	22	15	0	47	6	108	8	0	122	14	24	5	0	43	10	102	6	0	118	330
	6:30 PM	9	19	11	0	39	8	86	11	0	105	7	19	2	0	28	10	97	4	0	111	283
	6:45 PM	3	10	6	0	19	3	57	6	0	66	13	25	6	0	44	3	80	7	0	90	219
	Peak Hour Volume	25	71	48	0	144	21	343	38	0	402	47	91	17	0	155	41	385	26	0	452	1153
	Rounded Hourly Volume	25	70	50	0	145	20	345	40	0	405	45	90	15	0	150	40	385	25	0	450	1150
	% Single Unit Trucks	0.0	0.0	2.1	0.0	0.7	4.8	1.7	7.9	0.0	2.5	14.9	9.9	5.9	0.0	11.0	4.9	1.3	0.0	0.0	1.5	3.0
	% Heavy Trucks	12.0	1.4	2.1	0.0	3.5	4.8	2.0	0.0	0.0	2.0	0.0	1.1	17.6	0.0	2.6	9.8	1.8	15.4	0.0	3.3	2.8
	% Trucks (Total)	12.0	1.4	4.2	0.0	4.2	9.5	3.8	7.9	0.0	4.5	14.9	11.0	23.5	0.0	13.5	14.6	3.1	15.4	0.0	4.9	5.8
	Peak Hour Factor (PHF)	0.62	0.81	0.75	0.00	0.77	0.66	0.79	0.73	0.00	0.82	0.84	0.91	0.71	0.00	0.88	0.57	0.91	0.72	0.00	0.85	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
		CTH H - 105th Street			STH 11 - Durand Avenue			CTH H - 105th Street			STH 11 - Durand Avenue			
	15-Minute Start Time	Pedestrian	Bicyclist	Total	Pedestrian	Bicyclist	Total	Pedestrian	Bicyclist	Total	Pedestrian	Bicyclist	Total	Volume
AM	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	1	1	1
	7:15 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	1	1	1
MD	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
	Total	0	0	0	0	0	0	0	0	0	0	0	0	0
PM	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
	Total	0	0	0	0	0	0	0	0	0	0	0	0	0

Intersection Traffic Volume Report

Count Basics			Page 4 of 11
Start Date:	Monday, July 24, 2017	Weekday	Schools in Session
Total Number of Hours Counted: 13		Non-Holiday	No Special Events

Hourly Volume Summary - Motor Vehicle Data

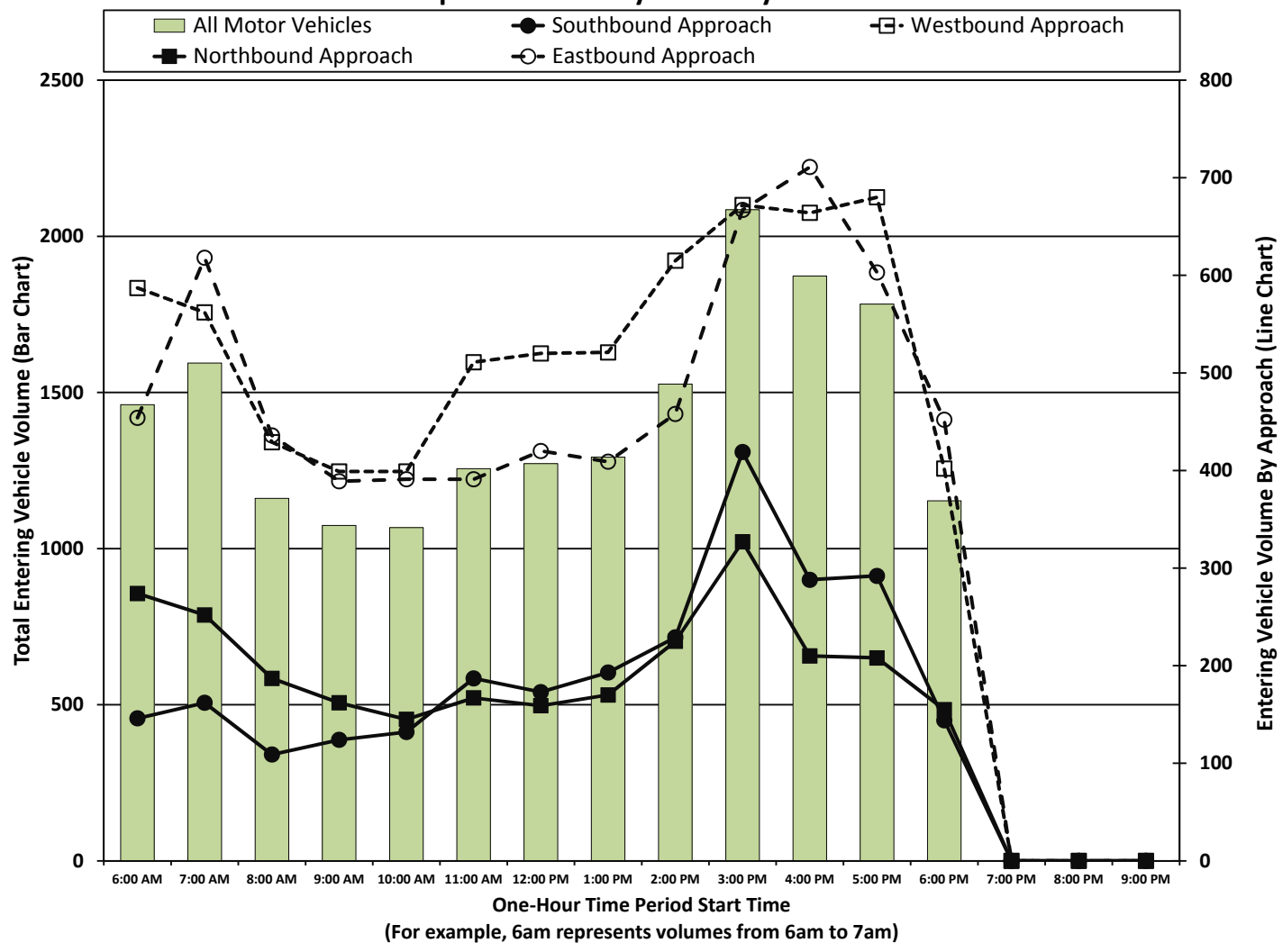
CTH H - 105th Street and STH 11 - Durand Avenue

All Motor Vehicles

One-Hour Motor Vehicle Data

One-Hour Time Period Start Time		From North (↓) CTH H - 105th Street					From East (←) STH 11 - Durand Avenue					From South (↑) CTH H - 105th Street					From West (→) STH 11 - Durand Avenue					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	46	67	33	0	146	71	481	35	0	587	48	152	74	0	274	37	324	93	0	454	1461	1041	420
AM	7:00 AM	34	97	31	0	162	79	442	41	0	562	53	138	61	0	252	40	460	118	0	618	1594	1180	414
AM	8:00 AM	21	67	21	0	109	43	336	50	0	429	39	102	46	0	187	28	362	46	0	436	1161	865	296
AM	9:00 AM	37	56	31	0	124	46	303	50	0	399	46	87	29	0	162	29	321	38	1	389	1074	788	286
MD	10:00 AM	36	63	33	0	132	47	305	47	0	399	61	62	22	0	145	21	344	26	0	391	1067	790	277
MD	11:00 AM	41	86	60	0	187	70	390	51	0	511	52	93	22	0	167	20	339	32	0	391	1256	902	354
MD	12:00 PM	36	79	58	0	173	89	381	49	1	520	42	92	25	0	159	23	350	46	1	420	1272	940	332
MD	1:00 PM	44	86	62	1	193	69	416	35	1	521	47	91	32	0	170	21	350	38	0	409	1293	930	363
PM	2:00 PM	36	114	79	0	229	69	492	54	0	615	90	93	42	0	225	34	385	39	0	458	1527	1073	454
PM	3:00 PM	57	226	136	0	419	54	551	67	0	672	192	117	18	0	327	55	559	53	0	667	2085	1339	746
PM	4:00 PM	71	156	60	1	288	43	561	60	0	664	88	89	33	0	210	76	581	54	0	711	1873	1375	498
PM	5:00 PM	64	179	49	0	292	44	557	79	0	680	65	103	40	0	208	56	514	33	0	603	1783	1283	500
PM	6:00 PM	25	71	48	0	144	21	343	38	0	402	47	91	17	0	155	41	385	26	0	452	1153	854	299
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		548	1347	701	2	2598	745	5558	656	2	6961	870	1310	461	0	2641	481	5274	642	2	6399	18599	13360	5239

Graphical Summary of Hourly Volumes



Intersection Traffic Volume Report

Count Basics		
Start Date: Monday, July 24, 2017	Weekday	Schools in Session
Total Number of Hours Counted: 13	Non-Holiday	No Special Events

15-Minute Motor Vehicle Data

All Motor Vehicles

CTH H - 105th Street and STH 11 - Durand Avenue

15-Minute Motor Vehicle Data

15-Minute Time Period Start Time		From North (↓) CTH H - 105th Street					From East (←) STH 11 - Durand Avenue					From South (↑) CTH H - 105th Street					From West (→) STH 11 - Durand Avenue					15-Min Totals	Hourly Sum	PHF
		Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total			
AM Peak Period	6:00 AM	12	15	10	0	37	13	108	5	0	126	9	17	16	0	42	7	55	16	0	78	283	1461	0.86
	6:15 AM	9	14	14	0	37	18	128	7	0	153	10	30	19	0	59	7	73	22	0	102	351	1529	0.90
	6:30 AM	16	20	4	0	40	19	137	16	0	172	13	51	15	0	79	16	89	28	0	133	424	1602	0.94
	6:45 AM	9	18	5	0	32	21	108	7	0	136	16	54	24	0	94	7	107	27	0	141	403	1611	0.93
	7:00 AM	8	30	11	0	49	16	86	14	0	116	10	28	16	0	54	8	101	23	0	132	351	1594	0.92
	7:15 AM	10	22	6	0	38	21	114	9	0	144	11	34	12	0	57	14	141	30	0	185	424	1589	0.92
	7:30 AM	7	28	7	0	42	26	134	12	0	172	13	43	15	0	71	10	102	36	0	148	433	1431	0.83
	7:45 AM	9	17	7	0	33	16	108	6	0	130	19	33	18	0	70	8	116	29	0	153	386	1265	0.82
	8:00 AM	2	25	4	0	31	11	94	6	0	111	16	29	17	0	62	5	121	16	0	142	346	1161	0.84
	8:15 AM	6	17	5	0	28	9	70	12	0	91	7	30	9	0	46	10	85	6	0	101	266	1062	0.94
	8:30 AM	8	11	8	0	27	11	93	20	0	124	11	20	10	0	41	5	63	7	0	75	267	1076	0.95
	8:45 AM	5	14	4	0	23	12	79	12	0	103	5	23	10	0	38	8	93	17	0	118	282	1110	0.92
	9:00 AM	10	12	6	0	28	9	71	13	0	93	10	22	6	0	38	11	68	9	0	88	247	1074	0.89
	9:15 AM	4	17	10	0	31	18	80	14	0	112	15	18	8	0	41	6	82	8	0	96	280	1072	0.89
	9:30 AM	15	18	4	0	37	9	78	10	0	97	12	33	7	0	52	7	96	12	0	115	301	1096	0.90
	9:45 AM	8	9	11	0	28	10	74	13	0	97	9	14	8	0	31	5	75	9	1	90	246	1070	0.88
Midday Peak Period	10:00 AM	12	17	7	0	36	13	70	15	0	98	14	7	6	0	27	6	73	5	0	84	245	1067	0.88
	10:15 AM	5	18	10	0	33	18	91	10	0	119	12	21	7	0	40	4	96	12	0	112	304	1152	0.87
	10:30 AM	10	13	8	0	31	7	75	13	0	95	22	19	5	0	46	8	90	5	0	103	275	1166	0.88
	10:45 AM	9	15	8	0	32	9	69	9	0	87	13	15	4	0	32	3	85	4	0	92	243	1199	0.91
	11:00 AM	8	27	17	0	52	23	111	15	0	149	14	18	3	0	35	3	80	11	0	94	330	1256	0.95
	11:15 AM	10	19	10	0	39	16	107	16	0	139	13	21	5	0	39	6	89	6	0	101	318	1256	0.95
	11:30 AM	11	26	18	0	55	15	86	9	0	110	10	27	6	0	43	6	86	8	0	100	308	1238	0.94
	11:45 AM	12	14	15	0	41	16	86	11	0	113	15	27	8	0	50	5	84	7	0	96	300	1238	0.94
	12:00 PM	10	26	22	0	58	16	94	13	0	123	11	15	9	0	35	4	99	11	0	114	330	1272	0.95
	12:15 PM	7	14	14	0	35	18	95	8	0	121	7	30	5	0	42	8	86	8	0	102	300	1238	0.93
	12:30 PM	5	19	10	0	34	27	97	15	1	140	10	22	5	0	37	6	80	11	0	97	308	1246	0.93
	12:45 PM	14	20	12	0	46	28	95	13	0	136	14	25	6	0	45	5	85	16	1	107	334	1293	0.91
	1:00 PM	12	17	14	0	43	12	106	9	0	127	11	20	8	0	39	4	75	8	0	87	296	1293	0.91
	1:15 PM	15	25	12	0	52	15	89	6	1	111	11	18	5	0	34	6	95	10	0	111	308	1359	0.94
	1:30 PM	11	23	21	0	55	20	108	9	0	137	11	21	12	0	44	7	100	12	0	119	355	1411	0.97
	1:45 PM	6	21	15	1	43	22	113	11	0	146	14	32	7	0	53	4	80	8	0	92	334	1431	0.95
PM Peak Period	2:00 PM	11	26	14	0	51	15	136	11	0	162	13	19	12	0	44	4	97	4	0	105	362	1527	0.89
	2:15 PM	6	18	12	0	36	17	145	14	0	176	14	20	15	0	49	7	81	11	0	99	360	1721	0.77
	2:30 PM	13	39	38	0	90	16	98	14	0	128	12	31	7	0	50	8	91	8	0	107	375	1905	0.86
	2:45 PM	6	31	15	0	52	21	113	15	0	149	51	23	8	0	82	15	116	16	0	147	430	2076	0.93
	3:00 PM	16	82	44	0	142	7	144	21	0	172	53	34	6	0	93	13	124	12	0	149	556	2085	0.94
	3:15 PM	11	42	27	0	80	15	159	13	0	187	73	38	6	0	117	8	138	14	0	160	544	1971	0.90
	3:30 PM	17	73	44	0	134	14	140	17	0	171	31	24	4	0	59	15	152	15	0	182	546	1841	0.84
	3:45 PM	13	29	21	0	63	18	108	16	0	142	35	21	2	0	58	19	145	12	0	176	439	1812	0.88
	4:00 PM	15	32	17	0	64	11	116	18	0	145	27	16	6	0	49	28	142	14	0	184	442	1873	0.91
	4:15 PM	21	30	11	1	63	8	105	8	0	121	24	22	6	0	52	11	157	10	0	178	414	1966	0.92
	4:30 PM	20	49	21	0	90	11	177	23	0	211	19	23	7	0	49	25	128	14	0	167	517	2016	0.94
	4:45 PM	15	45	11	0	71	13	163	11	0	187	18	28	14	0	60	12	154	16	0	182	500	1924	0.90
	5:00 PM	20	70	18	0	108	11	159	26	0	196	16	28	13	0	57	22	145	7	0	174	535	1783	0.83
	5:15 PM	23	45	11	0	79	11	135	17	0	163	10	30	11	0	51	9	152	10	0	171	464	1569	0.85
	5:30 PM	11	40	8	0	59	9	152	25	0	186	21	21	12	0	54	13	106	7	0	126	425	1435	0.84
	5:45 PM	10	24	12	0	46	13	111	11	0	135	18	24	4	0	46	12	111	9	0	132	359	1293	0.90
	6:00 PM	3	20	16	0	39	4	92	13	0	109	13	23	4	0	40	18	106	9	0	133	321	1153	0.87
	6:15 PM	10	22	15	0	47	6	108	8	0	122	14	24	5	0	43	10	102	6	0	118	330		
	6:30 PM	9	19	11	0	39	8	86	11	0	105	7	19	2	0	28	10	97	4	0	111	283		
	6:45 PM	3	10	6	0	19	3	57	6	0	66	13	25	6	0	44	3	80	7	0	90	219		
	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		548	1347	701	2	2598	745	5558	656	2	6961	870	1310	461	0	2641	481	5274	642	2	6399	18599		

Peak Hour All Vehicle Volume Summary

Hourly Time Period Start Time		From North (↓) CTH H - 105th Street					From East (←) STH 11 - Durand Avenue					From South (↑) CTH H - 105th Street					From West (→) STH 11 - Durand Avenue					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	6:30 AM	43	90	26	0	159	77	445	46	0	568	50	167	67	0	284	45	438	108	0	591	1602	0.94
MD	12:45 PM	52	85	59	0	196	75	398	37	1	511	47	84	31	0	162	22	355	46	1	424	1293	0.91
PM	6:00 PM	25	71	48	0	144	21	343	38	0	402	47	91	17	0	155	41	385	26	0	452	1153	0.87

Intersection Traffic Volume Report

Count Basics		*Page 6 of 11*
Start Date: Monday, July 24, 2017	Weekday	Schools in Session
Total Number of Hours Counted: 13	Non-Holiday	No Special Events

15-Minute Automobile Data

Automobiles (Cars, Light Trucks, & Motorcycles)

CTH H - 105th Street and STH 11 - Durand Avenue

15-Minute Automobile Data

15-Minute Time Period Start Time		From North (↓) CTH H - 105th Street					From East (←) STH 11 - Durand Avenue					From South (↑) CTH H - 105th Street					From West (→) STH 11 - Durand Avenue					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	11	14	10	0	35	13	100	4	0	117	9	17	14	0	40	3	44	14	0	61	253	1324
	6:15 AM	9	12	13	0	34	18	117	6	0	141	9	28	17	0	54	6	59	20	0	85	314	1388
	6:30 AM	14	20	4	0	38	19	128	14	0	161	12	50	12	0	74	15	77	27	0	119	392	1460
	6:45 AM	6	18	3	0	27	19	98	6	0	123	15	54	20	0	89	7	93	26	0	126	365	1454
	7:00 AM	6	27	11	0	44	14	81	12	0	107	10	23	12	0	45	8	91	22	0	121	317	1440
	7:15 AM	9	22	4	0	35	19	103	5	0	127	11	33	11	0	55	14	127	28	0	169	386	1424
	7:30 AM	5	24	7	0	36	25	118	8	0	151	12	39	14	0	65	7	93	34	0	134	386	1266
	7:45 AM	9	11	7	0	27	15	100	6	0	121	18	32	14	0	64	8	106	25	0	139	351	1098
	8:00 AM	2	24	2	0	28	11	83	6	0	100	12	24	15	0	51	4	102	16	0	122	301	970
	8:15 AM	2	14	4	0	20	9	59	11	0	79	5	30	7	0	42	8	73	6	0	87	228	877
	8:30 AM	5	10	7	0	22	9	77	13	0	99	9	15	7	0	31	3	56	7	0	66	218	891
	8:45 AM	3	12	4	0	19	8	59	10	0	77	5	19	8	0	32	5	76	14	0	95	223	922
	9:00 AM	8	11	5	0	24	8	59	11	0	78	8	22	4	0	34	10	58	4	0	72	208	908
	9:15 AM	2	15	8	0	25	17	67	11	0	95	15	17	5	0	37	6	71	8	0	85	242	913
	9:30 AM	12	15	4	0	31	9	58	9	0	76	11	28	5	0	44	6	82	10	0	98	249	928
	9:45 AM	7	7	11	0	25	9	64	13	0	86	9	11	6	0	26	3	62	6	1	72	209	913
Midday Peak Period	10:00 AM	8	16	6	0	30	10	60	14	0	84	14	4	6	0	24	6	66	3	0	75	213	907
	10:15 AM	5	15	8	0	28	16	79	10	0	105	10	17	5	0	32	4	78	10	0	92	257	976
	10:30 AM	6	10	6	0	22	6	61	13	0	80	21	16	4	0	41	8	79	4	0	91	234	994
	10:45 AM	6	13	7	0	26	7	56	7	0	70	12	12	3	0	27	3	74	3	0	80	203	1018
	11:00 AM	7	27	17	0	51	19	91	15	0	125	11	17	3	0	31	3	64	8	0	75	282	1059
	11:15 AM	7	16	8	0	31	15	92	14	0	121	13	17	5	0	35	5	78	5	0	88	275	1067
	11:30 AM	7	24	17	0	48	11	63	8	0	82	9	25	3	0	37	5	80	6	0	91	258	1045
	11:45 AM	8	9	14	0	31	13	62	10	0	85	13	24	7	0	44	3	75	6	0	84	244	1056
	12:00 PM	8	24	21	0	53	13	81	10	0	104	10	14	8	0	32	4	89	8	0	101	290	1099
	12:15 PM	5	13	14	0	32	16	75	7	0	98	6	29	5	0	40	5	71	7	0	83	253	1064
	12:30 PM	2	18	9	0	29	25	85	14	1	125	10	21	5	0	36	6	65	8	0	79	269	1070
	12:45 PM	13	17	12	0	42	25	85	10	0	120	12	23	4	0	39	4	68	13	1	86	287	1123
	1:00 PM	9	16	10	0	35	10	97	8	0	115	10	17	5	0	32	2	63	8	0	73	255	1133
	1:15 PM	11	22	8	0	41	13	71	4	1	89	10	17	5	0	32	6	82	9	0	97	259	1193
	1:30 PM	8	21	20	0	49	20	99	8	0	127	10	20	7	0	37	6	92	11	0	109	322	1263
	1:45 PM	5	19	15	1	40	21	99	10	0	130	14	30	7	0	51	3	68	5	0	76	297	1284
PM Peak Period	2:00 PM	8	24	14	0	46	14	116	11	0	141	12	16	11	0	39	4	83	2	0	89	315	1371
	2:15 PM	4	18	11	0	33	14	133	13	0	160	12	19	13	0	44	5	76	11	0	92	329	1565
	2:30 PM	13	39	38	0	90	14	87	14	0	115	12	29	6	0	47	7	78	6	0	91	343	1733
	2:45 PM	4	30	15	0	49	17	96	12	0	125	50	21	5	0	76	14	110	10	0	134	384	1897
	3:00 PM	14	78	42	0	134	5	132	19	0	156	50	32	6	0	88	10	114	7	0	131	509	1917
	3:15 PM	8	39	26	0	73	14	141	12	0	167	69	36	4	0	109	7	129	12	0	148	497	1819
	3:30 PM	14	72	42	0	128	12	129	15	0	156	26	24	3	0	53	15	140	15	0	170	507	1702
	3:45 PM	9	26	19	0	54	14	101	16	0	131	32	19	2	0	53	17	137	12	0	166	404	1681
	4:00 PM	12	32	16	0	60	9	107	18	0	134	27	16	6	0	49	26	129	13	0	168	411	1745
	4:15 PM	18	29	11	1	59	6	96	7	0	109	21	21	6	0	48	11	144	9	0	164	380	1837
	4:30 PM	18	47	20	0	85	10	162	23	0	195	19	22	7	0	48	19	126	13	0	158	486	1891
	4:45 PM	15	41	8	0	64	12	155	11	0	178	17	26	14	0	57	10	144	15	0	169	468	1810
	5:00 PM	16	68	18	0	102	11	152	26	0	189	13	27	12	0	52	22	134	4	0	160	503	1680
	5:15 PM	20	43	9	0	72	10	132	17	0	159	10	24	10	0	44	8	142	9	0	159	434	1484
	5:30 PM	9	39	8	0	56	9	146	24	0	179	21	18	8	0	47	13	103	7	0	123	405	1360
	5:45 PM	9	23	11	0	43	11	108	8	0	127	17	21	4	0	42	10	109	7	0	126	338	1228
	6:00 PM	2	20	16	0	38	4	91	12	0	107	13	18	3	0	34	16	103	9	0	128	307	1086
	6:15 PM	9	22	13	0	44	5	101	8	0	114	12	22	5	0	39	7	100	6	0	113	310	
	6:30 PM	8	18	11	0	37	8	85	9	0	102	6	18	2	0	26	9	95	4	0	108	273	
	6:45 PM	3	10	6	0	19	2	53	6	0	61	9	23	3	0	35	3	75	3	0	81	196	
	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		438	1254	650	2	2344	663	4950	588	2	6203	803	1197	383	0	2383	419	4733	555	2	5709	16639	

Peak Hour Automobile Volume Summary

Hourly Time Period	Start Time	From North (↓) CTH H - 105th Street					From East (←) STH 11 - Durand Avenue					From South (↑) CTH H - 105th Street					From West (→) STH 11 - Durand Avenue					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	6:30 AM	35	87	22	0	144	71	410	37	0	518	48	160	55	0	263	44	388	103	0	535	1460
MD	12:45 PM	41	76	50	0	167	68	352	30	1	451	42	77	21	0	140	18	305	41	1	365	1123
PM	6:00 PM	22	70	46	0	138	19	330	35	0	384	40	81	13	0	134	35	373	22	0	430	1086

Intersection Traffic Volume Report

Count Basics		*Page 7 of 11*
Start Date: Monday, July 24, 2017	Weekday	Schools in Session
Total Number of Hours Counted: 13	Non-Holiday	No Special Events

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

Single Unit (SU) Trucks & Buses

CTH H - 105th Street and STH 11 - Durand Avenue

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

15-Minute Time Period		From North (↓) CTH H - 105th Street					From East (←) STH 11 - Durand Avenue					From South (↑) CTH H - 105th Street					From West (→) STH 11 - Durand Avenue					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	1	0	0	1	0	3	0	0	3	0	0	1	0	1	2	5	1	0	8	13	75
	6:15 AM	0	1	1	0	2	0	7	1	0	8	1	2	1	0	4	0	8	0	0	8	22	82
	6:30 AM	1	0	0	0	1	0	5	2	0	7	1	1	0	0	2	0	8	1	0	9	19	84
	6:45 AM	0	0	1	0	1	2	8	1	0	11	1	0	1	0	2	0	6	1	0	7	21	96
	7:00 AM	1	2	0	0	3	0	3	1	0	4	0	5	0	0	5	0	7	1	0	8	20	96
	7:15 AM	0	0	2	0	2	0	7	2	0	9	0	1	0	0	1	0	10	2	0	12	24	105
	7:30 AM	0	3	0	0	3	1	10	3	0	14	1	3	0	0	4	2	6	2	0	10	31	107
	7:45 AM	0	6	0	0	6	1	4	0	0	5	1	1	2	0	4	0	4	2	0	6	21	112
	8:00 AM	0	1	2	0	3	0	6	0	0	6	3	3	0	0	6	1	13	0	0	14	29	134
	8:15 AM	4	2	1	0	7	0	7	1	0	8	1	0	2	0	3	1	7	0	0	8	26	127
	8:30 AM	1	1	0	0	2	2	13	7	0	22	2	5	1	0	8	1	3	0	0	4	36	131
	8:45 AM	1	2	0	0	3	3	14	2	0	19	0	3	0	0	3	3	12	3	0	18	43	127
	9:00 AM	2	1	0	0	3	0	8	2	0	10	2	0	1	0	3	0	3	3	0	6	22	108
	9:15 AM	2	2	1	0	5	1	10	3	0	14	0	1	0	0	1	0	10	0	0	10	30	101
	9:30 AM	1	3	0	0	4	0	15	1	0	16	1	4	0	0	5	1	6	0	0	7	32	99
	9:45 AM	0	2	0	0	2	1	8	0	0	9	0	3	0	0	3	1	7	2	0	10	24	86
Midday Peak Period	10:00 AM	2	1	1	0	4	1	6	0	0	7	0	1	0	0	1	0	3	0	0	3	15	86
	10:15 AM	0	3	1	0	4	2	6	0	0	8	2	3	0	0	5	0	10	1	0	11	28	102
	10:30 AM	2	0	1	0	3	0	8	0	0	8	1	1	0	0	2	0	6	0	0	6	19	104
	10:45 AM	1	2	1	0	4	1	7	2	0	10	1	3	0	0	4	0	6	0	0	6	24	113
	11:00 AM	1	0	0	0	1	2	11	0	0	13	3	1	0	0	4	0	12	1	0	13	31	126
	11:15 AM	1	3	1	0	5	0	12	2	0	14	0	3	0	0	3	0	7	1	0	8	30	120
	11:30 AM	1	2	0	0	3	1	15	0	0	16	1	2	1	0	4	0	4	1	0	5	28	125
	11:45 AM	1	5	0	0	6	1	18	1	0	20	2	3	0	0	5	1	5	0	0	6	37	118
	12:00 PM	0	1	1	0	2	1	9	3	0	13	1	1	1	0	3	0	6	1	0	7	25	107
	12:15 PM	1	1	0	0	2	2	14	1	0	17	1	1	0	0	2	2	12	0	0	14	35	106
	12:30 PM	1	1	0	0	2	1	7	1	0	9	0	1	0	0	1	0	9	0	0	9	21	103
	12:45 PM	0	2	0	0	2	1	6	2	0	9	2	1	0	0	3	0	11	1	0	12	26	98
	1:00 PM	0	1	1	0	2	0	8	1	0	9	1	2	0	0	3	2	8	0	0	10	24	93
	1:15 PM	3	3	3	0	9	2	10	2	0	14	1	0	0	0	1	0	8	0	0	8	32	101
	1:30 PM	1	0	1	0	2	0	4	1	0	5	1	1	2	0	4	0	5	0	0	5	16	89
	1:45 PM	1	1	0	0	2	1	7	1	0	9	0	2	0	0	2	0	7	1	0	8	21	87
PM Peak Period	2:00 PM	3	2	0	0	5	1	12	0	0	13	1	3	0	0	4	0	9	1	0	10	32	87
	2:15 PM	0	0	0	0	0	2	10	0	0	12	2	0	1	0	3	1	4	0	0	5	20	80
	2:30 PM	0	0	0	0	0	2	3	0	0	5	0	1	0	0	1	0	6	2	0	8	14	88
	2:45 PM	0	1	0	0	1	3	9	3	0	15	1	1	0	0	2	1	2	0	0	3	21	101
	3:00 PM	0	3	0	0	3	1	7	2	0	10	2	2	0	0	4	0	6	2	0	8	25	105
	3:15 PM	0	2	0	0	2	1	10	1	0	12	4	2	0	0	6	0	7	1	0	8	28	96
	3:30 PM	1	0	1	0	2	1	10	2	0	13	5	0	0	0	5	0	7	0	0	7	27	89
	3:45 PM	2	1	1	0	4	2	5	0	0	7	3	2	0	0	5	2	7	0	0	9	25	83
	4:00 PM	2	0	1	0	3	0	3	0	0	3	0	0	0	0	0	1	9	0	0	10	16	83
	4:15 PM	0	1	0	0	1	2	7	0	0	9	3	1	0	0	4	0	6	1	0	7	21	85
	4:30 PM	1	2	0	0	3	0	12	0	0	12	0	1	0	0	1	3	2	0	0	5	21	90
	4:45 PM	0	4	2	0	6	0	7	0	0	7	1	2	0	0	3	2	7	0	0	9	25	82
	5:00 PM	1	2	0	0	3	0	5	0	0	5	2	1	0	0	3	0	7	0	0	7	18	69
	5:15 PM	3	2	2	0	7	1	2	0	0	3	0	6	1	0	7	0	9	0	0	9	26	60
	5:30 PM	1	1	0	0	2	0	4	1	0	5	0	3	0	0	3	0	3	0	0	3	13	44
	5:45 PM	0	1	1	0	2	0	1	3	0	4	1	3	0	0	4	0	1	1	0	2	12	36
	6:00 PM	0	0	0	0	0	0	0	1	0	1	0	4	1	0	5	1	2	0	0	3	9	35
	6:15 PM	0	0	1	0	1	1	3	0	0	4	2	2	0	0	4	1	0	0	0	1	10	
	6:30 PM	0	0	0	0	0	0	1	2	0	3	1	1	0	0	2	0	0	0	0	0	5	
	6:45 PM	0	0	0	0	0	0	2	0	0	2	4	2	0	0	6	0	3	0	0	3	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		43	75	28	0	146	44	389	58	0	491	63	95	16	0	174	29	331	33	0	393	1204	

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

Hourly Time Period		From North (↓) CTH H - 105th Street					From East (←) STH 11 - Durand Avenue					From South (↑) CTH H - 105th Street					From West (→) STH 11 - Durand Avenue					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	6:30 AM	2	2	3	0	7	2	23	6	0	31	2	7	1	0	10	0	31	5	0	36	84
MD	12:45 PM	4	6	5	0	15	3	28	6	0	37	5	4	2	0	11	2	32	1	0	35	98
PM	6:00 PM	0	0	1	0	1	1	6	3	0	10	7	9	1	0	17	2	5	0	0	7	35

Intersection Traffic Volume Report

Count Basics			*Page 8 of 11*
Start Date:	Monday, July 24, 2017	Weekday	Schools in Session
Total Number of Hours Counted: 13		Non-Holiday	No Special Events

15-Minute Semi-Truck Data

Semi-Trucks

CTH H - 105th Street and STH 11 - Durand Avenue

15-Minute Semi-Truck Data

15-Minute Time Period Start Time		From North (↓) CTH H - 105th Street					From East (←) STH 11 - Durand Avenue					From South (↑) CTH H - 105th Street					From West (→) STH 11 - Durand Avenue					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	1	0	0	0	1	0	5	1	0	6	0	0	1	0	1	2	6	1	0	9	17	62
	6:15 AM	0	1	0	0	1	0	4	0	0	4	0	0	1	0	1	1	6	2	0	9	15	59
	6:30 AM	1	0	0	0	1	0	4	0	0	4	0	0	3	0	3	1	4	0	0	5	13	58
	6:45 AM	3	0	1	0	4	0	2	0	0	2	0	0	3	0	3	0	8	0	0	8	17	61
	7:00 AM	1	1	0	0	2	2	2	1	0	5	0	0	4	0	4	0	3	0	0	3	14	58
	7:15 AM	1	0	0	0	1	2	4	2	0	8	0	0	1	0	1	0	4	0	0	4	14	60
	7:30 AM	2	1	0	0	3	0	6	1	0	7	0	1	1	0	2	1	3	0	0	4	16	58
	7:45 AM	0	0	0	0	0	0	4	0	0	4	0	0	2	0	2	0	6	2	0	8	14	55
	8:00 AM	0	0	0	0	0	0	5	0	0	5	1	2	2	0	5	0	6	0	0	6	16	57
	8:15 AM	0	1	0	0	1	0	4	0	0	4	1	0	0	0	1	1	5	0	0	6	12	58
	8:30 AM	2	0	1	0	3	0	3	0	0	3	0	0	2	0	2	1	4	0	0	5	13	54
	8:45 AM	1	0	0	0	1	1	6	0	0	7	0	1	2	0	3	0	5	0	0	5	16	61
	9:00 AM	0	0	1	0	1	1	4	0	0	5	0	0	1	0	1	1	7	2	0	10	17	58
	9:15 AM	0	0	1	0	1	0	3	0	0	3	0	0	3	0	3	0	1	0	0	1	8	58
	9:30 AM	2	0	0	0	2	0	5	0	0	5	0	1	2	0	3	0	8	2	0	10	20	69
	9:45 AM	1	0	0	0	1	0	2	0	0	2	0	0	2	0	2	1	6	1	0	8	13	71
Midday Peak Period	10:00 AM	2	0	0	0	2	2	4	1	0	7	0	2	0	0	2	0	4	2	0	6	17	74
	10:15 AM	0	0	1	0	1	0	6	0	0	6	0	1	2	0	3	0	8	1	0	9	19	74
	10:30 AM	2	3	1	0	6	1	6	0	0	7	0	2	1	0	3	0	5	1	0	6	22	68
	10:45 AM	2	0	0	0	2	1	6	0	0	7	0	0	1	0	1	0	5	1	0	6	16	68
	11:00 AM	0	0	0	0	0	2	9	0	0	11	0	0	0	0	0	0	4	2	0	6	17	71
	11:15 AM	2	0	1	0	3	1	3	0	0	4	0	1	0	0	1	1	4	0	0	5	13	69
	11:30 AM	3	0	1	0	4	3	8	1	0	12	0	0	2	0	2	1	2	1	0	4	22	68
	11:45 AM	3	0	1	0	4	2	6	0	0	8	0	0	1	0	1	1	4	1	0	6	19	64
	12:00 PM	2	1	0	0	3	2	4	0	0	6	0	0	0	0	0	0	4	2	0	6	15	66
	12:15 PM	1	0	0	0	1	0	6	0	0	6	0	0	0	0	0	1	3	1	0	5	12	68
	12:30 PM	2	0	1	0	3	1	5	0	0	6	0	0	0	0	0	0	6	3	0	9	18	73
	12:45 PM	1	1	0	0	2	2	4	1	0	7	0	1	2	0	3	1	6	2	0	9	21	72
	1:00 PM	3	0	3	0	6	2	1	0	0	3	0	1	3	0	4	0	4	0	0	4	17	67
	1:15 PM	1	0	1	0	2	0	8	0	0	8	0	1	0	0	1	0	5	1	0	6	17	65
	1:30 PM	2	2	0	0	4	0	5	0	0	5	0	0	3	0	3	1	3	1	0	5	17	59
	1:45 PM	0	1	0	0	1	0	7	0	0	7	0	0	0	0	0	1	5	2	0	8	16	60
PM Peak Period	2:00 PM	0	0	0	0	0	0	8	0	0	8	0	0	1	0	1	0	5	1	0	6	15	69
	2:15 PM	2	0	1	0	3	1	2	1	0	4	0	1	1	0	2	1	1	0	0	2	11	76
	2:30 PM	0	0	0	0	0	0	8	0	0	8	0	1	1	0	2	1	7	0	0	8	18	84
	2:45 PM	2	0	0	0	2	1	8	0	0	9	0	1	3	0	4	0	4	6	0	10	25	78
	3:00 PM	2	1	2	0	5	1	5	0	0	6	1	0	0	0	1	3	4	3	0	10	22	63
	3:15 PM	3	1	1	0	5	0	8	0	0	8	0	0	2	0	2	1	2	1	0	4	19	56
	3:30 PM	2	1	1	0	4	1	1	0	0	2	0	0	1	0	1	0	5	0	0	5	12	50
	3:45 PM	2	2	1	0	5	2	2	0	0	4	0	0	0	0	0	0	1	0	0	1	10	48
	4:00 PM	1	0	0	0	1	2	6	0	0	8	0	0	0	0	0	1	4	1	0	6	15	45
	4:15 PM	3	0	0	0	3	0	2	1	0	3	0	0	0	0	0	0	7	0	0	7	13	44
	4:30 PM	1	0	1	0	2	1	3	0	0	4	0	0	0	0	0	3	0	1	0	4	10	35
	4:45 PM	0	0	1	0	1	1	1	0	0	2	0	0	0	0	0	0	3	1	0	4	7	32
	5:00 PM	3	0	0	0	3	0	2	0	0	2	1	0	1	0	2	0	4	3	0	7	14	34
	5:15 PM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1	1	1	0	3	4	25
	5:30 PM	1	0	0	0	1	0	2	0	0	2	0	0	4	0	4	0	0	0	0	0	7	31
	5:45 PM	1	0	0	0	1	2	2	0	0	4	0	0	0	0	0	2	1	1	0	4	9	29
	6:00 PM	1	0	0	0	1	0	1	0	0	1	0	1	0	0	1	1	1	0	0	2	5	32
	6:15 PM	1	0	1	0	2	0	4	0	0	4	0	0	0	0	0	2	2	0	0	4	10	
	6:30 PM	1	1	0	0	2	0	0	0	0	0	0	0	0	0	0	1	2	0	0	3	5	
	6:45 PM	0	0	0	0	0	1	2	0	0	3	0	0	3	0	3	0	2	4	0	6	12	
	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		67	18	23	0	108	38	219	10	0	267	4	18	62	0	84	33	210	54	0	297	756	

Peak Hour Semi-Truck Volume Summary

Hourly Time Period Start Time		From North (↓) CTH H - 105th Street					From East (←) STH 11 - Durand Avenue					From South (↑) CTH H - 105th Street					From West (→) STH 11 - Durand Avenue					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	6:30 AM	2	2	0	0	4	0	19	1	0	20	2	3	5	0	10	2	20	2	0	24	58
MD	12:45 PM	7	1	4	0	12	5	16	1	0	22	0	2	5	0	7	2	19	6	0	27	68
PM	6:00 PM	7	2	2	0	11	5	13	1	0	19	0	0	0	0	0	4	12	2	0	18	48

Intersection Traffic Volume Report

Count Basics		*Page 9 of 11*
Start Date: Monday, July 24, 2017	Weekday	Schools in Session
Total Number of Hours Counted: 13	Non-Holiday	No Special Events

15-Minute Heavy Vehicle Data

Heavy Vehicles (Single-Unit Trucks, Buses & Semi-Trucks)

CTH H - 105th Street and STH 11 - Durand Avenue

15-Minute Heavy Vehicle Data

15-Minute Time Period Start Time		From North (↓) CTH H - 105th Street					From East (←) STH 11 - Durand Avenue					From South (↑) CTH H - 105th Street					From West (→) STH 11 - Durand Avenue					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	1	1	0	0	2	0	8	1	0	9	0	0	2	0	2	4	11	2	0	17	30	137
	6:15 AM	0	2	1	0	3	0	11	1	0	12	1	2	2	0	5	1	14	2	0	17	37	141
	6:30 AM	2	0	0	0	2	0	9	2	0	11	1	1	3	0	5	1	12	1	0	14	32	142
	6:45 AM	3	0	2	0	5	2	10	1	0	13	1	0	4	0	5	0	14	1	0	15	38	157
	7:00 AM	2	3	0	0	5	2	5	2	0	9	0	5	4	0	9	0	10	1	0	11	34	154
	7:15 AM	1	0	2	0	3	2	11	4	0	17	0	1	1	0	2	0	14	2	0	16	38	165
	7:30 AM	2	4	0	0	6	1	16	4	0	21	1	4	1	0	6	3	9	2	0	14	47	165
	7:45 AM	0	6	0	0	6	1	8	0	0	9	1	1	4	0	6	0	10	4	0	14	35	167
	8:00 AM	0	1	2	0	3	0	11	0	0	11	4	5	2	0	11	1	19	0	0	20	45	191
	8:15 AM	4	3	1	0	8	0	11	1	0	12	2	0	2	0	4	2	12	0	0	14	38	185
	8:30 AM	3	1	1	0	5	2	16	7	0	25	2	5	3	0	10	2	7	0	0	9	49	185
	8:45 AM	2	2	0	0	4	4	20	2	0	26	0	4	2	0	6	3	17	3	0	23	59	188
	9:00 AM	2	1	1	0	4	1	12	2	0	15	2	0	2	0	4	1	10	5	0	16	39	166
	9:15 AM	2	2	2	0	6	1	13	3	0	17	0	1	3	0	4	0	11	0	0	11	38	159
	9:30 AM	3	3	0	0	6	0	20	1	0	21	1	5	2	0	8	1	14	2	0	17	52	168
	9:45 AM	1	2	0	0	3	1	10	0	0	11	0	3	2	0	5	2	13	3	0	18	37	157
Midday Peak Period	10:00 AM	4	1	1	0	6	3	10	1	0	14	0	3	0	0	3	0	7	2	0	9	32	160
	10:15 AM	0	3	2	0	5	2	12	0	0	14	2	4	2	0	8	0	18	2	0	20	47	176
	10:30 AM	4	3	2	0	9	1	14	0	0	15	1	3	1	0	5	0	11	1	0	12	41	172
	10:45 AM	3	2	1	0	6	2	13	2	0	17	1	3	1	0	5	0	11	1	0	12	40	181
	11:00 AM	1	0	0	0	1	4	20	0	0	24	3	1	0	0	4	0	16	3	0	19	48	197
	11:15 AM	3	3	2	0	8	1	15	2	0	18	0	4	0	0	4	1	11	1	0	13	43	189
	11:30 AM	4	2	1	0	7	4	23	1	0	28	1	2	3	0	6	1	6	2	0	9	50	193
	11:45 AM	4	5	1	0	10	3	24	1	0	28	2	3	1	0	6	2	9	1	0	12	56	182
	12:00 PM	2	2	1	0	5	3	13	3	0	19	1	1	1	0	3	0	10	3	0	13	40	173
	12:15 PM	2	1	0	0	3	2	20	1	0	23	1	1	0	0	2	3	15	1	0	19	47	174
	12:30 PM	3	1	1	0	5	2	12	1	0	15	0	1	0	0	1	0	15	3	0	18	39	176
	12:45 PM	1	3	0	0	4	3	10	3	0	16	2	2	2	0	6	1	17	3	0	21	47	170
	1:00 PM	3	1	4	0	8	2	9	1	0	12	1	3	3	0	7	2	12	0	0	14	41	160
	1:15 PM	4	3	4	0	11	2	18	2	0	22	1	1	0	0	2	0	13	1	0	14	49	166
	1:30 PM	3	2	1	0	6	0	9	1	0	10	1	1	5	0	7	1	8	1	0	10	33	148
	1:45 PM	1	2	0	0	3	1	14	1	0	16	0	2	0	0	2	1	12	3	0	16	37	147
PM Peak Period	2:00 PM	3	2	0	0	5	1	20	0	0	21	1	3	1	0	5	0	14	2	0	16	47	156
	2:15 PM	2	0	1	0	3	3	12	1	0	16	2	1	2	0	5	2	5	0	0	7	31	156
	2:30 PM	0	0	0	0	0	2	11	0	0	13	0	2	1	0	3	1	13	2	0	16	32	172
	2:45 PM	2	1	0	0	3	4	17	3	0	24	1	2	3	0	6	1	6	6	0	13	46	179
	3:00 PM	2	4	2	0	8	2	12	2	0	16	3	2	0	0	5	3	10	5	0	18	47	168
	3:15 PM	3	3	1	0	7	1	18	1	0	20	4	2	2	0	8	1	9	2	0	12	47	152
	3:30 PM	3	1	2	0	6	2	11	2	0	15	5	0	1	0	6	0	12	0	0	12	39	139
	3:45 PM	4	3	2	0	9	4	7	0	0	11	3	2	0	0	5	2	8	0	0	10	35	131
	4:00 PM	3	0	1	0	4	2	9	0	0	11	0	0	0	0	0	2	13	1	0	16	31	128
	4:15 PM	3	1	0	0	4	2	9	1	0	12	3	1	0	0	4	0	13	1	0	14	34	129
	4:30 PM	2	2	1	0	5	1	15	0	0	16	0	1	0	0	1	6	2	1	0	9	31	125
	4:45 PM	0	4	3	0	7	1	8	0	0	9	1	2	0	0	3	2	10	1	0	13	32	114
	5:00 PM	4	2	0	0	6	0	7	0	0	7	3	1	1	0	5	0	11	3	0	14	32	103
	5:15 PM	3	2	2	0	7	1	3	0	0	4	0	6	1	0	7	1	10	1	0	12	30	85
	5:30 PM	2	1	0	0	3	0	6	1	0	7	0	3	4	0	7	0	3	0	0	3	20	75
	5:45 PM	1	1	1	0	3	2	3	3	0	8	1	3	0	0	4	2	2	2	0	6	21	65
	6:00 PM	1	0	0	0	1	0	1	1	0	2	0	5	1	0	6	2	3	0	0	5	14	67
	6:15 PM	1	0	2	0	3	1	7	0	0	8	2	2	0	0	4	3	2	0	0	5	20	
	6:30 PM	1	1	0	0	2	0	1	2	0	3	1	1	0	0	2	1	2	0	0	3	10	
	6:45 PM	0	0	0	0	0	1	4	0	0	5	4	2	3	0	9	0	5	4	0	9	23	
	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		110	93	51	0	254	82	608	68	0	758	67	113	78	0	258	62	541	87	0	690	1960	

Peak Hour Heavy Vehicle Volume Summary

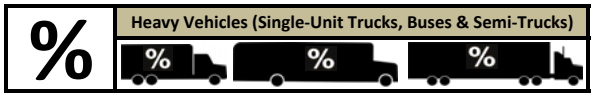
Hourly Time Period	Start Time	From North (↓) CTH H - 105th Street					From East (←) STH 11 - Durand Avenue					From South (↑) CTH H - 105th Street					From West (→) STH 11 - Durand Avenue					Total Hourly Volume
		Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	
AM	6:30 AM	8	3	4	0	15	6	35	9	0	50	2	7	12	0	21	1	50	5	0	56	142
MD	12:45 PM	11	9	9	0	29	7	46	7	0	60	5	7	10	0	22	4	50	5	0	59	170
PM	6:00 PM	3	1	2	0	6	2	13	3	0	18	7	10	4	0	21	6	12	4	0	22	67

Intersection Traffic Volume Report

Count Basics		*Page 10 of 11*
Start Date: Monday, July 24, 2017	Weekday	Schools in Session
Total Number of Hours Counted: 13	Non-Holiday	No Special Events

15-Minute Heavy Vehicle Percentages

CTH H - 105th Street and STH 11 - Durand Avenue



15-Minute Heavy Vehicle Percentages

15-Minute Time Period		From North (↓)					From East (←)					From South (↑)					From West (→)					Total Heavy Vehicle	Hourly Heavy Vehicle
		CTH H - 105th Street					STH 11 - Durand Avenue					CTH H - 105th Street					STH 11 - Durand Avenue						
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	8.3	6.7	0.0	0.0	5.4	0.0	7.4	20.0	0.0	7.1	0.0	0.0	12.5	0.0	4.8	57.1	20.0	12.5	0.0	21.8	10.6	9.4
	6:15 AM	0.0	14.3	7.1	0.0	8.1	0.0	8.6	14.3	0.0	7.8	10.0	6.7	10.5	0.0	8.5	14.3	19.2	9.1	0.0	16.7	10.5	9.2
	6:30 AM	12.5	0.0	0.0	0.0	5.0	0.0	6.6	12.5	0.0	6.4	7.7	2.0	20.0	0.0	6.3	6.2	13.5	3.6	0.0	10.5	7.5	8.9
	6:45 AM	33.3	0.0	40.0	0.0	15.6	9.5	9.3	14.3	0.0	9.6	6.2	0.0	16.7	0.0	5.3	0.0	13.1	3.7	0.0	10.6	9.4	9.7
	7:00 AM	25.0	10.0	0.0	0.0	10.2	12.5	5.8	14.3	0.0	7.8	0.0	17.9	25.0	0.0	16.7	0.0	9.9	4.3	0.0	8.3	9.7	9.7
	7:15 AM	10.0	0.0	33.3	0.0	7.9	9.5	9.6	44.4	0.0	11.8	0.0	2.9	8.3	0.0	3.5	0.0	9.9	6.7	0.0	8.6	9.0	10.4
	7:30 AM	28.6	14.3	0.0	0.0	14.3	3.8	11.9	33.3	0.0	12.2	7.7	9.3	6.7	0.0	8.5	30.0	8.8	5.6	0.0	9.5	10.9	11.5
	7:45 AM	0.0	35.3	0.0	0.0	18.2	6.2	7.4	0.0	0.0	6.9	5.3	3.0	22.2	0.0	8.6	0.0	8.6	13.8	0.0	9.2	9.1	13.2
	8:00 AM	0.0	4.0	50.0	0.0	9.7	0.0	11.7	0.0	0.0	9.9	25.0	17.2	11.8	0.0	17.7	20.0	15.7	0.0	0.0	14.1	13.0	16.5
	8:15 AM	66.7	17.6	20.0	0.0	28.6	0.0	15.7	8.3	0.0	13.2	28.6	0.0	22.2	0.0	8.7	20.0	14.1	0.0	0.0	13.9	14.3	17.4
	8:30 AM	37.5	9.1	12.5	0.0	18.5	18.2	17.2	35.0	0.0	20.2	18.2	25.0	30.0	0.0	24.4	40.0	11.1	0.0	0.0	12.0	18.4	17.2
	8:45 AM	40.0	14.3	0.0	0.0	17.4	33.3	25.3	16.7	0.0	25.2	0.0	17.4	20.0	0.0	15.8	37.5	18.3	17.6	0.0	19.5	20.9	16.9
	9:00 AM	20.0	8.3	16.7	0.0	14.3	11.1	16.9	15.4	0.0	16.1	20.0	0.0	33.3	0.0	10.5	9.1	14.7	55.6	0.0	18.2	15.8	15.5
	9:15 AM	50.0	11.8	20.0	0.0	19.4	5.6	16.2	21.4	0.0	15.2	0.0	5.6	37.5	0.0	9.8	0.0	13.4	0.0	0.0	11.5	13.6	14.8
	9:30 AM	20.0	16.7	0.0	0.0	16.2	0.0	25.6	10.0	0.0	21.6	8.3	15.2	28.6	0.0	15.4	14.3	14.6	16.7	0.0	14.8	17.3	15.3
	9:45 AM	12.5	22.2	0.0	0.0	10.7	10.0	13.5	0.0	0.0	11.3	0.0	21.4	25.0	0.0	16.1	40.0	17.3	33.3	0.0	20.0	15.0	14.7
Midday Peak Period	10:00 AM	33.3	5.9	14.3	0.0	16.7	23.1	14.3	6.7	0.0	14.3	0.0	42.9	0.0	0.0	11.1	0.0	9.6	40.0	0.0	10.7	13.1	15.0
	10:15 AM	0.0	16.7	20.0	0.0	15.2	11.1	13.2	0.0	0.0	11.8	16.7	19.0	28.6	0.0	20.0	0.0	18.7	16.7	0.0	17.9	15.5	15.3
	10:30 AM	40.0	23.1	25.0	0.0	29.0	14.3	18.7	0.0	0.0	15.8	4.5	15.8	20.0	0.0	10.9	0.0	12.2	20.0	0.0	11.7	14.9	14.8
	10:45 AM	33.3	13.3	12.5	0.0	18.7	22.2	18.8	22.2	0.0	19.5	7.7	20.0	25.0	0.0	15.6	0.0	12.9	25.0	0.0	13.0	16.5	15.1
	11:00 AM	12.5	0.0	0.0	0.0	1.9	17.4	18.0	0.0	0.0	16.1	21.4	5.6	0.0	0.0	11.4	0.0	20.0	27.3	0.0	20.2	14.5	15.7
	11:15 AM	30.0	15.8	20.0	0.0	20.5	6.2	14.0	12.5	0.0	12.9	0.0	19.0	0.0	0.0	10.3	16.7	12.4	16.7	0.0	12.9	13.5	15.0
	11:30 AM	36.4	7.7	5.6	0.0	12.7	26.7	26.7	11.1	0.0	25.5	10.0	7.4	50.0	0.0	14.0	16.7	7.0	25.0	0.0	9.0	16.2	15.6
	11:45 AM	33.3	35.7	6.7	0.0	24.4	18.7	27.9	9.1	0.0	24.8	13.3	11.1	12.5	0.0	12.0	40.0	10.7	14.3	0.0	12.5	18.7	14.7
	12:00 PM	20.0	7.7	4.5	0.0	8.6	18.7	13.8	23.1	0.0	15.4	9.1	6.7	11.1	0.0	8.6	0.0	10.1	27.3	0.0	11.4	12.1	13.6
	12:15 PM	28.6	7.1	0.0	0.0	8.6	11.1	21.1	12.5	0.0	19.0	14.3	3.3	0.0	0.0	4.8	37.5	17.4	12.5	0.0	18.6	15.7	14.1
	12:30 PM	60.0	5.3	10.0	0.0	14.7	7.4	12.4	6.7	0.0	10.7	0.0	4.5	0.0	0.0	2.7	0.0	18.7	27.3	0.0	18.6	12.7	14.1
	12:45 PM	7.1	15.0	0.0	0.0	8.7	10.7	10.5	23.1	0.0	11.8	14.3	8.0	33.3	0.0	13.3	20.0	20.0	18.7	0.0	19.6	14.1	13.1
	1:00 PM	25.0	5.9	28.6	0.0	18.6	16.7	8.5	11.1	0.0	9.4	9.1	15.0	37.5	0.0	17.9	50.0	16.0	0.0	0.0	16.1	13.9	12.4
	1:15 PM	26.7	12.0	33.3	0.0	21.2	13.3	20.2	33.3	0.0	19.8	9.1	5.6	0.0	0.0	5.9	0.0	13.7	10.0	0.0	12.6	15.9	12.2
	1:30 PM	27.3	8.7	4.8	0.0	10.9	0.0	8.3	11.1	0.0	7.3	9.1	4.8	41.7	0.0	15.9	14.3	8.0	8.3	0.0	8.4	9.3	10.5
	1:45 PM	16.7	9.5	0.0	0.0	7.0	4.5	12.4	9.1	0.0	11.0	0.0	6.2	0.0	0.0	3.8	25.0	15.0	37.5	0.0	17.4	11.1	10.3
PM Peak Period	2:00 PM	27.3	7.7	0.0	0.0	9.8	6.7	14.7	0.0	0.0	13.0	7.7	15.8	8.3	0.0	11.4	0.0	14.4	50.0	0.0	15.2	13.0	10.2
	2:15 PM	33.3	0.0	8.3	0.0	8.3	17.6	8.3	7.1	0.0	9.1	14.3	5.0	13.3	0.0	10.2	28.6	6.2	0.0	0.0	7.1	8.6	9.1
	2:30 PM	0.0	0.0	0.0	0.0	0.0	12.5	11.2	0.0	0.0	10.2	0.0	6.5	14.3	0.0	6.0	12.5	14.3	25.0	0.0	15.0	8.5	9.0
	2:45 PM	33.3	3.2	0.0	0.0	5.8	19.0	15.0	20.0	0.0	16.1	2.0	8.7	37.5	0.0	7.3	6.7	5.2	37.5	0.0	8.8	10.7	8.6
	3:00 PM	12.5	4.9	4.5	0.0	5.6	28.6	8.3	9.5	0.0	9.3	5.7	5.9	0.0	0.0	5.4	23.1	8.1	41.7	0.0	12.1	8.5	8.1
	3:15 PM	27.3	7.1	3.7	0.0	8.7	6.7	11.3	7.7	0.0	10.7	5.5	5.3	33.3	0.0	6.8	12.5	6.5	14.3	0.0	7.5	8.6	7.7
	3:30 PM	17.6	1.4	4.5	0.0	4.5	14.3	7.9	11.8	0.0	8.8	16.1	0.0	25.0	0.0	10.2	0.0	7.9	0.0	0.0	6.6	7.1	7.6
	3:45 PM	30.8	10.3	9.5	0.0	14.3	22.2	6.5	0.0	0.0	7.7	8.6	9.5	0.0	0.0	8.6	10.5	5.5	0.0	0.0	5.7	8.0	7.2
	4:00 PM	20.0	0.0	5.9	0.0	6.2	18.2	7.8	0.0	0.0	7.6	0.0	0.0	0.0	0.0	0.0	7.1	9.2	7.1	0.0	8.7	7.0	6.8
	4:15 PM	14.3	3.3	0.0	0.0	6.3	25.0	8.6	12.5	0.0	9.9	12.5	4.5	0.0	0.0	7.7	0.0	8.3	10.0	0.0	7.9	8.2	6.6
	4:30 PM	10.0	4.1	4.8	0.0	5.6	9.1	8.5	0.0	0.0	7.6	0.0	4.3	0.0	0.0	2.0	24.0	1.6	7.1	0.0	5.4	6.0	6.2
	4:45 PM	0.0	8.9	27.3	0.0	9.9	7.7	4.9	0.0	0.0	4.8	5.6	7.1	0.0	0.0	5.0	16.7	6.5	6.2	0.0	7.1	6.4	5.9
	5:00 PM	20.0	2.9	0.0	0.0	5.6	0.0	4.4	0.0	0.0	3.6	18.7	3.6	7.7	0.0	8.8	0.0	7.6	42.9	0.0	8.0	6.0	5.8
	5:15 PM	13.0	4.4	18.2	0.0	8.9	9.1	2.2	0.0	0.0	2.5	0.0	20.0	9.1	0.0	13.7	11.1	6.6	10.0	0.0	7.0	6.5	5.4
	5:30 PM	18.2	2.5	0.0	0.0	5.1	0.0	3.9	4.0	0.0	3.8	0.0	14.3	33.3	0.0	13.0	0.0	2.8	0.0	0.0	2.4	4.7	5.2
	5:45 PM	10.0	4.2	8.3	0.0	6.5	15.4	2.7	27.3	0.0	5.9	5.6	12.5	0.0	0.0	8.7	16.7	1.8	22.2	0.0	4.5	5.8	5.0
	6:00 PM	33.3	0.0	0.0	0.0	2.6	0.0	1.1	7.7	0.0	1.8	0.0	21.7	25.0	0.0	15.0	11.1	2.8	0.0	0.0	3.8	4.4	5.8
	6:15 PM	10.0	0.0	13.3	0.0	6.4	16.7	6.5	0.0	0.0	6.6	14.3	8.3	0.0	0.0	9.3	30.0	2.0	0.0	0.0	4.2	6.1	
	6:30 PM	11.1	5.3	0.0	0.0	5.1	0.0	1.2	18.2	0.0	2.9	14.3	5.3	0.0	0.0	7.1	10.0	2.1	0.0	0.0	2.7	3.5	
	6:45 PM	0.0	0.0	0.0	0.0	0.0	33.3	7.0	0.0	0.0	7.6	30.8	8.0	50.0	0.0	20.5	0.0	6.2	57.1	0.0	10.0	10.5	
	7:00 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	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		20.1	6.9	7.3	0.0	9.8	11.0	10.9	10.4	0.0	10.9	7.7	8.6	16.9	0.0	9.8	12.9	10.3	13.6	0.0	10.8	10.5	

Peak Hour Heavy Vehicle Percentages Summary

Hourly Time Period		From North (↓)					From East (←)					From South (↑)					From West (→)					Hourly Heavy Vehicle
		CTH H - 105th Street					STH 11 - Durand Avenue					CTH H - 105th Street					STH 11 - Durand Avenue					
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	6:30 AM	18.6	3.3	15.4	0.0	9.4	7.8	7.9	19.6	0.0	8.8	4.0	4.2	17.9	0.0	7.4	2.2	11.4	4.6	0.0	9.5	8.9
MD	12:45 PM	21.2	10.6	15.3	0.0	14.8	9.3	11.6	18.9	0.0	11.7	10.6	8.3	32.3	0.0	13.6	18.2	14.1	10.9	0.0	13.9	13.1
PM	6:00 PM	12.0	1.4	4.2	0.0	4.2	9.5	3.8	7.9	0.0	4.5	14.9	11.0	23.5	0.0	13.5	14.6	3.1	15.4	0.0	4.9	5.8

Intersection Traffic Volume Report

Count Basics			Page 11 of 11
Start Date:	Monday, July 24, 2017	Weekday	Schools in Session
Total Number of Hours Counted: 13		Non-Holiday	No Special Events

15-Minute Pedestrian and Bicyclist Data

Pedestrians and Bicyclists

CTH H - 105th Street and STH 11 - Durand Avenue

15-Minute Pedestrian and Bicyclist Data

	15-Minute	Crossing North Approach			Crossing East Approach			Crossing South Approach			Crossing West Approach				
	Time Period	CTH H - 105th Street			STH 11 - Durand Avenue			CTH H - 105th Street			STH 11 - Durand Avenue			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	1
	6:15 AM	0	0	0	0	0	0	0	0	0	1	0	1	1	2
	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	1	1	1	1
	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	1
	8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	1
	8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	1
	9:00 AM	0	0	0	0	1	1	0	0	0	0	0	0	1	1
	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	1
	10:30 AM	0	1	1	0	0	0	0	0	0	0	0	0	1	1
	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	1
	2:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1
	3:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	3
	3:15 PM	0	0	0	1	0	1	0	0	0	0	0	0	1	3
	3:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	2
	3:45 PM	0	1	1	0	0	0	0	0	0	0	1	1	2	2
	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**	**2**	**2**	**1**	**1**	**2**	**0**	**0**	**0**	**1**	**2**	**3**	**7**	

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/helper dog)	x					
Elderly/Disabled (except wheelchairs)	x					
Wheelchairs/Electric Scooters	x					
Other (None)	x					

Intersection Traffic Volume Report

Count Basics	Version 2013.J4.1		Page 1 of 11
Start Date:	Monday, July 31, 2017	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

Intersection of: IH94-USH 41 W Frontage Rd and Braun Road

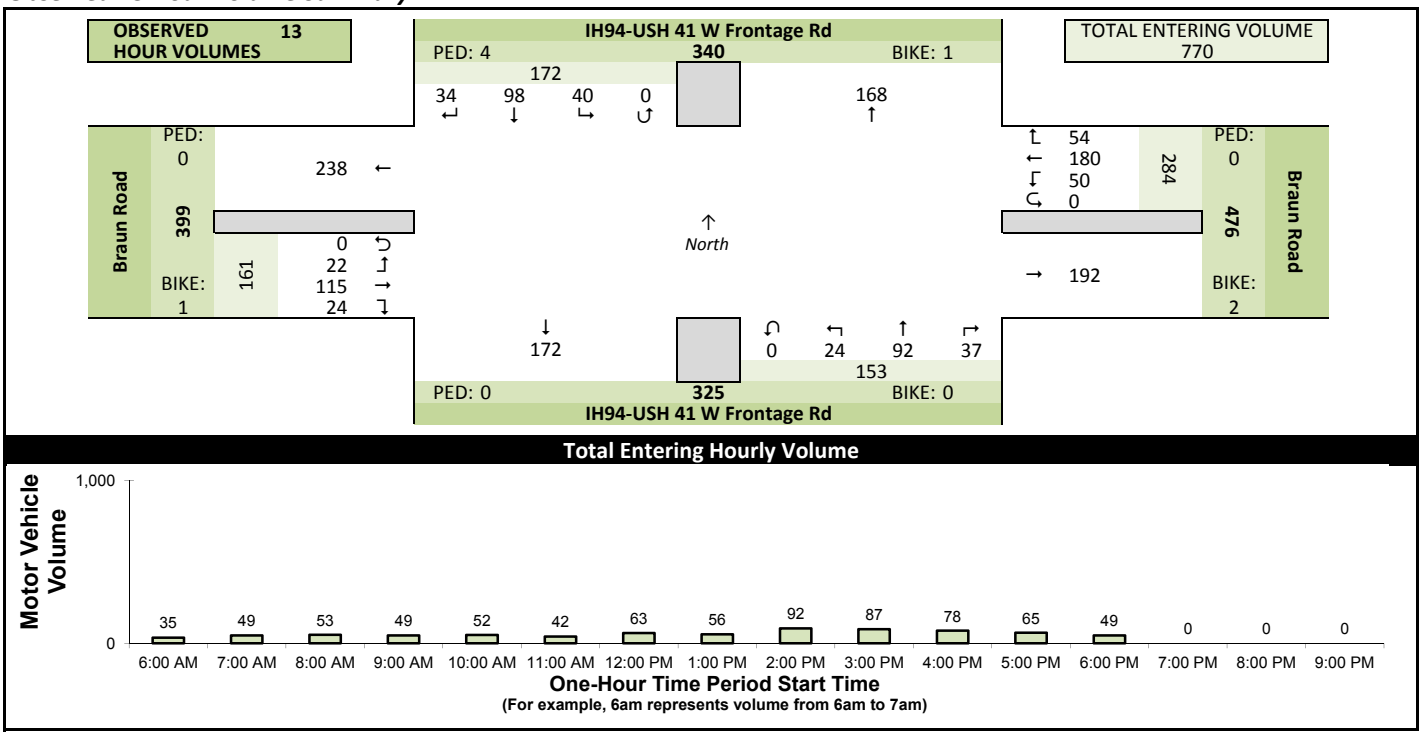
Site Information

Municipality	Village of Mt Pleasant		
County	Racine	WisDOT Region	SE
Traffic Control	All-Way Stop		
Roadway Names		North Direction	↑
North Leg	IH94-USH 41 W Frontage Rd		
East Leg	Braun Road		
South Leg	IH94-USH 41 W Frontage Rd		
West Leg	Braun Road		
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	

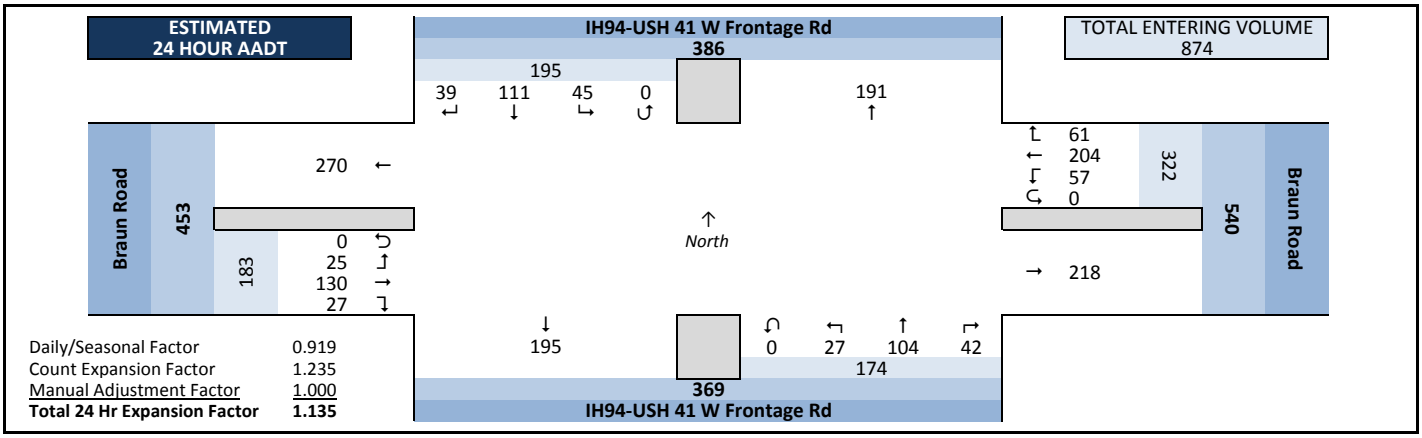
Count Information

Hrs Counted:	6:00 AM-7:00 PM				
1st Day of Count	Monday, July 31, 2017			Weather	
AM Peak Period	Wednesday, August 2, 2017			Clear & Dry	
Midday Peak Period	Wednesday, August 2, 2017			Clear & Dry	
PM Peak Period	Monday, July 31, 2017			Clear & Dry	
Calculated Peak Hours					
AM	8:00-9:00am	MD	12:15-1:15pm	PM	2:15-3:15pm
Peak Hours Selected for Analysis					
AM	6:30-7:30am	MD	12:15-1:15pm	PM	6:00-7:00pm
Daily/Seasonal Adjustment Group	(2) Urban Arterials & Collectors				
Count Expansion Group	(2) Urban Arterials & Collectors				
Daily/Seasonal Adjustment Factor	0.919	Count Expansion Factor	1.235		
Company Name	TADI, Inc.			Manual Adj.	1.000
Observers	AM Peak Period	Lee Oestreich			
	Midday Peak Period	Larry Numerich			
	PM Peak Period	Larry Numerich			
Comments	2016 DOT Seasonal Factors				

Observed 13 Hour Volume Summary



Estimated 24 Hour AADT



Intersection Traffic Volume Report

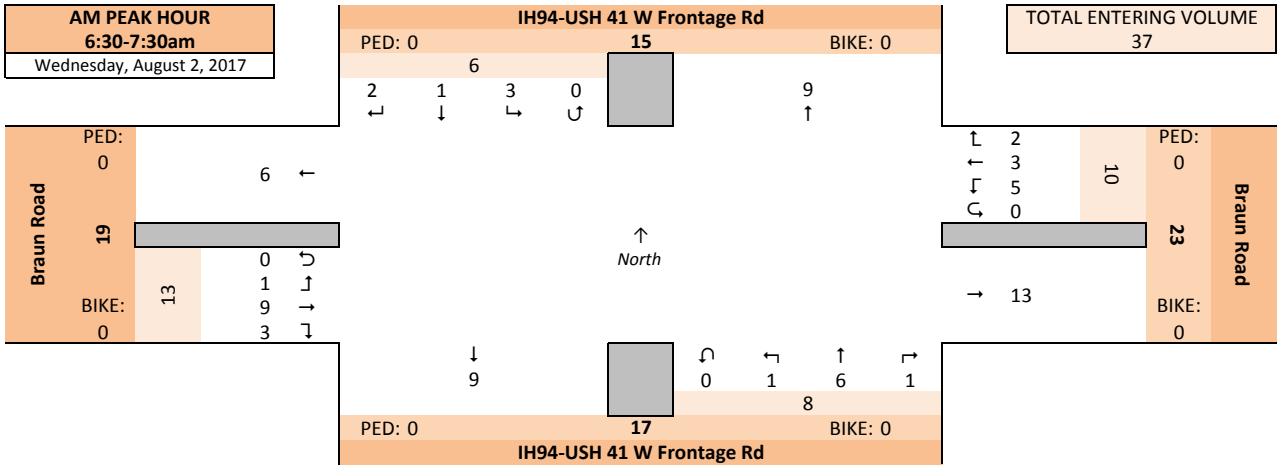
Count Basics			Page 2 of 11
Start Date:	Monday, July 31, 2017	Weekday	Schools in Session
Total Number of Hours Counted: 13		Non-Holiday	No Special Events

Peak Hour Volume Graphical Summary

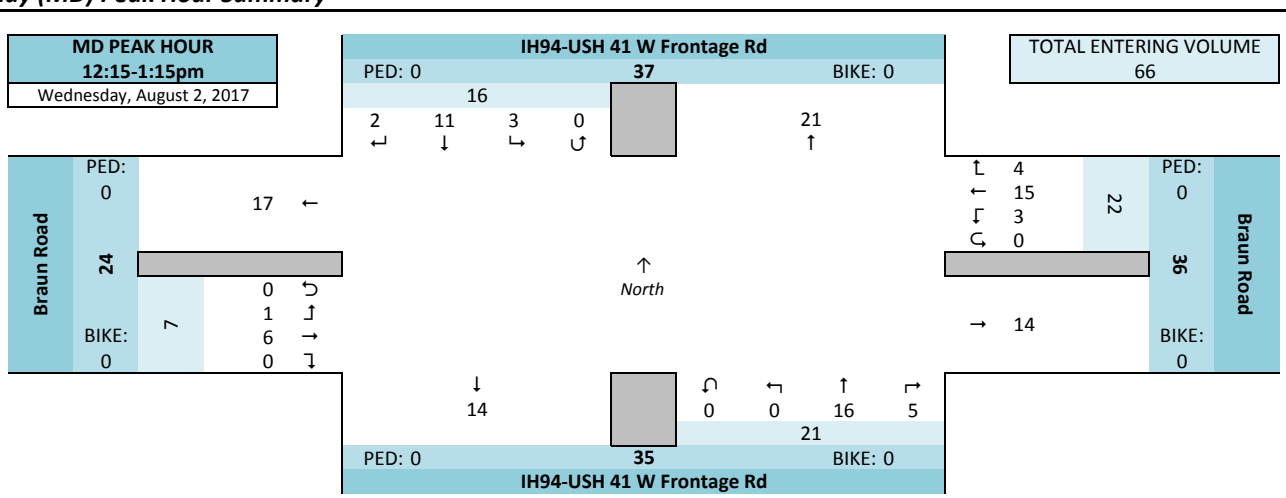
All Motor Vehicles

IH94-USH 41 W Frontage Rd and Braun Road

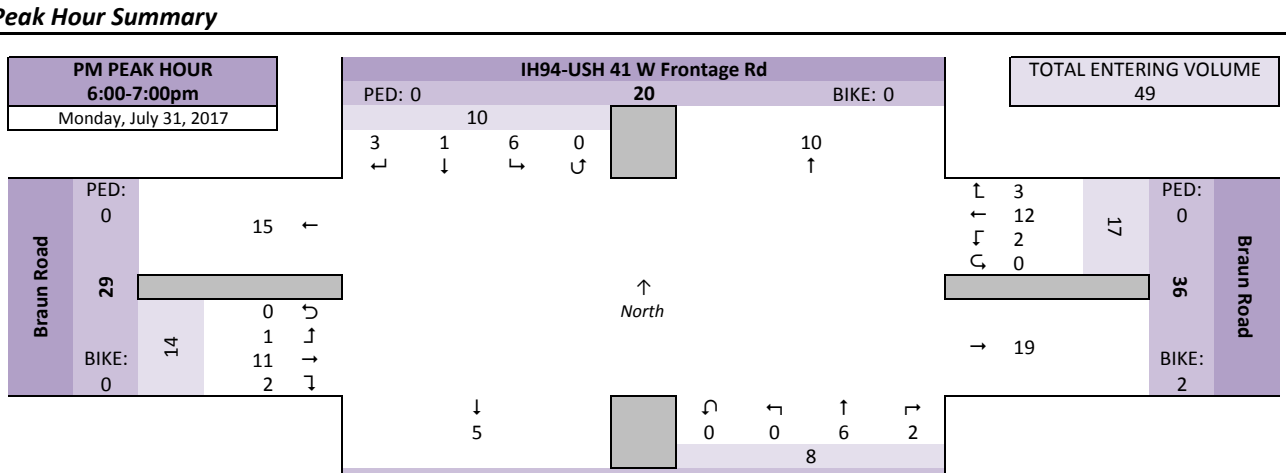
AM Peak Hour Summary



Midday (MD) Peak Hour Summary



PM Peak Hour Summary



Intersection Traffic Volume Report

Count Basics		*Page 3 of 11*
Start Date: Monday, July 31, 2017	Weekday	Schools in Session
Total Number of Hours Counted: 13	Non-Holiday	No Special Events

Peak Hour Volume Summary

IH94-USH 41 W Frontage Rd and Braun Road

All Motor Vehicles

Peak Hour Volumes, Truck Percentages, and PHFs

Wednesday, August 2, 2017		From North					From East					From South					From West					
	AM Peak Hour	IH94-USH 41 W Frontage Rd					Braun Road					IH94-USH 41 W Frontage Rd					Braun Road					
	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	6:30 AM	1	0	1	0	2	1	0	0	0	1	0	0	0	0	0	1	4	0	0	5	8
	6:45 AM	0	1	0	0	1	1	2	1	0	4	1	0	0	0	1	1	0	0	0	1	7
	7:00 AM	1	0	0	0	1	0	1	3	0	4	0	4	0	0	4	1	4	1	0	6	15
	7:15 AM	0	0	2	0	2	0	0	1	0	1	0	2	1	0	3	0	1	0	0	1	7
	Peak Hour Volume	2	1	3	0	6	2	3	5	0	10	1	6	1	0	8	3	9	1	0	13	37
	Rounded Hourly Volume	0	0	5	0	5	0	5	5	0	10	0	5	0	0	5	5	10	0	0	15	35
	% 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)	0.50	0.25	0.37	0.00	0.75	0.50	0.37	0.42	0.00	0.62	0.25	0.37	0.25	0.00	0.50	0.75	0.56	0.25	0.00	0.54	0.62

Wednesday, August 2, 2017		From North					From East					From South					From West					
	MD Peak Hour	IH94-USH 41 W Frontage Rd					Braun Road					IH94-USH 41 W Frontage Rd					Braun Road					
	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	0	2	0	0	2	0	2	1	0	3	2	3	0	0	5	0	3	0	0	3	13
	12:30 PM	1	6	1	0	8	0	5	1	0	6	2	4	0	0	6	0	1	1	0	2	22
	12:45 PM	0	1	1	0	2	2	4	0	0	6	1	4	0	0	5	0	1	0	0	1	14
	1:00 PM	1	2	1	0	4	2	4	1	0	7	0	5	0	0	5	0	1	0	0	1	17
	Peak Hour Volume	2	11	3	0	16	4	15	3	0	22	5	16	0	0	21	0	6	1	0	7	66
	Rounded Hourly Volume	0	10	5	0	15	5	15	5	0	25	5	15	0	0	20	0	5	0	0	5	65
	% Single Unit Trucks	0.0	27.3	33.3	0.0	25.0	25.0	0.0	0.0	0.0	4.5	20.0	0.0	0.0	0.0	4.8	0.0	0.0	0.0	0.0	0.0	9.1
	% 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	27.3	33.3	0.0	25.0	25.0	0.0	0.0	0.0	4.5	20.0	0.0	0.0	0.0	4.8	0.0	0.0	0.0	0.0	0.0	9.1
	Peak Hour Factor (PHF)	0.50	0.46	0.75	0.00	0.50	0.50	0.75	0.75	0.00	0.79	0.62	0.80	0.00	0.00	0.87	0.00	0.50	0.25	0.00	0.58	0.75

Monday, July 31, 2017		From North					From East					From South					From West					
	PM Peak Hour	IH94-USH 41 W Frontage Rd					Braun Road					IH94-USH 41 W Frontage Rd					Braun Road					
	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	6:00 PM	2	0	3	0	5	0	3	1	0	4	1	4	0	0	5	0	2	1	0	3	17
	6:15 PM	1	0	0	0	1	1	4	1	0	6	0	0	0	0	0	1	2	0	0	3	10
	6:30 PM	0	1	0	0	1	2	3	0	0	5	1	0	0	0	1	0	2	0	0	2	9
	6:45 PM	0	0	3	0	3	0	2	0	0	2	0	2	0	0	2	1	5	0	0	6	13
	Peak Hour Volume	3	1	6	0	10	3	12	2	0	17	2	6	0	0	8	2	11	1	0	14	49
	Rounded Hourly Volume	5	0	5	0	10	5	10	0	0	15	0	5	0	0	5	0	10	0	0	10	40
	% Single Unit Trucks	33.3	100.0	16.7	0.0	30.0	33.3	8.3	0.0	0.0	11.8	0.0	16.7	0.0	0.0	12.5	0.0	0.0	0.0	0.0	0.0	12.2
	% 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)	33.3	100.0	16.7	0.0	30.0	33.3	8.3	0.0	0.0	11.8	0.0	16.7	0.0	0.0	12.5	0.0	0.0	0.0	0.0	0.0	12.2
	Peak Hour Factor (PHF)	0.37	0.25	0.50	0.00	0.50	0.37	0.75	0.50	0.00	0.71	0.50	0.37	0.00	0.00	0.40	0.50	0.55	0.25	0.00	0.58	0.72

Peak Hour Pedestrian and Bicyclist Volumes

Pedestrians and Bicyclists		Crossing North Approach			Crossing East Approach			Crossing South Approach			Crossing West Approach			Total Ped & Bike
		IH94-USH 41 W Frontage Rd			Braun Road			IH94-USH 41 W Frontage Rd			Braun Road			
	15-Minute Start Time	Pedestrian	Bicyclist	Total	Pedestrian	Bicyclist	Total	Pedestrian	Bicyclist	Total	Pedestrian	Bicyclist	Total	Volume
AM	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
	Total	0	0	0	0	0	0	0	0	0	0	0	0	0
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	0	0	0	0	0	0
	1:00 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
PM	6:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	6:15 PM	0	0	0	0	2	2	0	0	0	0	0	0	2
	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
	Total	0	0	0	0	2	2	0	0	0	0	0	0	2

Intersection Traffic Volume Report

Count Basics		*Page 4 of 11*
Start Date: Monday, July 31, 2017	Weekday	Schools in Session
Total Number of Hours Counted: 13	Non-Holiday	No Special Events

Hourly Volume Summary - Motor Vehicle Data

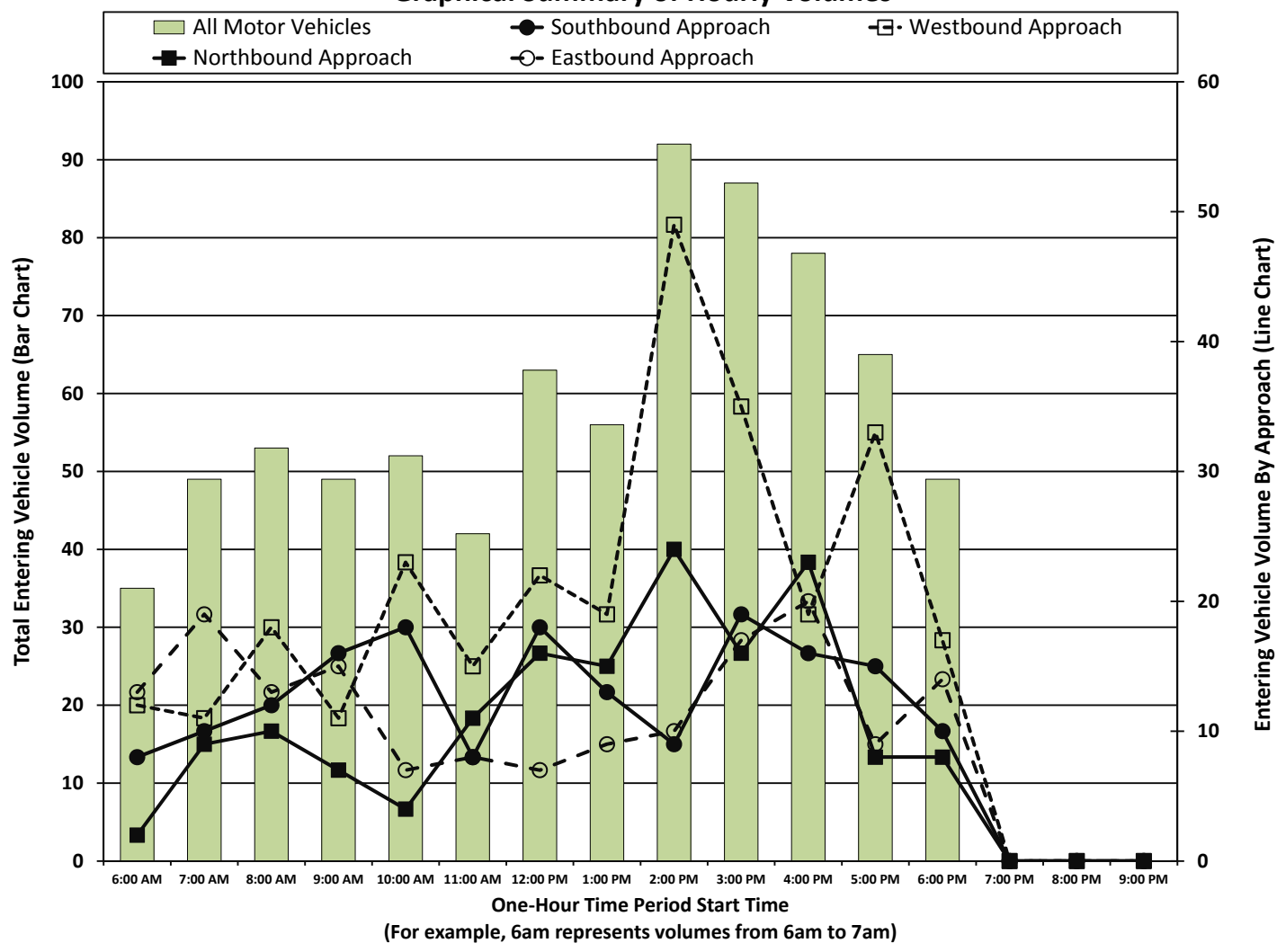
All Motor Vehicles

IH94-USH 41 W Frontage Rd and Braun Road

One-Hour Motor Vehicle Data

One-Hour Time Period Start Time		From North (↓) IH94-USH 41 W Frontage Rd					From East (←) Braun Road					From South (↑) IH94-USH 41 W Frontage Rd					From West (→) Braun Road					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	3	4	1	0	8	5	6	1	0	12	1	0	1	0	2	5	7	1	0	13	35	25	10
AM	7:00 AM	1	5	4	0	10	2	2	7	0	11	0	7	2	0	9	3	12	4	0	19	49	30	19
AM	8:00 AM	1	7	4	0	12	6	11	1	0	18	0	9	1	0	10	4	8	1	0	13	53	31	22
AM	9:00 AM	4	11	1	0	16	3	5	3	0	11	3	4	0	0	7	2	10	3	0	15	49	26	23
MD	10:00 AM	2	14	2	0	18	4	13	6	0	23	0	2	2	0	4	1	6	0	0	7	52	30	22
MD	11:00 AM	0	8	0	0	8	2	9	4	0	15	3	7	1	0	11	1	6	1	0	8	42	23	19
MD	12:00 PM	1	13	4	0	18	2	15	5	0	22	5	11	0	0	16	0	6	1	0	7	63	29	34
MD	1:00 PM	3	8	2	0	13	6	11	2	0	19	4	11	0	0	15	0	9	0	0	9	56	28	28
PM	2:00 PM	1	5	3	0	9	8	36	5	0	49	8	12	4	0	24	2	5	3	0	10	92	59	33
PM	3:00 PM	6	8	5	0	19	7	23	5	0	35	2	9	5	0	16	2	13	2	0	17	87	52	35
PM	4:00 PM	4	6	6	0	16	4	12	3	0	19	8	10	5	0	23	1	15	4	0	20	78	39	39
PM	5:00 PM	5	8	2	0	15	2	25	6	0	33	1	4	3	0	8	1	7	1	0	9	65	42	23
PM	6:00 PM	3	1	6	0	10	3	12	2	0	17	2	6	0	0	8	2	11	1	0	14	49	31	18
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		34	98	40	0	172	54	180	50	0	284	37	92	24	0	153	24	115	22	0	161	770	445	325

Graphical Summary of Hourly Volumes



Intersection Traffic Volume Report

Count Basics		*Page 5 of 11*
Start Date: Monday, July 31, 2017	Weekday	Schools in Session
Total Number of Hours Counted: 13	Non-Holiday	No Special Events

15-Minute Motor Vehicle Data

All Motor Vehicles

IH94-USH 41 W Frontage Rd and Braun Road

15-Minute Motor Vehicle Data

15-Minute Time Period		From North (↓) IH94-USH 41 W Frontage Rd					From East (←) Braun Road					From South (↑) IH94-USH 41 W Frontage Rd					From West (→) Braun Road					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	0	0	5	0	1	0	0	1	0	0	1	0	1	1	2	1	0	4	11	35	0.80
	6:15 AM	0	0	0	0	0	3	3	0	0	6	0	0	0	0	0	2	1	0	0	3	9	39	0.65
	6:30 AM	1	0	1	0	2	1	0	0	0	1	0	0	0	0	0	1	4	0	0	5	8	37	0.62
	6:45 AM	0	1	0	0	1	1	2	1	0	4	1	0	0	0	1	1	0	0	0	1	7	44	0.73
	7:00 AM	1	0	0	0	1	0	1	3	0	4	0	4	0	0	4	1	4	1	0	6	15	49	0.82
	7:15 AM	0	0	2	0	2	0	0	1	0	1	0	2	1	0	3	0	1	0	0	1	7	49	0.82
	7:30 AM	0	2	0	0	2	1	0	3	0	4	0	1	0	0	1	2	5	1	0	8	15	52	0.87
	7:45 AM	0	3	2	0	5	1	1	0	0	2	0	0	1	0	1	0	2	2	0	4	12	48	0.80
	8:00 AM	1	2	1	0	4	2	3	1	0	6	0	0	1	0	1	1	3	0	0	4	15	53	0.78
	8:15 AM	0	2	2	0	4	0	2	0	0	2	0	1	0	0	1	2	1	0	0	3	10	46	0.68
	8:30 AM	0	2	0	0	2	2	1	0	0	3	0	3	0	0	3	1	1	1	0	3	11	40	0.59
	8:45 AM	0	1	1	0	2	2	5	0	0	7	0	5	0	0	5	0	3	0	0	3	17	51	0.58
	9:00 AM	0	1	0	0	1	0	2	1	0	3	0	0	0	0	0	0	3	1	0	4	8	49	0.56
	9:15 AM	0	0	1	0	1	0	0	0	0	0	1	0	0	0	1	0	1	1	0	2	4	54	0.61
	9:30 AM	4	4	0	0	8	2	1	1	0	4	1	4	0	0	5	1	3	1	0	5	22	64	0.73
	9:45 AM	0	6	0	0	6	1	2	1	0	4	1	0	0	0	1	1	3	0	0	4	15	51	0.85
Midday Peak Period	10:00 AM	0	4	1	0	5	2	1	1	0	4	0	0	0	0	0	1	3	0	0	4	13	52	0.81
	10:15 AM	1	5	0	0	6	1	4	2	0	7	0	1	0	0	1	0	0	0	0	0	14	47	0.73
	10:30 AM	1	2	0	0	3	1	2	0	0	3	0	0	0	0	0	0	3	0	0	3	9	39	0.61
	10:45 AM	0	3	1	0	4	0	6	3	0	9	0	1	2	0	3	0	0	0	0	0	16	43	0.67
	11:00 AM	0	2	0	0	2	0	2	1	0	3	0	1	0	0	1	0	2	0	0	2	8	42	0.70
	11:15 AM	0	2	0	0	2	0	0	0	0	0	1	2	0	0	3	0	1	0	0	1	6	48	0.80
	11:30 AM	0	3	0	0	3	2	1	1	0	4	2	2	0	0	4	0	2	0	0	2	13	55	0.92
	11:45 AM	0	1	0	0	1	0	6	2	0	8	0	2	1	0	3	1	1	1	0	3	15	64	0.73
	12:00 PM	0	4	2	0	6	0	4	3	0	7	0	0	0	0	0	0	1	0	0	1	14	63	0.72
	12:15 PM	0	2	0	0	2	0	2	1	0	3	2	3	0	0	5	0	3	0	0	3	13	66	0.75
	12:30 PM	1	6	1	0	8	0	5	1	0	6	2	4	0	0	6	0	1	1	0	2	22	66	0.75
	12:45 PM	0	1	1	0	2	2	4	0	0	6	1	4	0	0	5	0	1	0	0	1	14	59	0.87
	1:00 PM	1	2	1	0	4	2	4	1	0	7	0	5	0	0	5	0	1	0	0	1	17	56	0.82
	1:15 PM	2	1	0	0	3	1	2	1	0	4	0	4	0	0	4	0	2	0	0	2	13	52	0.87
	1:30 PM	0	2	1	0	3	3	2	0	0	5	3	1	0	0	4	0	3	0	0	3	15	75	0.52
	1:45 PM	0	3	0	0	3	0	3	0	0	3	1	1	0	0	2	0	3	0	0	3	11	79	0.55
PM Peak Period	2:00 PM	0	1	0	0	1	2	5	1	0	8	2	2	0	0	4	0	0	0	0	0	13	92	0.64
	2:15 PM	1	2	1	0	4	3	19	1	0	23	1	4	2	0	7	0	1	1	0	2	36	102	0.71
	2:30 PM	0	1	2	0	3	0	4	0	0	4	2	5	1	0	8	1	1	2	0	4	19	92	0.88
	2:45 PM	0	1	0	0	1	3	8	3	0	14	3	1	1	0	5	1	3	0	0	4	24	90	0.87
	3:00 PM	3	2	2	0	7	0	8	2	0	10	0	1	1	0	2	0	4	0	0	4	23	87	0.84
	3:15 PM	2	3	0	0	5	2	8	1	0	11	0	6	0	0	6	1	3	0	0	4	26	87	0.84
	3:30 PM	1	1	1	0	3	3	3	0	0	6	2	1	0	0	3	1	4	0	0	5	17	83	0.90
	3:45 PM	0	2	2	0	4	2	4	2	0	8	0	1	4	0	5	0	2	2	0	4	21	87	0.95
	4:00 PM	1	1	0	0	2	1	3	0	0	4	4	5	2	0	11	0	4	2	0	6	23	78	0.85
	4:15 PM	1	4	2	0	7	1	0	1	0	2	2	3	1	0	6	1	5	1	0	7	22	73	0.83
	4:30 PM	0	1	2	0	3	1	5	2	0	8	2	2	1	0	5	0	4	1	0	5	21	65	0.77
	4:45 PM	2	0	2	0	4	1	4	0	0	5	0	0	1	0	1	0	2	0	0	2	12	65	0.77
	5:00 PM	2	1	0	0	3	0	8	1	0	9	1	2	1	0	4	1	0	1	0	2	18	65	0.77
	5:15 PM	1	3	1	0	5	1	4	0	0	5	0	2	1	0	3	0	1	0	0	1	14	64	0.76
	5:30 PM	0	3	0	0	3	1	9	4	0	14	0	0	1	0	1	0	3	0	0	3	21	60	0.71
	5:45 PM	2	1	1	0	4	0	4	1	0	5	0	0	0	0	0	0	3	0	0	3	12	48	0.71
	6:00 PM	2	0	3	0	5	0	3	1	0	4	1	4	0	0	5	0	2	1	0	3	17	49	0.72
	6:15 PM	1	0	0	0	1	1	4	1	0	6	0	0	0	0	0	1	2	0	0	3	10		
	6:30 PM	0	1	0	0	1	2	3	0	0	5	1	0	0	0	1	0	2	0	0	2	9		
	6:45 PM	0	0	3	0	3	0	2	0	0	2	0	2	0	0	2	1	5	0	0	6	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		
Totals		34	98	40	0	172	54	180	50	0	284	37	92	24	0	153	24	115	22	0	161	770		

Peak Hour All Vehicle Volume Summary

Hourly Time Period		From North (↓) IH94-USH 41 W Frontage Rd					From East (←) Braun Road					From South (↑) IH94-USH 41 W Frontage Rd					From West (→) Braun Road					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	6:30 AM	2	1	3	0	6	2	3	5	0	10	1	6	1	0	8	3	9	1	0	13	37	0.62
MD	12:15 PM	2	11	3	0	16	4	15	3	0	22	5	16	0	0	21	0	6	1	0	7	66	0.75
PM	6:00 PM	3	1	6	0	10	3	12	2	0	17	2	6	0	0	8	2	11	1	0	14	49	0.72

Intersection Traffic Volume Report

Count Basics			*Page 6 of 11*
Start Date:	Monday, July 31, 2017	Weekday	Schools in Session
Total Number of Hours Counted: 13		Non-Holiday	No Special Events

15-Minute Automobile Data

Automobiles (Cars, Light Trucks, & Motorcycles)

IH94-USH 41 W Frontage Rd and Braun Road

15-Minute Automobile Data

15-Minute Time Period		From North (↓) IH94-USH 41 W Frontage Rd					From East (←) Braun Road					From South (↑) IH94-USH 41 W Frontage Rd					From West (→) Braun Road					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	0	0	5	0	1	0	0	1	0	0	1	0	1	1	2	1	0	4	11	35
	6:15 AM	0	0	0	0	0	3	3	0	0	6	0	0	0	0	0	2	1	0	0	3	9	39
	6:30 AM	1	0	1	0	2	1	0	0	0	1	0	0	0	0	0	1	4	0	0	5	8	37
	6:45 AM	0	1	0	0	1	1	2	1	0	4	1	0	0	0	1	1	0	0	0	1	7	41
	7:00 AM	1	0	0	0	1	0	1	3	0	4	0	4	0	0	4	1	4	1	0	6	15	45
	7:15 AM	0	0	2	0	2	0	0	1	0	1	0	2	1	0	3	0	1	0	0	1	7	41
	7:30 AM	0	2	0	0	2	1	0	2	0	3	0	1	0	0	1	2	3	1	0	6	12	41
	7:45 AM	0	2	2	0	4	1	1	0	0	2	0	0	1	0	1	0	2	2	0	4	11	38
	8:00 AM	1	0	0	0	1	2	3	1	0	6	0	0	0	0	0	1	3	0	0	4	11	43
	8:15 AM	0	1	0	0	1	0	2	0	0	2	0	1	0	0	1	2	1	0	0	3	7	39
	8:30 AM	0	1	0	0	1	2	1	0	0	3	0	3	0	0	3	1	1	0	0	2	9	36
	8:45 AM	0	1	1	0	2	2	4	0	0	6	0	5	0	0	5	0	3	0	0	3	16	43
	9:00 AM	0	1	0	0	1	0	2	1	0	3	0	0	0	0	0	0	2	1	0	3	7	41
	9:15 AM	0	0	1	0	1	0	0	0	0	0	1	0	0	0	1	0	1	1	0	2	4	42
	9:30 AM	2	2	0	0	4	2	1	1	0	4	1	2	0	0	3	1	3	1	0	5	16	52
	9:45 AM	0	6	0	0	6	1	1	1	0	3	1	0	0	0	1	1	3	0	0	4	14	44
Midday Peak Period	10:00 AM	0	1	1	0	2	0	1	1	0	2	0	0	0	0	0	1	3	0	0	4	8	45
	10:15 AM	1	5	0	0	6	1	4	2	0	7	0	1	0	0	1	0	0	0	0	0	14	45
	10:30 AM	1	2	0	0	3	1	2	0	0	3	0	0	0	0	0	0	2	0	0	2	8	37
	10:45 AM	0	2	1	0	3	0	6	3	0	9	0	1	2	0	3	0	0	0	0	0	15	41
	11:00 AM	0	2	0	0	2	0	2	1	0	3	0	1	0	0	1	0	2	0	0	2	8	40
	11:15 AM	0	2	0	0	2	0	0	0	0	0	1	2	0	0	3	0	1	0	0	1	6	46
	11:30 AM	0	3	0	0	3	1	1	1	0	3	2	2	0	0	4	0	2	0	0	2	12	53
	11:45 AM	0	1	0	0	1	0	6	2	0	8	0	1	1	0	2	1	1	1	0	3	14	61
	12:00 PM	0	4	2	0	6	0	4	3	0	7	0	0	0	0	0	0	1	0	0	1	14	60
	12:15 PM	0	2	0	0	2	0	2	1	0	3	2	3	0	0	5	0	3	0	0	3	13	60
	12:30 PM	1	5	1	0	7	0	5	1	0	6	1	4	0	0	5	0	1	1	0	2	20	59
	12:45 PM	0	1	0	0	1	2	4	0	0	6	1	4	0	0	5	0	1	0	0	1	13	54
	1:00 PM	1	0	1	0	2	1	4	1	0	6	0	5	0	0	5	0	1	0	0	1	14	52
	1:15 PM	2	1	0	0	3	0	2	1	0	3	0	4	0	0	4	0	2	0	0	2	12	50
	1:30 PM	0	2	1	0	3	3	2	0	0	5	3	1	0	0	4	0	3	0	0	3	15	73
	1:45 PM	0	3	0	0	3	0	3	0	0	3	1	1	0	0	2	0	3	0	0	3	11	76
PM Peak Period	2:00 PM	0	1	0	0	1	2	4	1	0	7	2	2	0	0	4	0	0	0	0	0	12	88
	2:15 PM	1	2	1	0	4	3	19	1	0	23	1	3	2	0	6	0	1	1	0	2	35	98
	2:30 PM	0	0	2	0	2	0	4	0	0	4	2	5	1	0	8	1	1	2	0	4	18	87
	2:45 PM	0	1	0	0	1	3	7	3	0	13	3	1	1	0	5	1	3	0	0	4	23	85
	3:00 PM	3	2	2	0	7	0	8	2	0	10	0	0	1	0	1	0	4	0	0	4	22	81
	3:15 PM	2	3	0	0	5	2	8	1	0	11	0	4	0	0	4	1	3	0	0	4	24	82
	3:30 PM	1	1	1	0	3	3	2	0	0	5	2	1	0	0	3	1	4	0	0	5	16	75
	3:45 PM	0	2	2	0	4	2	4	2	0	8	0	1	4	0	5	0	2	0	0	2	19	80
	4:00 PM	1	1	0	0	2	1	3	0	0	4	4	5	2	0	11	0	4	2	0	6	23	72
	4:15 PM	0	4	2	0	6	0	0	1	0	1	2	3	0	0	5	1	4	0	0	5	17	66
	4:30 PM	0	1	2	0	3	1	5	2	0	8	2	2	1	0	5	0	4	1	0	5	21	63
	4:45 PM	1	0	2	0	3	1	4	0	0	5	0	0	1	0	1	0	2	0	0	2	11	63
	5:00 PM	2	1	0	0	3	0	8	1	0	9	1	2	1	0	4	1	0	0	0	1	17	64
	5:15 PM	1	3	1	0	5	1	4	0	0	5	0	2	1	0	3	0	1	0	0	1	14	61
	5:30 PM	0	3	0	0	3	1	9	4	0	14	0	0	1	0	1	0	3	0	0	3	21	56
	5:45 PM	2	1	1	0	4	0	4	1	0	5	0	0	0	0	0	0	3	0	0	3	12	42
	6:00 PM	1	0	2	0	3	0	3	1	0	4	1	3	0	0	4	0	2	1	0	3	14	43
	6:15 PM	1	0	0	0	1	1	3	1	0	5	0	0	0	0	0	1	2	0	0	3	9	
	6:30 PM	0	0	0	0	0	1	3	0	0	4	1	0	0	0	1	0	2	0	0	2	7	
	6:45 PM	0	0	3	0	3	0	2	0	0	2	0	2	0	0	2	1	5	0	0	6	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	
Totals		29	82	35	0	146	47	174	49	0	270	36	84	22	0	142	24	110	17	0	151	709	

Peak Hour Automobile Volume Summary

Hourly Time Period		From North (↓) IH94-USH 41 W Frontage Rd					From East (←) Braun Road					From South (↑) IH94-USH 41 W Frontage Rd					From West (→) Braun Road					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	6:30 AM	2	1	3	0	6	2	3	5	0	10	1	6	1	0	8	3	9	1	0	13	37
MD	12:15 PM	2	8	2	0	12	3	15	3	0	21	4	16	0	0	20	0	6	1	0	7	60
PM	6:00 PM	2	0	5	0	7	2	11	2	0	15	2	5	0	0	7	2	11	1	0	14	43

Intersection Traffic Volume Report

Count Basics			*Page 7 of 11*
Start Date:	Monday, July 31, 2017	Weekday	Schools in Session
Total Number of Hours Counted: 13		Non-Holiday	No Special Events

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

Single Unit (SU) Trucks & Buses

IH94-USH 41 W Frontage Rd and Braun Road

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

15-Minute Time Period		From North (↓) IH94-USH 41 W Frontage Rd					From East (←) Braun Road					From South (↑) IH94-USH 41 W Frontage Rd					From West (→) Braun Road					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	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	6:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	6:30 AM	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	3
	7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4
	7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	8
	7:30 AM	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	2	0	0	2	3	10
	7:45 AM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	9
	8:00 AM	0	2	1	0	3	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	4	9
	8:15 AM	0	1	1	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	6
	8:30 AM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	2	4
	8:45 AM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1	8
	9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1	8
	9:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	12
	9:30 AM	2	2	0	0	4	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	6	12
	9:45 AM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1	7
Midday Peak Period	10:00 AM	0	3	0	0	3	2	0	0	0	2	0	0	0	0	0	0	0	0	0	0	5	7
	10:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
	10:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1	2
	10:45 AM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	2
	11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
	11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
	11:30 AM	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1	1
	11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
	12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3
	12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	6
	12:30 PM	0	1	0	0	1	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	2	7
	12:45 PM	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	5
	1:00 PM	0	2	0	0	2	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	3	4
	1:15 PM	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1	2
	1:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
	1:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3
PM Peak Period	2:00 PM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1	4
	2:15 PM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1	4
	2:30 PM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	5
	2:45 PM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1	5
	3:00 PM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1	6
	3:15 PM	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	2	5
	3:30 PM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1	8
	3:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	2	2	7
	4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	6
	4:15 PM	1	0	0	0	1	1	0	0	0	1	0	0	1	0	1	0	1	1	0	2	5	7
	4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
	4:45 PM	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	2
	5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1	1
	5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3
	5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4
	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
	6:00 PM	1	0	1	0	2	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	3	6
	6:15 PM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1	
	6:30 PM	0	1	0	0	1	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	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	
Totals		5	16	4	0	25	7	6	1	0	14	1	7	2	0	10	0	5	5	0	10	59	

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

Hourly Time Period		From North (↓) IH94-USH 41 W Frontage Rd					From East (←) Braun Road					From South (↑) IH94-USH 41 W Frontage Rd					From West (→) Braun Road					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	6:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
MD	12:15 PM	0	3	1	0	4	1	0	0	0	1	1	0	0	0	1	0	0	0	0	0	6
PM	6:00 PM	1	1	1	0	3	1	1	0	0	2	0	1	0	0	1	0	0	0	0	0	6

Intersection Traffic Volume Report

Count Basics			*Page 8 of 11*
Start Date:	Monday, July 31, 2017	Weekday	Schools in Session
Total Number of Hours Counted: 13		Non-Holiday	No Special Events

15-Minute Semi-Truck Data

Semi-Trucks

IH94-USH 41 W Frontage Rd and Braun Road

15-Minute Semi-Truck Data

15-Minute Time Period Start Time		From North (↓) IH94-USH 41 W Frontage Rd					From East (←) Braun Road					From South (↑) IH94-USH 41 W Frontage Rd					From West (→) Braun Road					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	0	0	0	0	0	0
	6:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	6:30 AM	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
	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
	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
	7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1
	7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1
	8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1
	8:15 AM	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1
	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
	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
	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
	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
	9:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	9:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
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
	10:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	10:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	10:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1
	11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1
	11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1
	11:45 AM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1	1
	12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	1:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	1:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	1:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	1:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
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
	2:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	2:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	2:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	3:00 PM	0	0	0	0	0	0	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
	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
	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
	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
	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
	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
	4:45 PM	0	0	0	0	0	0	0	0	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	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	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
	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
	6:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	6:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	6:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	6:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	7:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	7:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	7:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	7:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Totals		0	0	1	0	1	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	2	

Peak Hour Semi-Truck Volume Summary

Hourly Time Period Start Time		From North (↓) IH94-USH 41 W Frontage Rd					From East (←) Braun Road					From South (↑) IH94-USH 41 W Frontage Rd					From West (→) Braun Road					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	6:30 AM	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
MD	12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PM	6:00 PM	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

Count Basics		*Page 9 of 11*
Start Date: Monday, July 31, 2017	Weekday	Schools in Session
Total Number of Hours Counted: 13	Non-Holiday	No Special Events

15-Minute Heavy Vehicle Data

Heavy Vehicles (Single-Unit Trucks, Buses & Semi-Trucks)

IH94-USH 41 W Frontage Rd and Braun Road

15-Minute Heavy Vehicle Data

15-Minute Time Period Start Time		From North (↓) IH94-USH 41 W Frontage Rd					From East (←) Braun Road					From South (↑) IH94-USH 41 W Frontage Rd					From West (→) Braun Road					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	0	0	0	0	0	0
	6:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	6:30 AM	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	3
	7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4
	7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	8
	7:30 AM	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	2	0	0	2	3	11
	7:45 AM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	10
	8:00 AM	0	2	1	0	3	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	4	10
	8:15 AM	0	1	2	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	7
	8:30 AM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	2	4
	8:45 AM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1	8
	9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1	8
	9:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	12
	9:30 AM	2	2	0	0	4	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	6	12
	9:45 AM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1	7
Midday Peak Period	10:00 AM	0	3	0	0	3	2	0	0	0	2	0	0	0	0	0	0	0	0	0	0	5	7
	10:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
	10:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1	2
	10:45 AM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	2
	11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
	11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
	11:30 AM	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1	2
	11:45 AM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1	3
	12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3
	12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	6
	12:30 PM	0	1	0	0	1	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	2	7
	12:45 PM	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	5
	1:00 PM	0	2	0	0	2	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	3	4
	1:15 PM	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1	2
	1:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
	1:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3
PM Peak Period	2:00 PM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1	4
	2:15 PM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1	4
	2:30 PM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	5
	2:45 PM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1	5
	3:00 PM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1	6
	3:15 PM	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	2	5
	3:30 PM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1	8
	3:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	2	2	7
	4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	6
	4:15 PM	1	0	0	0	1	1	0	0	0	1	0	0	1	0	1	0	1	1	0	2	5	7
	4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
	4:45 PM	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	2
	5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1	1
	5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3
	5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4
	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
	6:00 PM	1	0	1	0	2	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	3	6
	6:15 PM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1	
	6:30 PM	0	1	0	0	1	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	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	
Totals		5	16	5	0	26	7	6	1	0	14	1	8	2	0	11	0	5	5	0	10	61	

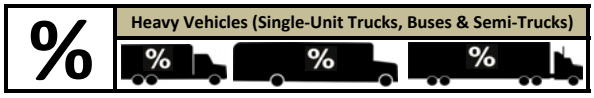
Peak Hour Heavy Vehicle Volume Summary

Hourly Time Period Start Time		From North (↓) IH94-USH 41 W Frontage Rd					From East (←) Braun Road					From South (↑) IH94-USH 41 W Frontage Rd					From West (→) Braun Road					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	6:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
MD	12:15 PM	0	3	1	0	4	1	0	0	0	1	1	0	0	0	1	0	0	0	0	0	6
PM	6:00 PM	1	1	1	0	3	1	1	0	0	2	0	1	0	0	1	0	0	0	0	0	6

Intersection Traffic Volume Report

Count Basics		*Page 10 of 11*
Start Date: Monday, July 31, 2017	Weekday	Schools in Session
Total Number of Hours Counted: 13	Non-Holiday	No Special Events

15-Minute Heavy Vehicle Percentages



IH94-USH 41 W Frontage Rd and Braun Road

15-Minute Heavy Vehicle Percentages

	15-Minute Time Period Start Time	From North (↓) IH94-USH 41 W Frontage Rd					From East (←) Braun Road					From South (↑) IH94-USH 41 W Frontage Rd					From West (→) Braun Road					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	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	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	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	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	6.8
	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	8.2
	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	16.3
	7:30 AM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	33.3	0.0	25.0	0.0	0.0	0.0	0.0	0.0	0.0	40.0	0.0	0.0	25.0	20.0	21.2
	7:45 AM	0.0	33.3	0.0	0.0	20.0	0.0	0.0	0.0	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	20.8
	8:00 AM	0.0	100.0	100.0	0.0	75.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	100.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	26.7	18.9
	8:15 AM	0.0	50.0	100.0	0.0	75.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	30.0	15.2
	8:30 AM	0.0	50.0	0.0	0.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	100.0	0.0	33.3	18.2	10.0
	8:45 AM	0.0	0.0	0.0	0.0	0.0	0.0	20.0	0.0	0.0	14.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	5.9	15.7
	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	33.3	0.0	0.0	25.0	12.5	16.3
	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	22.2
	9:30 AM	50.0	50.0	0.0	0.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	50.0	0.0	0.0	40.0	0.0	0.0	0.0	0.0	0.0	27.3	18.7
	9:45 AM	0.0	0.0	0.0	0.0	0.0	0.0	50.0	0.0	0.0	25.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	6.7	13.7
Midday Peak Period	10:00 AM	0.0	75.0	0.0	0.0	60.0	100.0	0.0	0.0	0.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	38.5	13.5
	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	4.3
	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	33.3	0.0	0.0	33.3	11.1	5.1
	10:45 AM	0.0	33.3	0.0	0.0	25.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	6.2	4.7
	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	4.8
	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	4.2
	11:30 AM	0.0	0.0	0.0	0.0	0.0	50.0	0.0	0.0	0.0	25.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	7.7	3.6
	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	50.0	0.0	0.0	33.3	0.0	0.0	0.0	0.0	0.0	6.7	4.7
	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	4.8
	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	9.1
	12:30 PM	0.0	16.7	0.0	0.0	12.5	0.0	0.0	0.0	0.0	0.0	50.0	0.0	0.0	0.0	16.7	0.0	0.0	0.0	0.0	0.0	9.1	10.6
	12:45 PM	0.0	0.0	100.0	0.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	7.1	8.5
	1:00 PM	0.0	100.0	0.0	0.0	50.0	50.0	0.0	0.0	0.0	14.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	17.6	7.1
	1:15 PM	0.0	0.0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	25.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	7.7	3.8
	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	2.7
	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	3.8
PM Peak Period	2:00 PM	0.0	0.0	0.0	0.0	0.0	0.0	20.0	0.0	0.0	12.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	7.7	4.3
	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	25.0	0.0	0.0	14.3	0.0	0.0	0.0	0.0	0.0	2.8	3.9
	2:30 PM	0.0	100.0	0.0	0.0	33.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	5.3	5.4
	2:45 PM	0.0	0.0	0.0	0.0	0.0	0.0	12.5	0.0	0.0	7.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	4.2	5.6
	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	100.0	0.0	0.0	50.0	0.0	0.0	0.0	0.0	0.0	4.3	6.9
	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	33.3	0.0	0.0	33.3	0.0	0.0	0.0	0.0	0.0	7.7	5.7
	3:30 PM	0.0	0.0	0.0	0.0	0.0	0.0	33.3	0.0	0.0	16.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	5.9	9.6
	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	100.0	0.0	50.0	9.5	8.0
	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	7.7
	4:15 PM	100.0	0.0	0.0	0.0	14.3	100.0	0.0	0.0	0.0	50.0	0.0	0.0	100.0	0.0	16.7	0.0	20.0	100.0	0.0	28.6	22.7	9.6
	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	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	3.1
	4:45 PM	50.0	0.0	0.0	0.0	25.0	0.0	0.0	0.0	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	3.1
	5:00 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	100.0	0.0	50.0	5.6	1.5
	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	4.7
	5:30 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	6.7
	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	12.5
	6:00 PM	50.0	0.0	33.3	0.0	40.0	0.0	0.0	0.0	0.0	0.0	0.0	25.0	0.0	0.0	20.0	0.0	0.0	0.0	0.0	0.0	17.6	12.2
	6:15 PM	0.0	0.0	0.0	0.0	0.0	0.0	25.0	0.0	0.0	16.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	10.0	
	6:30 PM	0.0	100.0	0.0	0.0	100.0	50.0	0.0	0.0	0.0	20.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	22.2	
	6:45 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	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	
Totals		14.7	16.3	12.5	0.0	15.1	13.0	3.3	2.0	0.0	4.9	2.7	8.7	8.3	0.0	7.2	0.0	4.3	22.7	0.0	6.2	7.9	

Peak Hour Heavy Vehicle Percentages Summary

	Hourly Time Period Start Time	From North (↓) IH94-USH 41 W Frontage Rd					From East (←) Braun Road					From South (↑) IH94-USH 41 W Frontage Rd					From West (→) Braun Road					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	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
MD	12:15 PM	0.0	27.3	33.3	0.0	25.0	25.0	0.0	0.0	0.0	4.5	20.0	0.0	0.0	0.0	4.8	0.0	0.0	0.0	0.0	0.0	9.1
PM	6:00 PM	33.3	100.0	16.7	0.0	30.0	33.3	8.3	0.0	0.0	11.8	0.0	16.7	0.0	0.0	12.5	0.0	0.0	0.0	0.0	0.0	12.2

Intersection Traffic Volume Report

Count Basics			Page 11 of 11
Start Date:	Monday, July 31, 2017	Weekday	Schools in Session
Total Number of Hours Counted: 13		Non-Holiday	No Special Events

15-Minute Pedestrian and Bicyclist Data

Pedestrians and Bicyclists

IH94-USH 41 W Frontage Rd and Braun Road

15-Minute Pedestrian and Bicyclist Data

	15-Minute	Crossing North Approach			Crossing East Approach			Crossing South Approach			Crossing West Approach			15-Min	Hourly
	Time Period	IH94-USH 41 W Frontage Rd			Braun Road			IH94-USH 41 W Frontage Rd			Braun Road				
	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	1
	8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	1
	8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	1
	8:30 AM	0	1	1	0	0	0	0	0	0	0	0	0	1	1
	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	4
	9:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	4
Midday Peak Period	10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	4
	10:15 AM	4	0	4	0	0	0	0	0	0	0	0	0	4	4
	10:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	1
	10:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	1
	11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	1
	11:15 AM	0	0	0	0	0	0	0	0	0	0	1	1	1	1
	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	2
	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	0	0	0	0	0	0	0	2
	6:15 PM	0	0	0	0	2	2	0	0	0	0	0	0	2	
	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		**4**	**1**	**5**	**0**	**2**	**2**	**0**	**0**	**0**	**0**	**1**	**1**	**8**	

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/helper dog)	x					
Elderly/Disabled (except wheelchairs)	x					
Wheelchairs/Electric Scooters	x					
Other (None)	x					

Intersection Traffic Volume Report

Count Basics	Version 2013.J4.1		Page 1 of 11
Start Date:	Monday, July 31, 2017	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

Intersection of: IH94-USH 41 E Frontage Rd and Braun Road

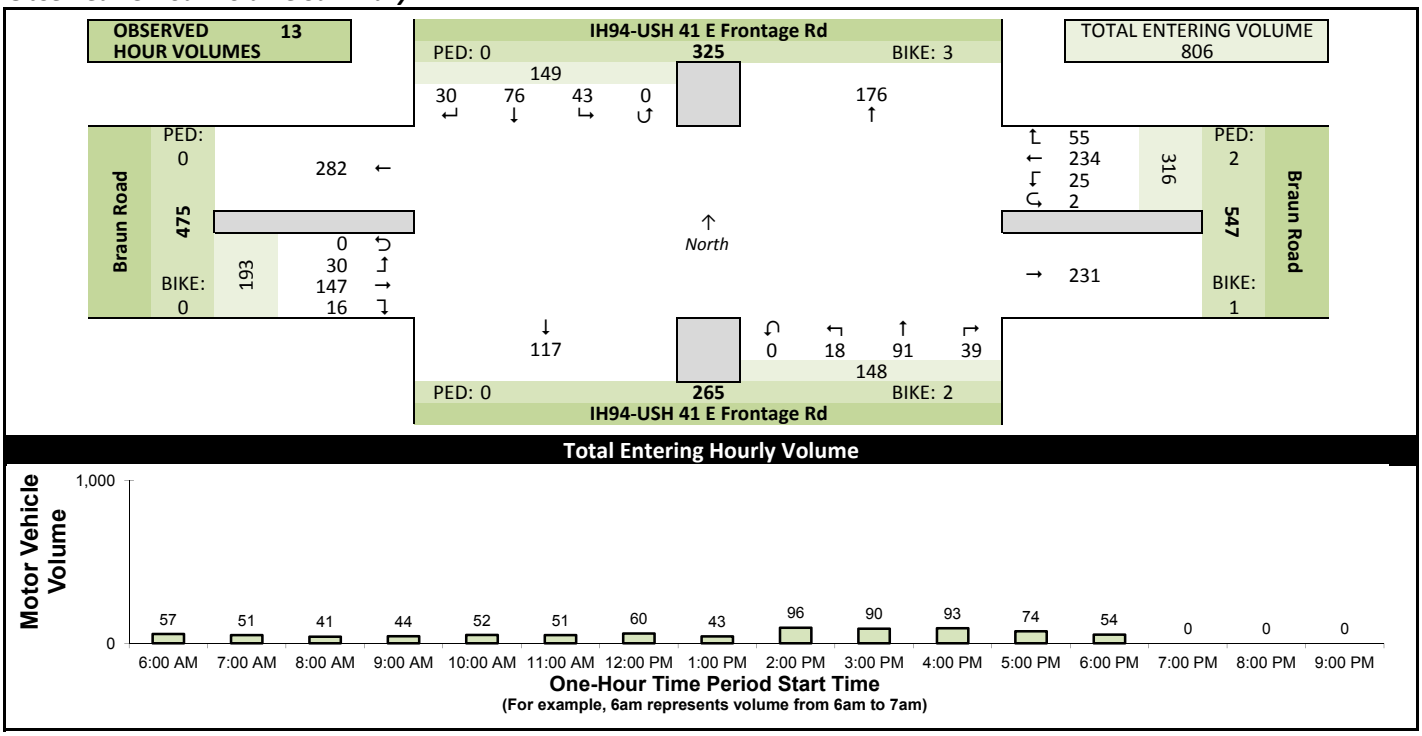
Site Information

Municipality	Village of Mt Pleasant		
County	Racine	WisDOT Region	SE
Traffic Control	All-Way Stop		
Roadway Names		North Direction	↑
North Leg	IH94-USH 41 E Frontage Rd		
East Leg	Braun Road		
South Leg	IH94-USH 41 E Frontage Rd		
West Leg	Braun Road		
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	

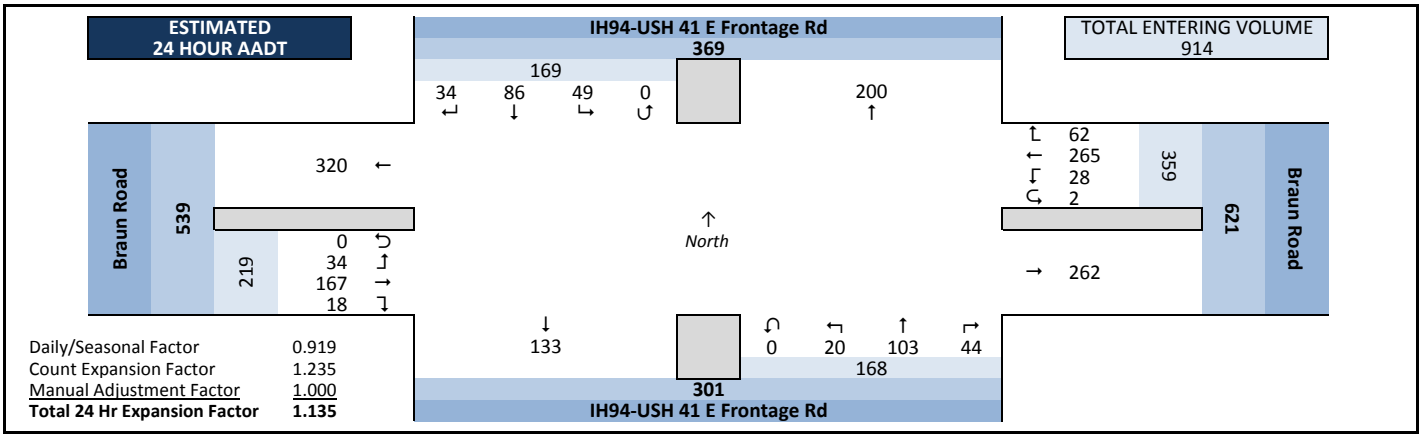
Count Information

Hrs Counted:	6:00 AM-7:00 PM				
1st Day of Count	Monday, July 31, 2017			Weather	
AM Peak Period	Wednesday, August 2, 2017			Clear & Dry	
Midday Peak Period	Wednesday, August 2, 2017			Clear & Dry	
PM Peak Period	Monday, July 31, 2017			Clear & Dry	
Calculated Peak Hours					
AM	6:15-7:15am	MD	11:30-12:30am	PM	2:15-3:15pm
Peak Hours Selected for Analysis					
AM	6:30-7:30am	MD	11:30-12:30am	PM	6:00-7:00pm
Daily/Seasonal Adjustment Group	(2) Urban Arterials & Collectors				
Count Expansion Group	(2) Urban Arterials & Collectors				
Daily/Seasonal Adjustment Factor	0.919	Count Expansion Factor	1.235		
Company Name	TADI, Inc.			Manual Adj.	1.000
Observers	AM Peak Period	Amy Scheuerlein			
	Midday Peak Period	Wendy Picard			
	PM Peak Period	Ted Atwell			
Comments	2016 DOT Seasonal Factors				

Observed 13 Hour Volume Summary



Estimated 24 Hour AADT



Intersection Traffic Volume Report

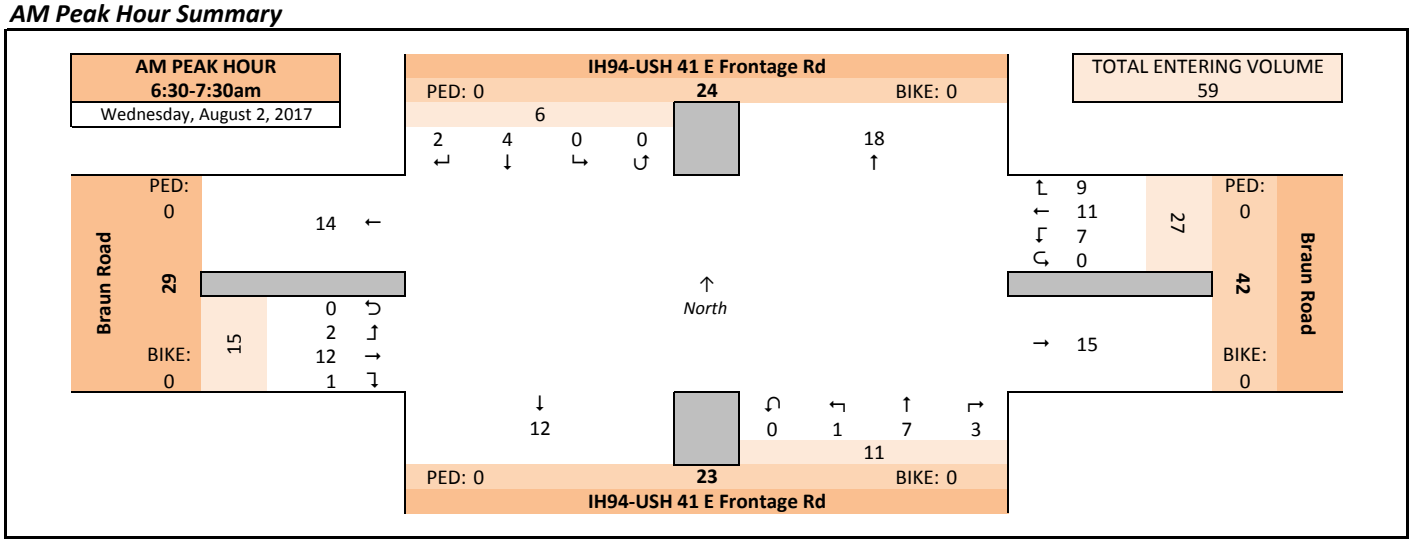
Count Basics			Page 2 of 11
Start Date:	Monday, July 31, 2017	Weekday	Schools in Session
Total Number of Hours Counted: 13		Non-Holiday	No Special Events

Peak Hour Volume Graphical Summary

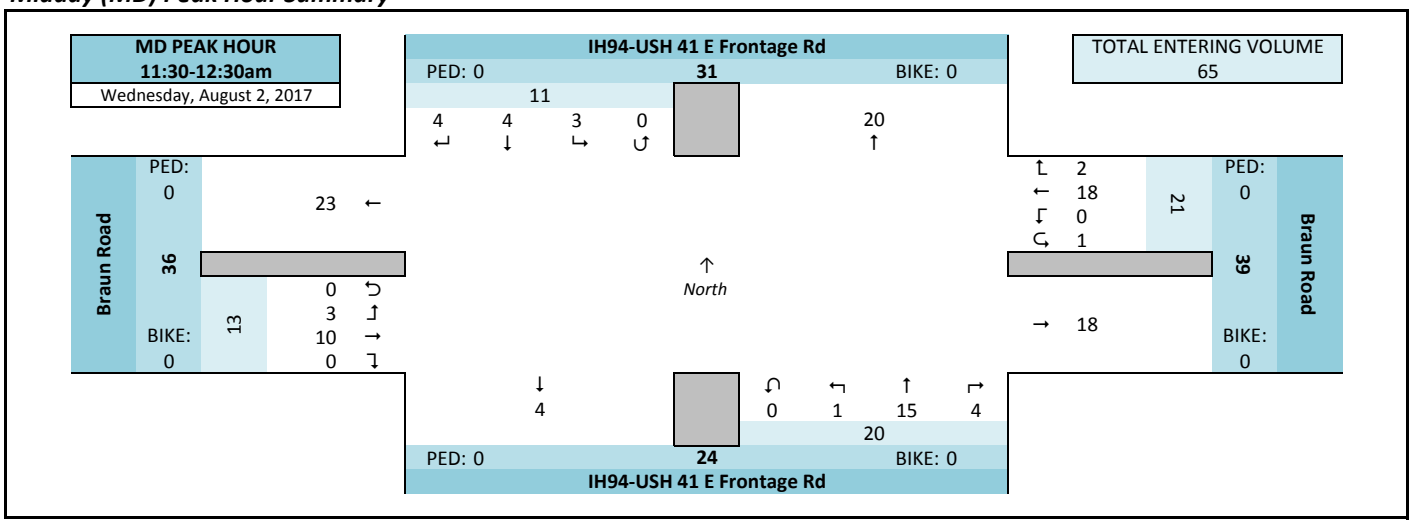
IH94-USH 41 E Frontage Rd and Braun Road

All Motor Vehicles

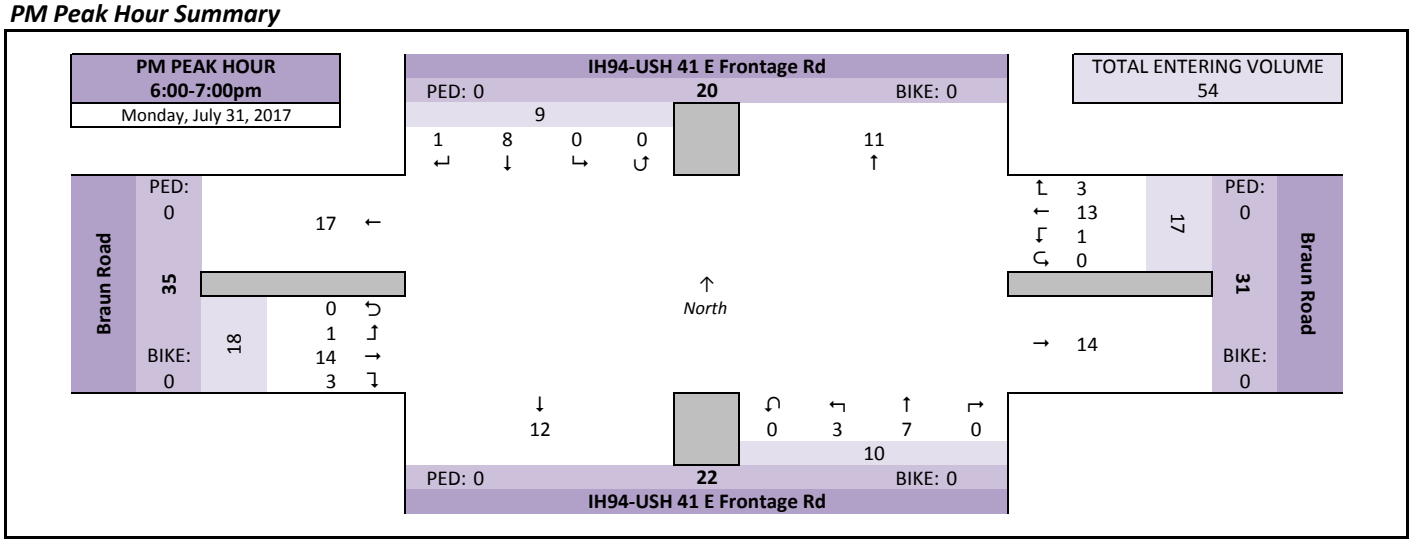
AM Peak Hour Summary



Midday (MD) Peak Hour Summary



PM Peak Hour Summary



Intersection Traffic Volume Report

Count Basics		*Page 3 of 11*
Start Date: Monday, July 31, 2017	Weekday	Schools in Session
Total Number of Hours Counted: 13	Non-Holiday	No Special Events

Peak Hour Volume Summary

IH94-USH 41 E Frontage Rd and Braun Road

All Motor Vehicles

Peak Hour Volumes, Truck Percentages, and PHFs

Wednesday, August 2, 2017		From North					From East					From South					From West					
	AM Peak Hour	IH94-USH 41 E Frontage Rd					Braun Road					IH94-USH 41 E Frontage Rd					Braun Road					
	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	6:30 AM	0	1	0	0	1	2	0	2	0	4	0	2	1	0	3	1	3	1	0	5	13
	6:45 AM	0	1	0	0	1	4	5	4	0	13	1	2	0	0	3	0	2	0	0	2	19
	7:00 AM	2	1	0	0	3	2	2	0	0	4	2	2	0	0	4	0	4	0	0	4	15
	7:15 AM	0	1	0	0	1	1	4	1	0	6	0	1	0	0	1	0	3	1	0	4	12
	Peak Hour Volume	2	4	0	0	6	9	11	7	0	27	3	7	1	0	11	1	12	2	0	15	59
	Rounded Hourly Volume	0	5	0	0	5	10	10	5	0	25	5	5	0	0	10	0	10	0	0	10	50
	% Single Unit Trucks	0.0	0.0	0.0	0.0	0.0	0.0	9.1	0.0	0.0	3.7	0.0	28.6	0.0	0.0	18.2	0.0	0.0	0.0	0.0	0.0	5.1
	% 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	9.1	0.0	0.0	3.7	0.0	28.6	0.0	0.0	18.2	0.0	0.0	0.0	0.0	0.0	5.1
	Peak Hour Factor (PHF)	0.25	1.00	0.00	0.00	0.50	0.56	0.55	0.44	0.00	0.52	0.37	0.87	0.25	0.00	0.69	0.25	0.75	0.50	0.00	0.75	0.78

Wednesday, August 2, 2017		From North					From East					From South					From West					
	MD Peak Hour	IH94-USH 41 E Frontage Rd					Braun Road					IH94-USH 41 E Frontage Rd					Braun Road					
	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	2	1	1	0	4	1	3	0	0	4	1	5	1	0	7	0	3	2	0	5	20
	11:45 AM	0	0	1	0	1	0	7	0	1	8	1	4	0	0	5	0	1	0	0	1	15
	12:00 PM	1	1	0	0	2	1	6	0	0	7	1	1	0	0	2	0	3	0	0	3	14
	12:15 PM	1	2	1	0	4	0	2	0	0	2	1	5	0	0	6	0	3	1	0	4	16
	Peak Hour Volume	4	4	3	0	11	2	18	0	1	21	4	15	1	0	20	0	10	3	0	13	65
	Rounded Hourly Volume	5	5	5	0	15	0	20	0	0	20	5	15	0	0	20	0	10	5	0	15	70
	% 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	26.7	100.0	0.0	25.0	0.0	0.0	0.0	0.0	0.0	7.7
	% 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	26.7	100.0	0.0	25.0	0.0	0.0	0.0	0.0	0.0	7.7
	Peak Hour Factor (PHF)	0.50	0.50	0.75	0.00	0.69	0.50	0.64	0.00	0.25	0.66	1.00	0.75	0.25	0.00	0.71	0.00	0.83	0.37	0.00	0.65	0.81

Monday, July 31, 2017		From North					From East					From South					From West					
	PM Peak Hour	IH94-USH 41 E Frontage Rd					Braun Road					IH94-USH 41 E Frontage Rd					Braun Road					
	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	6:00 PM	0	4	0	0	4	1	4	0	0	5	0	2	0	0	2	1	5	0	0	6	17
	6:15 PM	0	0	0	0	0	1	5	1	0	7	0	2	1	0	3	0	2	0	0	2	12
	6:30 PM	1	1	0	0	2	1	2	0	0	3	0	1	2	0	3	1	0	1	0	2	10
	6:45 PM	0	3	0	0	3	0	2	0	0	2	0	2	0	0	2	1	7	0	0	8	15
	Peak Hour Volume	1	8	0	0	9	3	13	1	0	17	0	7	3	0	10	3	14	1	0	18	54
	Rounded Hourly Volume	0	10	0	0	10	5	15	0	0	20	0	5	5	0	10	5	15	0	0	20	60
	% Single Unit Trucks	0.0	12.5	0.0	0.0	11.1	0.0	7.7	0.0	0.0	5.9	0.0	0.0	33.3	0.0	10.0	33.3	0.0	0.0	0.0	5.6	7.4
	% Heavy Trucks	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	% Trucks (Total)	0.0	12.5	0.0	0.0	11.1	0.0	7.7	0.0	0.0	5.9	0.0	0.0	33.3	0.0	10.0	33.3	0.0	0.0	0.0	5.6	7.4
	Peak Hour Factor (PHF)	0.25	0.50	0.00	0.00	0.56	0.75	0.65	0.25	0.00	0.61	0.00	0.87	0.37	0.00	0.83	0.75	0.50	0.25	0.00	0.56	0.79

Peak Hour Pedestrian and Bicyclist Volumes

Pedestrians and Bicyclists		Crossing North Approach			Crossing East Approach			Crossing South Approach			Crossing West Approach			Total Ped & Bike
		IH94-USH 41 E Frontage Rd			Braun Road			IH94-USH 41 E Frontage Rd			Braun Road			
	15-Minute Start Time	Pedestrian	Bicyclist	Total	Pedestrian	Bicyclist	Total	Pedestrian	Bicyclist	Total	Pedestrian	Bicyclist	Total	Volume
AM	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
	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	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
	Total	0	0	0	0	0	0	0	0	0	0	0	0	0

Intersection Traffic Volume Report

Count Basics		*Page 4 of 11*
Start Date: Monday, July 31, 2017	Weekday	Schools in Session
Total Number of Hours Counted: 13	Non-Holiday	No Special Events

Hourly Volume Summary - Motor Vehicle Data

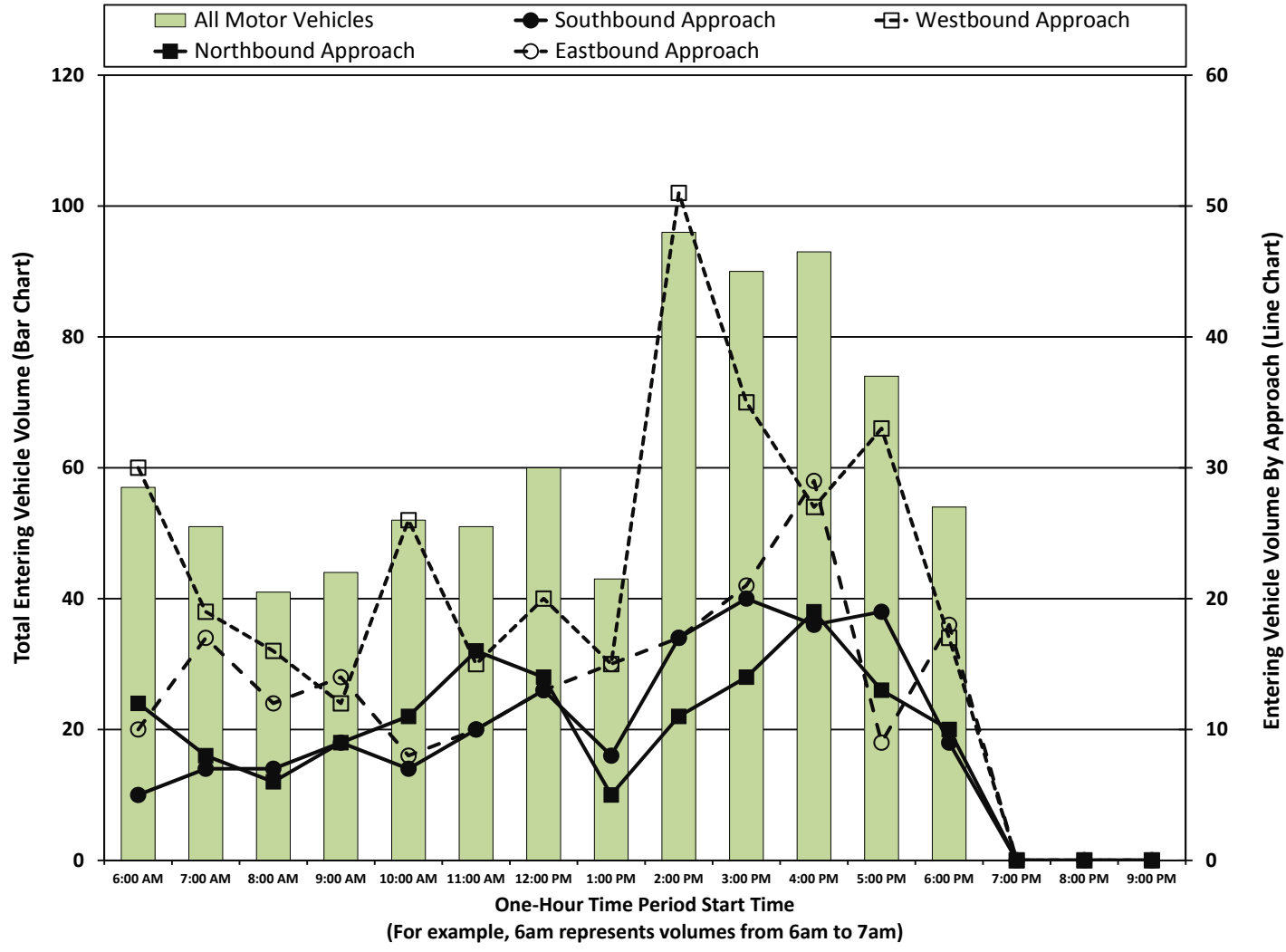
All Motor Vehicles

IH94-USH 41 E Frontage Rd and Braun Road

One-Hour Motor Vehicle Data

One-Hour Time Period Start Time		From North (↓) IH94-USH 41 E Frontage Rd					From East (←) Braun Road					From South (↑) IH94-USH 41 E Frontage Rd					From West (→) Braun Road					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	5	0	0	5	10	10	10	0	30	2	8	2	0	12	1	7	2	0	10	57	40	17
AM	7:00 AM	2	2	3	0	7	4	12	3	0	19	3	5	0	0	8	2	14	1	0	17	51	36	15
AM	8:00 AM	6	1	0	0	7	4	10	1	1	16	1	4	1	0	6	1	7	4	0	12	41	28	13
AM	9:00 AM	2	4	3	0	9	4	8	0	0	12	2	6	1	0	9	1	9	4	0	14	44	26	18
MD	10:00 AM	0	5	2	0	7	2	22	2	0	26	3	7	1	0	11	0	8	0	0	8	52	34	18
MD	11:00 AM	2	4	4	0	10	1	13	0	1	15	2	13	1	0	16	0	7	3	0	10	51	25	26
MD	12:00 PM	3	6	4	0	13	2	16	2	0	20	3	9	2	0	14	0	11	2	0	13	60	33	27
MD	1:00 PM	2	5	1	0	8	2	13	0	0	15	1	3	1	0	5	0	13	2	0	15	43	30	13
PM	2:00 PM	3	10	4	0	17	5	44	2	0	51	4	5	2	0	11	1	11	5	0	17	96	68	28
PM	3:00 PM	3	7	10	0	20	4	30	1	0	35	1	11	2	0	14	5	14	2	0	21	90	56	34
PM	4:00 PM	2	9	7	0	18	11	16	0	0	27	9	9	1	0	19	2	24	3	0	29	93	56	37
PM	5:00 PM	4	10	5	0	19	3	27	3	0	33	8	4	1	0	13	0	8	1	0	9	74	42	32
PM	6:00 PM	1	8	0	0	9	3	13	1	0	17	0	7	3	0	10	3	14	1	0	18	54	35	19
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		30	76	43	0	149	55	234	25	2	316	39	91	18	0	148	16	147	30	0	193	806	509	297

Graphical Summary of Hourly Volumes



Intersection Traffic Volume Report

Count Basics		*Page 5 of 11*
Start Date: Monday, July 31, 2017	Weekday	Schools in Session
Total Number of Hours Counted: 13	Non-Holiday	No Special Events

15-Minute Motor Vehicle Data

All Motor Vehicles

IH94-USH 41 E Frontage Rd and Braun Road

15-Minute Motor Vehicle Data

15-Minute Time Period		From North (↓) IH94-USH 41 E Frontage Rd					From East (←) Braun Road					From South (↑) IH94-USH 41 E Frontage Rd					From West (→) Braun Road					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	1	0	0	1	3	1	2	0	6	0	2	0	0	2	0	1	1	0	2	11	57	0.75
	6:15 AM	0	2	0	0	2	1	4	2	0	7	1	2	1	0	4	0	1	0	0	1	14	61	0.80
	6:30 AM	0	1	0	0	1	2	0	2	0	4	0	2	1	0	3	1	3	1	0	5	13	59	0.78
	6:45 AM	0	1	0	0	1	4	5	4	0	13	1	2	0	0	3	0	2	0	0	2	19	58	0.76
	7:00 AM	2	1	0	0	3	2	2	0	0	4	2	2	0	0	4	0	4	0	0	4	15	51	0.85
	7:15 AM	0	1	0	0	1	1	4	1	0	6	0	1	0	0	1	0	3	1	0	4	12	47	0.98
	7:30 AM	0	0	1	0	1	1	3	1	0	5	1	0	0	0	1	0	5	0	0	5	12	44	0.92
	7:45 AM	0	0	2	0	2	0	3	1	0	4	0	2	0	0	2	2	2	0	0	4	12	41	0.85
	8:00 AM	3	1	0	0	4	0	2	0	0	2	0	1	0	0	1	0	2	2	0	4	11	41	0.85
	8:15 AM	0	0	0	0	0	2	2	0	0	4	1	1	0	0	2	0	2	1	0	3	9	40	0.83
	8:30 AM	1	0	0	0	1	2	2	1	1	6	0	1	0	0	1	1	0	0	0	1	9	37	0.77
	8:45 AM	2	0	0	0	2	0	4	0	0	4	0	1	1	0	2	0	3	1	0	4	12	42	0.75
	9:00 AM	1	0	1	0	2	1	2	0	0	3	0	2	0	0	2	0	1	2	0	3	10	44	0.79
	9:15 AM	0	1	0	0	1	0	1	0	0	1	1	0	0	0	1	1	2	0	0	3	6	48	0.86
	9:30 AM	0	2	1	0	3	2	3	0	0	5	1	1	0	0	2	0	3	1	0	4	14	55	0.98
	9:45 AM	1	1	1	0	3	1	2	0	0	3	0	3	1	0	4	0	3	1	0	4	14	51	0.91
Midday Peak Period	10:00 AM	0	0	1	0	1	0	3	2	0	5	0	3	1	0	4	0	4	0	0	4	14	52	0.87
	10:15 AM	0	2	0	0	2	2	7	0	0	9	1	1	0	0	2	0	0	0	0	0	13	49	0.82
	10:30 AM	0	2	0	0	2	0	3	0	0	3	1	1	0	0	2	0	3	0	0	3	10	41	0.68
	10:45 AM	0	1	1	0	2	0	9	0	0	9	1	2	0	0	3	0	1	0	0	1	15	51	0.64
	11:00 AM	0	1	2	0	3	0	3	0	0	3	0	3	0	0	3	0	1	1	0	2	11	51	0.64
	11:15 AM	0	2	0	0	2	0	0	0	0	0	0	1	0	0	1	0	2	0	0	2	5	54	0.68
	11:30 AM	2	1	1	0	4	1	3	0	0	4	1	5	1	0	7	0	3	2	0	5	20	65	0.81
	11:45 AM	0	0	1	0	1	0	7	0	1	8	1	4	0	0	5	0	1	0	0	1	15	60	0.94
	12:00 PM	1	1	0	0	2	1	6	0	0	7	1	1	0	0	2	0	3	0	0	3	14	60	0.94
	12:15 PM	1	2	1	0	4	0	2	0	0	2	1	5	0	0	6	0	3	1	0	4	16	55	0.86
	12:30 PM	1	2	1	0	4	0	3	0	0	3	1	3	1	0	5	0	2	1	0	3	15	49	0.82
	12:45 PM	0	1	2	0	3	1	5	2	0	8	0	0	1	0	1	0	3	0	0	3	15	47	0.78
	1:00 PM	0	0	0	0	0	1	5	0	0	6	1	0	0	0	1	0	2	0	0	2	9	43	0.83
	1:15 PM	0	2	0	0	2	1	3	0	0	4	0	2	0	0	2	0	2	0	0	2	10	50	0.78
	1:30 PM	0	1	0	0	1	0	4	0	0	4	0	0	1	0	1	0	6	1	0	7	13	74	0.54
	1:45 PM	2	2	1	0	5	0	1	0	0	1	0	1	0	0	1	0	3	1	0	4	11	78	0.57
PM Peak Period	2:00 PM	0	1	0	0	1	0	9	1	0	10	0	2	0	0	2	0	2	1	0	3	16	96	0.71
	2:15 PM	2	1	1	0	4	3	18	0	0	21	2	2	2	0	6	1	0	2	0	3	34	107	0.79
	2:30 PM	0	5	1	0	6	0	4	0	0	4	1	1	0	0	2	0	5	0	0	5	17	95	0.82
	2:45 PM	1	3	2	0	6	2	13	1	0	16	1	0	0	0	1	0	4	2	0	6	29	102	0.88
	3:00 PM	2	0	4	0	6	1	8	0	0	9	1	4	0	0	5	4	2	1	0	7	27	90	0.83
	3:15 PM	1	3	1	0	5	1	9	0	0	10	0	3	1	0	4	0	3	0	0	3	22	85	0.89
	3:30 PM	0	4	2	0	6	2	5	0	0	7	0	3	1	0	4	1	5	1	0	7	24	88	0.88
	3:45 PM	0	0	3	0	3	0	8	1	0	9	0	1	0	0	1	0	4	0	0	4	17	90	0.87
	4:00 PM	0	4	1	0	5	2	4	0	0	6	0	3	0	0	3	0	7	1	0	8	22	93	0.89
	4:15 PM	1	3	3	0	7	5	1	0	0	6	3	2	0	0	5	0	6	1	0	7	25	89	0.86
	4:30 PM	0	1	2	0	3	2	7	0	0	9	1	2	1	0	4	2	7	1	0	10	26	76	0.73
	4:45 PM	1	1	1	0	3	2	4	0	0	6	5	2	0	0	7	0	4	0	0	4	20	75	0.75
	5:00 PM	0	4	0	0	4	0	9	1	0	10	2	1	0	0	3	0	0	1	0	1	18	74	0.74
	5:15 PM	0	1	3	0	4	0	4	0	0	4	1	0	1	0	2	0	2	0	0	2	12	73	0.73
	5:30 PM	2	4	0	0	6	0	11	1	0	12	3	2	0	0	5	0	2	0	0	2	25	73	0.73
	5:45 PM	2	1	2	0	5	3	3	1	0	7	2	1	0	0	3	0	4	0	0	4	19	58	0.76
	6:00 PM	0	4	0	0	4	1	4	0	0	5	0	2	0	0	2	1	5	0	0	6	17	54	0.79
	6:15 PM	0	0	0	0	0	1	5	1	0	7	0	2	1	0	3	0	2	0	0	2	12		
	6:30 PM	1	1	0	0	2	1	2	0	0	3	0	1	2	0	3	1	0	1	0	2	10		
	6:45 PM	0	3	0	0	3	0	2	0	0	2	0	2	0	0	2	1	7	0	0	8	15		
	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		30	76	43	0	149	55	234	25	2	316	39	91	18	0	148	16	147	30	0	193	806		

Peak Hour All Vehicle Volume Summary

Hourly Time Period		From North (↓) IH94-USH 41 E Frontage Rd					From East (←) Braun Road					From South (↑) IH94-USH 41 E Frontage Rd					From West (→) Braun Road					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	6:30 AM	2	4	0	0	6	9	11	7	0	27	3	7	1	0	11	1	12	2	0	15	59	0.78
MD	11:30 AM	4	4	3	0	11	2	18	0	1	21	4	15	1	0	20	0	10	3	0	13	65	0.81
PM	6:00 PM	1	8	0	0	9	3	13	1	0	17	0	7	3	0	10	3	14	1	0	18	54	0.79

Intersection Traffic Volume Report

Count Basics		*Page 6 of 11*
Start Date: Monday, July 31, 2017	Weekday	Schools in Session
Total Number of Hours Counted: 13	Non-Holiday	No Special Events

15-Minute Automobile Data

Automobiles (Cars, Light Trucks, & Motorcycles)

IH94-USH 41 E Frontage Rd and Braun Road

15-Minute Automobile Data

	15-Minute Time Period	From North (↓) IH94-USH 41 E Frontage Rd					From East (←) Braun Road					From South (↑) IH94-USH 41 E Frontage Rd					From West (→) Braun Road					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	1	0	0	1	3	1	2	0	6	0	2	0	0	2	0	1	1	0	2	11	57
	6:15 AM	0	2	0	0	2	1	4	2	0	7	1	2	1	0	4	0	1	0	0	1	14	59
	6:30 AM	0	1	0	0	1	2	0	2	0	4	0	2	1	0	3	1	3	1	0	5	13	56
	6:45 AM	0	1	0	0	1	4	5	4	0	13	1	2	0	0	3	0	2	0	0	2	19	53
	7:00 AM	2	1	0	0	3	2	2	0	0	4	2	0	0	0	2	0	4	0	0	4	13	44
	7:15 AM	0	1	0	0	1	1	3	1	0	5	0	1	0	0	1	0	3	1	0	4	11	41
	7:30 AM	0	0	1	0	1	1	3	1	0	5	1	0	0	0	1	0	3	0	0	3	10	37
	7:45 AM	0	0	2	0	2	0	3	1	0	4	0	0	0	0	0	2	2	0	0	4	10	35
	8:00 AM	3	1	0	0	4	0	2	0	0	2	0	1	0	0	1	0	1	2	0	3	10	36
	8:15 AM	0	0	0	0	0	2	2	0	0	4	1	1	0	0	2	0	1	0	0	1	7	35
	8:30 AM	1	0	0	0	1	2	2	1	1	6	0	0	0	0	0	1	0	0	0	1	8	34
	8:45 AM	2	0	0	0	2	0	3	0	0	3	0	1	1	0	2	0	3	1	0	4	11	38
	9:00 AM	1	0	1	0	2	1	2	0	0	3	0	1	0	0	1	0	1	2	0	3	9	40
	9:15 AM	0	1	0	0	1	0	1	0	0	1	1	0	0	0	1	1	2	0	0	3	6	43
	9:30 AM	0	2	0	0	2	1	3	0	0	4	1	1	0	0	2	0	3	1	0	4	12	48
	9:45 AM	1	1	1	0	3	1	1	0	0	2	0	3	1	0	4	0	3	1	0	4	13	45
Midday Peak Period	10:00 AM	0	0	1	0	1	0	1	2	0	3	0	3	1	0	4	0	4	0	0	4	12	46
	10:15 AM	0	1	0	0	1	2	6	0	0	8	1	1	0	0	2	0	0	0	0	0	11	43
	10:30 AM	0	2	0	0	2	0	3	0	0	3	1	1	0	0	2	0	2	0	0	2	9	36
	10:45 AM	0	1	1	0	2	0	9	0	0	9	1	1	0	0	2	0	1	0	0	1	14	46
	11:00 AM	0	0	2	0	2	0	3	0	0	3	0	2	0	0	2	0	1	1	0	2	9	45
	11:15 AM	0	1	0	0	1	0	0	0	0	0	0	1	0	0	1	0	2	0	0	2	4	49
	11:30 AM	2	1	1	0	4	1	3	0	0	4	1	5	0	0	6	0	3	2	0	5	19	60
	11:45 AM	0	0	1	0	1	0	7	0	1	8	1	2	0	0	3	0	1	0	0	1	13	55
	12:00 PM	1	1	0	0	2	1	6	0	0	7	1	0	0	0	1	0	3	0	0	3	13	56
	12:15 PM	1	2	1	0	4	0	2	0	0	2	1	4	0	0	5	0	3	1	0	4	15	51
	12:30 PM	1	2	1	0	4	0	3	0	0	3	1	2	1	0	4	0	2	1	0	3	14	45
	12:45 PM	0	1	2	0	3	1	5	2	0	8	0	0	1	0	1	0	2	0	0	2	14	44
	1:00 PM	0	0	0	0	0	1	4	0	0	5	1	0	0	0	1	0	2	0	0	2	8	40
	1:15 PM	0	2	0	0	2	1	2	0	0	3	0	2	0	0	2	0	2	0	0	2	9	47
	1:30 PM	0	1	0	0	1	0	4	0	0	4	0	0	1	0	1	0	6	1	0	7	13	71
	1:45 PM	2	2	0	0	4	0	1	0	0	1	0	1	0	0	1	0	3	1	0	4	10	72
PM Peak Period	2:00 PM	0	1	0	0	1	0	8	1	0	9	0	2	0	0	2	0	2	1	0	3	15	89
	2:15 PM	2	1	1	0	4	2	18	0	0	20	2	2	2	0	6	1	0	2	0	3	33	100
	2:30 PM	0	4	1	0	5	0	4	0	0	4	0	0	0	0	0	0	5	0	0	5	14	87
	2:45 PM	1	3	2	0	6	2	11	1	0	14	1	0	0	0	1	0	4	2	0	6	27	95
	3:00 PM	2	0	4	0	6	1	8	0	0	9	1	3	0	0	4	4	2	1	0	7	26	85
	3:15 PM	1	2	1	0	4	1	9	0	0	10	0	2	1	0	3	0	3	0	0	3	20	81
	3:30 PM	0	3	2	0	5	2	4	0	0	6	0	3	1	0	4	1	5	1	0	7	22	82
	3:45 PM	0	0	3	0	3	0	8	1	0	9	0	1	0	0	1	0	4	0	0	4	17	86
	4:00 PM	0	4	1	0	5	2	4	0	0	6	0	3	0	0	3	0	7	1	0	8	22	89
	4:15 PM	1	3	3	0	7	2	1	0	0	3	3	2	0	0	5	0	5	1	0	6	21	84
	4:30 PM	0	1	2	0	3	2	7	0	0	9	1	2	1	0	4	2	7	1	0	10	26	75
	4:45 PM	1	1	1	0	3	2	4	0	0	6	5	2	0	0	7	0	4	0	0	4	20	74
	5:00 PM	0	3	0	0	3	0	9	1	0	10	2	1	0	0	3	0	0	1	0	1	17	72
	5:15 PM	0	1	3	0	4	0	4	0	0	4	1	0	1	0	2	0	2	0	0	2	12	71
	5:30 PM	2	4	0	0	6	0	11	1	0	12	3	2	0	0	5	0	2	0	0	2	25	70
	5:45 PM	1	1	2	0	4	3	3	1	0	7	2	1	0	0	3	0	4	0	0	4	18	53
	6:00 PM	0	4	0	0	4	1	4	0	0	5	0	2	0	0	2	0	5	0	0	5	16	50
	6:15 PM	0	0	0	0	0	1	4	1	0	6	0	2	1	0	3	0	2	0	0	2	11	
	6:30 PM	1	0	0	0	1	1	2	0	0	3	0	1	1	0	2	1	0	1	0	2	8	
	6:45 PM	0	3	0	0	3	0	2	0	0	2	0	2	0	0	2	1	7	0	0	8	15	
	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		29	68	41	0	138	50	221	25	2	298	38	75	16	0	129	15	140	29	0	184	749	

Peak Hour Automobile Volume Summary

	Hourly Time Period	From North (↓) IH94-USH 41 E Frontage Rd					From East (←) Braun Road					From South (↑) IH94-USH 41 E Frontage Rd					From West (→) Braun Road					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	6:30 AM	2	4	0	0	6	9	10	7	0	26	3	5	1	0	9	1	12	2	0	15	56
MD	11:30 AM	4	4	3	0	11	2	18	0	1	21	4	11	0	0	15	0	10	3	0	13	60
PM	6:00 PM	1	7	0	0	8	3	12	1	0	16	0	7	2	0	9	2	14	1	0	17	50

Intersection Traffic Volume Report

Count Basics			*Page 7 of 11*
Start Date:	Monday, July 31, 2017	Weekday	Schools in Session
Total Number of Hours Counted: 13		Non-Holiday	No Special Events

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

Single Unit (SU) Trucks & Buses

IH94-USH 41 E Frontage Rd and Braun Road

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

15-Minute Time Period		From North (↓) IH94-USH 41 E Frontage Rd					From East (←) Braun Road					From South (↑) IH94-USH 41 E Frontage Rd					From West (→) Braun Road					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	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	2
	6:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3
	6:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5
	7:00 AM	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	2	7
	7:15 AM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1	6
	7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	2	6
	7:45 AM	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	2	4
	8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1	3
	8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1	3
	8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
	8:45 AM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1	3
	9:00 AM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1	3
	9:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4
	9:30 AM	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	6
	9:45 AM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1	6
Midday Peak Period	10:00 AM	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	2	6
	10:15 AM	0	1	0	0	1	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	2	5
	10:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1	3
	10:45 AM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1	3
	11:00 AM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	4
	11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4
	11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	1	5
	11:45 AM	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	2	5
	12:00 PM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1	4
	12:15 PM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1	4
	12:30 PM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1	4
	12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1	3
	1:00 PM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1	3
	1:15 PM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1	3
	1:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3
	1:45 PM	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	6
PM Peak Period	2:00 PM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1	7
	2:15 PM	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1	6
	2:30 PM	0	1	0	0	1	0	0	0	0	0	1	1	0	0	2	0	0	0	0	0	3	7
	2:45 PM	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	2	6
	3:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4
	3:15 PM	0	1	0	0	1	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	2	4
	3:30 PM	0	1	0	0	1	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	2	6
	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
	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
	4:15 PM	0	0	0	0	0	3	0	0	0	3	0	0	0	0	0	0	1	0	0	1	4	5
	4:30 PM	0	0	0	0	0	0	0	0	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	0	0	0	0	0	0	0	0	1
	5:00 PM	0	1	0	0	1	0	0	0	0	0	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	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	3
	5:45 PM	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	5
	6:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	1	4
	6:15 PM	0	0	0	0	0	0	1	0	0	1	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	1	0	1	0	0	0	0	0	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	
Totals		1	7	2	0	10	4	13	0	0	17	1	13	2	0	16	1	7	0	0	8	51	

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

Hourly Time Period		From North (↓) IH94-USH 41 E Frontage Rd					From East (←) Braun Road					From South (↑) IH94-USH 41 E Frontage Rd					From West (→) Braun Road					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	6:30 AM	0	0	0	0	0	0	1	0	0	1	0	2	0	0	2	0	0	0	0	0	3
MD	11:30 AM	0	0	0	0	0	0	0	0	0	0	0	4	1	0	5	0	0	0	0	0	5
PM	6:00 PM	0	1	0	0	1	0	1	0	0	1	0	0	1	0	1	1	0	0	0	1	4

Intersection Traffic Volume Report

Count Basics			*Page 8 of 11*
Start Date:	Monday, July 31, 2017	Weekday	Schools in Session
Total Number of Hours Counted: 13		Non-Holiday	No Special Events

15-Minute Semi-Truck Data

Semi-Trucks

IH94-USH 41 E Frontage Rd and Braun Road

15-Minute Semi-Truck Data

	15-Minute Time Period	From North (↓)					From East (←)					From South (↑)					From West (→)					15-Min	Hourly
		IH94-USH 41 E Frontage Rd					Braun Road					IH94-USH 41 E Frontage Rd					Braun Road						
	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	0
	6:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	6:30 AM	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
	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
	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
	7:30 AM	0	0	0	0	0	0	0	0	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	0	0	0	0	0	0	0	0	2
	8:00 AM	0	0	0	0	0	0	0	0	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	0	0	0	0	1	0	1	1	2
	8:30 AM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1	1
	8:45 AM	0	0	0	0	0	0	0	0	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	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	0	0	0	0	0	0	0	0	1
	9:30 AM	0	0	0	0	0	1	0	0	0	1	0	0	0	0	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	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
	10:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
	10:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
	10:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
	11:00 AM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1	2
	11:15 AM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1
	11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	1:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	1:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	1:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	1:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
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
	2:15 PM	0	0	0	0	0	0	0	0	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	0	0	0	0	0	0	0	0	1
	2:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
	3:00 PM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1	1
	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
	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
	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
	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
	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
	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
	4:45 PM	0	0	0	0	0	0	0	0	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	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	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
	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
	6:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	6:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	6:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	6:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	7:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	7:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	7:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	7:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Totals		0	1	0	0	1	1	0	0	0	1	0	3	0	0	3	0	0	1	0	1	6	

Peak Hour Semi-Truck Volume Summary

	Hourly Time Period	From North (↓)					From East (←)					From South (↑)					From West (→)					Total Hourly
		IH94-USH 41 E Frontage Rd					Braun Road					IH94-USH 41 E Frontage Rd					Braun Road					
	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	6:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1
MD	11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PM	6:00 PM	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

Count Basics		*Page 9 of 11*
Start Date: Monday, July 31, 2017	Weekday	Schools in Session
Total Number of Hours Counted: 13	Non-Holiday	No Special Events

15-Minute Heavy Vehicle Data

Heavy Vehicles (Single-Unit Trucks, Buses & Semi-Trucks)

IH94-USH 41 E Frontage Rd and Braun Road

15-Minute Heavy Vehicle Data

15-Minute Time Period Start Time		From North (↓) IH94-USH 41 E Frontage Rd					From East (←) Braun Road					From South (↑) IH94-USH 41 E Frontage Rd					From West (→) Braun Road					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	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	2
	6:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3
	6:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5
	7:00 AM	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	2	7
	7:15 AM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1	6
	7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	2	7
	7:45 AM	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	2	6
	8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1	5
	8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	2	2	5
	8:30 AM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1	3
	8:45 AM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1	4
	9:00 AM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1	4
	9:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5
	9:30 AM	0	0	1	0	1	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	2	7
	9:45 AM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1	6
Midday Peak Period	10:00 AM	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	2	6
	10:15 AM	0	1	0	0	1	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	2	6
	10:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1	5
	10:45 AM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1	5
	11:00 AM	0	1	0	0	1	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	2	6
	11:15 AM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	5
	11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	1	5
	11:45 AM	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	2	5
	12:00 PM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1	4
	12:15 PM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1	4
	12:30 PM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1	4
	12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1	3
	1:00 PM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1	3
	1:15 PM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1	3
	1:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3
	1:45 PM	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	6
PM Peak Period	2:00 PM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1	7
	2:15 PM	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1	7
	2:30 PM	0	1	0	0	1	0	0	0	0	0	1	1	0	0	2	0	0	0	0	0	3	8
	2:45 PM	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	2	7
	3:00 PM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1	5
	3:15 PM	0	1	0	0	1	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	2	4
	3:30 PM	0	1	0	0	1	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	2	6
	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
	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
	4:15 PM	0	0	0	0	0	3	0	0	0	3	0	0	0	0	0	0	1	0	0	1	4	5
	4:30 PM	0	0	0	0	0	0	0	0	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	0	0	0	0	0	0	0	0	1
	5:00 PM	0	1	0	0	1	0	0	0	0	0	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	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	3
	5:45 PM	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	5
	6:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	1	4
	6:15 PM	0	0	0	0	0	0	1	0	0	1	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	1	0	1	0	0	0	0	0	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	
Totals		1	8	2	0	11	5	13	0	0	18	1	16	2	0	19	1	7	1	0	9	57	

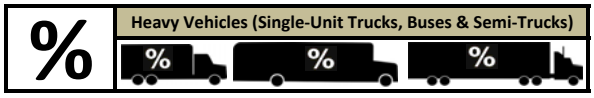
Peak Hour Heavy Vehicle Volume Summary

Hourly Time Period Start Time		From North (↓) IH94-USH 41 E Frontage Rd					From East (←) Braun Road					From South (↑) IH94-USH 41 E Frontage Rd					From West (→) Braun Road					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	6:30 AM	0	0	0	0	0	0	1	0	0	1	0	2	0	0	2	0	0	0	0	0	3
MD	11:30 AM	0	0	0	0	0	0	0	0	0	0	0	4	1	0	5	0	0	0	0	0	5
PM	6:00 PM	0	1	0	0	1	0	1	0	0	1	0	0	1	0	1	1	0	0	0	1	4

Intersection Traffic Volume Report

Count Basics			Page 10 of 11
Start Date:	Monday, July 31, 2017	Weekday	Schools in Session
Total Number of Hours Counted: 13		Non-Holiday	No Special Events

15-Minute Heavy Vehicle Percentages



IH94-USH 41 E Frontage Rd and Braun Road

15-Minute Heavy Vehicle Percentages

	15-Minute Time Period	From North (↓)					From East (←)					From South (↑)					From West (→)					Total Heavy Vehicle	Hourly Heavy Vehicle
		IH94-USH 41 E Frontage Rd					Braun Road					IH94-USH 41 E Frontage Rd					Braun Road						
	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	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	3.3
	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	5.1
	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	8.6
	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	100.0	0.0	0.0	50.0	0.0	0.0	0.0	0.0	0.0	13.3	13.7
	7:15 AM	0.0	0.0	0.0	0.0	0.0	0.0	25.0	0.0	0.0	16.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	8.3	12.8
	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	40.0	0.0	0.0	40.0	16.7	15.9
	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	100.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	16.7	14.6
	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	50.0	0.0	0.0	25.0	9.1	12.2
	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	50.0	100.0	0.0	66.7	22.2	12.5
	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	100.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	11.1	8.1
	8:45 AM	0.0	0.0	0.0	0.0	0.0	0.0	25.0	0.0	0.0	25.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	8.3	9.5
	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	50.0	0.0	0.0	50.0	0.0	0.0	0.0	0.0	0.0	10.0	9.1
	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	10.4
	9:30 AM	0.0	0.0	100.0	0.0	33.3	50.0	0.0	0.0	0.0	20.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	14.3	12.7
	9:45 AM	0.0	0.0	0.0	0.0	0.0	0.0	50.0	0.0	0.0	33.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	7.1	11.8
Midday Peak Period	10:00 AM	0.0	0.0	0.0	0.0	0.0	0.0	66.7	0.0	0.0	40.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	14.3	11.5
	10:15 AM	0.0	50.0	0.0	0.0	50.0	0.0	14.3	0.0	0.0	11.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	15.4	12.2
	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	33.3	0.0	0.0	33.3	10.0	12.2
	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	50.0	0.0	0.0	33.3	0.0	0.0	0.0	0.0	0.0	6.7	9.8
	11:00 AM	0.0	100.0	0.0	0.0	33.3	0.0	0.0	0.0	0.0	0.0	0.0	33.3	0.0	0.0	33.3	0.0	0.0	0.0	0.0	0.0	18.2	11.8
	11:15 AM	0.0	50.0	0.0	0.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	20.0	9.3
	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	100.0	0.0	14.3	0.0	0.0	0.0	0.0	0.0	5.0	7.7
	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	50.0	0.0	0.0	40.0	0.0	0.0	0.0	0.0	0.0	13.3	8.3
	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	100.0	0.0	0.0	50.0	0.0	0.0	0.0	0.0	0.0	7.1	6.7
	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	20.0	0.0	0.0	16.7	0.0	0.0	0.0	0.0	0.0	6.2	7.3
	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	33.3	0.0	0.0	20.0	0.0	0.0	0.0	0.0	0.0	6.7	8.2
	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	33.3	0.0	0.0	33.3	6.7	6.4
	1:00 PM	0.0	0.0	0.0	0.0	0.0	0.0	20.0	0.0	0.0	16.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	11.1	7.0
	1:15 PM	0.0	0.0	0.0	0.0	0.0	0.0	33.3	0.0	0.0	25.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	10.0	6.0
	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	4.1
	1:45 PM	0.0	0.0	100.0	0.0	20.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	9.1	7.7
PM Peak Period	2:00 PM	0.0	0.0	0.0	0.0	0.0	0.0	11.1	0.0	0.0	10.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	6.2	7.3
	2:15 PM	0.0	0.0	0.0	0.0	0.0	33.3	0.0	0.0	0.0	4.8	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2.9	6.5
	2:30 PM	0.0	20.0	0.0	0.0	16.7	0.0	0.0	0.0	0.0	0.0	100.0	100.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	17.6	8.4
	2:45 PM	0.0	0.0	0.0	0.0	0.0	0.0	15.4	0.0	0.0	12.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	6.9	6.9
	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	25.0	0.0	0.0	20.0	0.0	0.0	0.0	0.0	0.0	3.7	5.6
	3:15 PM	0.0	33.3	0.0	0.0	20.0	0.0	0.0	0.0	0.0	0.0	0.0	33.3	0.0	0.0	25.0	0.0	0.0	0.0	0.0	0.0	9.1	4.7
	3:30 PM	0.0	25.0	0.0	0.0	16.7	0.0	20.0	0.0	0.0	14.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	8.3	6.8
	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	4.4
	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	4.3
	4:15 PM	0.0	0.0	0.0	0.0	0.0	60.0	0.0	0.0	0.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	16.7	0.0	0.0	14.3	16.0	5.6
	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	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1.3
	4:45 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1.3
	5:00 PM	0.0	25.0	0.0	0.0	25.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	5.6	2.7
	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	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	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	4.1
	5:45 PM	50.0	0.0	0.0	0.0	20.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	5.3	8.6
	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	100.0	0.0	0.0	0.0	16.7	5.9	7.4
	6:15 PM	0.0	0.0	0.0	0.0	0.0	0.0	20.0	0.0	0.0	14.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	8.3	
	6:30 PM	0.0	100.0	0.0	0.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	50.0	0.0	33.3	0.0	0.0	0.0	0.0	0.0	20.0	
	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	
Totals		3.3	10.5	4.7	0.0	7.4	9.1	5.6	0.0	0.0	5.7	2.6	17.6	11.1	0.0	12.8	6.2	4.8	3.3	0.0	4.7	7.1	

Peak Hour Heavy Vehicle Percentages Summary

	Hourly Time Period	From North (↓)					From East (←)					From South (↑)					From West (→)					Hourly Heavy Vehicle
		IH94-USH 41 E Frontage Rd					Braun Road					IH94-USH 41 E Frontage Rd					Braun Road					
	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	6:30 AM	0.0	0.0	0.0	0.0	0.0	0.0	9.1	0.0	0.0	3.7	0.0	28.6	0.0	0.0	18.2	0.0	0.0	0.0	0.0	0.0	5.1
MD	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	26.7	100.0	0.0	25.0	0.0	0.0	0.0	0.0	0.0	7.7
PM	6:00 PM	0.0	12.5	0.0	0.0	11.1	0.0	7.7	0.0	0.0	5.9	0.0	0.0	33.3	0.0	10.0	33.3	0.0	0.0	0.0	5.6	7.4

Intersection Traffic Volume Report

Count Basics			Page 11 of 11
Start Date:	Monday, July 31, 2017	Weekday	Schools in Session
Total Number of Hours Counted: 13		Non-Holiday	No Special Events

15-Minute Pedestrian and Bicyclist Data

Pedestrians and Bicyclists

IH94-USH 41 E Frontage Rd and Braun Road

15-Minute Pedestrian and Bicyclist Data

15-Minute Time Period		Crossing North Approach			Crossing East Approach			Crossing South Approach			Crossing West Approach			15-Min	Hourly
		IH94-USH 41 E Frontage Rd			Braun Road			IH94-USH 41 E Frontage Rd			Braun Road				
	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	2
	7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	2
	7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	2
	7:45 AM	0	0	0	2	0	2	0	0	0	0	0	0	2	4
	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	1	1	0	1	1	0	0	0	0	0	0	2	2
	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	4
	9:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	4
Midday Peak Period	10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	4
	10:15 AM	0	2	2	0	0	0	0	2	2	0	0	0	4	4
	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	3	3	2	1	3	0	2	2	0	0	0	8	

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/helper dog)	x					
Elderly/Disabled (except wheelchairs)	x					
Wheelchairs/Electric Scooters	x					
Other (None)	x					

Intersection Traffic Volume Report

Count Basics	Version 2013.J4.1		Page 1 of 11
Start Date:	Monday, July 24, 2017	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

Intersection of: CTH H - 105th Street and Braun Road

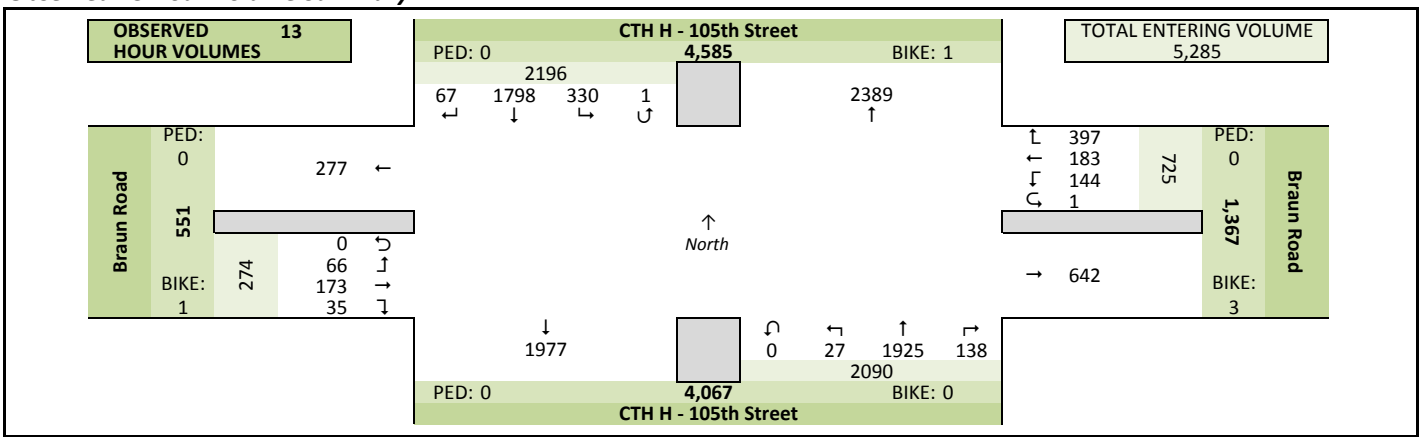
Site Information

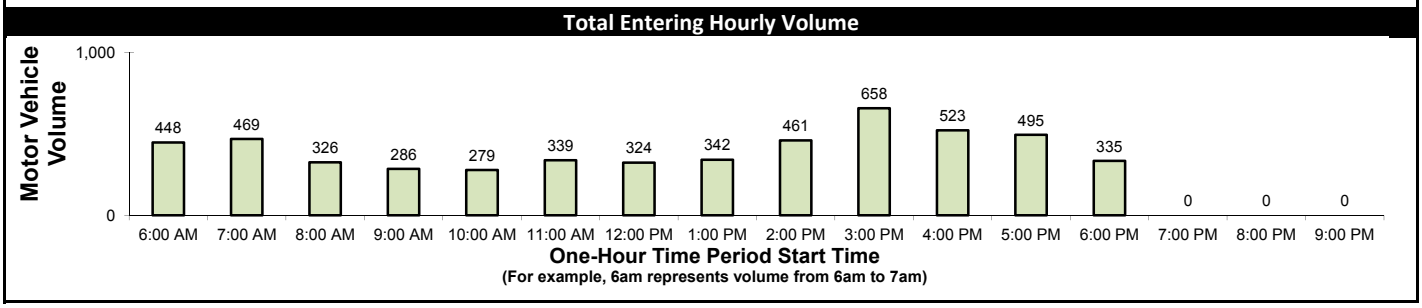
Municipality	Village of Mt Pleasant		
County	Racine	WisDOT Region	SE
Traffic Control	Partial Stop Control		
Roadway Names		North Direction	↑
North Leg	CTH H - 105th Street		
East Leg	Braun Road		
South Leg	CTH H - 105th Street		
West Leg	Braun Road		
Special Considerations			
Schools	In Session		
Holidays	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

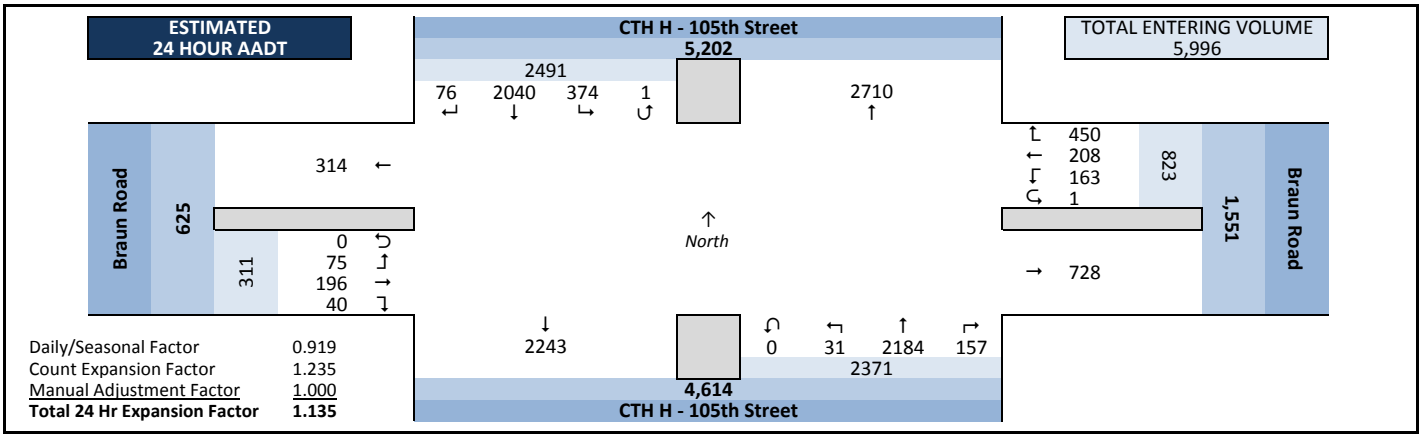
Hrs Counted:	6:00 AM-7:00 PM				
1st Day of Count	Monday, July 24, 2017			Weather	
AM Peak Period	Tuesday, July 25, 2017			Clear & Dry	
Midday Peak Period	Tuesday, July 25, 2017			Clear & Dry	
PM Peak Period	Monday, July 24, 2017			Clear & Dry	
Calculated Peak Hours					
AM	6:45-7:45am	MD	1:00-2:00pm	PM	2:45-3:45pm
Peak Hours Selected for Analysis					
AM	6:30-7:30am	MD	1:00-2:00pm	PM	6:00-7:00pm
Daily/Seasonal Adjustment Group	(2) Urban Arterials & Collectors				
Count Expansion Group	(2) Urban Arterials & Collectors				
Daily/Seasonal Adjustment Factor	0.919	Count Expansion Factor	1.235		
Company Name	TADI, Inc.			Manual Adj.	1.000
Observers	AM Peak Period	RP Andryk			
	Midday Peak Period	Karlyn Bieberitz			
	PM Peak Period	RP Andryk			
Comments	2016 DOT Seasonal Factors				

Observed 13 Hour Volume Summary





Estimated 24 Hour AADT



Intersection Traffic Volume Report

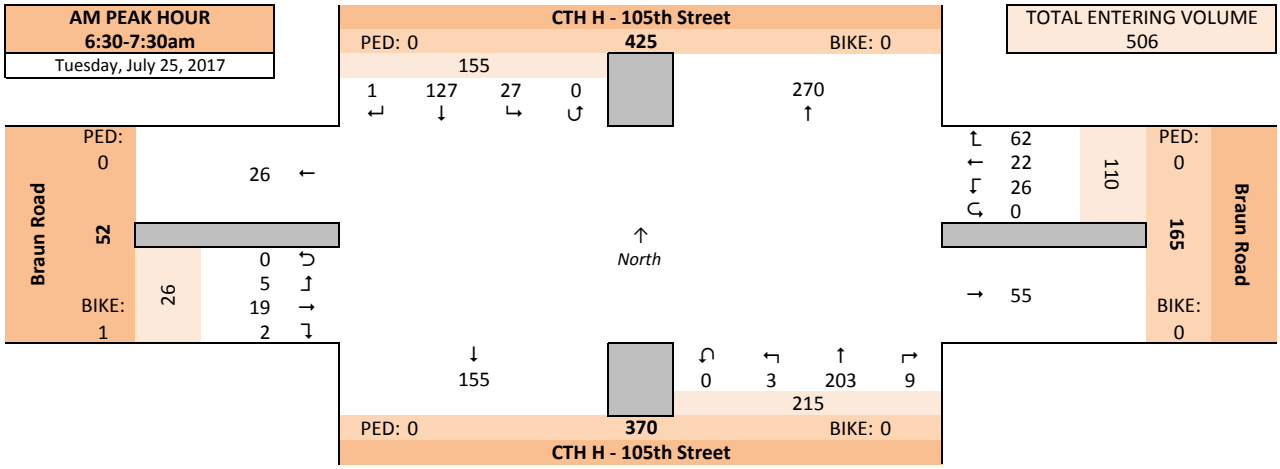
Count Basics			Page 2 of 11
Start Date:	Monday, July 24, 2017	Weekday	Schools in Session
Total Number of Hours Counted: 13		Non-Holiday	No Special Events

Peak Hour Volume Graphical Summary

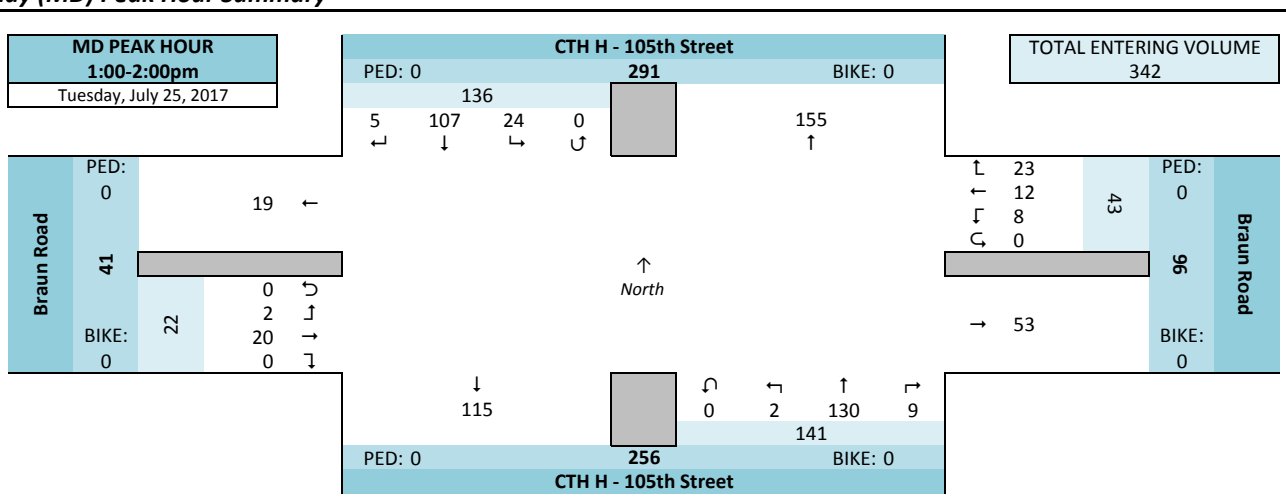
CTH H - 105th Street and Braun Road

All Motor Vehicles

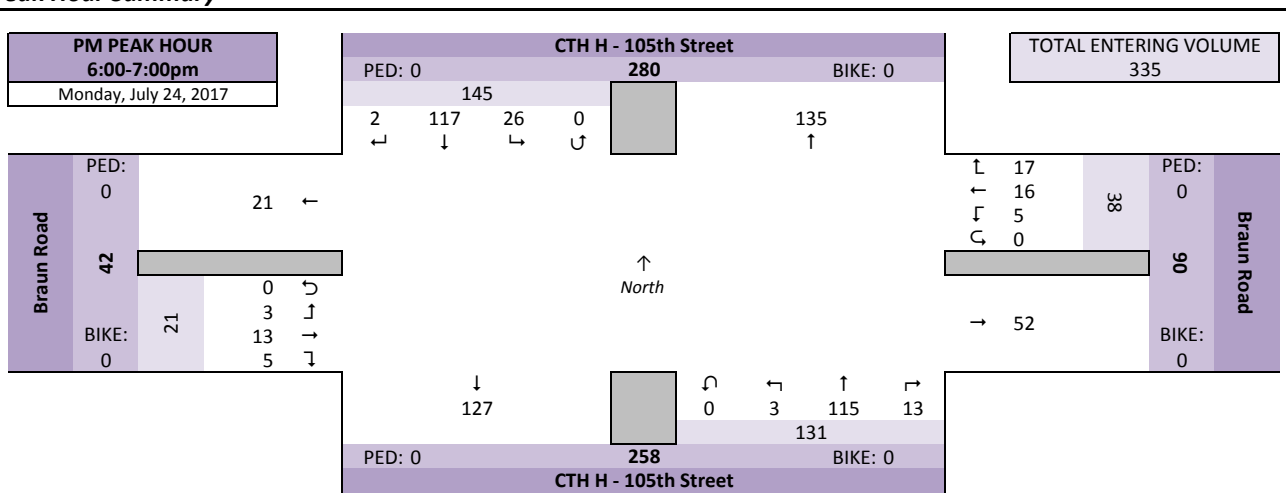
AM Peak Hour Summary



Midday (MD) Peak Hour Summary



PM Peak Hour Summary



Intersection Traffic Volume Report

Count Basics		*Page 3 of 11*
Start Date: Monday, July 24, 2017	Weekday	Schools in Session
Total Number of Hours Counted: 13	Non-Holiday	No Special Events

Peak Hour Volume Summary

CTH H - 105th Street and Braun Road

All Motor Vehicles

Peak Hour Volumes, Truck Percentages, and PHFs

Tuesday, July 25, 2017		From North					From East					From South					From West					
	AM Peak Hour	CTH H - 105th Street					Braun Road					CTH H - 105th Street					Braun Road					
	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	6:30 AM	0	31	9	0	40	13	7	9	0	29	1	57	1	0	59	1	4	1	0	6	134
	6:45 AM	1	23	5	0	29	20	7	5	0	32	2	66	1	0	69	0	4	2	0	6	136
	7:00 AM	0	39	5	0	44	15	3	5	0	23	3	33	0	0	36	0	4	2	0	6	109
	7:15 AM	0	34	8	0	42	14	5	7	0	26	3	47	1	0	51	1	7	0	0	8	127
	Peak Hour Volume	1	127	27	0	155	62	22	26	0	110	9	203	3	0	215	2	19	5	0	26	506
	Rounded Hourly Volume	0	125	25	0	150	60	20	25	0	105	10	205	5	0	220	0	20	5	0	25	500
	% Single Unit Trucks	0.0	5.5	0.0	0.0	4.5	1.6	0.0	0.0	0.0	0.9	0.0	3.0	0.0	0.0	2.8	0.0	5.3	0.0	0.0	3.8	3.0
	% Heavy Trucks	0.0	3.1	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	0.0	0.0	0.0	0.0	0.0	0.8
	% Trucks (Total)	0.0	8.7	0.0	0.0	7.1	1.6	0.0	0.0	0.0	0.9	0.0	3.0	0.0	0.0	2.8	0.0	5.3	0.0	0.0	3.8	3.8
	Peak Hour Factor (PHF)	0.25	0.81	0.75	0.00	0.88	0.77	0.79	0.72	0.00	0.86	0.75	0.77	0.75	0.00	0.78	0.50	0.68	0.62	0.00	0.81	0.93

Tuesday, July 25, 2017		From North					From East					From South					From West					
	MD Peak Hour	CTH H - 105th Street					Braun Road					CTH H - 105th Street					Braun Road					
	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	1:00 PM	1	25	4	0	30	3	3	2	0	8	1	28	1	0	30	0	3	2	0	5	73
	1:15 PM	2	24	8	0	34	9	2	0	0	11	2	22	0	0	24	0	4	0	0	4	73
	1:30 PM	1	28	6	0	35	7	3	4	0	14	4	34	0	0	38	0	7	0	0	7	94
	1:45 PM	1	30	6	0	37	4	4	2	0	10	2	46	1	0	49	0	6	0	0	6	102
	Peak Hour Volume	5	107	24	0	136	23	12	8	0	43	9	130	2	0	141	0	20	2	0	22	342
	Rounded Hourly Volume	5	105	25	0	135	25	10	10	0	45	10	130	0	0	140	0	20	0	0	20	340
	% Single Unit Trucks	40.0	10.3	0.0	0.0	9.6	8.7	8.3	0.0	0.0	7.0	0.0	4.6	0.0	0.0	4.3	0.0	0.0	0.0	0.0	0.0	6.4
	% Heavy Trucks	0.0	1.9	0.0	0.0	1.5	0.0	0.0	0.0	0.0	0.0	0.0	3.1	0.0	0.0	2.8	0.0	0.0	50.0	0.0	4.5	2.0
	% Trucks (Total)	40.0	12.1	0.0	0.0	11.0	8.7	8.3	0.0	0.0	7.0	0.0	7.7	0.0	0.0	7.1	0.0	0.0	50.0	0.0	4.5	8.5
	Peak Hour Factor (PHF)	0.62	0.89	0.75	0.00	0.92	0.64	0.75	0.50	0.00	0.77	0.56	0.71	0.50	0.00	0.72	0.00	0.71	0.25	0.00	0.79	0.84

Monday, July 24, 2017		From North					From East					From South					From West					
	PM Peak Hour	CTH H - 105th Street					Braun Road					CTH H - 105th Street					Braun Road					
	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	6:00 PM	0	38	10	0	48	6	5	1	0	12	5	32	0	0	37	0	1	1	0	2	99
	6:15 PM	1	28	5	0	34	6	8	2	0	16	4	33	2	0	39	2	2	1	0	5	94
	6:30 PM	1	31	8	0	40	1	1	2	0	4	3	23	1	0	27	1	7	0	0	8	79
	6:45 PM	0	20	3	0	23	4	2	0	0	6	1	27	0	0	28	2	3	1	0	6	63
	Peak Hour Volume	2	117	26	0	145	17	16	5	0	38	13	115	3	0	131	5	13	3	0	21	335
	Rounded Hourly Volume	0	115	25	0	140	15	15	5	0	35	15	115	5	0	135	5	15	5	0	25	335
	% Single Unit Trucks	0.0	3.4	3.8	0.0	3.4	23.5	12.5	0.0	0.0	15.8	0.0	11.3	33.3	0.0	10.7	0.0	0.0	0.0	0.0	0.0	7.5
	% Heavy Trucks	0.0	0.9	0.0	0.0	0.7	0.0	0.0	0.0	0.0	0.0	0.0	1.7	0.0	0.0	1.5	0.0	0.0	33.3	0.0	4.8	1.2
	% Trucks (Total)	0.0	4.3	3.8	0.0	4.1	23.5	12.5	0.0	0.0	15.8	0.0	13.0	33.3	0.0	12.2	0.0	0.0	33.3	0.0	4.8	8.7
	Peak Hour Factor (PHF)	0.50	0.77	0.65	0.00	0.76	0.71	0.50	0.62	0.00	0.59	0.65	0.87	0.37	0.00	0.84	0.62	0.46	0.75	0.00	0.66	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
		CTH H - 105th Street			Braun Road			CTH H - 105th Street			Braun Road			
	15-Minute Start Time	Pedestrian	Bicyclist	Total	Pedestrian	Bicyclist	Total	Pedestrian	Bicyclist	Total	Pedestrian	Bicyclist	Total	Volume
AM	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	1	1	1
	Total	0	0	0	0	0	0	0	0	0	0	1	1	1
MD	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
	Total	0	0	0	0	0	0	0	0	0	0	0	0	0
PM	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
	Total	0	0	0	0	0	0	0	0	0	0	0	0	0

Intersection Traffic Volume Report

Count Basics			Page 4 of 11
Start Date:	Monday, July 24, 2017	Weekday	Schools in Session
Total Number of Hours Counted: 13		Non-Holiday	No Special Events

Hourly Volume Summary - Motor Vehicle Data

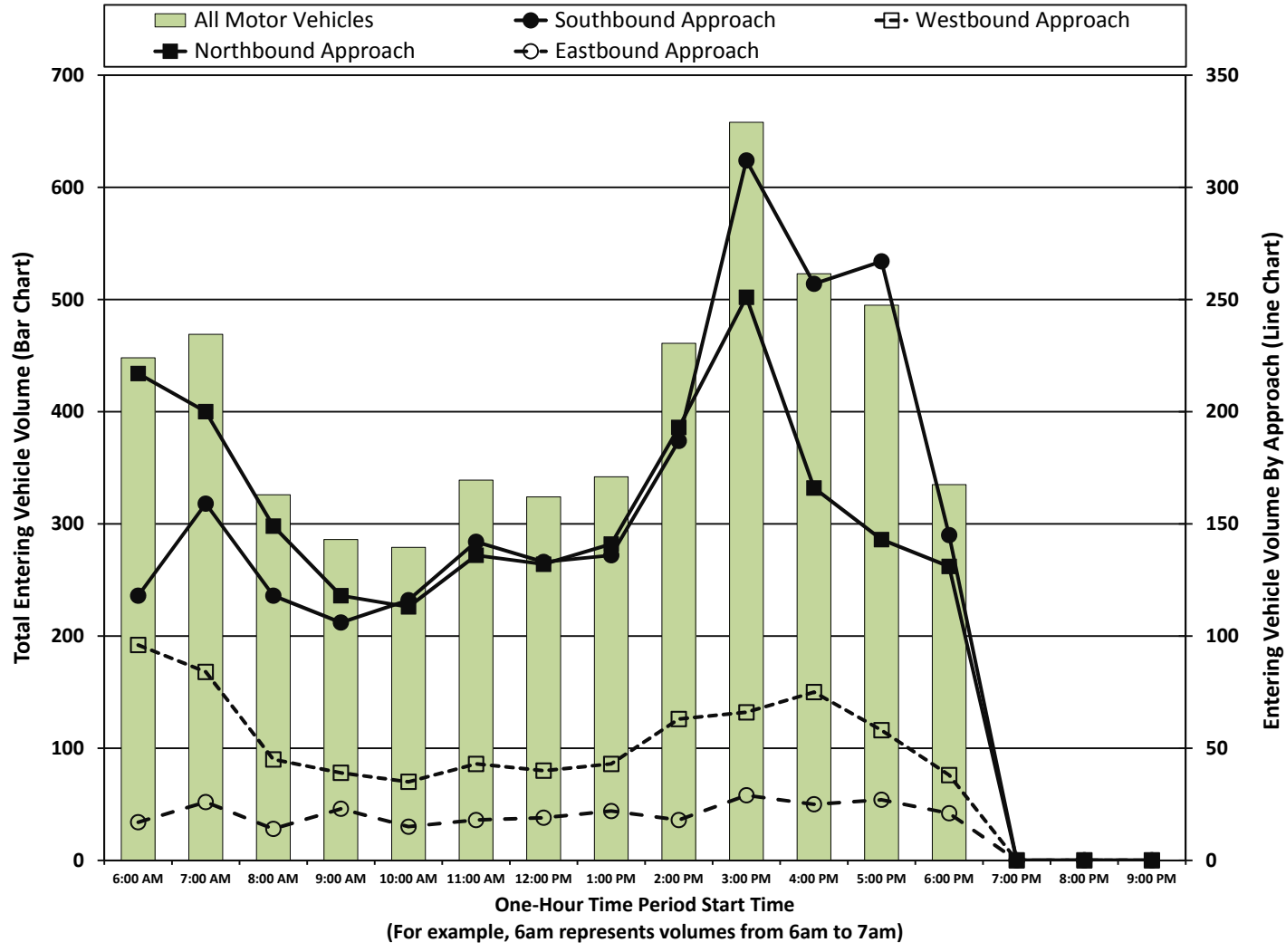
All Motor Vehicles

CTH H - 105th Street and Braun Road

One-Hour Motor Vehicle Data

One-Hour Time Period Start Time		From North (↓) CTH H - 105th Street					From East (←) Braun Road					From South (↑) CTH H - 105th Street					From West (→) Braun Road					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	2	98	18	0	118	52	22	22	0	96	3	211	3	0	217	1	10	6	0	17	448	113	335
AM	7:00 AM	2	135	22	0	159	52	18	14	0	84	6	192	2	0	200	2	19	5	0	26	469	110	359
AM	8:00 AM	6	97	15	0	118	29	10	6	0	45	1	145	3	0	149	3	10	1	0	14	326	59	267
AM	9:00 AM	8	84	14	0	106	23	13	3	0	39	4	112	2	0	118	1	14	8	0	23	286	62	224
MD	10:00 AM	4	99	13	0	116	17	7	11	0	35	4	109	0	0	113	0	12	3	0	15	279	50	229
MD	11:00 AM	4	120	18	0	142	23	12	7	1	43	10	124	2	0	136	2	12	4	0	18	339	61	278
MD	12:00 PM	5	110	18	0	133	18	18	4	0	40	9	121	2	0	132	1	10	8	0	19	324	59	265
MD	1:00 PM	5	107	24	0	136	23	12	8	0	43	9	130	2	0	141	0	20	2	0	22	342	65	277
PM	2:00 PM	5	149	33	0	187	42	13	8	0	63	22	168	3	0	193	2	11	5	0	18	461	81	380
PM	3:00 PM	13	257	41	1	312	40	0	26	0	66	25	223	3	0	251	11	7	11	0	29	658	95	563
PM	4:00 PM	3	214	40	0	257	34	19	22	0	75	16	149	1	0	166	5	13	7	0	25	523	100	423
PM	5:00 PM	8	211	48	0	267	27	23	8	0	58	16	126	1	0	143	2	22	3	0	27	495	85	410
PM	6:00 PM	2	117	26	0	145	17	16	5	0	38	13	115	3	0	131	5	13	3	0	21	335	59	276
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		67	1798	330	1	2196	397	183	144	1	725	138	1925	27	0	2090	35	173	66	0	274	5285	999	4286

Graphical Summary of Hourly Volumes



Intersection Traffic Volume Report

Count Basics		*Page 5 of 11*
Start Date: Monday, July 24, 2017	Weekday	Schools in Session
Total Number of Hours Counted: 13	Non-Holiday	No Special Events

15-Minute Motor Vehicle Data

All Motor Vehicles

CTH H - 105th Street and Braun Road

15-Minute Motor Vehicle Data

15-Minute Time Period		From North (↓) CTH H - 105th Street					From East (←) Braun Road					From South (↑) CTH H - 105th Street					From West (→) Braun Road					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	20	1	0	21	5	3	6	0	14	0	29	1	0	30	0	1	2	0	3	68	448	0.82
	6:15 AM	1	24	3	0	28	14	5	2	0	21	0	59	0	0	59	0	1	1	0	2	110	489	0.90
	6:30 AM	0	31	9	0	40	13	7	9	0	29	1	57	1	0	59	1	4	1	0	6	134	506	0.93
	6:45 AM	1	23	5	0	29	20	7	5	0	32	2	66	1	0	69	0	4	2	0	6	136	508	0.93
	7:00 AM	0	39	5	0	44	15	3	5	0	23	3	33	0	0	36	0	4	2	0	6	109	469	0.86
	7:15 AM	0	34	8	0	42	14	5	7	0	26	3	47	1	0	51	1	7	0	0	8	127	449	0.83
	7:30 AM	1	41	4	0	46	16	6	1	0	23	0	60	1	0	61	1	4	1	0	6	136	403	0.74
	7:45 AM	1	21	5	0	27	7	4	1	0	12	0	52	0	0	52	0	4	2	0	6	97	338	0.87
	8:00 AM	2	18	5	0	25	6	1	2	0	9	0	52	1	0	53	1	1	0	0	2	89	326	0.92
	8:15 AM	0	29	7	0	36	7	0	1	0	8	0	31	0	0	31	1	4	1	0	6	81	298	0.88
	8:30 AM	0	24	2	0	26	7	3	3	0	13	1	28	1	0	30	0	2	0	0	2	71	299	0.88
	8:45 AM	4	26	1	0	31	9	6	0	0	15	0	34	1	0	35	1	3	0	0	4	85	314	0.91
	9:00 AM	0	12	5	0	17	8	3	1	0	12	2	26	0	0	28	0	2	2	0	4	61	286	0.83
	9:15 AM	2	23	3	0	28	6	5	1	0	12	1	32	2	0	35	1	5	1	0	7	82	289	0.84
	9:30 AM	3	29	4	0	36	3	2	1	0	6	1	36	0	0	37	0	4	3	0	7	86	283	0.82
	9:45 AM	3	20	2	0	25	6	3	0	0	9	0	18	0	0	18	0	3	2	0	5	57	267	0.88
Midday Peak Period	10:00 AM	1	26	4	0	31	3	1	5	0	9	0	23	0	0	23	0	1	0	0	1	64	279	0.92
	10:15 AM	0	25	4	0	29	8	1	1	0	10	2	31	0	0	33	0	2	2	0	4	76	293	0.94
	10:30 AM	3	26	2	0	31	3	2	1	0	6	0	29	0	0	29	0	3	1	0	4	70	315	0.80
	10:45 AM	0	22	3	0	25	3	3	4	0	10	2	26	0	0	28	0	6	0	0	6	69	328	0.84
	11:00 AM	0	34	5	0	39	4	2	1	1	8	3	23	1	0	27	1	2	1	0	4	78	339	0.86
	11:15 AM	0	33	5	0	38	9	5	3	0	17	2	34	1	0	37	0	5	1	0	6	98	340	0.87
	11:30 AM	1	29	7	0	37	1	3	2	0	6	3	32	0	0	35	0	4	1	0	5	83	317	0.95
	11:45 AM	3	24	1	0	28	9	2	1	0	12	2	35	0	0	37	1	1	1	0	3	80	314	0.98
	12:00 PM	2	33	5	0	40	4	2	0	0	6	4	21	2	0	27	0	1	5	0	6	79	324	0.90
	12:15 PM	1	21	4	0	26	2	7	0	0	9	0	36	0	0	36	0	2	2	0	4	75	318	0.88
	12:30 PM	1	26	5	0	32	6	4	1	0	11	2	32	0	0	34	0	2	1	0	3	80	316	0.88
	12:45 PM	1	30	4	0	35	6	5	3	0	14	3	32	0	0	35	1	5	0	0	6	90	330	0.88
	1:00 PM	1	25	4	0	30	3	3	2	0	8	1	28	1	0	30	0	3	2	0	5	73	342	0.84
	1:15 PM	2	24	8	0	34	9	2	0	0	11	2	22	0	0	24	0	4	0	0	4	73	364	0.89
	1:30 PM	1	28	6	0	35	7	3	4	0	14	4	34	0	0	38	0	7	0	0	7	94	401	0.91
	1:45 PM	1	30	6	0	37	4	4	2	0	10	2	46	1	0	49	0	6	0	0	6	102	408	0.93
PM Peak Period	2:00 PM	1	29	6	0	36	9	7	2	0	18	3	30	2	0	35	1	4	1	0	6	95	461	0.74
	2:15 PM	1	33	8	0	42	13	4	3	0	20	3	38	1	0	42	0	5	1	0	6	110	564	0.71
	2:30 PM	2	44	9	0	55	3	2	1	0	6	3	34	0	0	37	1	1	1	0	3	101	610	0.77
	2:45 PM	1	43	10	0	54	17	0	2	0	19	13	66	0	0	79	0	1	2	0	3	155	677	0.85
	3:00 PM	7	79	12	1	99	12	0	5	0	17	8	72	0	0	80	0	1	1	0	2	198	658	0.83
	3:15 PM	1	49	6	0	56	10	0	6	0	16	8	68	1	0	77	3	2	2	0	7	156	593	0.88
	3:30 PM	1	81	13	0	95	8	0	12	0	20	3	40	0	0	43	6	1	3	0	10	168	556	0.83
	3:45 PM	4	48	10	0	62	10	0	3	0	13	6	43	2	0	51	2	3	5	0	10	136	527	0.95
	4:00 PM	1	51	14	0	66	13	0	12	0	25	7	29	1	0	37	3	0	2	0	5	133	523	0.94
	4:15 PM	0	41	8	0	49	9	8	5	0	22	2	42	0	0	44	0	2	2	0	4	119	544	0.88
	4:30 PM	1	70	12	0	83	4	3	5	0	12	2	32	0	0	34	1	7	2	0	10	139	545	0.88
	4:45 PM	1	52	6	0	59	8	8	0	0	16	5	46	0	0	51	1	4	1	0	6	132	531	0.86
	5:00 PM	3	65	22	0	90	8	8	0	0	16	9	32	0	0	41	0	7	0	0	7	154	495	0.80
	5:15 PM	3	57	8	0	68	7	4	1	0	12	1	34	0	0	35	1	4	0	0	5	120	440	0.88
	5:30 PM	0	55	11	0	66	9	8	6	0	23	4	30	1	0	35	0	0	1	0	1	125	414	0.83
	5:45 PM	2	34	7	0	43	3	3	1	0	7	2	30	0	0	32	1	11	2	0	14	96	368	0.93
	6:00 PM	0	38	10	0	48	6	5	1	0	12	5	32	0	0	37	0	1	1	0	2	99	335	0.85
	6:15 PM	1	28	5	0	34	6	8	2	0	16	4	33	2	0	39	2	2	1	0	5	94		
	6:30 PM	1	31	8	0	40	1	1	2	0	4	3	23	1	0	27	1	7	0	0	8	79		
	6:45 PM	0	20	3	0	23	4	2	0	0	6	1	27	0	0	28	2	3	1	0	6	63		
	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		67	1798	330	1	2196	397	183	144	1	725	138	1925	27	0	2090	35	173	66	0	274	5285		

Peak Hour All Vehicle Volume Summary

Hourly Time Period		From North (↓) CTH H - 105th Street					From East (←) Braun Road					From South (↑) CTH H - 105th Street					From West (→) Braun Road					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	6:30 AM	1	127	27	0	155	62	22	26	0	110	9	203	3	0	215	2	19	5	0	26	506	0.93
MD	1:00 PM	5	107	24	0	136	23	12	8	0	43	9	130	2	0	141	0	20	2	0	22	342	0.84
PM	6:00 PM	2	117	26	0	145	17	16	5	0	38	13	115	3	0	131	5	13	3	0	21	335	0.85

Intersection Traffic Volume Report

Count Basics			*Page 6 of 11*
Start Date:	Monday, July 24, 2017	Weekday	Schools in Session
Total Number of Hours Counted: 13		Non-Holiday	No Special Events

15-Minute Automobile Data

Automobiles (Cars, Light Trucks, & Motorcycles)

CTH H - 105th Street and Braun Road

15-Minute Automobile Data

15-Minute Time Period		From North (↓) CTH H - 105th Street					From East (←) Braun Road					From South (↑) CTH H - 105th Street					From West (→) Braun Road					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	18	1	0	19	5	3	6	0	14	0	28	1	0	29	0	1	2	0	3	65	430
	6:15 AM	1	19	3	0	23	14	5	2	0	21	0	56	0	0	56	0	1	1	0	2	102	469
	6:30 AM	0	29	9	0	38	13	7	9	0	29	1	54	1	0	56	1	4	1	0	6	129	487
	6:45 AM	1	22	5	0	28	20	7	5	0	32	2	65	1	0	68	0	4	2	0	6	134	478
	7:00 AM	0	35	5	0	40	15	3	5	0	23	3	32	0	0	35	0	4	2	0	6	104	431
	7:15 AM	0	30	8	0	38	13	5	7	0	25	3	46	1	0	50	1	6	0	0	7	120	410
	7:30 AM	0	32	4	0	36	16	6	1	0	23	0	55	1	0	56	0	4	1	0	5	120	367
	7:45 AM	1	16	4	0	21	7	4	1	0	12	0	50	0	0	50	0	2	2	0	4	87	303
	8:00 AM	2	17	4	0	23	6	1	2	0	9	0	48	1	0	49	1	1	0	0	2	83	290
	8:15 AM	0	27	7	0	34	7	0	1	0	8	0	29	0	0	29	1	4	1	0	6	77	262
	8:30 AM	0	16	2	0	18	5	3	3	0	11	1	23	1	0	25	0	2	0	0	2	56	261
	8:45 AM	4	20	1	0	25	9	6	0	0	15	0	30	1	0	31	1	2	0	0	3	74	282
	9:00 AM	0	10	5	0	15	7	3	1	0	11	2	24	0	0	26	0	2	1	0	3	55	258
	9:15 AM	2	18	3	0	23	6	5	1	0	12	1	32	2	0	35	1	4	1	0	6	76	260
	9:30 AM	3	27	2	0	32	3	2	1	0	6	1	32	0	0	33	0	3	3	0	6	77	249
	9:45 AM	3	20	0	0	23	6	2	0	0	8	0	16	0	0	16	0	1	2	0	3	50	237
Midday Peak Period	10:00 AM	1	25	4	0	30	3	1	2	0	6	0	20	0	0	20	0	1	0	0	1	57	248
	10:15 AM	0	22	4	0	26	8	0	1	0	9	2	25	0	0	27	0	2	1	0	3	65	265
	10:30 AM	3	23	2	0	28	3	2	1	0	6	0	27	0	0	27	0	3	1	0	4	65	290
	10:45 AM	0	20	3	0	23	3	3	4	0	10	2	21	0	0	23	0	5	0	0	5	61	301
	11:00 AM	0	34	5	0	39	4	1	1	1	7	3	21	1	0	25	0	2	1	0	3	74	312
	11:15 AM	0	31	4	0	35	8	5	3	0	16	2	30	1	0	33	0	5	1	0	6	90	310
	11:30 AM	1	26	7	0	34	1	3	2	0	6	3	30	0	0	33	0	3	0	0	3	76	290
	11:45 AM	3	18	1	0	22	9	2	1	0	12	2	33	0	0	35	1	1	1	0	3	72	287
	12:00 PM	2	28	5	0	35	4	2	0	0	6	4	20	2	0	26	0	1	4	0	5	72	294
	12:15 PM	1	19	4	0	24	2	6	0	0	8	0	34	0	0	34	0	2	2	0	4	70	282
	12:30 PM	1	24	3	0	28	6	4	1	0	11	2	30	0	0	32	0	1	1	0	2	73	280
	12:45 PM	1	26	4	0	31	6	2	3	0	11	3	29	0	0	32	1	4	0	0	5	79	295
	1:00 PM	0	20	4	0	24	3	2	2	0	7	1	23	1	0	25	0	3	1	0	4	60	313
	1:15 PM	2	21	8	0	31	9	2	0	0	11	2	20	0	0	22	0	4	0	0	4	68	346
	1:30 PM	1	25	6	0	32	5	3	4	0	12	4	33	0	0	37	0	7	0	0	7	88	382
	1:45 PM	0	28	6	0	34	4	4	2	0	10	2	44	1	0	47	0	6	0	0	6	97	392
PM Peak Period	2:00 PM	1	28	6	0	35	9	7	2	0	18	3	29	2	0	34	1	4	1	0	6	93	444
	2:15 PM	1	31	7	0	39	12	4	3	0	19	3	36	1	0	40	0	5	1	0	6	104	533
	2:30 PM	2	44	9	0	55	3	2	1	0	6	3	31	0	0	34	1	1	1	0	3	98	577
	2:45 PM	1	42	9	0	52	17	0	2	0	19	13	62	0	0	75	0	1	2	0	3	149	638
	3:00 PM	4	73	12	1	90	11	0	5	0	16	8	66	0	0	74	0	1	1	0	2	182	617
	3:15 PM	1	46	5	0	52	10	0	5	0	15	8	65	1	0	74	3	2	2	0	7	148	565
	3:30 PM	1	78	13	0	92	8	0	12	0	20	3	35	0	0	38	6	1	2	0	9	159	525
	3:45 PM	4	45	9	0	58	9	0	3	0	12	6	40	2	0	48	2	3	5	0	10	128	495
	4:00 PM	1	49	13	0	63	13	0	12	0	25	7	29	1	0	37	3	0	2	0	5	130	490
	4:15 PM	0	39	8	0	47	7	5	5	0	17	2	38	0	0	40	0	2	2	0	4	108	507
	4:30 PM	0	68	11	0	79	4	3	3	0	10	2	28	0	0	30	1	7	2	0	10	129	512
	4:45 PM	1	48	5	0	54	7	7	0	0	14	5	44	0	0	49	1	4	1	0	6	123	504
	5:00 PM	3	63	21	0	87	7	7	0	0	14	9	30	0	0	39	0	7	0	0	7	147	472
	5:15 PM	3	56	8	0	67	4	4	1	0	9	1	31	0	0	32	1	4	0	0	5	113	415
	5:30 PM	0	54	10	0	64	9	8	6	0	23	4	28	1	0	33	0	0	1	0	1	121	390
	5:45 PM	2	32	7	0	41	3	3	1	0	7	2	27	0	0	29	1	11	2	0	14	91	340
	6:00 PM	0	37	10	0	47	4	4	1	0	9	5	27	0	0	32	0	1	1	0	2	90	306
	6:15 PM	1	28	5	0	34	4	7	2	0	13	4	30	2	0	36	2	2	1	0	5	88	
	6:30 PM	1	27	7	0	35	1	1	2	0	4	3	21	0	0	24	1	7	0	0	8	71	
	6:45 PM	0	20	3	0	23	4	2	0	0	6	1	22	0	0	23	2	3	0	0	5	57	
	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		60	1654	311	1	2026	376	168	138	1	683	138	1779	26	0	1943	33	161	59	0	253	4905	

Peak Hour Automobile Volume Summary

Hourly Time Period		From North (↓) CTH H - 105th Street					From East (←) Braun Road					From South (↑) CTH H - 105th Street					From West (→) Braun Road					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	6:30 AM	1	116	27	0	144	61	22	26	0	109	9	197	3	0	209	2	18	5	0	25	487
MD	1:00 PM	3	94	24	0	121	21	11	8	0	40	9	120	2	0	131	0	20	1	0	21	313
PM	6:00 PM	2	112	25	0	139	13	14	5	0	32	13	100	2	0	115	5	13	2	0	20	306

Intersection Traffic Volume Report

Count Basics			*Page 7 of 11*
Start Date:	Monday, July 24, 2017	Weekday	Schools in Session
Total Number of Hours Counted: 13		Non-Holiday	No Special Events

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

Single Unit (SU) Trucks & Buses

CTH H - 105th Street and Braun Road

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

	15-Minute Time Period Start Time	From North (↓) CTH H - 105th Street					From East (←) Braun Road					From South (↑) CTH H - 105th Street					From West (→) Braun Road					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	1	0	0	1	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	2	15
	6:15 AM	0	4	0	0	4	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	7	16
	6:30 AM	0	1	0	0	1	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	4	15
	6:45 AM	0	1	0	0	1	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	2	24
	7:00 AM	0	2	0	0	2	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	3	31
	7:15 AM	0	3	0	0	3	1	0	0	0	1	0	1	0	0	1	0	1	0	0	1	6	33
	7:30 AM	1	7	0	0	8	0	0	0	0	0	0	4	0	0	4	1	0	0	0	1	13	30
	7:45 AM	0	5	1	0	6	0	0	0	0	0	0	1	0	0	1	0	2	0	0	2	9	31
	8:00 AM	0	0	1	0	1	0	0	0	0	0	0	4	0	0	4	0	0	0	0	0	5	32
	8:15 AM	0	1	0	0	1	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	3	33
	8:30 AM	0	8	0	0	8	2	0	0	0	2	0	4	0	0	4	0	0	0	0	0	14	36
	8:45 AM	0	6	0	0	6	0	0	0	0	0	0	3	0	0	3	0	1	0	0	1	10	30
	9:00 AM	0	2	0	0	2	1	0	0	0	1	0	2	0	0	2	0	0	1	0	1	6	27
	9:15 AM	0	5	0	0	5	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	6	27
	9:30 AM	0	2	2	0	4	0	0	0	0	0	0	3	0	0	3	0	1	0	0	1	8	29
	9:45 AM	0	0	2	0	2	0	1	0	0	1	0	2	0	0	2	0	2	0	0	2	7	22
Midday Peak Period	10:00 AM	0	1	0	0	1	0	0	3	0	3	0	2	0	0	2	0	0	0	0	0	6	23
	10:15 AM	0	2	0	0	2	0	1	0	0	1	0	4	0	0	4	0	0	1	0	1	8	21
	10:30 AM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	20
	10:45 AM	0	2	0	0	2	0	0	0	0	0	0	5	0	0	5	0	1	0	0	1	8	24
	11:00 AM	0	0	0	0	0	0	1	0	0	1	0	2	0	0	2	1	0	0	0	1	4	24
	11:15 AM	0	2	1	0	3	1	0	0	0	1	0	3	0	0	3	0	0	0	0	0	7	25
	11:30 AM	0	2	0	0	2	0	0	0	0	0	0	2	0	0	2	0	1	0	0	1	5	23
	11:45 AM	0	6	0	0	6	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	8	24
	12:00 PM	0	4	0	0	4	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	5	25
	12:15 PM	0	2	0	0	2	0	1	0	0	1	0	2	0	0	2	0	0	0	0	0	5	31
	12:30 PM	0	2	2	0	4	0	0	0	0	0	0	1	0	0	1	0	1	0	0	1	6	29
	12:45 PM	0	2	0	0	2	0	3	0	0	3	0	3	0	0	3	0	1	0	0	1	9	27
	1:00 PM	1	5	0	0	6	0	1	0	0	1	0	4	0	0	4	0	0	0	0	0	11	22
	1:15 PM	0	3	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	13
	1:30 PM	0	2	0	0	2	2	0	0	0	2	0	0	0	0	0	0	0	0	0	0	4	11
	1:45 PM	1	1	0	0	2	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	4	9
PM Peak Period	2:00 PM	0	1	0	0	1	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	2	10
	2:15 PM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1	20
	2:30 PM	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	2	26
	2:45 PM	0	1	1	0	2	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	5	32
	3:00 PM	2	4	0	0	6	1	0	0	0	1	0	5	0	0	5	0	0	0	0	0	12	34
	3:15 PM	0	2	1	0	3	0	0	1	0	1	0	3	0	0	3	0	0	0	0	0	7	24
	3:30 PM	0	2	0	0	2	0	0	0	0	0	0	5	0	0	5	0	0	1	0	1	8	27
	3:45 PM	0	2	1	0	3	1	0	0	0	1	0	3	0	0	3	0	0	0	0	0	7	27
	4:00 PM	0	1	1	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	29
	4:15 PM	0	1	0	0	1	2	3	0	0	5	0	4	0	0	4	0	0	0	0	0	10	34
	4:30 PM	0	1	1	0	2	0	0	2	0	2	0	4	0	0	4	0	0	0	0	0	8	31
	4:45 PM	0	4	1	0	5	1	1	0	0	2	0	2	0	0	2	0	0	0	0	0	9	27
	5:00 PM	0	2	1	0	3	1	1	0	0	2	0	2	0	0	2	0	0	0	0	0	7	23
	5:15 PM	0	1	0	0	1	3	0	0	0	3	0	3	0	0	3	0	0	0	0	0	7	23
	5:30 PM	0	1	1	0	2	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	4	22
	5:45 PM	0	2	0	0	2	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	5	25
	6:00 PM	0	1	0	0	1	2	1	0	0	3	0	3	0	0	3	0	0	0	0	0	7	25
	6:15 PM	0	0	0	0	0	2	1	0	0	3	0	3	0	0	3	0	0	0	0	0	6	
	6:30 PM	0	3	1	0	4	0	0	0	0	0	0	2	1	0	3	0	0	0	0	0	7	
	6:45 PM	0	0	0	0	0	0	0	0	0	0	0	5	0	0	5	0	0	0	0	0	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	
	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		5	114	18	0	137	20	15	6	0	41	0	124	1	0	125	2	12	3	0	17	320	

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

	Hourly Time Period Start Time	From North (↓) CTH H - 105th Street					From East (←) Braun Road					From South (↑) CTH H - 105th Street					From West (→) Braun Road					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	6:30 AM	0	7	0	0	7	1	0	0	0	1	0	6	0	0	6	0	1	0	0	1	15
MD	1:00 PM	2	11	0	0	13	2	1	0	0	3	0	6	0	0	6	0	0	0	0	0	22
PM	6:00 PM	0	4	1	0	5	4	2	0	0	6	0	13	1	0	14	0	0	0	0	0	25

Intersection Traffic Volume Report

Count Basics		*Page 8 of 11*
Start Date: Monday, July 24, 2017	Weekday	Schools in Session
Total Number of Hours Counted: 13	Non-Holiday	No Special Events

15-Minute Semi-Truck Data

Semi-Trucks

CTH H - 105th Street and Braun Road

15-Minute Semi-Truck Data

15-Minute Time Period Start Time		From North (↓) CTH H - 105th Street					From East (←) Braun Road					From South (↑) CTH H - 105th Street					From West (→) Braun Road					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	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	3
	6:15 AM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	4
	6:30 AM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	4
	6:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	6
	7:00 AM	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	7
	7:15 AM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	6
	7:30 AM	0	2	0	0	2	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	3	6
	7:45 AM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1	4
	8:00 AM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	4
	8:15 AM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	3
	8:30 AM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1	2
	8:45 AM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1	2
	9:00 AM	0	0	0	0	0	0	0	0	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	0	0	0	0	0	0	0	0	2
	9:30 AM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1	5
	9:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	8
Midday Peak Period	10:00 AM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1	8
	10:15 AM	0	1	0	0	1	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	3	7
	10:30 AM	0	2	0	0	2	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	4	5
	10:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3
	11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3
	11:15 AM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1	5
	11:30 AM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	2	4
	11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3
	12:00 PM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	2	5
	12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5
	12:30 PM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1	7
	12:45 PM	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	8
	1:00 PM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	1	0	1	2	7
	1:15 PM	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	2	5
	1:30 PM	0	1	0	0	1	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	2	8
	1:45 PM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	7
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	7
	2:15 PM	0	2	1	0	3	1	0	0	0	1	0	1	0	0	1	0	0	0	0	0	5	11
	2:30 PM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1	7
	2:45 PM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1	7
	3:00 PM	1	2	0	0	3	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	4	7
	3:15 PM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	4
	3:30 PM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	4
	3:45 PM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	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	4
	4:15 PM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	3
	4:30 PM	1	1	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	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	0
	5:00 PM	0	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	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	0	0	0	0	0	0	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	2	0	0	2	0	0	0	0	0	2	4
	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	1	0	0	1	0	0	0	0	0	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	1	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	
Totals		2	30	1	0	33	1	0	0	0	1	0	22	0	0	22	0	0	4	0	4	60	

Peak Hour Semi-Truck Volume Summary

Hourly Time Period Start Time		From North (↓) CTH H - 105th Street					From East (←) Braun Road					From South (↑) CTH H - 105th Street					From West (→) Braun Road					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	6:30 AM	0	4	0	0	4	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	6
MD	1:00 PM	0	2	0	0	2	0	0	0	0	0	0	2	0	0	2	0	0	1	0	1	5
PM	6:00 PM	1	4	0	0	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5

Intersection Traffic Volume Report

Count Basics			*Page 9 of 11*
Start Date:	Monday, July 24, 2017	Weekday	Schools in Session
Total Number of Hours Counted: 13		Non-Holiday	No Special Events

15-Minute Heavy Vehicle Data

CTH H - 105th Street and Braun Road

15-Minute Heavy Vehicle Data

	15-Minute Time Period	From North (↓) CTH H - 105th Street					From East (←) Braun Road					From South (↑) CTH H - 105th Street					From West (→) Braun Road					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	2	0	0	2	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	3	18
	6:15 AM	0	5	0	0	5	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	8	20
	6:30 AM	0	2	0	0	2	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	5	19
	6:45 AM	0	1	0	0	1	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	2	30
	7:00 AM	0	4	0	0	4	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	5	38
	7:15 AM	0	4	0	0	4	1	0	0	0	1	0	1	0	0	1	0	1	0	0	1	7	39
	7:30 AM	1	9	0	0	10	0	0	0	0	0	0	5	0	0	5	1	0	0	0	1	16	36
	7:45 AM	0	5	1	0	6	0	0	0	0	0	0	2	0	0	2	0	2	0	0	2	10	35
	8:00 AM	0	1	1	0	2	0	0	0	0	0	0	4	0	0	4	0	0	0	0	0	6	36
	8:15 AM	0	2	0	0	2	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	4	36
	8:30 AM	0	8	0	0	8	2	0	0	0	2	0	5	0	0	5	0	0	0	0	0	15	38
	8:45 AM	0	6	0	0	6	0	0	0	0	0	0	4	0	0	4	0	1	0	0	1	11	32
	9:00 AM	0	2	0	0	2	1	0	0	0	1	0	2	0	0	2	0	0	1	0	1	6	28
	9:15 AM	0	5	0	0	5	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	6	29
	9:30 AM	0	2	2	0	4	0	0	0	0	0	0	4	0	0	4	0	1	0	0	1	9	34
	9:45 AM	0	0	2	0	2	0	1	0	0	1	0	2	0	0	2	0	2	0	0	2	7	30
Midday Peak Period	10:00 AM	0	1	0	0	1	0	0	3	0	3	0	3	0	0	3	0	0	0	0	0	7	31
	10:15 AM	0	3	0	0	3	0	1	0	0	1	0	6	0	0	6	0	0	1	0	1	11	28
	10:30 AM	0	3	0	0	3	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	5	25
	10:45 AM	0	2	0	0	2	0	0	0	0	0	0	5	0	0	5	0	1	0	0	1	8	27
	11:00 AM	0	0	0	0	0	0	1	0	0	1	0	2	0	0	2	1	0	0	0	1	4	27
	11:15 AM	0	2	1	0	3	1	0	0	0	1	0	4	0	0	4	0	0	0	0	0	8	30
	11:30 AM	0	3	0	0	3	0	0	0	0	0	0	2	0	0	2	0	1	1	0	2	7	27
	11:45 AM	0	6	0	0	6	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	8	27
	12:00 PM	0	5	0	0	5	0	0	0	0	0	0	1	0	0	1	0	0	1	0	1	7	30
	12:15 PM	0	2	0	0	2	0	1	0	0	1	0	2	0	0	2	0	0	0	0	0	5	36
	12:30 PM	0	2	2	0	4	0	0	0	0	0	0	2	0	0	2	0	1	0	0	1	7	36
	12:45 PM	0	4	0	0	4	0	3	0	0	3	0	3	0	0	3	0	1	0	0	1	11	35
	1:00 PM	1	5	0	0	6	0	1	0	0	1	0	5	0	0	5	0	0	1	0	1	13	29
	1:15 PM	0	3	0	0	3	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	5	18
	1:30 PM	0	3	0	0	3	2	0	0	0	2	0	1	0	0	1	0	0	0	0	0	6	19
	1:45 PM	1	2	0	0	3	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	5	16
PM Peak Period	2:00 PM	0	1	0	0	1	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	2	17
	2:15 PM	0	2	1	0	3	1	0	0	0	1	0	2	0	0	2	0	0	0	0	0	6	31
	2:30 PM	0	0	0	0	0	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	3	33
	2:45 PM	0	1	1	0	2	0	0	0	0	0	0	4	0	0	4	0	0	0	0	0	6	39
	3:00 PM	3	6	0	0	9	1	0	0	0	1	0	6	0	0	6	0	0	0	0	0	16	41
	3:15 PM	0	3	1	0	4	0	0	1	0	1	0	3	0	0	3	0	0	0	0	0	8	28
	3:30 PM	0	3	0	0	3	0	0	0	0	0	0	5	0	0	5	0	0	1	0	1	9	31
	3:45 PM	0	3	1	0	4	1	0	0	0	1	0	3	0	0	3	0	0	0	0	0	8	32
	4:00 PM	0	2	1	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	33
	4:15 PM	0	2	0	0	2	2	3	0	0	5	0	4	0	0	4	0	0	0	0	0	11	37
	4:30 PM	1	2	1	0	4	0	0	2	0	2	0	4	0	0	4	0	0	0	0	0	10	33
	4:45 PM	0	4	1	0	5	1	1	0	0	2	0	2	0	0	2	0	0	0	0	0	9	27
	5:00 PM	0	2	1	0	3	1	1	0	0	2	0	2	0	0	2	0	0	0	0	0	7	23
	5:15 PM	0	1	0	0	1	3	0	0	0	3	0	3	0	0	3	0	0	0	0	0	7	25
	5:30 PM	0	1	1	0	2	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	4	24
	5:45 PM	0	2	0	0	2	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	5	28
	6:00 PM	0	1	0	0	1	2	1	0	0	3	0	5	0	0	5	0	0	0	0	0	9	29
	6:15 PM	0	0	0	0	0	2	1	0	0	3	0	3	0	0	3	0	0	0	0	0	6	
	6:30 PM	0	4	1	0	5	0	0	0	0	0	0	2	1	0	3	0	0	0	0	0	8	
	6:45 PM	0	0	0	0	0	0	0	0	0	0	0	5	0	0	5	0	0	1	0	1	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		7	144	19	0	170	21	15	6	0	42	0	146	1	0	147	2	12	7	0	21	380	

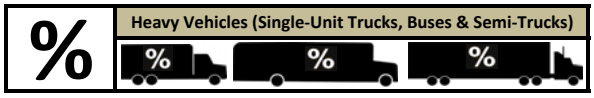
Peak Hour Heavy Vehicle Volume Summary

	Hourly Time Period	From North (↓) CTH H - 105th Street					From East (←) Braun Road					From South (↑) CTH H - 105th Street					From West (→) Braun Road					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	6:30 AM	0	11	0	0	11	1	0	0	0	1	0	6	0	0	6	0	1	0	0	1	19
MD	1:00 PM	2	13	0	0	15	2	1	0	0	3	0	10	0	0	10	0	0	1	0	1	29
PM	6:00 PM	0	5	1	0	6	4	2	0	0	6	0	15	1	0	16	0	0	1	0	1	29

Intersection Traffic Volume Report

Count Basics		*Page 10 of 11*
Start Date: Monday, July 24, 2017	Weekday	Schools in Session
Total Number of Hours Counted: 13	Non-Holiday	No Special Events

15-Minute Heavy Vehicle Percentages



CTH H - 105th Street and Braun Road

15-Minute Heavy Vehicle Percentages

	15-Minute Time Period Start Time	From North (↓) CTH H - 105th Street					From East (←) Braun Road					From South (↑) CTH H - 105th Street					From West (→) Braun Road					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	0.0	10.0	0.0	0.0	9.5	0.0	0.0	0.0	0.0	0.0	0.0	3.4	0.0	0.0	3.3	0.0	0.0	0.0	0.0	0.0	4.4	4.0
	6:15 AM	0.0	20.8	0.0	0.0	17.9	0.0	0.0	0.0	0.0	0.0	0.0	5.1	0.0	0.0	5.1	0.0	0.0	0.0	0.0	0.0	7.3	4.1
	6:30 AM	0.0	6.5	0.0	0.0	5.0	0.0	0.0	0.0	0.0	0.0	0.0	5.3	0.0	0.0	5.1	0.0	0.0	0.0	0.0	0.0	3.7	3.8
	6:45 AM	0.0	4.3	0.0	0.0	3.4	0.0	0.0	0.0	0.0	0.0	0.0	1.5	0.0	0.0	1.4	0.0	0.0	0.0	0.0	0.0	1.5	5.9
	7:00 AM	0.0	10.3	0.0	0.0	9.1	0.0	0.0	0.0	0.0	0.0	0.0	3.0	0.0	0.0	2.8	0.0	0.0	0.0	0.0	0.0	4.6	8.1
	7:15 AM	0.0	11.8	0.0	0.0	9.5	7.1	0.0	0.0	0.0	3.8	0.0	2.1	0.0	0.0	2.0	0.0	14.3	0.0	0.0	12.5	5.5	8.7
	7:30 AM	100.0	22.0	0.0	0.0	21.7	0.0	0.0	0.0	0.0	0.0	0.0	8.3	0.0	0.0	8.2	100.0	0.0	0.0	0.0	16.7	11.8	8.9
	7:45 AM	0.0	23.8	20.0	0.0	22.2	0.0	0.0	0.0	0.0	0.0	0.0	3.8	0.0	0.0	3.8	0.0	50.0	0.0	0.0	33.3	10.3	10.4
	8:00 AM	0.0	5.6	20.0	0.0	8.0	0.0	0.0	0.0	0.0	0.0	0.0	7.7	0.0	0.0	7.5	0.0	0.0	0.0	0.0	0.0	6.7	11.0
	8:15 AM	0.0	6.9	0.0	0.0	5.6	0.0	0.0	0.0	0.0	0.0	0.0	6.5	0.0	0.0	6.5	0.0	0.0	0.0	0.0	0.0	4.9	12.1
	8:30 AM	0.0	33.3	0.0	0.0	30.8	28.6	0.0	0.0	0.0	15.4	0.0	17.9	0.0	0.0	16.7	0.0	0.0	0.0	0.0	0.0	21.1	12.7
	8:45 AM	0.0	23.1	0.0	0.0	19.4	0.0	0.0	0.0	0.0	0.0	0.0	11.8	0.0	0.0	11.4	0.0	33.3	0.0	0.0	25.0	12.9	10.2
	9:00 AM	0.0	16.7	0.0	0.0	11.8	12.5	0.0	0.0	0.0	8.3	0.0	7.7	0.0	0.0	7.1	0.0	0.0	50.0	0.0	25.0	9.8	9.8
	9:15 AM	0.0	21.7	0.0	0.0	17.9	0.0	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	14.3	7.3	10.0
	9:30 AM	0.0	6.9	50.0	0.0	11.1	0.0	0.0	0.0	0.0	0.0	0.0	11.1	0.0	0.0	10.8	0.0	25.0	0.0	0.0	14.3	10.5	12.0
	9:45 AM	0.0	0.0	100.0	0.0	8.0	0.0	33.3	0.0	0.0	11.1	0.0	11.1	0.0	0.0	11.1	0.0	66.7	0.0	0.0	40.0	12.3	11.2
Midday Peak Period	10:00 AM	0.0	3.8	0.0	0.0	3.2	0.0	0.0	60.0	0.0	33.3	0.0	13.0	0.0	0.0	13.0	0.0	0.0	0.0	0.0	0.0	10.9	11.1
	10:15 AM	0.0	12.0	0.0	0.0	10.3	0.0	100.0	0.0	0.0	10.0	0.0	19.4	0.0	0.0	18.2	0.0	0.0	50.0	0.0	25.0	14.5	9.6
	10:30 AM	0.0	11.5	0.0	0.0	9.7	0.0	0.0	0.0	0.0	0.0	0.0	6.9	0.0	0.0	6.9	0.0	0.0	0.0	0.0	0.0	7.1	7.9
	10:45 AM	0.0	9.1	0.0	0.0	8.0	0.0	0.0	0.0	0.0	0.0	0.0	19.2	0.0	0.0	17.9	0.0	16.7	0.0	0.0	16.7	11.6	8.2
	11:00 AM	0.0	0.0	0.0	0.0	0.0	0.0	50.0	0.0	0.0	12.5	0.0	8.7	0.0	0.0	7.4	100.0	0.0	0.0	0.0	25.0	5.1	8.0
	11:15 AM	0.0	6.1	20.0	0.0	7.9	11.1	0.0	0.0	0.0	5.9	0.0	11.8	0.0	0.0	10.8	0.0	0.0	0.0	0.0	0.0	8.2	8.8
	11:30 AM	0.0	10.3	0.0	0.0	8.1	0.0	0.0	0.0	0.0	0.0	0.0	6.2	0.0	0.0	5.7	0.0	25.0	100.0	0.0	40.0	8.4	8.5
	11:45 AM	0.0	25.0	0.0	0.0	21.4	0.0	0.0	0.0	0.0	0.0	0.0	5.7	0.0	0.0	5.4	0.0	0.0	0.0	0.0	0.0	10.0	8.6
	12:00 PM	0.0	15.2	0.0	0.0	12.5	0.0	0.0	0.0	0.0	0.0	0.0	4.8	0.0	0.0	3.7	0.0	0.0	20.0	0.0	16.7	8.9	9.3
	12:15 PM	0.0	9.5	0.0	0.0	7.7	0.0	14.3	0.0	0.0	11.1	0.0	5.6	0.0	0.0	5.6	0.0	0.0	0.0	0.0	0.0	6.7	11.3
	12:30 PM	0.0	7.7	40.0	0.0	12.5	0.0	0.0	0.0	0.0	0.0	0.0	6.2	0.0	0.0	5.9	0.0	50.0	0.0	0.0	33.3	8.7	11.4
	12:45 PM	0.0	13.3	0.0	0.0	11.4	0.0	60.0	0.0	0.0	21.4	0.0	9.4	0.0	0.0	8.6	0.0	20.0	0.0	0.0	16.7	12.2	10.6
	1:00 PM	100.0	20.0	0.0	0.0	20.0	0.0	33.3	0.0	0.0	12.5	0.0	17.9	0.0	0.0	16.7	0.0	0.0	50.0	0.0	20.0	17.8	8.5
	1:15 PM	0.0	12.5	0.0	0.0	8.8	0.0	0.0	0.0	0.0	0.0	0.0	9.1	0.0	0.0	8.3	0.0	0.0	0.0	0.0	0.0	6.8	4.9
	1:30 PM	0.0	10.7	0.0	0.0	8.6	28.6	0.0	0.0	0.0	14.3	0.0	2.9	0.0	0.0	2.6	0.0	0.0	0.0	0.0	0.0	6.4	4.7
	1:45 PM	100.0	6.7	0.0	0.0	8.1	0.0	0.0	0.0	0.0	0.0	0.0	4.3	0.0	0.0	4.1	0.0	0.0	0.0	0.0	0.0	4.9	3.9
PM Peak Period	2:00 PM	0.0	3.4	0.0	0.0	2.8	0.0	0.0	0.0	0.0	0.0	0.0	3.3	0.0	0.0	2.9	0.0	0.0	0.0	0.0	0.0	2.1	3.7
	2:15 PM	0.0	6.1	12.5	0.0	7.1	7.7	0.0	0.0	0.0	5.0	0.0	5.3	0.0	0.0	4.8	0.0	0.0	0.0	0.0	0.0	5.5	5.5
	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	8.8	0.0	0.0	8.1	0.0	0.0	0.0	0.0	0.0	3.0	5.4
	2:45 PM	0.0	2.3	10.0	0.0	3.7	0.0	0.0	0.0	0.0	0.0	0.0	6.1	0.0	0.0	5.1	0.0	0.0	0.0	0.0	0.0	3.9	5.8
	3:00 PM	42.9	7.6	0.0	0.0	9.1	8.3	0.0	0.0	0.0	5.9	0.0	8.3	0.0	0.0	7.5	0.0	0.0	0.0	0.0	0.0	8.1	6.2
	3:15 PM	0.0	6.1	16.7	0.0	7.1	0.0	0.0	16.7	0.0	6.2	0.0	4.4	0.0	0.0	3.9	0.0	0.0	0.0	0.0	0.0	5.1	4.7
	3:30 PM	0.0	3.7	0.0	0.0	3.2	0.0	0.0	0.0	0.0	0.0	0.0	12.5	0.0	0.0	11.6	0.0	0.0	33.3	0.0	10.0	5.4	5.6
	3:45 PM	0.0	6.2	10.0	0.0	6.5	10.0	0.0	0.0	0.0	7.7	0.0	7.0	0.0	0.0	5.9	0.0	0.0	0.0	0.0	0.0	5.9	6.1
	4:00 PM	0.0	3.9	7.1	0.0	4.5	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	2.3	6.3
	4:15 PM	0.0	4.9	0.0	0.0	4.1	22.2	37.5	0.0	0.0	22.7	0.0	9.5	0.0	0.0	9.1	0.0	0.0	0.0	0.0	0.0	9.2	6.8
	4:30 PM	100.0	2.9	8.3	0.0	4.8	0.0	0.0	40.0	0.0	16.7	0.0	12.5	0.0	0.0	11.8	0.0	0.0	0.0	0.0	0.0	7.2	6.1
	4:45 PM	0.0	7.7	16.7	0.0	8.5	12.5	12.5	0.0	0.0	12.5	0.0	4.3	0.0	0.0	3.9	0.0	0.0	0.0	0.0	0.0	6.8	5.1
	5:00 PM	0.0	3.1	4.5	0.0	3.3	12.5	12.5	0.0	0.0	12.5	0.0	6.2	0.0	0.0	4.9	0.0	0.0	0.0	0.0	0.0	4.5	4.6
	5:15 PM	0.0	1.8	0.0	0.0	1.5	42.9	0.0	0.0	0.0	25.0	0.0	8.8	0.0	0.0	8.6	0.0	0.0	0.0	0.0	0.0	5.8	5.7
	5:30 PM	0.0	1.8	9.1	0.0	3.0	0.0	0.0	0.0	0.0	0.0	0.0	6.7	0.0	0.0	5.7	0.0	0.0	0.0	0.0	0.0	3.2	5.8
	5:45 PM	0.0	5.9	0.0	0.0	4.7	0.0	0.0	0.0	0.0	0.0	0.0	10.0	0.0	0.0	9.4	0.0	0.0	0.0	0.0	0.0	5.2	7.6
	6:00 PM	0.0	2.6	0.0	0.0	2.1	33.3	20.0	0.0	0.0	25.0	0.0	15.6	0.0	0.0	13.5	0.0	0.0	0.0	0.0	0.0	9.1	8.7
	6:15 PM	0.0	0.0	0.0	0.0	0.0	33.3	12.5	0.0	0.0	18.7	0.0	9.1	0.0	0.0	7.7	0.0	0.0	0.0	0.0	0.0	6.4	
	6:30 PM	0.0	12.9	12.5	0.0	12.5	0.0	0.0	0.0	0.0	0.0	0.0	8.7	100.0	0.0	11.1	0.0	0.0	0.0	0.0	0.0	10.1	
	6:45 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	18.5	0.0	0.0	17.9	0.0	0.0	100.0	0.0	16.7	9.5	
	7:00 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	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		10.4	8.0	5.8	0.0	7.7	5.3	8.2	4.2	0.0	5.8	0.0	7.6	3.7	0.0	7.0	5.7	6.9	10.6	0.0	7.7	7.2	

Peak Hour Heavy Vehicle Percentages Summary

	Hourly Time Period Start Time	From North (↓) CTH H - 105th Street					From East (←) Braun Road					From South (↑) CTH H - 105th Street					From West (→) Braun Road					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	6:30 AM	0.0	8.7	0.0	0.0	7.1	1.6	0.0	0.0	0.0	0.9	0.0	3.0	0.0	0.0	2.8	0.0	5.3	0.0	0.0	3.8	3.8
MD	1:00 PM	40.0	12.1	0.0	0.0	11.0	8.7	8.3	0.0	0.0	7.0	0.0	7.7	0.0	0.0	7.1	0.0	0.0	50.0	0.0	4.5	8.5
PM	6:00 PM	0.0	4.3	3.8	0.0	4.1	23.5	12.5	0.0	0.0	15.8	0.0	13.0	33.3	0.0	12.2	0.0	0.0	33.3	0.0	4.8	8.7

Intersection Traffic Volume Report

Count Basics			Page 11 of 11
Start Date:	Monday, July 24, 2017	Weekday	Schools in Session
Total Number of Hours Counted: 13		Non-Holiday	No Special Events

15-Minute Pedestrian and Bicyclist Data

Pedestrians and Bicyclists

CTH H - 105th Street and Braun Road

15-Minute Pedestrian and Bicyclist Data

	15-Minute	Crossing North Approach			Crossing East Approach			Crossing South Approach			Crossing West Approach			15-Min	Hourly
	Time Period	CTH H - 105th Street			Braun Road			CTH H - 105th Street			Braun Road				
	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	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	1
	8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	2
	8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	2
	9:00 AM	0	0	0	0	1	1	0	0	0	0	0	0	1	2
	9:15 AM	0	1	1	0	0	0	0	0	0	0	0	0	1	1
	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	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	1
	2:45 PM	0	0	0	0	1	1	0	0	0	0	0	0	1	1
	3:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1
	3:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1
	3:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1
	3:45 PM	0	0	0	0	1	1	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	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**	**1**	**1**	**0**	**3**	**3**	**0**	**0**	**0**	**0**	**1**	**1**	**5**	

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/helper dog)	x					
Elderly/Disabled (except wheelchairs)	x					
Wheelchairs/Electric Scooters	x					
Other (None)	x					

Intersection Traffic Volume Report

Count Basics	Version 2013.J4.1		Page 1 of 11
Start Date:	Tuesday, September 5, 2017	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

Intersection of: 90th Street and Braun Road

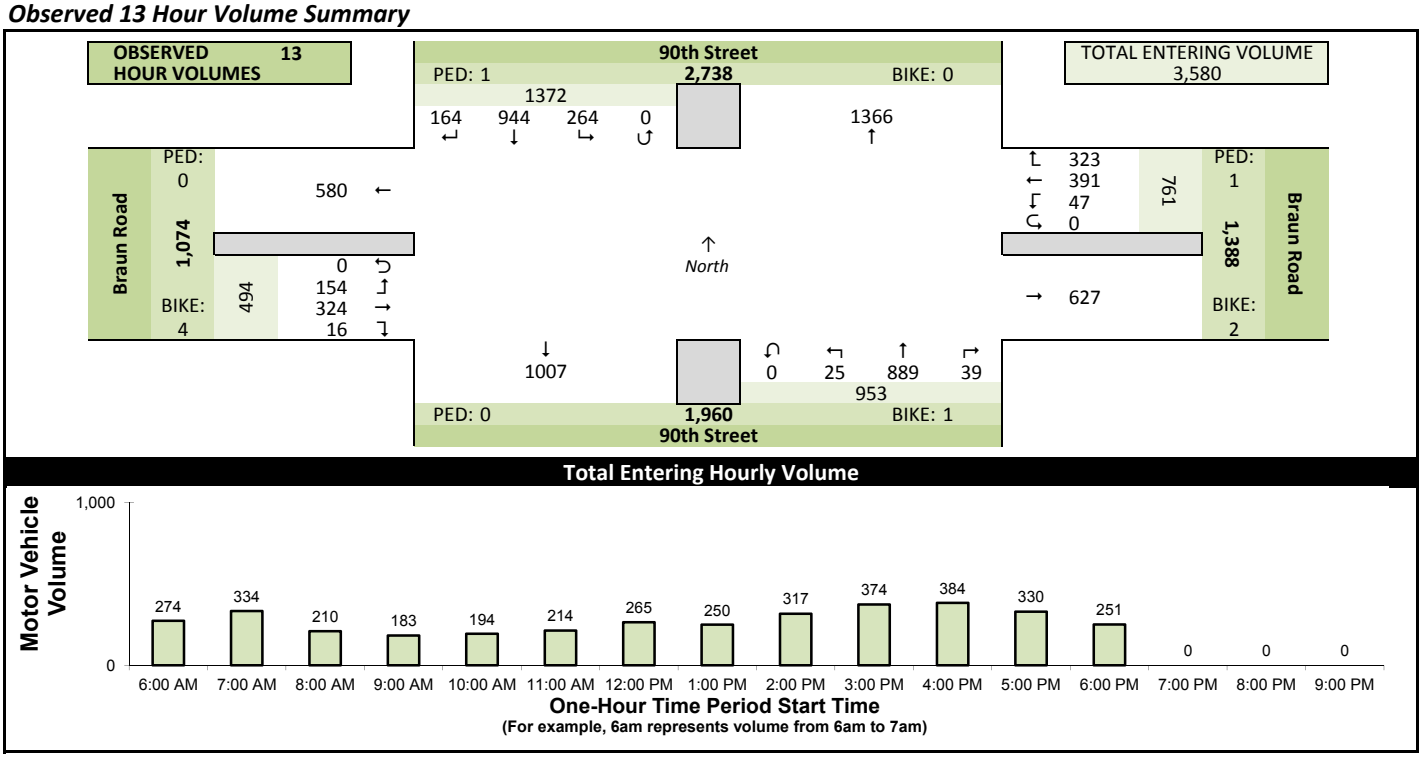
Site Information

Municipality	Village of Mt Pleasant		
County	Racine	WisDOT Region	SE
Traffic Control	All-Way Stop		
Roadway Names		North Direction	↑
North Leg	90th Street		
East Leg	Braun Road		
South Leg	90th Street		
West Leg	Braun Road		
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	

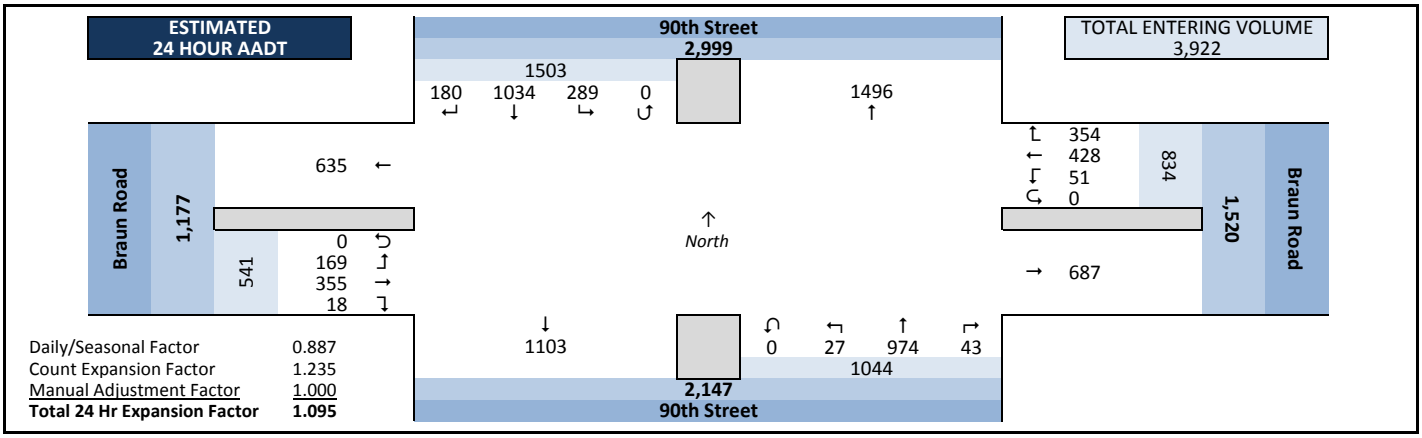
Count Information

Hrs Counted:	6:00 AM-7:00 PM				
1st Day of Count	Tuesday, September 5, 2017			Weather	
AM Peak Period	Thursday, September 7, 2017			Clear & Dry	
Midday Peak Period	Wednesday, September 6, 2017			Clear & Dry	
PM Peak Period	Tuesday, September 5, 2017			Clear & Dry	
Calculated Peak Hours					
AM	6:45-7:45am	MD	12:30-1:30pm	PM	4:30-5:30pm
Peak Hours Selected for Analysis					
AM	6:30-7:30am	MD	12:30-1:30pm	PM	6:00-7:00pm
Daily/Seasonal Adjustment Group	(2) Urban Arterials & Collectors				
Count Expansion Group	(2) Urban Arterials & Collectors				
Daily/Seasonal Adjustment Factor	0.887	Count Expansion Factor	1.235		
Company Name	TADI, Inc.			Manual Adj.	1.000
Observers	AM Peak Period	Amy Scheuerlein			
	Midday Peak Period	Karlyn Bieberitz			
	PM Peak Period	Amy Scheuerlein			
Comments	2016 DOT Seasonal Factors				

Observed 13 Hour Volume Summary



Estimated 24 Hour AADT



Intersection Traffic Volume Report

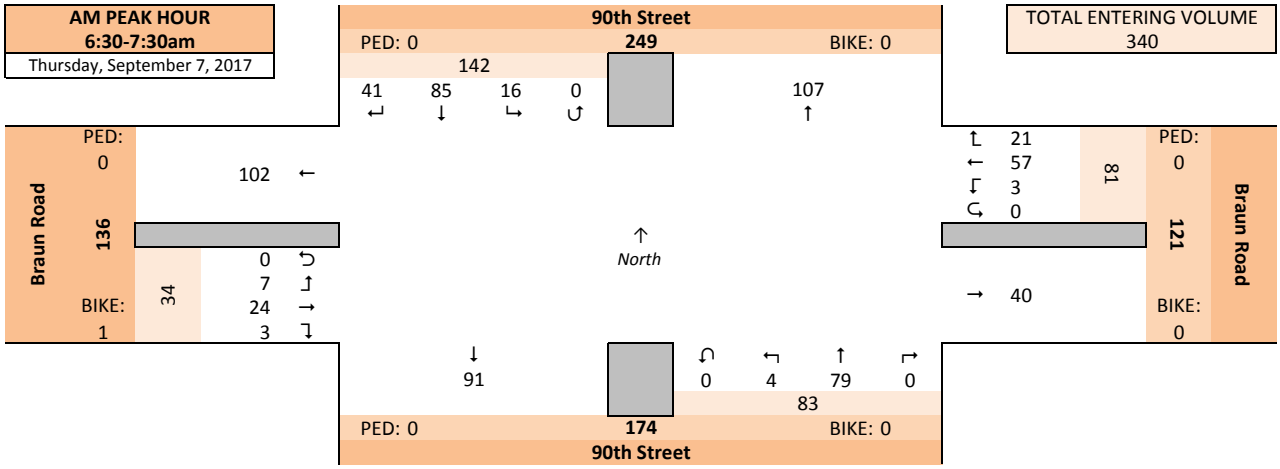
Count Basics			Page 2 of 11
Start Date:	Tuesday, September 5, 2017	Weekday	Schools in Session
Total Number of Hours Counted: 13		Non-Holiday	No Special Events

Peak Hour Volume Graphical Summary

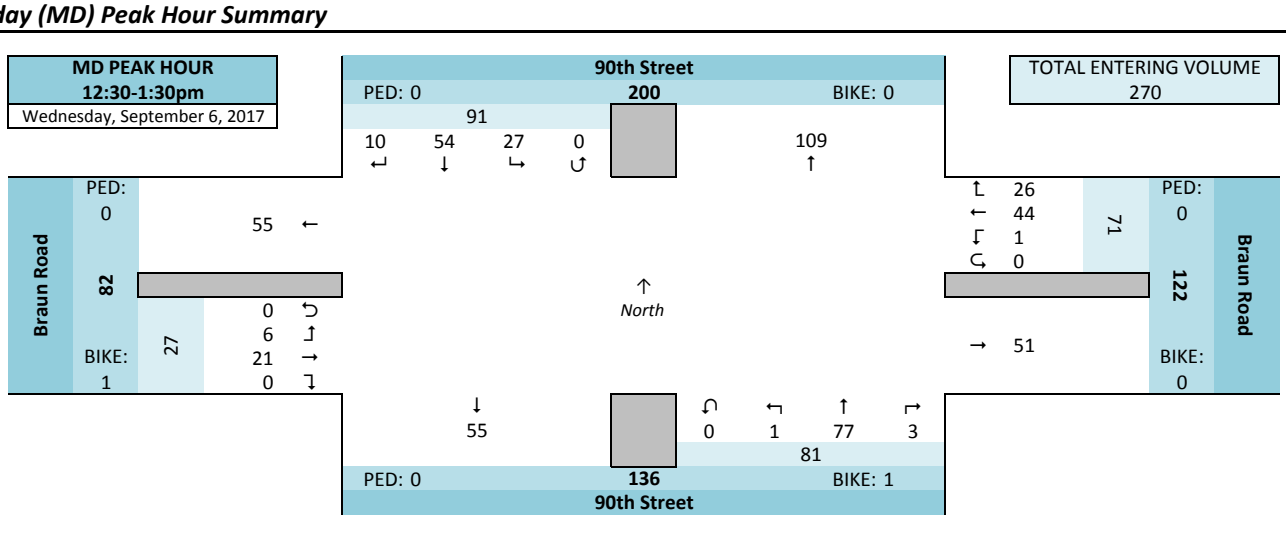
All Motor Vehicles

90th Street and Braun Road

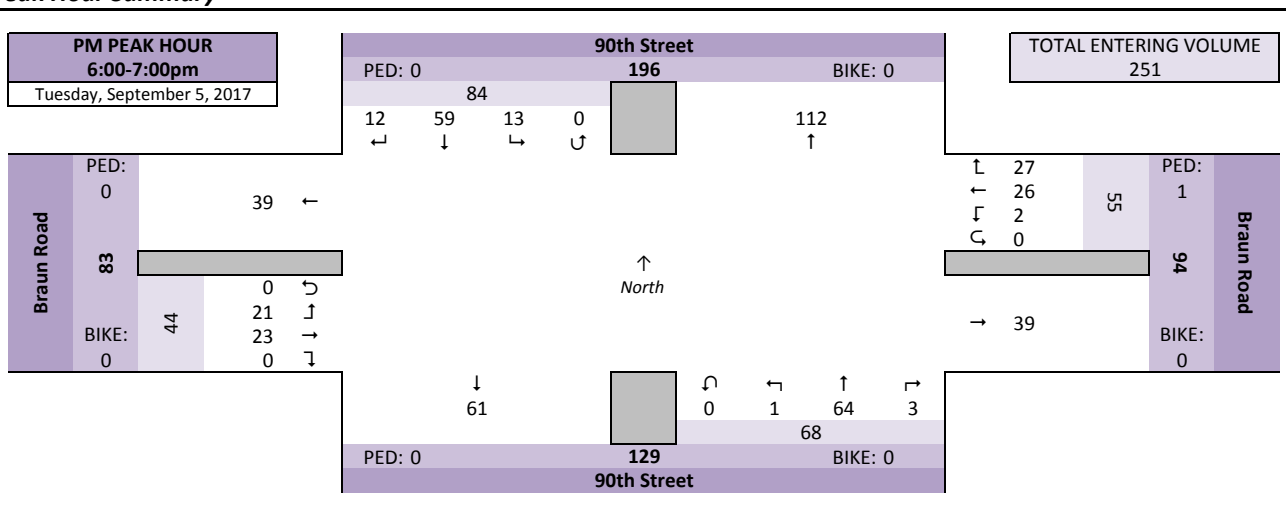
AM Peak Hour Summary



Midday (MD) Peak Hour Summary



PM Peak Hour Summary



Intersection Traffic Volume Report

Count Basics			*Page 3 of 11*
Start Date:	Tuesday, September 5, 2017	Weekday	Schools in Session
Total Number of Hours Counted: 13		Non-Holiday	No Special Events

Peak Hour Volume Summary

90th Street and Braun Road

All Motor Vehicles

Peak Hour Volumes, Truck Percentages, and PHFs

Thursday, September 7, 2017		From North					From East					From South					From West					
	AM Peak Hour	90th Street					Braun Road					90th Street					Braun Road					
	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	6:30 AM	14	22	1	0	37	7	8	1	0	16	0	25	0	0	25	1	6	1	0	8	86
	6:45 AM	12	14	9	0	35	7	23	1	0	31	0	22	3	0	25	2	3	2	0	7	98
	7:00 AM	7	25	3	0	35	3	16	0	0	19	0	16	0	0	16	0	7	1	0	8	78
	7:15 AM	8	24	3	0	35	4	10	1	0	15	0	16	1	0	17	0	8	3	0	11	78
	Peak Hour Volume	41	85	16	0	142	21	57	3	0	81	0	79	4	0	83	3	24	7	0	34	340
	Rounded Hourly Volume	40	85	15	0	140	20	55	5	0	80	0	80	5	0	85	5	25	5	0	35	340
	% Single Unit Trucks	0.0	7.1	12.5	0.0	5.6	9.5	3.5	0.0	0.0	4.9	0.0	3.8	0.0	0.0	3.6	66.7	0.0	14.3	0.0	8.8	5.3
	% Heavy Trucks	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	% Trucks (Total)	0.0	7.1	12.5	0.0	5.6	9.5	3.5	0.0	0.0	4.9	0.0	3.8	0.0	0.0	3.6	66.7	0.0	14.3	0.0	8.8	5.3
	Peak Hour Factor (PHF)	0.73	0.85	0.44	0.00	0.96	0.75	0.62	0.75	0.00	0.65	0.00	0.79	0.33	0.00	0.83	0.37	0.75	0.58	0.00	0.77	0.87

Wednesday, September 6, 2017		From North					From East					From South					From West					
	MD Peak Hour	90th Street					Braun Road					90th Street					Braun Road					
	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	12:30 PM	3	10	6	0	19	7	15	0	0	22	0	20	0	0	20	0	6	1	0	7	68
	12:45 PM	6	17	8	0	31	7	7	1	0	15	1	19	0	0	20	0	4	2	0	6	72
	1:00 PM	1	14	8	0	23	7	11	0	0	18	1	17	0	0	18	0	7	0	0	7	66
	1:15 PM	0	13	5	0	18	5	11	0	0	16	1	21	1	0	23	0	4	3	0	7	64
	Peak Hour Volume	10	54	27	0	91	26	44	1	0	71	3	77	1	0	81	0	21	6	0	27	270
	Rounded Hourly Volume	10	55	25	0	90	25	45	0	0	70	5	75	0	0	80	0	20	5	0	25	265
	% Single Unit Trucks	0.0	3.7	3.7	0.0	3.3	3.8	4.5	0.0	0.0	4.2	0.0	7.8	0.0	0.0	7.4	0.0	9.5	0.0	0.0	7.4	5.2
	% Heavy Trucks	0.0	0.0	3.7	0.0	1.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.4
	% Trucks (Total)	0.0	3.7	7.4	0.0	4.4	3.8	4.5	0.0	0.0	4.2	0.0	7.8	0.0	0.0	7.4	0.0	9.5	0.0	0.0	7.4	5.6
	Peak Hour Factor (PHF)	0.42	0.79	0.84	0.00	0.73	0.93	0.73	0.25	0.00	0.81	0.75	0.92	0.25	0.00	0.88	0.00	0.75	0.50	0.00	0.96	0.94

Tuesday, September 5, 2017		From North					From East					From South					From West					
	PM Peak Hour	90th Street					Braun Road					90th Street					Braun Road					
	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	6:00 PM	4	19	8	0	31	3	10	2	0	15	1	12	0	0	13	0	5	9	0	14	73
	6:15 PM	3	15	0	0	18	9	10	0	0	19	1	25	0	0	26	0	7	7	0	14	77
	6:30 PM	2	16	1	0	19	11	1	0	0	12	0	16	0	0	16	0	3	3	0	6	53
	6:45 PM	3	9	4	0	16	4	5	0	0	9	1	11	1	0	13	0	8	2	0	10	48
	Peak Hour Volume	12	59	13	0	84	27	26	2	0	55	3	64	1	0	68	0	23	21	0	44	251
	Rounded Hourly Volume	10	60	15	0	85	25	25	0	0	50	5	65	0	0	70	0	25	20	0	45	250
	% Single Unit Trucks	0.0	1.7	15.4	0.0	3.6	0.0	0.0	50.0	0.0	1.8	0.0	1.6	0.0	0.0	1.5	0.0	0.0	0.0	0.0	0.0	2.0
	% 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	1.7	15.4	0.0	3.6	0.0	0.0	50.0	0.0	1.8	0.0	1.6	0.0	0.0	1.5	0.0	0.0	0.0	0.0	0.0	2.0
	Peak Hour Factor (PHF)	0.75	0.78	0.41	0.00	0.68	0.61	0.65	0.25	0.00	0.72	0.75	0.64	0.25	0.00	0.65	0.00	0.72	0.58	0.00	0.79	0.81

Peak Hour Pedestrian and Bicyclist Volumes

Pedestrians and Bicyclists		Crossing North Approach			Crossing East Approach			Crossing South Approach			Crossing West Approach			Total Ped & Bike
		90th Street			Braun Road			90th Street			Braun Road			
	15-Minute Start Time	Pedestrian	Bicyclist	Total	Pedestrian	Bicyclist	Total	Pedestrian	Bicyclist	Total	Pedestrian	Bicyclist	Total	Volume
AM	6:30 AM	0	0	0	0	0	0	0	0	0	0	1	1	1
	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
	Total	0	0	0	0	0	0	0	0	0	0	1	1	1
MD	12:30 PM	0	0	0	0	0	0	0	1	1	0	1	1	2
	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
	Total	0	0	0	0	0	0	0	1	1	0	1	1	2
PM	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	1	0	1	0	0	0	0	0	0	1
	Total	0	0	0	1	0	1	0	0	0	0	0	0	1

Intersection Traffic Volume Report

Count Basics			Page 4 of 11
Start Date:	Tuesday, September 5, 2017	Weekday	Schools in Session
Total Number of Hours Counted: 13		Non-Holiday	No Special Events

Hourly Volume Summary - Motor Vehicle Data

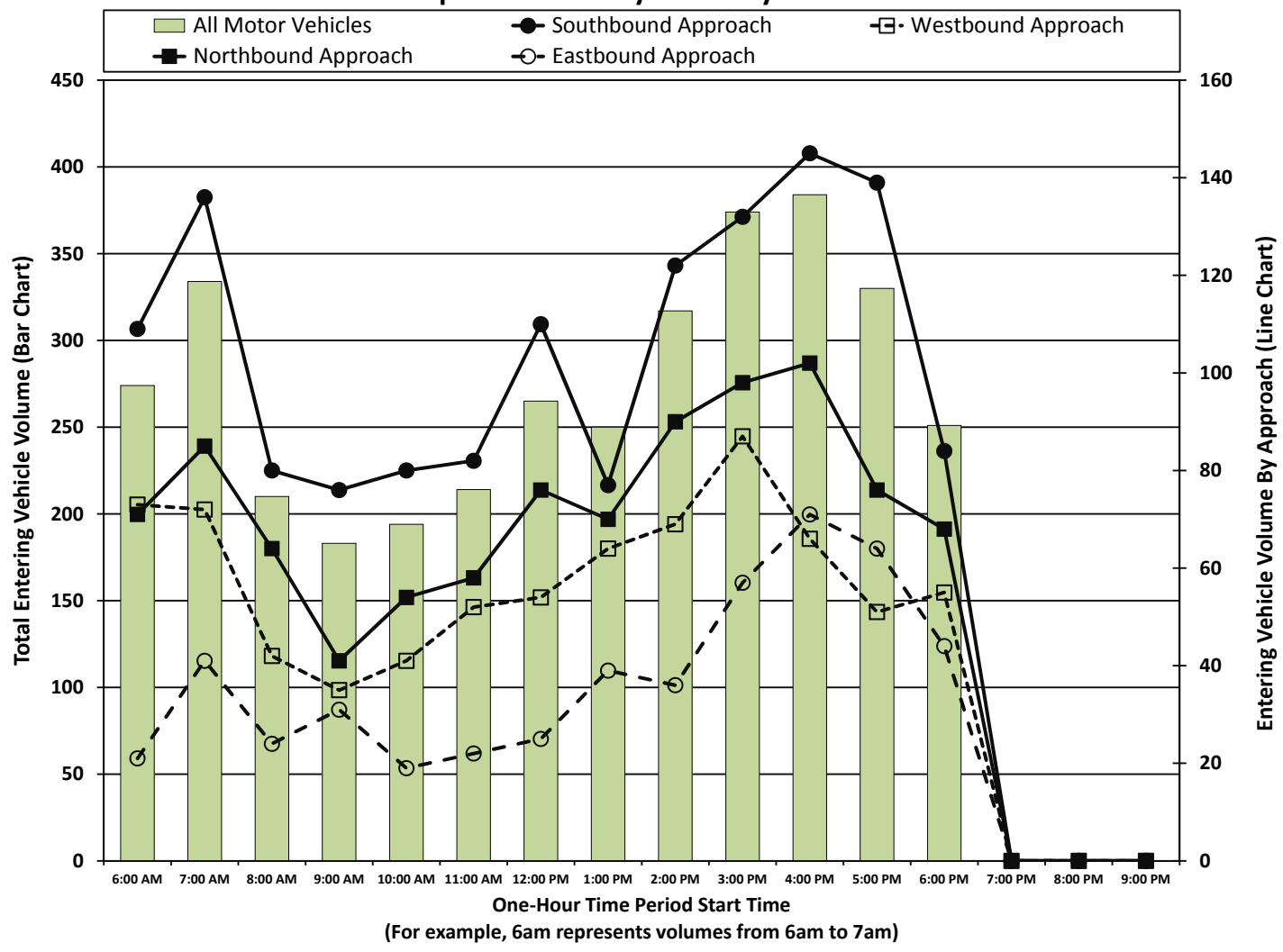
All Motor Vehicles

90th Street and Braun Road

One-Hour Motor Vehicle Data

One-Hour Time Period Start Time		From North (↓) 90th Street					From East (←) Braun Road					From South (↑) 90th Street					From West (→) Braun Road					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	38	55	16	0	109	16	54	3	0	73	2	63	6	0	71	4	13	4	0	21	274	94	180
AM	7:00 AM	28	88	20	0	136	24	45	3	0	72	2	80	3	0	85	0	31	10	0	41	334	113	221
AM	8:00 AM	10	53	17	0	80	23	18	1	0	42	1	61	2	0	64	4	18	2	0	24	210	66	144
AM	9:00 AM	6	57	13	0	76	14	20	1	0	35	5	36	0	0	41	2	18	11	0	31	183	66	117
MD	10:00 AM	6	55	19	0	80	20	20	1	0	41	2	52	0	0	54	0	13	6	0	19	194	60	134
MD	11:00 AM	7	50	25	0	82	20	27	5	0	52	2	55	1	0	58	0	16	6	0	22	214	74	140
MD	12:00 PM	14	68	28	0	110	25	28	1	0	54	1	73	2	0	76	0	18	7	0	25	265	79	186
MD	1:00 PM	6	54	17	0	77	24	38	2	0	64	6	63	1	0	70	0	25	14	0	39	250	103	147
PM	2:00 PM	13	97	12	0	122	32	27	10	0	69	2	86	2	0	90	1	24	11	0	36	317	105	212
PM	3:00 PM	11	89	32	0	132	42	37	8	0	87	6	86	6	0	98	1	44	12	0	57	374	144	230
PM	4:00 PM	9	112	24	0	145	31	30	5	0	66	3	99	0	0	102	1	45	25	0	71	384	137	247
PM	5:00 PM	4	107	28	0	139	25	21	5	0	51	4	71	1	0	76	3	36	25	0	64	330	115	215
PM	6:00 PM	12	59	13	0	84	27	26	2	0	55	3	64	1	0	68	0	23	21	0	44	251	99	152
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		164	944	264	0	1372	323	391	47	0	761	39	889	25	0	953	16	324	154	0	494	3580	1255	2325

Graphical Summary of Hourly Volumes



Intersection Traffic Volume Report

Count Basics		*Page 5 of 11*
Start Date: Tuesday, September 5, 2017	Weekday	Schools in Session
Total Number of Hours Counted: 13	Non-Holiday	No Special Events

15-Minute Motor Vehicle Data

All Motor Vehicles

90th Street and Braun Road

15-Minute Motor Vehicle Data

15-Minute Time Period		From North (↓) 90th Street					From East (←) Braun Road					From South (↑) 90th Street					From West (→) Braun Road					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	7	8	2	0	17	1	11	0	0	12	0	11	1	0	12	1	4	0	0	5	46	274	0.70
	6:15 AM	5	11	4	0	20	1	12	1	0	14	2	5	2	0	9	0	0	1	0	1	44	306	0.78
	6:30 AM	14	22	1	0	37	7	8	1	0	16	0	25	0	0	25	1	6	1	0	8	86	340	0.87
	6:45 AM	12	14	9	0	35	7	23	1	0	31	0	22	3	0	25	2	3	2	0	7	98	361	0.84
	7:00 AM	7	25	3	0	35	3	16	0	0	19	0	16	0	0	16	0	7	1	0	8	78	334	0.78
	7:15 AM	8	24	3	0	35	4	10	1	0	15	0	16	1	0	17	0	8	3	0	11	78	317	0.74
	7:30 AM	10	22	7	0	39	11	12	0	0	23	1	29	0	0	30	0	10	5	0	15	107	292	0.68
	7:45 AM	3	17	7	0	27	6	7	2	0	15	1	19	2	0	22	0	6	1	0	7	71	236	0.83
	8:00 AM	3	13	5	0	21	7	7	0	0	14	0	20	0	0	20	0	5	1	0	6	61	210	0.86
	8:15 AM	4	16	4	0	24	5	4	0	0	9	0	13	1	0	14	1	4	1	0	6	53	189	0.89
	8:30 AM	2	12	5	0	19	6	4	1	0	11	0	17	1	0	18	0	3	0	0	3	51	179	0.88
	8:45 AM	1	12	3	0	16	5	3	0	0	8	1	11	0	0	12	3	6	0	0	9	45	178	0.89
	9:00 AM	2	20	2	0	24	2	5	0	0	7	0	3	0	0	3	1	4	1	0	6	40	183	0.92
	9:15 AM	0	12	4	0	16	6	3	0	0	9	2	10	0	0	12	0	2	4	0	6	43	189	0.95
	9:30 AM	2	13	4	0	19	3	6	1	0	10	1	13	0	0	14	0	4	3	0	7	50	192	0.96
	9:45 AM	2	12	3	0	17	3	6	0	0	9	2	10	0	0	12	1	8	3	0	12	50	193	0.95
Midday Peak Period	10:00 AM	1	12	4	0	17	4	5	0	0	9	2	15	0	0	17	0	2	1	0	3	46	194	0.95
	10:15 AM	2	11	8	0	21	6	6	0	0	12	0	11	0	0	11	0	2	0	0	2	46	196	0.96
	10:30 AM	1	16	3	0	20	7	6	1	0	14	0	10	0	0	10	0	7	0	0	7	51	199	0.98
	10:45 AM	2	16	4	0	22	3	3	0	0	6	0	16	0	0	16	0	2	5	0	7	51	201	0.95
	11:00 AM	0	13	6	0	19	4	4	1	0	9	2	8	1	0	11	0	5	4	0	9	48	214	0.84
	11:15 AM	1	7	3	0	11	8	6	3	0	17	0	20	0	0	20	0	1	0	0	1	49	239	0.82
	11:30 AM	3	14	11	0	28	5	7	1	0	13	0	11	0	0	11	0	1	0	0	1	53	242	0.83
	11:45 AM	3	16	5	0	24	3	10	0	0	13	0	16	0	0	16	0	9	2	0	11	64	257	0.88
	12:00 PM	2	23	6	0	31	6	2	0	0	8	0	27	1	0	28	0	4	2	0	6	73	265	0.91
	12:15 PM	3	18	8	0	29	5	4	0	0	9	0	7	1	0	8	0	4	2	0	6	52	258	0.90
	12:30 PM	3	10	6	0	19	7	15	0	0	22	0	20	0	0	20	0	6	1	0	7	68	270	0.94
	12:45 PM	6	17	8	0	31	7	7	1	0	15	1	19	0	0	20	0	4	2	0	6	72	266	0.92
	1:00 PM	1	14	8	0	23	7	11	0	0	18	1	17	0	0	18	0	7	0	0	7	66	250	0.95
	1:15 PM	0	13	5	0	18	5	11	0	0	16	1	21	1	0	23	0	4	3	0	7	64	274	0.76
	1:30 PM	1	16	2	0	19	6	10	1	0	17	1	16	0	0	17	0	7	4	0	11	64	278	0.77
	1:45 PM	4	11	2	0	17	6	6	1	0	13	3	9	0	0	12	0	7	7	0	14	56	291	0.81
PM Peak Period	2:00 PM	1	24	1	0	26	8	10	4	0	22	1	33	1	0	35	1	3	3	0	7	90	317	0.88
	2:15 PM	4	20	2	0	26	7	7	2	0	16	0	13	1	0	14	0	9	3	0	12	68	323	0.84
	2:30 PM	4	29	3	0	36	8	7	2	0	17	0	19	0	0	19	0	4	1	0	5	77	351	0.91
	2:45 PM	4	24	6	0	34	9	3	2	0	14	1	21	0	0	22	0	8	4	0	12	82	373	0.94
	3:00 PM	5	28	8	0	41	11	11	4	0	26	0	14	2	0	16	0	10	3	0	13	96	374	0.94
	3:15 PM	2	25	10	0	37	11	8	1	0	20	2	23	0	0	25	0	9	5	0	14	96	382	0.92
	3:30 PM	4	18	10	0	32	8	9	0	0	17	1	30	3	0	34	1	14	1	0	16	99	368	0.88
	3:45 PM	0	18	4	0	22	12	9	3	0	24	3	19	1	0	23	0	11	3	0	14	83	377	0.87
	4:00 PM	2	37	6	0	45	7	5	2	0	14	1	26	0	0	27	0	14	4	0	18	104	384	0.89
	4:15 PM	1	16	6	0	23	10	9	2	0	21	1	23	0	0	24	1	8	5	0	14	82	371	0.86
	4:30 PM	3	34	7	0	44	5	10	1	0	16	0	25	0	0	25	0	12	11	0	23	108	385	0.89
	4:45 PM	3	25	5	0	33	9	6	0	0	15	1	25	0	0	26	0	11	5	0	16	90	356	0.93
	5:00 PM	0	31	11	0	42	7	5	2	0	14	1	19	0	0	20	0	9	6	0	15	91	330	0.86
	5:15 PM	1	29	7	0	37	4	8	1	0	13	1	23	0	0	24	2	13	7	0	22	96	312	0.81
	5:30 PM	3	28	5	0	36	6	4	2	0	12	1	16	0	0	17	1	8	5	0	14	79	293	0.93
	5:45 PM	0	19	5	0	24	8	4	0	0	12	1	13	1	0	15	0	6	7	0	13	64	267	0.87
	6:00 PM	4	19	8	0	31	3	10	2	0	15	1	12	0	0	13	0	5	9	0	14	73	251	0.81
	6:15 PM	3	15	0	0	18	9	10	0	0	19	1	25	0	0	26	0	7	7	0	14	77		
	6:30 PM	2	16	1	0	19	11	1	0	0	12	0	16	0	0	16	0	3	3	0	6	53		
	6:45 PM	3	9	4	0	16	4	5	0	0	9	1	11	1	0	13	0	8	2	0	10	48		
	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		164	944	264	0	1372	323	391	47	0	761	39	889	25	0	953	16	324	154	0	494	3580		

Peak Hour All Vehicle Volume Summary

Hourly Time Period		From North (↓) 90th Street					From East (←) Braun Road					From South (↑) 90th Street					From West (→) Braun Road					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	6:30 AM	41	85	16	0	142	21	57	3	0	81	0	79	4	0	83	3	24	7	0	34	340	0.87
MD	12:30 PM	10	54	27	0	91	26	44	1	0	71	3	77	1	0	81	0	21	6	0	27	270	0.94
PM	6:00 PM	12	59	13	0	84	27	26	2	0	55	3	64	1	0	68	0	23	21	0	44	251	0.81

Intersection Traffic Volume Report

Count Basics			*Page 6 of 11*
Start Date:	Tuesday, September 5, 2017	Weekday	Schools in Session
Total Number of Hours Counted: 13		Non-Holiday	No Special Events

15-Minute Automobile Data

Automobiles (Cars, Light Trucks, & Motorcycles)

90th Street and Braun Road

15-Minute Automobile Data

15-Minute Time Period		From North (↓) 90th Street					From East (←) Braun Road					From South (↑) 90th Street					From West (→) Braun Road					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	7	8	2	0	17	1	11	0	0	12	0	11	1	0	12	1	4	0	0	5	46	256
	6:15 AM	5	9	2	0	16	1	11	1	0	13	1	5	2	0	8	0	0	1	0	1	38	284
	6:30 AM	14	19	1	0	34	6	8	1	0	15	0	25	0	0	25	0	6	1	0	7	81	322
	6:45 AM	12	13	7	0	32	7	21	1	0	29	0	21	3	0	24	1	3	2	0	6	91	342
	7:00 AM	7	25	3	0	35	2	16	0	0	18	0	14	0	0	14	0	7	0	0	7	74	319
	7:15 AM	8	22	3	0	33	4	10	1	0	15	0	16	1	0	17	0	8	3	0	11	76	302
	7:30 AM	10	22	6	0	38	11	12	0	0	23	1	27	0	0	28	0	8	4	0	12	101	277
	7:45 AM	3	16	6	0	25	6	7	2	0	15	1	18	2	0	21	0	6	1	0	7	68	224
	8:00 AM	3	13	4	0	20	6	7	0	0	13	0	20	0	0	20	0	3	1	0	4	57	196
	8:15 AM	4	16	4	0	24	5	4	0	0	9	0	13	1	0	14	1	2	1	0	4	51	174
	8:30 AM	2	12	4	0	18	6	4	1	0	11	0	15	1	0	16	0	3	0	0	3	48	163
	8:45 AM	1	12	2	0	15	4	3	0	0	7	1	10	0	0	11	2	5	0	0	7	40	164
	9:00 AM	2	17	2	0	21	2	5	0	0	7	0	3	0	0	3	0	3	1	0	4	35	170
	9:15 AM	0	11	2	0	13	6	3	0	0	9	2	10	0	0	12	0	2	4	0	6	40	174
	9:30 AM	2	12	4	0	18	3	6	1	0	10	1	13	0	0	14	0	4	3	0	7	49	177
	9:45 AM	2	12	3	0	17	3	5	0	0	8	1	9	0	0	10	1	7	3	0	11	46	179
Midday Peak Period	10:00 AM	1	11	4	0	16	4	5	0	0	9	1	12	0	0	13	0	1	0	0	1	39	180
	10:15 AM	2	11	7	0	20	5	6	0	0	11	0	10	0	0	10	0	2	0	0	2	43	187
	10:30 AM	1	16	3	0	20	7	6	1	0	14	0	10	0	0	10	0	7	0	0	7	51	191
	10:45 AM	2	16	3	0	21	3	2	0	0	5	0	15	0	0	15	0	2	4	0	6	47	190
	11:00 AM	0	13	5	0	18	3	4	1	0	8	2	8	1	0	11	0	5	4	0	9	46	202
	11:15 AM	1	7	2	0	10	7	6	3	0	16	0	20	0	0	20	0	1	0	0	1	47	227
	11:30 AM	3	14	11	0	28	5	6	1	0	12	0	9	0	0	9	0	1	0	0	1	50	231
	11:45 AM	3	16	5	0	24	3	8	0	0	11	0	15	0	0	15	0	7	2	0	9	59	244
	12:00 PM	2	21	6	0	29	6	2	0	0	8	0	27	1	0	28	0	4	2	0	6	71	254
	12:15 PM	3	18	7	0	28	5	4	0	0	9	0	7	1	0	8	0	4	2	0	6	51	245
	12:30 PM	3	9	6	0	18	6	15	0	0	21	0	18	0	0	18	0	5	1	0	6	63	255
	12:45 PM	6	16	7	0	29	7	7	1	0	15	1	18	0	0	19	0	4	2	0	6	69	253
	1:00 PM	1	14	7	0	22	7	10	0	0	17	1	16	0	0	17	0	6	0	0	6	62	239
	1:15 PM	0	13	5	0	18	5	10	0	0	15	1	19	1	0	21	0	4	3	0	7	61	264
	1:30 PM	1	16	2	0	19	6	9	1	0	16	1	14	0	0	15	0	7	4	0	11	61	267
	1:45 PM	4	11	2	0	17	6	6	1	0	13	3	9	0	0	12	0	6	7	0	13	55	280
PM Peak Period	2:00 PM	1	24	1	0	26	8	10	4	0	22	1	31	1	0	33	1	3	2	0	6	87	301
	2:15 PM	4	19	2	0	25	6	6	2	0	14	0	13	1	0	14	0	8	3	0	11	64	300
	2:30 PM	4	28	3	0	35	8	5	2	0	15	0	19	0	0	19	0	4	1	0	5	74	320
	2:45 PM	4	24	5	0	33	7	3	2	0	12	1	18	0	0	19	0	8	4	0	12	76	343
	3:00 PM	5	28	5	0	38	8	10	4	0	22	0	12	1	0	13	0	10	3	0	13	86	350
	3:15 PM	2	23	10	0	35	8	4	1	0	13	2	20	0	0	22	0	9	5	0	14	84	363
	3:30 PM	4	18	10	0	32	7	9	0	0	16	1	29	3	0	33	1	14	1	0	16	97	359
	3:45 PM	0	18	4	0	22	12	9	3	0	24	3	19	1	0	23	0	11	3	0	14	83	366
	4:00 PM	2	35	6	0	43	6	3	2	0	11	1	26	0	0	27	0	14	4	0	18	99	370
	4:15 PM	1	15	6	0	22	9	9	2	0	20	1	23	0	0	24	1	8	5	0	14	80	360
	4:30 PM	3	32	7	0	42	5	10	1	0	16	0	25	0	0	25	0	10	11	0	21	104	374
	4:45 PM	3	22	5	0	30	9	6	0	0	15	1	25	0	0	26	0	11	5	0	16	87	347
	5:00 PM	0	30	11	0	41	6	5	2	0	13	1	19	0	0	20	0	9	6	0	15	89	323
	5:15 PM	1	29	6	0	36	4	8	1	0	13	1	23	0	0	24	2	12	7	0	21	94	303
	5:30 PM	3	28	5	0	36	6	3	2	0	11	1	15	0	0	16	1	8	5	0	14	77	286
	5:45 PM	0	19	5	0	24	8	4	0	0	12	1	12	1	0	14	0	6	7	0	13	63	261
	6:00 PM	4	19	6	0	29	3	10	1	0	14	1	11	0	0	12	0	5	9	0	14	69	246
	6:15 PM	3	15	0	0	18	9	10	0	0	19	1	25	0	0	26	0	7	7	0	14	77	
	6:30 PM	2	15	1	0	18	11	1	0	0	12	0	16	0	0	16	0	3	3	0	6	52	
	6:45 PM	3	9	4	0	16	4	5	0	0	9	1	11	1	0	13	0	8	2	0	10	48	
	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		164	911	239	0	1314	302	369	46	0	717	36	849	24	0	909	12	305	149	0	466	3406	

Peak Hour Automobile Volume Summary

Hourly Time Period		From North (↓) 90th Street					From East (←) Braun Road					From South (↑) 90th Street					From West (→) Braun Road					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	6:30 AM	41	79	14	0	134	19	55	3	0	77	0	76	4	0	80	1	24	6	0	31	322
MD	12:30 PM	10	52	25	0	87	25	42	1	0	68	3	71	1	0	75	0	19	6	0	25	255
PM	6:00 PM	12	58	11	0	81	27	26	1	0	54	3	63	1	0	67	0	23	21	0	44	246

Intersection Traffic Volume Report

Count Basics			*Page 7 of 11*
Start Date:	Tuesday, September 5, 2017	Weekday	Schools in Session
Total Number of Hours Counted: 13		Non-Holiday	No Special Events

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

Single Unit (SU) Trucks & Buses

90th Street and Braun Road

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

15-Minute Time Period Start Time		From North (↓) 90th Street					From East (←) Braun Road					From South (↑) 90th Street					From West (→) Braun Road					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	0	0	0	0	0	18
	6:15 AM	0	2	2	0	4	0	1	0	0	1	1	0	0	0	1	0	0	0	0	0	6	22
	6:30 AM	0	3	0	0	3	1	0	0	0	1	0	0	0	0	0	1	0	0	0	1	5	18
	6:45 AM	0	1	2	0	3	0	2	0	0	2	0	1	0	0	1	1	0	0	0	1	7	19
	7:00 AM	0	0	0	0	0	1	0	0	0	1	0	2	0	0	2	0	0	1	0	1	4	15
	7:15 AM	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	15
	7:30 AM	0	0	1	0	1	0	0	0	0	0	0	2	0	0	2	0	2	1	0	3	6	14
	7:45 AM	0	1	1	0	2	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	3	11
	8:00 AM	0	0	1	0	1	1	0	0	0	1	0	0	0	0	0	0	2	0	0	2	4	13
	8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1	14
	8:30 AM	0	0	1	0	1	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	3	16
	8:45 AM	0	0	1	0	1	1	0	0	0	1	0	1	0	0	1	1	1	0	0	2	5	14
	9:00 AM	0	3	0	0	3	0	0	0	0	0	0	0	0	0	0	1	1	0	0	2	5	13
	9:15 AM	0	1	2	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	14
	9:30 AM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	14
	9:45 AM	0	0	0	0	0	0	1	0	0	1	1	1	0	0	2	0	1	0	0	1	4	13
Midday Peak Period	10:00 AM	0	1	0	0	1	0	0	0	0	0	1	3	0	0	4	0	0	1	0	1	6	12
	10:15 AM	0	0	1	0	1	1	0	0	0	1	0	1	0	0	1	0	0	0	0	0	3	8
	10:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	7
	10:45 AM	0	0	1	0	1	0	0	0	0	0	0	1	0	0	1	0	0	1	0	1	3	10
	11:00 AM	0	0	1	0	1	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	2	12
	11:15 AM	0	0	1	0	1	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	2	12
	11:30 AM	0	0	0	0	0	0	1	0	0	1	0	2	0	0	2	0	0	0	0	0	3	10
	11:45 AM	0	0	0	0	0	0	2	0	0	2	0	1	0	0	1	0	2	0	0	2	5	12
	12:00 PM	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	10
	12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	11
	12:30 PM	0	1	0	0	1	1	0	0	0	1	0	2	0	0	2	0	1	0	0	1	5	14
	12:45 PM	0	1	1	0	2	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	3	12
	1:00 PM	0	0	0	0	0	0	1	0	0	1	0	1	0	0	1	0	1	0	0	1	3	10
	1:15 PM	0	0	0	0	0	0	1	0	0	1	0	2	0	0	2	0	0	0	0	0	3	10
	1:30 PM	0	0	0	0	0	0	1	0	0	1	0	2	0	0	2	0	0	0	0	0	3	11
	1:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1	11
PM Peak Period	2:00 PM	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	0	0	1	0	1	3	16
	2:15 PM	0	1	0	0	1	1	1	0	0	2	0	0	0	0	0	0	1	0	0	1	4	23
	2:30 PM	0	1	0	0	1	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	3	31
	2:45 PM	0	0	1	0	1	2	0	0	0	2	0	3	0	0	3	0	0	0	0	0	6	30
	3:00 PM	0	0	3	0	3	3	1	0	0	4	0	2	1	0	3	0	0	0	0	0	10	24
	3:15 PM	0	2	0	0	2	3	4	0	0	7	0	3	0	0	3	0	0	0	0	0	12	19
	3:30 PM	0	0	0	0	0	1	0	0	0	1	0	1	0	0	1	0	0	0	0	0	2	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	11
	4:00 PM	0	2	0	0	2	1	2	0	0	3	0	0	0	0	0	0	0	0	0	0	5	14
	4:15 PM	0	1	0	0	1	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	2	11
	4:30 PM	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	4	11
	4:45 PM	0	3	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	9
	5:00 PM	0	1	0	0	1	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	2	7
	5:15 PM	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	2	9
	5:30 PM	0	0	0	0	0	0	1	0	0	1	0	1	0	0	1	0	0	0	0	0	2	7
	5:45 PM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1	6
	6:00 PM	0	0	2	0	2	0	0	1	0	1	0	1	0	0	1	0	0	0	0	0	4	5
	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	1	0	0	1	0	0	0	0	0	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	
Totals		0	33	23	0	56	21	21	1	0	43	3	40	1	0	44	4	17	5	0	26	169	

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

Hourly Time Period Start Time		From North (↓) 90th Street					From East (←) Braun Road					From South (↑) 90th Street					From West (→) Braun Road					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	6:30 AM	0	6	2	0	8	2	2	0	0	4	0	3	0	0	3	2	0	1	0	3	18
MD	12:30 PM	0	2	1	0	3	1	2	0	0	3	0	6	0	0	6	0	2	0	0	2	14
PM	6:00 PM	0	1	2	0	3	0	0	1	0	1	0	1	0	0	1	0	0	0	0	0	5

Intersection Traffic Volume Report

Count Basics			*Page 8 of 11*
Start Date:	Tuesday, September 5, 2017	Weekday	Schools in Session
Total Number of Hours Counted: 13		Non-Holiday	No Special Events

15-Minute Semi-Truck Data

Semi-Trucks

90th Street and Braun Road

15-Minute Semi-Truck Data

15-Minute Time Period		From North (↓) 90th Street					From East (←) Braun Road					From South (↑) 90th Street					From West (→) Braun Road					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	0	0	0	0	0	0	0	0	0	0	0
	6:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	6:30 AM	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
	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
	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
	7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1
	7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1
	8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
	8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1	1
	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
	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
	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
	9:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
	9:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
	9:45 AM	0	0	0	0	0	0	0	0	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	0	0	0	1	0	0	1	1	2
	10:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
	10:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
	10:45 AM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1	1
	11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
	11:45 AM	0	0	0	0	0	0	0	0	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	0	0	0	0	0	0	0	0	1
	12:15 PM	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	2
	12:30 PM	0	0	0	0	0	0	0	0	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	0	0	0	0	0	0	0	0	1
	1:00 PM	0	0	1	0	1	0	0	0	0	0	0	0	0	0	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	0	0	0	0	0	0	0	0
	1:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	1:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
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
	2:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	2:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	2:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	3:00 PM	0	0	0	0	0	0	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
	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
	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
	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
	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
	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
	4:45 PM	0	0	0	0	0	0	0	0	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	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	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
	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
	6:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	6:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	6:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	6:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	7:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	7:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	7:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	7:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Totals		0	0	2	0	2	0	1	0	0	1	0	0	0	0	0	0	2	0	0	2	5	

Peak Hour Semi-Truck Volume Summary

Hourly Time Period		From North (↓) 90th Street					From East (←) Braun Road					From South (↑) 90th Street					From West (→) Braun Road					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	6:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1
MD	12:30 PM	0	0	2	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
PM	6:00 PM	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

Count Basics			*Page 9 of 11*
Start Date:	Tuesday, September 5, 2017	Weekday	Schools in Session
Total Number of Hours Counted: 13		Non-Holiday	No Special Events

15-Minute Heavy Vehicle Data

90th Street and Braun Road

15-Minute Heavy Vehicle Data

15-Minute Time Period Start Time		From North (↓) 90th Street					From East (←) Braun Road					From South (↑) 90th Street					From West (→) Braun Road					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	0	0	0	0	0	18
	6:15 AM	0	2	2	0	4	0	1	0	0	1	1	0	0	0	1	0	0	0	0	0	6	22
	6:30 AM	0	3	0	0	3	1	0	0	0	1	0	0	0	0	0	1	0	0	0	1	5	18
	6:45 AM	0	1	2	0	3	0	2	0	0	2	0	1	0	0	1	1	0	0	0	1	7	19
	7:00 AM	0	0	0	0	0	1	0	0	0	1	0	2	0	0	2	0	0	1	0	1	4	15
	7:15 AM	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	15
	7:30 AM	0	0	1	0	1	0	0	0	0	0	0	2	0	0	2	0	2	1	0	3	6	15
	7:45 AM	0	1	1	0	2	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	3	12
	8:00 AM	0	0	1	0	1	1	0	0	0	1	0	0	0	0	0	0	2	0	0	2	4	14
	8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	2	15
	8:30 AM	0	0	1	0	1	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	3	16
	8:45 AM	0	0	1	0	1	1	0	0	0	1	0	1	0	0	1	1	1	0	0	2	5	14
	9:00 AM	0	3	0	0	3	0	0	0	0	0	0	0	0	0	0	1	1	0	0	2	5	13
	9:15 AM	0	1	2	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	15
	9:30 AM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	15
	9:45 AM	0	0	0	0	0	0	1	0	0	1	1	1	0	0	2	0	1	0	0	1	4	14
Midday Peak Period	10:00 AM	0	1	0	0	1	0	0	0	0	0	1	3	0	0	4	0	1	1	0	2	7	14
	10:15 AM	0	0	1	0	1	1	0	0	0	1	0	1	0	0	1	0	0	0	0	0	3	9
	10:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	8
	10:45 AM	0	0	1	0	1	0	1	0	0	1	0	1	0	0	1	0	0	1	0	1	4	11
	11:00 AM	0	0	1	0	1	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	2	12
	11:15 AM	0	0	1	0	1	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	2	12
	11:30 AM	0	0	0	0	0	0	1	0	0	1	0	2	0	0	2	0	0	0	0	0	3	11
	11:45 AM	0	0	0	0	0	0	2	0	0	2	0	1	0	0	1	0	2	0	0	2	5	13
	12:00 PM	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	11
	12:15 PM	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	13
	12:30 PM	0	1	0	0	1	1	0	0	0	1	0	2	0	0	2	0	1	0	0	1	5	15
	12:45 PM	0	1	1	0	2	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	3	13
	1:00 PM	0	0	1	0	1	0	1	0	0	1	0	1	0	0	1	0	1	0	0	1	4	11
	1:15 PM	0	0	0	0	0	0	1	0	0	1	0	2	0	0	2	0	0	0	0	0	3	10
	1:30 PM	0	0	0	0	0	0	1	0	0	1	0	2	0	0	2	0	0	0	0	0	3	11
	1:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1	11
PM Peak Period	2:00 PM	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	0	0	1	0	1	3	16
	2:15 PM	0	1	0	0	1	1	1	0	0	2	0	0	0	0	0	0	1	0	0	1	4	23
	2:30 PM	0	1	0	0	1	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	3	31
	2:45 PM	0	0	1	0	1	2	0	0	0	2	0	3	0	0	3	0	0	0	0	0	6	30
	3:00 PM	0	0	3	0	3	3	1	0	0	4	0	2	1	0	3	0	0	0	0	0	10	24
	3:15 PM	0	2	0	0	2	3	4	0	0	7	0	3	0	0	3	0	0	0	0	0	12	19
	3:30 PM	0	0	0	0	0	1	0	0	0	1	0	1	0	0	1	0	0	0	0	0	2	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	11
	4:00 PM	0	2	0	0	2	1	2	0	0	3	0	0	0	0	0	0	0	0	0	0	5	14
	4:15 PM	0	1	0	0	1	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	2	11
	4:30 PM	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	4	11
	4:45 PM	0	3	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	9
	5:00 PM	0	1	0	0	1	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	2	7
	5:15 PM	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	2	9
	5:30 PM	0	0	0	0	0	0	1	0	0	1	0	1	0	0	1	0	0	0	0	0	2	7
	5:45 PM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1	6
	6:00 PM	0	0	2	0	2	0	0	1	0	1	0	1	0	0	1	0	0	0	0	0	4	5
	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	1	0	0	1	0	0	0	0	0	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	
Totals		0	33	25	0	58	21	22	1	0	44	3	40	1	0	44	4	19	5	0	28	174	

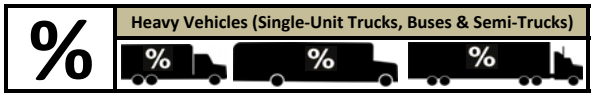
Peak Hour Heavy Vehicle Volume Summary

Hourly Time Period	Start Time	From North (↓) 90th Street					From East (←) Braun Road					From South (↑) 90th Street					From West (→) Braun Road					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	6:30 AM	0	6	2	0	8	2	2	0	0	4	0	3	0	0	3	2	0	1	0	3	18
MD	12:30 PM	0	2	2	0	4	1	2	0	0	3	0	6	0	0	6	0	2	0	0	2	15
PM	6:00 PM	0	1	2	0	3	0	0	1	0	1	0	1	0	0	1	0	0	0	0	0	5

Intersection Traffic Volume Report

Count Basics			*Page 10 of 11*
Start Date:	Tuesday, September 5, 2017	Weekday	Schools in Session
Total Number of Hours Counted: 13		Non-Holiday	No Special Events

15-Minute Heavy Vehicle Percentages



90th Street and Braun Road

15-Minute Heavy Vehicle Percentages

15-Minute Time Period		From North (↓) 90th Street					From East (←) Braun Road					From South (↑) 90th Street					From West (→) Braun Road					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	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	6.6
	6:15 AM	0.0	18.2	50.0	0.0	20.0	0.0	8.3	0.0	0.0	7.1	50.0	0.0	0.0	0.0	11.1	0.0	0.0	0.0	0.0	0.0	13.6	7.2
	6:30 AM	0.0	13.6	0.0	0.0	8.1	14.3	0.0	0.0	0.0	6.2	0.0	0.0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	12.5	5.8	5.3
	6:45 AM	0.0	7.1	22.2	0.0	8.6	0.0	8.7	0.0	0.0	6.5	0.0	4.5	0.0	0.0	4.0	50.0	0.0	0.0	0.0	14.3	7.1	5.3
	7:00 AM	0.0	0.0	0.0	0.0	0.0	33.3	0.0	0.0	0.0	5.3	0.0	12.5	0.0	0.0	12.5	0.0	0.0	100.0	0.0	12.5	5.1	4.5
	7:15 AM	0.0	8.3	0.0	0.0	5.7	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	2.6	4.7
	7:30 AM	0.0	0.0	14.3	0.0	2.6	0.0	0.0	0.0	0.0	0.0	0.0	6.9	0.0	0.0	6.7	0.0	20.0	20.0	0.0	20.0	5.6	5.1
	7:45 AM	0.0	5.9	14.3	0.0	7.4	0.0	0.0	0.0	0.0	0.0	0.0	5.3	0.0	0.0	4.5	0.0	0.0	0.0	0.0	0.0	4.2	5.1
	8:00 AM	0.0	0.0	20.0	0.0	4.8	14.3	0.0	0.0	0.0	7.1	0.0	0.0	0.0	0.0	0.0	0.0	40.0	0.0	0.0	33.3	6.6	6.7
	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	50.0	0.0	0.0	33.3	3.8	7.9
	8:30 AM	0.0	0.0	20.0	0.0	5.3	0.0	0.0	0.0	0.0	0.0	0.0	11.8	0.0	0.0	11.1	0.0	0.0	0.0	0.0	0.0	5.9	8.9
	8:45 AM	0.0	0.0	33.3	0.0	6.2	20.0	0.0	0.0	0.0	12.5	0.0	9.1	0.0	0.0	8.3	33.3	16.7	0.0	0.0	22.2	11.1	7.9
	9:00 AM	0.0	15.0	0.0	0.0	12.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	100.0	25.0	0.0	0.0	33.3	12.5	7.1
	9:15 AM	0.0	8.3	50.0	0.0	18.7	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	7.0	7.9
	9:30 AM	0.0	7.7	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	0.0	0.0	0.0	0.0	2.0	7.8
	9:45 AM	0.0	0.0	0.0	0.0	0.0	0.0	16.7	0.0	0.0	11.1	50.0	10.0	0.0	0.0	16.7	0.0	12.5	0.0	0.0	8.3	8.0	7.3
Midday Peak Period	10:00 AM	0.0	8.3	0.0	0.0	5.9	0.0	0.0	0.0	0.0	0.0	50.0	20.0	0.0	0.0	23.5	0.0	50.0	100.0	0.0	66.7	15.2	7.2
	10:15 AM	0.0	0.0	12.5	0.0	4.8	16.7	0.0	0.0	0.0	8.3	0.0	9.1	0.0	0.0	9.1	0.0	0.0	0.0	0.0	0.0	6.5	4.6
	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	4.0
	10:45 AM	0.0	0.0	25.0	0.0	4.5	0.0	33.3	0.0	0.0	16.7	0.0	6.2	0.0	0.0	6.2	0.0	0.0	20.0	0.0	14.3	7.8	5.5
	11:00 AM	0.0	0.0	16.7	0.0	5.3	25.0	0.0	0.0	0.0	11.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	4.2	5.6
	11:15 AM	0.0	0.0	33.3	0.0	9.1	12.5	0.0	0.0	0.0	5.9	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	4.1	5.0
	11:30 AM	0.0	0.0	0.0	0.0	0.0	0.0	14.3	0.0	0.0	7.7	0.0	18.2	0.0	0.0	18.2	0.0	0.0	0.0	0.0	0.0	5.7	4.5
	11:45 AM	0.0	0.0	0.0	0.0	0.0	0.0	20.0	0.0	0.0	15.4	0.0	6.2	0.0	0.0	6.2	0.0	22.2	0.0	0.0	18.2	7.8	5.1
	12:00 PM	0.0	8.7	0.0	0.0	6.5	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	2.7	4.2
	12:15 PM	0.0	0.0	12.5	0.0	3.4	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1.9	5.0
	12:30 PM	0.0	10.0	0.0	0.0	5.3	14.3	0.0	0.0	0.0	4.5	0.0	10.0	0.0	0.0	10.0	0.0	16.7	0.0	0.0	14.3	7.4	5.6
	12:45 PM	0.0	5.9	12.5	0.0	6.5	0.0	0.0	0.0	0.0	0.0	0.0	5.3	0.0	0.0	5.0	0.0	0.0	0.0	0.0	0.0	4.2	4.9
	1:00 PM	0.0	0.0	12.5	0.0	4.3	0.0	9.1	0.0	0.0	5.6	0.0	5.9	0.0	0.0	5.6	0.0	14.3	0.0	0.0	14.3	6.1	4.4
	1:15 PM	0.0	0.0	0.0	0.0	0.0	0.0	9.1	0.0	0.0	6.2	0.0	9.5	0.0	0.0	8.7	0.0	0.0	0.0	0.0	0.0	4.7	3.6
	1:30 PM	0.0	0.0	0.0	0.0	0.0	0.0	10.0	0.0	0.0	5.9	0.0	12.5	0.0	0.0	11.8	0.0	0.0	0.0	0.0	0.0	4.7	4.0
	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	14.3	0.0	0.0	7.1	1.8	3.8
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	6.1	0.0	0.0	5.7	0.0	0.0	33.3	0.0	14.3	3.3	5.0
	2:15 PM	0.0	5.0	0.0	0.0	3.8	14.3	14.3	0.0	0.0	12.5	0.0	0.0	0.0	0.0	0.0	0.0	11.1	0.0	0.0	8.3	5.9	7.1
	2:30 PM	0.0	3.4	0.0	0.0	2.8	0.0	28.6	0.0	0.0	11.8	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	3.9	8.8
	2:45 PM	0.0	0.0	16.7	0.0	2.9	22.2	0.0	0.0	0.0	14.3	0.0	14.3	0.0	0.0	13.6	0.0	0.0	0.0	0.0	0.0	7.3	8.0
	3:00 PM	0.0	0.0	37.5	0.0	7.3	27.3	9.1	0.0	0.0	15.4	0.0	14.3	50.0	0.0	18.7	0.0	0.0	0.0	0.0	0.0	10.4	6.4
	3:15 PM	0.0	8.0	0.0	0.0	5.4	27.3	50.0	0.0	0.0	35.0	0.0	13.0	0.0	0.0	12.0	0.0	0.0	0.0	0.0	0.0	12.5	5.0
	3:30 PM	0.0	0.0	0.0	0.0	0.0	12.5	0.0	0.0	0.0	5.9	0.0	3.3	0.0	0.0	2.9	0.0	0.0	0.0	0.0	0.0	2.0	2.4
	3:45 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2.9
	4:00 PM	0.0	5.4	0.0	0.0	4.4	14.3	40.0	0.0	0.0	21.4	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	4.8	3.6
	4:15 PM	0.0	6.2	0.0	0.0	4.3	10.0	0.0	0.0	0.0	4.8	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2.4	3.0
	4:30 PM	0.0	5.9	0.0	0.0	4.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	16.7	0.0	0.0	8.7	3.7	2.9
	4:45 PM	0.0	12.0	0.0	0.0	9.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	3.3	2.5
	5:00 PM	0.0	3.2	0.0	0.0	2.4	14.3	0.0	0.0	0.0	7.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2.2	2.1
	5:15 PM	0.0	0.0	14.3	0.0	2.7	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	4.5	2.1	2.9
	5:30 PM	0.0	0.0	0.0	0.0	0.0	0.0	25.0	0.0	0.0	8.3	0.0	6.2	0.0	0.0	5.9	0.0	0.0	0.0	0.0	0.0	2.5	2.4
	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	7.7	0.0	0.0	6.7	0.0	0.0	0.0	0.0	0.0	1.6	2.2
	6:00 PM	0.0	0.0	25.0	0.0	6.5	0.0	0.0	50.0	0.0	6.7	0.0	8.3	0.0	0.0	7.7	0.0	0.0	0.0	0.0	0.0	5.5	2.0
	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	6.2	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	0.0	0.0	0.0	0.0	1.9	
	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	
Totals		0.0	3.5	9.5	0.0	4.2	6.5	5.6	2.1	0.0	5.8	7.7	4.5	4.0	0.0	4.6	25.0	5.9	3.2	0.0	5.7	4.9	

Peak Hour Heavy Vehicle Percentages Summary

Hourly Time Period		From North (↓) 90th Street					From East (←) Braun Road					From South (↑) 90th Street					From West (→) Braun Road					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	6:30 AM	0.0	7.1	12.5	0.0	5.6	9.5	3.5	0.0	0.0	4.9	0.0	3.8	0.0	0.0	3.6	66.7	0.0	14.3	0.0	8.8	5.3
MD	12:30 PM	0.0	3.7	7.4	0.0	4.4	3.8	4.5	0.0	0.0	4.2	0.0	7.8	0.0	0.0	7.4	0.0	9.5	0.0	0.0	7.4	5.6
PM	6:00 PM	0.0	1.7	15.4	0.0	3.6	0.0	0.0	50.0	0.0	1.8	0.0	1.6	0.0	0.0	1.5	0.0	0.0	0.0	0.0	0.0	2.0

Intersection Traffic Volume Report

Count Basics			Page 11 of 11
Start Date:	Tuesday, September 5, 2017	Weekday	Schools in Session
Total Number of Hours Counted: 13		Non-Holiday	No Special Events

15-Minute Pedestrian and Bicyclist Data

Pedestrians and Bicyclists

90th Street and Braun Road

15-Minute Pedestrian and Bicyclist Data

	15-Minute Time Period	Crossing North Approach			Crossing East Approach			Crossing South Approach			Crossing West Approach			15-Min	Hourly
		90th Street			Braun Road			90th Street			Braun Road				
	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	1
	6:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	1
	6:30 AM	0	0	0	0	0	0	0	0	0	0	1	1	1	1
	6:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	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	1
	8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	1
	8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	1
	8:45 AM	1	0	1	0	0	0	0	0	0	0	0	0	1	2
	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	0	0	0	0	0	0	1	1	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	2
	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	0	0	0	0	0	0	0	1	1	0	1	1	2	2
	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	1
	3:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1
	3:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1
	4:00 PM	0	0	0	0	1	1	0	0	0	0	0	0	1	1
	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	2
	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	0	1	1	0	0	0	0	1	1	2	2
	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	1	0	1	0	0	0	0	0	0	1	
	7:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	7:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	7:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	7:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
Totals		1	0	1	1	2	3	0	1	1	0	4	4	9	

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/helper dog)	x					
Elderly/Disabled (except wheelchairs)	x					
Wheelchairs/Electric Scooters	x					
Other (None)	x					

Intersection Traffic Volume Report

Count Basics	Version 2013.J4.1		Page 1 of 11
Start Date:	Wednesday, July 26, 2017	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

Intersection of: IH94-USH 41 W Frontage Rd and CTH KR - County Line Road

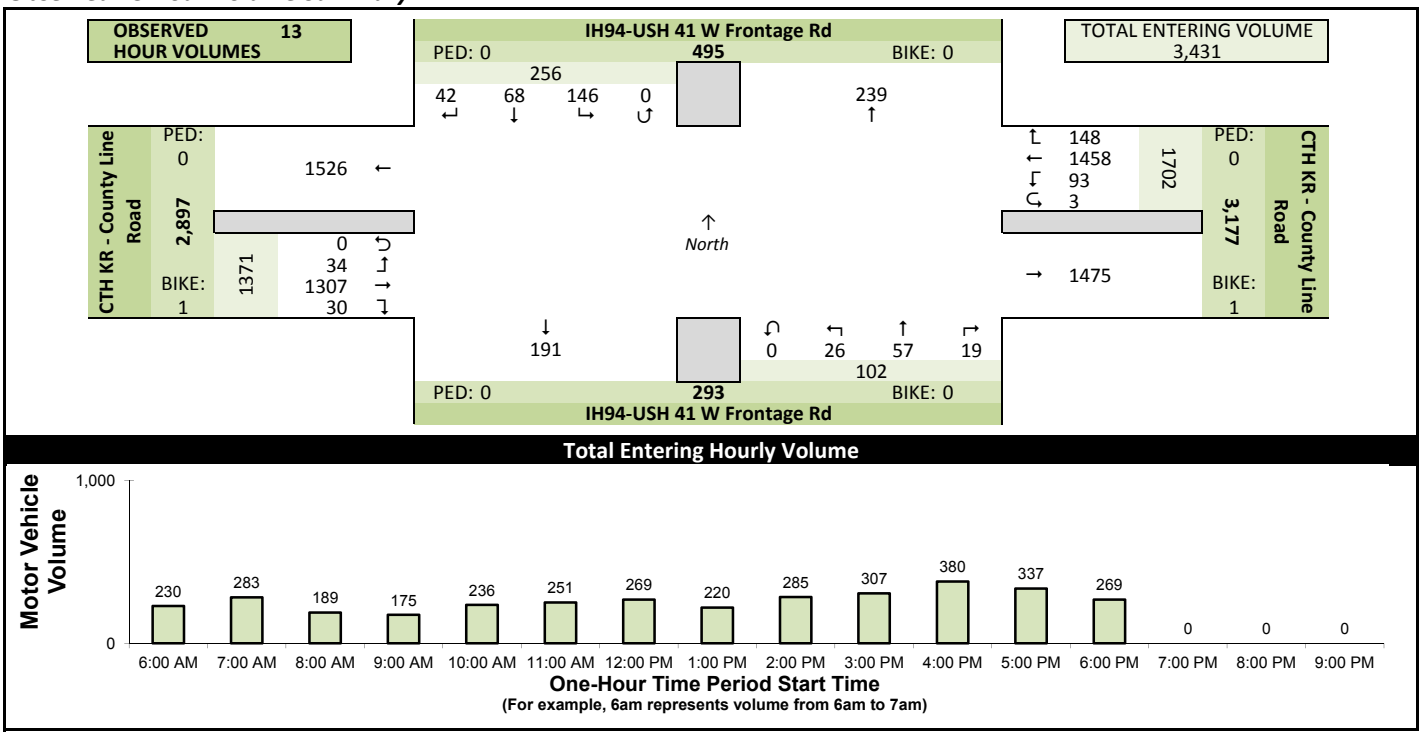
Site Information

Municipality	Village of Mt Pleasant		
County	Racine	WisDOT Region	SE
Traffic Control	Partial Stop Control		
Roadway Names		North Direction	↑
North Leg	IH94-USH 41 W Frontage Rd		
East Leg	CTH KR - County Line Road		
South Leg	IH94-USH 41 W Frontage Rd		
West Leg	CTH KR - County Line Road		
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	

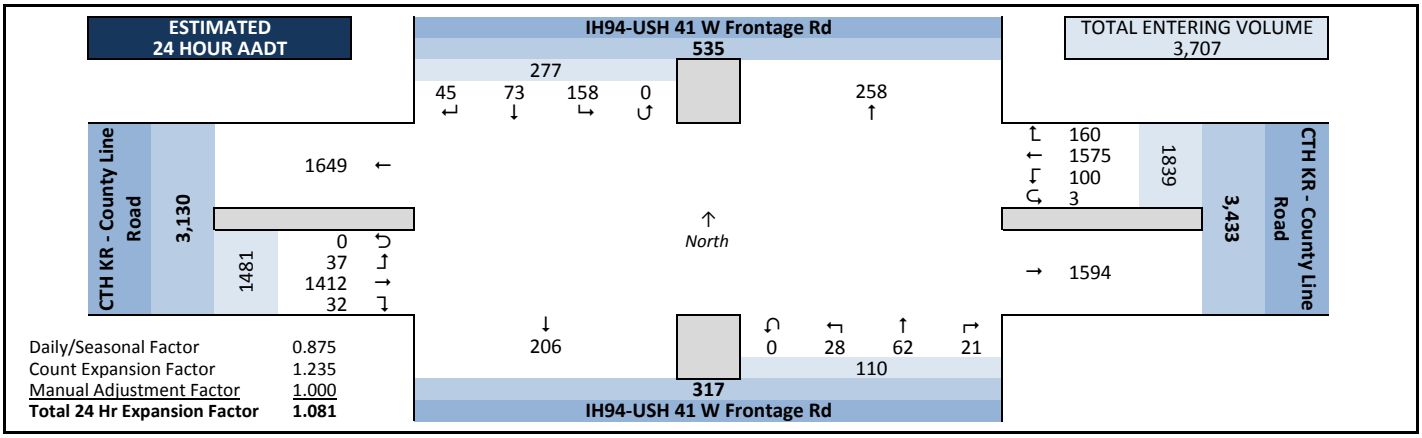
Count Information

Hrs Counted:	6:00 AM-7:00 PM				
1st Day of Count	Wednesday, July 26, 2017			Weather	
AM Peak Period	Tuesday, August 1, 2017			Clear & Dry	
Midday Peak Period	Thursday, July 27, 2017			Clear & Dry	
PM Peak Period	Wednesday, July 26, 2017			Clear & Dry	
Calculated Peak Hours					
AM	6:45-7:45am	MD	11:30-12:30am	PM	4:15-5:15pm
Peak Hours Selected for Analysis					
AM	6:30-7:30am	MD	11:30-12:30am	PM	6:00-7:00pm
Daily/Seasonal Adjustment Group	(2) Urban Arterials & Collectors				
Count Expansion Group	(2) Urban Arterials & Collectors				
Daily/Seasonal Adjustment Factor	0.875	Count Expansion Factor	1.235		
Company Name	TADI, Inc.			Manual Adj.	1.000
Observers	AM Peak Period	RP Andryk			
	Midday Peak Period	Karlyn Bieberitz			
	PM Peak Period	Larry Numerich			
Comments	2016 DOT Seasonal Factors				

Observed 13 Hour Volume Summary



Estimated 24 Hour AADT



Intersection Traffic Volume Report

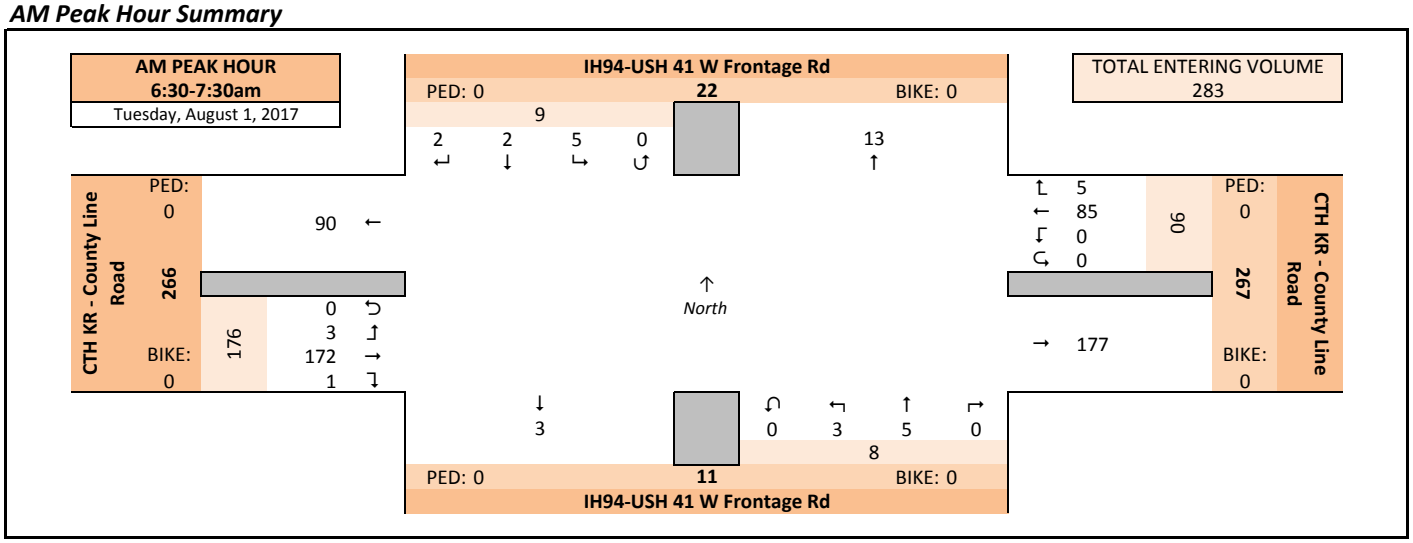
Count Basics			Page 2 of 11
Start Date:	Wednesday, July 26, 2017	Weekday	Schools in Session
Total Number of Hours Counted: 13		Non-Holiday	No Special Events

Peak Hour Volume Graphical Summary

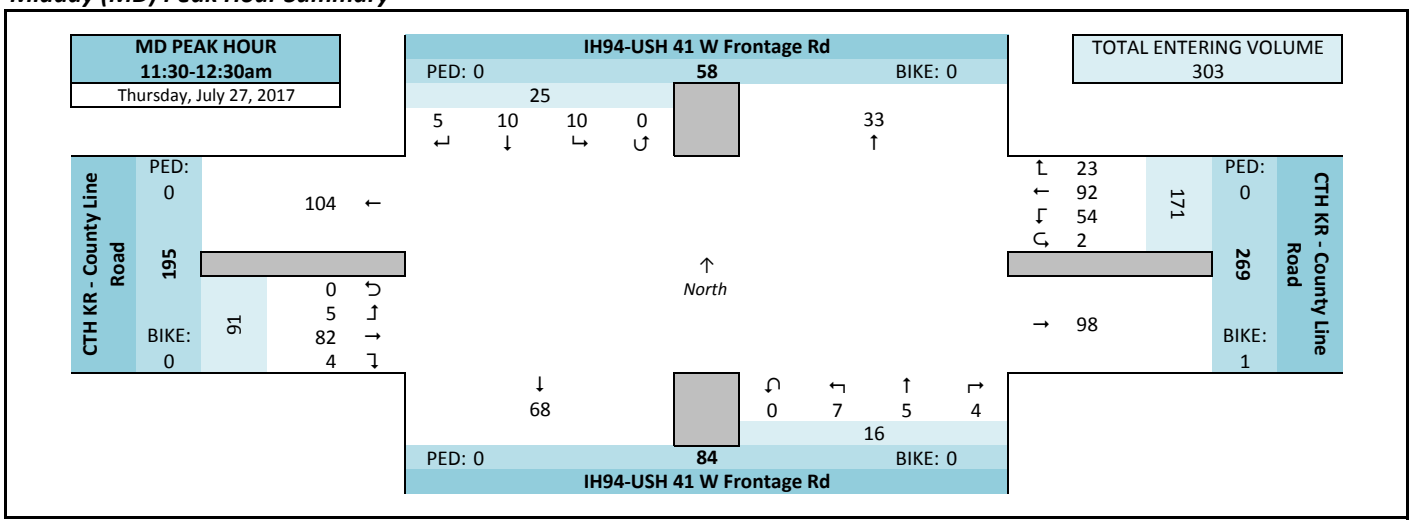
IH94-USH 41 W Frontage Rd and CTH KR - County Line Road

All Motor Vehicles

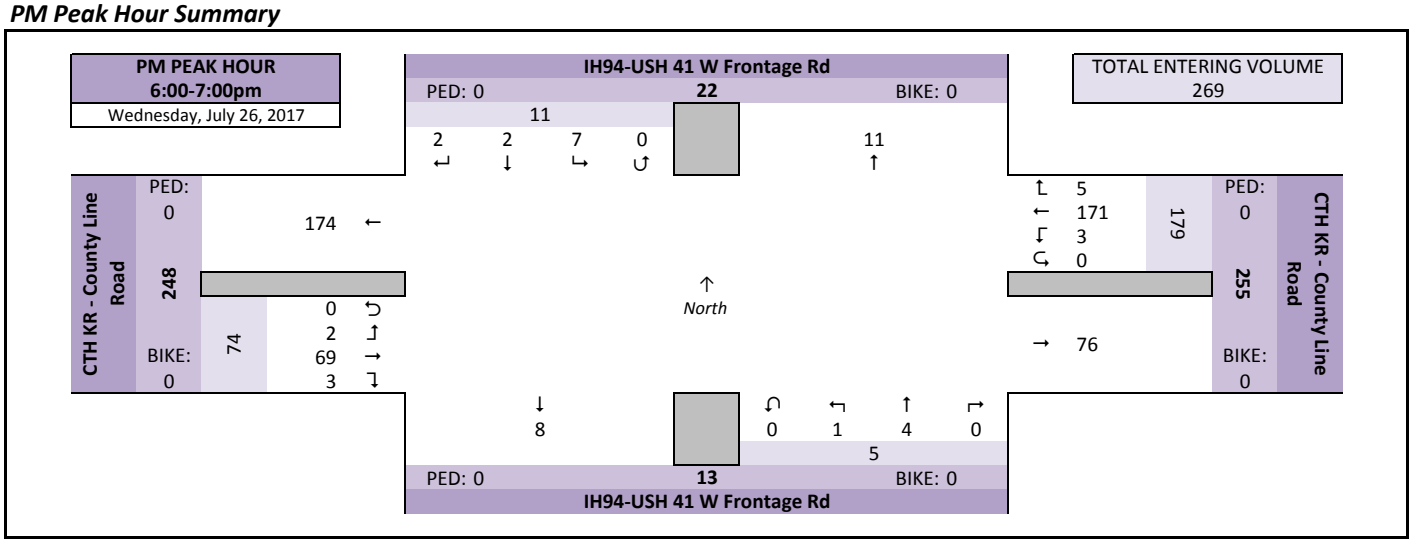
AM Peak Hour Summary



Midday (MD) Peak Hour Summary



PM Peak Hour Summary



Intersection Traffic Volume Report

Count Basics		*Page 3 of 11*
Start Date: Wednesday, July 26, 2017	Weekday	Schools in Session
Total Number of Hours Counted: 13	Non-Holiday	No Special Events

Peak Hour Volume Summary

All Motor Vehicles

IH94-USH 41 W Frontage Rd and CTH KR - County Line Road

Peak Hour Volumes, Truck Percentages, and PHFs

Tuesday, August 1, 2017		From North					From East					From South					From West					
	AM Peak Hour	IH94-USH 41 W Frontage Rd					CTH KR - County Line Road					IH94-USH 41 W Frontage Rd					CTH KR - County Line Road					
	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	6:30 AM	0	1	2	0	3	0	25	0	0	25	0	3	1	0	4	1	29	0	0	30	62
	6:45 AM	2	1	0	0	3	3	21	0	0	24	0	1	0	0	1	0	49	0	0	49	77
	7:00 AM	0	0	3	0	3	1	12	0	0	13	0	0	0	0	0	0	41	1	0	42	58
	7:15 AM	0	0	0	0	0	1	27	0	0	28	0	1	2	0	3	0	53	2	0	55	86
	Peak Hour Volume	2	2	5	0	9	5	85	0	0	90	0	5	3	0	8	1	172	3	0	176	283
	Rounded Hourly Volume	0	0	5	0	5	5	85	0	0	90	0	5	5	0	10	0	170	5	0	175	280
	% Single Unit Trucks	0.0	50.0	0.0	0.0	11.1	20.0	1.2	0.0	0.0	2.2	0.0	0.0	0.0	0.0	0.0	0.0	3.5	0.0	0.0	3.4	3.2
	% Heavy Trucks	0.0	0.0	20.0	0.0	11.1	20.0	5.9	0.0	0.0	6.7	0.0	0.0	0.0	0.0	0.0	0.0	0.6	33.3	0.0	1.1	3.2
	% Trucks (Total)	0.0	50.0	20.0	0.0	22.2	40.0	7.1	0.0	0.0	8.9	0.0	0.0	0.0	0.0	0.0	0.0	4.1	33.3	0.0	4.5	6.4
	Peak Hour Factor (PHF)	0.25	0.50	0.42	0.00	0.75	0.42	0.79	0.00	0.00	0.80	0.00	0.42	0.37	0.00	0.50	0.25	0.81	0.37	0.00	0.80	0.82

Thursday, July 27, 2017		From North					From East					From South					From West					
	MD Peak Hour	IH94-USH 41 W Frontage Rd					CTH KR - County Line Road					IH94-USH 41 W Frontage Rd					CTH KR - County Line Road					
	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	1	4	0	5	8	23	10	1	42	1	1	0	0	2	0	30	4	0	34	83
	11:45 AM	1	4	3	0	8	2	22	13	0	37	1	1	3	0	5	1	18	0	0	19	69
	12:00 PM	1	3	1	0	5	7	23	16	1	47	1	0	2	0	3	1	13	1	0	15	70
	12:15 PM	3	2	2	0	7	6	24	15	0	45	1	3	2	0	6	2	21	0	0	23	81
	Peak Hour Volume	5	10	10	0	25	23	92	54	2	171	4	5	7	0	16	4	82	5	0	91	303
	Rounded Hourly Volume	5	10	10	0	25	25	90	55	0	170	5	5	5	0	15	5	80	5	0	90	300
	% Single Unit Trucks	0.0	0.0	0.0	0.0	0.0	4.3	5.4	16.7	0.0	8.8	75.0	0.0	14.3	0.0	25.0	0.0	4.9	20.0	0.0	5.5	7.9
	% Heavy Trucks	0.0	10.0	0.0	0.0	4.0	0.0	1.1	22.2	0.0	7.6	0.0	0.0	0.0	0.0	0.0	0.0	3.7	0.0	0.0	3.3	5.6
	% Trucks (Total)	0.0	10.0	0.0	0.0	4.0	4.3	6.5	38.9	0.0	16.4	75.0	0.0	14.3	0.0	25.0	0.0	8.5	20.0	0.0	8.8	13.5
	Peak Hour Factor (PHF)	0.42	0.62	0.62	0.00	0.78	0.72	0.96	0.84	0.50	0.91	1.00	0.42	0.58	0.00	0.67	0.50	0.68	0.31	0.00	0.67	0.91

Wednesday, July 26, 2017		From North					From East					From South					From West					
	PM Peak Hour	IH94-USH 41 W Frontage Rd					CTH KR - County Line Road					IH94-USH 41 W Frontage Rd					CTH KR - County Line Road					
	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	6:00 PM	0	0	1	0	1	1	50	1	0	52	0	0	1	0	1	0	21	0	0	21	75
	6:15 PM	0	2	3	0	5	1	31	1	0	33	0	1	0	0	1	0	18	1	0	19	58
	6:30 PM	1	0	2	0	3	2	53	1	0	56	0	2	0	0	2	2	14	1	0	17	78
	6:45 PM	1	0	1	0	2	1	37	0	0	38	0	1	0	0	1	1	16	0	0	17	58
	Peak Hour Volume	2	2	7	0	11	5	171	3	0	179	0	4	1	0	5	3	69	2	0	74	269
	Rounded Hourly Volume	0	0	5	0	5	5	170	5	0	180	0	5	0	0	5	5	70	0	0	75	265
	% Single Unit Trucks	0.0	0.0	0.0	0.0	0.0	0.0	2.3	0.0	0.0	2.2	0.0	50.0	0.0	0.0	40.0	0.0	4.3	0.0	0.0	4.1	3.3
	% Heavy Trucks	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1.4	0.0	0.0	1.4	0.4
	% Trucks (Total)	0.0	0.0	0.0	0.0	0.0	0.0	2.3	0.0	0.0	2.2	0.0	50.0	0.0	0.0	40.0	0.0	5.8	0.0	0.0	5.4	3.7
	Peak Hour Factor (PHF)	0.50	0.25	0.58	0.00	0.55	0.62	0.81	0.75	0.00	0.80	0.00	0.50	0.25	0.00	0.62	0.37	0.82	0.50	0.00	0.88	0.86

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
		IH94-USH 41 W Frontage Rd			CTH KR - County Line Road			IH94-USH 41 W Frontage Rd			CTH KR - County Line Road			
	15-Minute Start Time	Pedestrian	Bicyclist	Total	Pedestrian	Bicyclist	Total	Pedestrian	Bicyclist	Total	Pedestrian	Bicyclist	Total	
AM	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
	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	1	1	0	0	0	0	0	0	1
	Total	0	0	0	0	1	1	0	0	0	0	0	0	1
PM	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
	Total	0	0	0	0	0	0	0	0	0	0	0	0	0

Intersection Traffic Volume Report

Count Basics			Page 4 of 11
Start Date:	Wednesday, July 26, 2017	Weekday	Schools in Session
Total Number of Hours Counted: 13		Non-Holiday	No Special Events

Hourly Volume Summary - Motor Vehicle Data

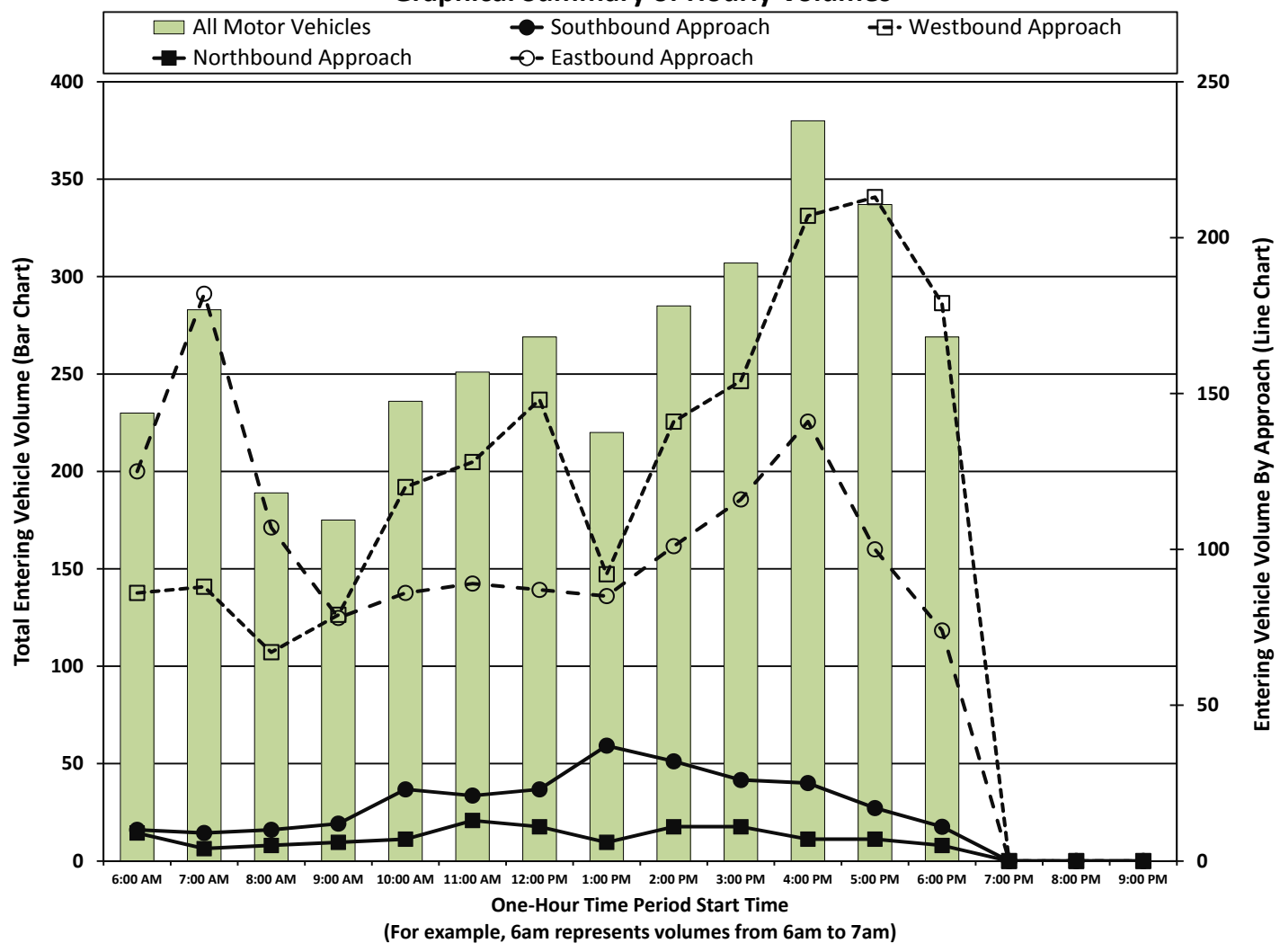
IH94-USH 41 W Frontage Rd and CTH KR - County Line Road

All Motor Vehicles

One-Hour Motor Vehicle Data

	One-Hour Time Period Start Time	From North (↓) IH94-USH 41 W Frontage Rd					From East (←) CTH KR - County Line Road					From South (↑) IH94-USH 41 W Frontage Rd					From West (→) CTH KR - County Line Road					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	3	3	4	0	10	4	80	2	0	86	2	6	1	0	9	1	123	1	0	125	230	211	19
AM	7:00 AM	1	3	5	0	9	2	86	0	0	88	0	2	2	0	4	3	174	5	0	182	283	270	13
AM	8:00 AM	2	3	5	0	10	7	59	1	0	67	0	3	2	0	5	1	105	1	0	107	189	174	15
AM	9:00 AM	2	6	4	0	12	15	62	2	0	79	2	2	2	0	6	2	74	2	0	78	175	157	18
MD	10:00 AM	5	7	11	0	23	21	87	12	0	120	1	4	2	0	7	2	80	4	0	86	236	206	30
MD	11:00 AM	1	6	14	0	21	21	78	28	1	128	4	5	4	0	13	2	82	5	0	89	251	217	34
MD	12:00 PM	6	6	11	0	23	19	95	33	1	148	2	5	4	0	11	7	78	2	0	87	269	235	34
MD	1:00 PM	2	8	27	0	37	13	75	3	1	92	3	2	1	0	6	2	81	2	0	85	220	177	43
PM	2:00 PM	6	6	20	0	32	11	127	3	0	141	1	8	2	0	11	2	97	2	0	101	285	242	43
PM	3:00 PM	7	5	14	0	26	11	141	2	0	154	1	10	0	0	11	4	109	3	0	116	307	270	37
PM	4:00 PM	4	7	14	0	25	15	190	2	0	207	2	2	3	0	7	0	139	2	0	141	380	348	32
PM	5:00 PM	1	6	10	0	17	4	207	2	0	213	1	4	2	0	7	1	96	3	0	100	337	313	24
PM	6:00 PM	2	2	7	0	11	5	171	3	0	179	0	4	1	0	5	3	69	2	0	74	269	253	16
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		42	68	146	0	256	148	1458	93	3	1702	19	57	26	0	102	30	1307	34	0	1371	3431	3073	358

Graphical Summary of Hourly Volumes



Intersection Traffic Volume Report

Count Basics		*Page 5 of 11*
Start Date: Wednesday, July 26, 2017	Weekday	Schools in Session
Total Number of Hours Counted: 13	Non-Holiday	No Special Events

15-Minute Motor Vehicle Data

All Motor Vehicles

IH94-USH 41 W Frontage Rd and CTH KR - County Line Road

15-Minute Motor Vehicle Data

15-Minute Time Period		From North (↓) IH94-USH 41 W Frontage Rd					From East (←) CTH KR - County Line Road					From South (↑) IH94-USH 41 W Frontage Rd					From West (→) CTH KR - County Line Road					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	1	2	0	3	0	17	1	0	18	2	1	0	0	3	0	29	0	0	29	53	230	0.75
	6:15 AM	1	0	0	0	1	1	17	1	0	19	0	1	0	0	1	0	16	1	0	17	38	235	0.76
	6:30 AM	0	1	2	0	3	0	25	0	0	25	0	3	1	0	4	1	29	0	0	30	62	283	0.82
	6:45 AM	2	1	0	0	3	3	21	0	0	24	0	1	0	0	1	0	49	0	0	49	77	298	0.87
	7:00 AM	0	0	3	0	3	1	12	0	0	13	0	0	0	0	0	0	41	1	0	42	58	283	0.82
	7:15 AM	0	0	0	0	0	1	27	0	0	28	0	1	2	0	3	0	53	2	0	55	86	275	0.80
	7:30 AM	0	0	1	0	1	0	28	0	0	28	0	1	0	0	1	2	44	1	0	47	77	230	0.75
	7:45 AM	1	3	1	0	5	0	19	0	0	19	0	0	0	0	0	1	36	1	0	38	62	200	0.81
	8:00 AM	1	1	0	0	2	1	16	0	0	17	0	0	0	0	0	1	29	1	0	31	50	189	0.93
	8:15 AM	1	1	1	0	3	0	7	0	0	7	0	1	1	0	2	0	29	0	0	29	41	185	0.91
	8:30 AM	0	0	2	0	2	1	15	1	0	17	0	2	1	0	3	0	25	0	0	25	47	191	0.94
	8:45 AM	0	1	2	0	3	5	21	0	0	26	0	0	0	0	0	0	22	0	0	22	51	183	0.90
	9:00 AM	0	0	0	0	0	5	16	1	0	22	0	2	0	0	2	1	20	1	0	22	46	175	0.93
	9:15 AM	1	0	0	0	1	4	16	1	0	21	0	0	1	0	1	1	23	0	0	24	47	188	0.80
	9:30 AM	1	2	3	0	6	1	15	0	0	16	1	0	0	0	1	0	15	1	0	16	39	188	0.80
	9:45 AM	0	4	1	0	5	5	15	0	0	20	1	0	1	0	2	0	16	0	0	16	43	213	0.83
Midday Peak Period	10:00 AM	1	2	2	0	5	5	20	1	0	26	0	3	2	0	5	0	23	0	0	23	59	236	0.89
	10:15 AM	3	0	4	0	7	3	14	0	0	17	0	1	0	0	1	1	20	1	0	22	47	220	0.83
	10:30 AM	0	3	2	0	5	7	28	1	0	36	0	0	0	0	0	1	21	1	0	23	64	229	0.87
	10:45 AM	1	2	3	0	6	6	25	10	0	41	1	0	0	0	1	0	16	2	0	18	66	248	0.75
	11:00 AM	0	0	4	0	4	7	12	3	0	22	0	1	0	0	1	1	15	0	0	16	43	251	0.76
	11:15 AM	0	1	3	0	4	4	21	2	0	27	2	2	1	0	5	0	19	1	0	20	56	278	0.84
	11:30 AM	0	1	4	0	5	8	23	10	1	42	1	1	0	0	2	0	30	4	0	34	83	303	0.91
	11:45 AM	1	4	3	0	8	2	22	13	0	37	1	1	3	0	5	1	18	0	0	19	69	273	0.84
	12:00 PM	1	3	1	0	5	7	23	16	1	47	1	0	2	0	3	1	13	1	0	15	70	269	0.83
	12:15 PM	3	2	2	0	7	6	24	15	0	45	1	3	2	0	6	2	21	0	0	23	81	251	0.77
	12:30 PM	1	1	4	0	6	4	24	0	0	28	0	0	0	0	0	3	16	0	0	19	53	227	0.87
	12:45 PM	1	0	4	0	5	2	24	2	0	28	0	2	0	0	2	1	28	1	0	30	65	225	0.87
	1:00 PM	0	2	8	0	10	5	19	0	1	25	2	0	0	0	2	0	15	0	0	15	52	220	0.92
	1:15 PM	1	3	6	0	10	3	23	0	0	26	0	0	1	0	1	0	19	1	0	20	57	228	0.95
	1:30 PM	1	0	8	0	9	3	14	1	0	18	0	0	0	0	0	1	22	1	0	24	51	239	0.88
	1:45 PM	0	3	5	0	8	2	19	2	0	23	1	2	0	0	3	1	25	0	0	26	60	264	0.87
PM Peak Period	2:00 PM	2	1	8	0	11	2	25	1	0	28	1	1	0	0	2	1	18	0	0	19	60	285	0.88
	2:15 PM	0	0	7	0	7	2	36	0	0	38	0	2	0	0	2	1	20	0	0	21	68	299	0.92
	2:30 PM	2	2	3	0	7	4	29	2	0	35	0	3	2	0	5	0	27	2	0	29	76	304	0.94
	2:45 PM	2	3	2	0	7	3	37	0	0	40	0	2	0	0	2	0	32	0	0	32	81	309	0.95
	3:00 PM	3	0	6	0	9	1	30	0	0	31	1	5	0	0	6	1	27	0	0	28	74	307	0.95
	3:15 PM	1	2	2	0	5	2	31	1	0	34	0	2	0	0	2	1	29	2	0	32	73	311	0.96
	3:30 PM	3	2	5	0	10	4	35	1	0	40	0	0	0	0	0	0	30	1	0	31	81	343	0.82
	3:45 PM	0	1	1	0	2	4	45	0	0	49	0	3	0	0	3	2	23	0	0	25	79	355	0.85
	4:00 PM	3	0	3	0	6	4	37	0	0	41	0	0	0	0	0	0	30	1	0	31	78	380	0.90
	4:15 PM	0	3	5	0	8	2	56	1	0	59	2	2	0	0	4	0	33	1	0	34	105	384	0.91
	4:30 PM	0	2	5	0	7	6	40	1	0	47	0	0	1	0	1	0	38	0	0	38	93	374	0.90
	4:45 PM	1	2	1	0	4	3	57	0	0	60	0	0	2	0	2	0	38	0	0	38	104	370	0.89
	5:00 PM	0	3	3	0	6	1	51	0	0	52	0	2	1	0	3	1	19	1	0	21	82	337	0.89
	5:15 PM	0	2	5	0	7	1	55	2	0	58	0	0	0	0	0	0	29	1	0	30	95	330	0.87
	5:30 PM	1	0	1	0	2	0	54	0	0	54	1	0	1	0	2	0	30	1	0	31	89	293	0.82
	5:45 PM	0	1	1	0	2	2	47	0	0	49	0	2	0	0	2	0	18	0	0	18	71	282	0.90
	6:00 PM	0	0	1	0	1	1	50	1	0	52	0	0	1	0	1	0	21	0	0	21	75	269	0.86
	6:15 PM	0	2	3	0	5	1	31	1	0	33	0	1	0	0	1	0	18	1	0	19	58		
	6:30 PM	1	0	2	0	3	2	53	1	0	56	0	2	0	0	2	2	14	1	0	17	78		
	6:45 PM	1	0	1	0	2	1	37	0	0	38	0	1	0	0	1	1	16	0	0	17	58		
	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	68	146	0	256	148	1458	93	3	1702	19	57	26	0	102	30	1307	34	0	1371	3431		

Peak Hour All Vehicle Volume Summary

Hourly Time Period		From North (↓) IH94-USH 41 W Frontage Rd					From East (←) CTH KR - County Line Road					From South (↑) IH94-USH 41 W Frontage Rd					From West (→) CTH KR - County Line Road					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	6:30 AM	2	2	5	0	9	5	85	0	0	90	0	5	3	0	8	1	172	3	0	176	283	0.82
MD	11:30 AM	5	10	10	0	25	23	92	54	2	171	4	5	7	0	16	4	82	5	0	91	303	0.91
PM	6:00 PM	2	2	7	0	11	5	171	3	0	179	0	4	1	0	5	3	69	2	0	74	269	0.86

Intersection Traffic Volume Report

Count Basics			*Page 6 of 11*
Start Date:	Wednesday, July 26, 2017	Weekday	Schools in Session
Total Number of Hours Counted: 13		Non-Holiday	No Special Events

15-Minute Automobile Data

Automobiles (Cars, Light Trucks, & Motorcycles)

IH94-USH 41 W Frontage Rd and CTH KR - County Line Road

15-Minute Automobile Data

15-Minute Time Period		From North (↓) IH94-USH 41 W Frontage Rd					From East (←) CTH KR - County Line Road					From South (↑) IH94-USH 41 W Frontage Rd					From West (→) CTH KR - County Line Road					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	1	2	0	3	0	16	1	0	17	1	1	0	0	2	0	22	0	0	22	44	210
	6:15 AM	1	0	0	0	1	1	16	1	0	18	0	1	0	0	1	0	15	1	0	16	36	221
	6:30 AM	0	1	2	0	3	0	25	0	0	25	0	3	1	0	4	1	25	0	0	26	58	265
	6:45 AM	2	0	0	0	2	3	19	0	0	22	0	1	0	0	1	0	47	0	0	47	72	276
	7:00 AM	0	0	2	0	2	0	11	0	0	11	0	0	0	0	0	0	41	1	0	42	55	257
	7:15 AM	0	0	0	0	0	0	24	0	0	24	0	1	2	0	3	0	52	1	0	53	80	250
	7:30 AM	0	0	1	0	1	0	26	0	0	26	0	1	0	0	1	2	38	1	0	41	69	207
	7:45 AM	0	3	0	0	3	0	18	0	0	18	0	0	0	0	0	1	30	1	0	32	53	182
	8:00 AM	1	1	0	0	2	1	14	0	0	15	0	0	0	0	0	1	29	1	0	31	48	174
	8:15 AM	1	1	1	0	3	0	5	0	0	5	0	1	1	0	2	0	27	0	0	27	37	166
	8:30 AM	0	0	2	0	2	1	13	1	0	15	0	2	1	0	3	0	24	0	0	24	44	173
	8:45 AM	0	1	2	0	3	5	17	0	0	22	0	0	0	0	0	0	20	0	0	20	45	162
	9:00 AM	0	0	0	0	0	4	14	1	0	19	0	2	0	0	2	0	18	1	0	19	40	154
	9:15 AM	1	0	0	0	1	4	15	1	0	20	0	0	1	0	1	1	21	0	0	22	44	166
	9:30 AM	1	2	2	0	5	1	13	0	0	14	0	0	0	0	0	0	13	1	0	14	33	165
	9:45 AM	0	4	1	0	5	5	9	0	0	14	1	0	1	0	2	0	16	0	0	16	37	191
Midday Peak Period	10:00 AM	1	2	2	0	5	4	18	1	0	23	0	3	2	0	5	0	19	0	0	19	52	211
	10:15 AM	3	0	4	0	7	3	12	0	0	15	0	1	0	0	1	1	18	1	0	20	43	200
	10:30 AM	0	3	2	0	5	7	25	1	0	33	0	0	0	0	0	1	19	1	0	21	59	203
	10:45 AM	1	2	3	0	6	6	21	7	0	34	0	0	0	0	0	0	15	2	0	17	57	218
	11:00 AM	0	0	4	0	4	7	11	2	0	20	0	1	0	0	1	1	15	0	0	16	41	215
	11:15 AM	0	1	3	0	4	4	19	0	0	23	1	2	1	0	4	0	14	1	0	15	46	237
	11:30 AM	0	1	4	0	5	8	21	6	1	36	0	1	0	0	1	0	29	3	0	32	74	262
	11:45 AM	1	3	3	0	7	2	21	5	0	28	1	1	2	0	4	1	14	0	0	15	54	237
	12:00 PM	1	3	1	0	5	6	22	13	1	42	0	0	2	0	2	1	12	1	0	14	63	240
	12:15 PM	3	2	2	0	7	6	22	9	0	37	0	3	2	0	5	2	20	0	0	22	71	222
	12:30 PM	1	1	4	0	6	4	21	0	0	25	0	0	0	0	0	2	16	0	0	18	49	197
	12:45 PM	1	0	4	0	5	2	20	1	0	23	0	2	0	0	2	0	26	1	0	27	57	192
	1:00 PM	0	1	8	0	9	4	16	0	1	21	2	0	0	0	2	0	13	0	0	13	45	189
	1:15 PM	0	1	5	0	6	3	21	0	0	24	0	0	0	0	0	0	16	0	0	16	46	199
	1:30 PM	1	0	7	0	8	2	12	1	0	15	0	0	0	0	0	1	19	1	0	21	44	215
	1:45 PM	0	3	3	0	6	2	17	2	0	21	1	2	0	0	3	1	23	0	0	24	54	240
PM Peak Period	2:00 PM	2	1	7	0	10	2	24	1	0	27	0	1	0	0	1	1	16	0	0	17	55	259
	2:15 PM	0	0	6	0	6	2	33	0	0	35	0	2	0	0	2	1	18	0	0	19	62	271
	2:30 PM	2	2	3	0	7	4	24	1	0	29	0	2	2	0	4	0	27	2	0	29	69	274
	2:45 PM	2	2	2	0	6	3	32	0	0	35	0	2	0	0	2	0	30	0	0	30	73	281
	3:00 PM	3	0	6	0	9	1	27	0	0	28	1	2	0	0	3	1	26	0	0	27	67	279
	3:15 PM	1	2	1	0	4	2	29	1	0	32	0	1	0	0	1	1	26	1	0	28	65	286
	3:30 PM	3	2	5	0	10	4	32	1	0	37	0	0	0	0	0	0	28	1	0	29	76	324
	3:45 PM	0	1	1	0	2	4	40	0	0	44	0	2	0	0	2	2	21	0	0	23	71	338
	4:00 PM	3	0	3	0	6	4	34	0	0	38	0	0	0	0	0	0	29	1	0	30	74	361
	4:15 PM	0	3	5	0	8	2	56	1	0	59	2	2	0	0	4	0	32	0	0	32	103	365
	4:30 PM	0	2	5	0	7	6	38	1	0	45	0	0	1	0	1	0	37	0	0	37	90	352
	4:45 PM	1	2	1	0	4	3	52	0	0	55	0	0	1	0	1	0	34	0	0	34	94	348
	5:00 PM	0	3	3	0	6	1	49	0	0	50	0	2	1	0	3	1	17	1	0	19	78	324
	5:15 PM	0	2	5	0	7	1	51	2	0	54	0	0	0	0	0	0	28	1	0	29	90	317
	5:30 PM	1	0	1	0	2	0	51	0	0	51	1	0	1	0	2	0	30	1	0	31	86	284
	5:45 PM	0	1	1	0	2	2	46	0	0	48	0	2	0	0	2	0	18	0	0	18	70	272
	6:00 PM	0	0	1	0	1	1	48	1	0	50	0	0	1	0	1	0	19	0	0	19	71	259
	6:15 PM	0	2	3	0	5	1	31	1	0	33	0	1	0	0	1	0	17	1	0	18	57	
	6:30 PM	1	0	2	0	3	2	51	1	0	54	0	0	0	0	0	2	14	1	0	17	74	
	6:45 PM	1	0	1	0	2	1	37	0	0	38	0	1	0	0	1	1	15	0	0	16	57	
	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		40	62	136	0	238	141	1339	64	3	1547	11	49	23	0	83	27	1208	29	0	1264	3132	

Peak Hour Automobile Volume Summary

Hourly Time Period		From North (↓) IH94-USH 41 W Frontage Rd					From East (←) CTH KR - County Line Road					From South (↑) IH94-USH 41 W Frontage Rd					From West (→) CTH KR - County Line Road					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	6:30 AM	2	1	4	0	7	3	79	0	0	82	0	5	3	0	8	1	165	2	0	168	265
MD	11:30 AM	5	9	10	0	24	22	86	33	2	143	1	5	6	0	12	4	75	4	0	83	262
PM	6:00 PM	2	2	7	0	11	5	167	3	0	175	0	2	1	0	3	3	65	2	0	70	259

Intersection Traffic Volume Report

Count Basics			*Page 7 of 11*
Start Date:	Wednesday, July 26, 2017	Weekday	Schools in Session
Total Number of Hours Counted: 13		Non-Holiday	No Special Events

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

Single Unit (SU) Trucks & Buses

IH94-USH 41 W Frontage Rd and CTH KR - County Line Road

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

15-Minute Time Period Start Time		From North (↓) IH94-USH 41 W Frontage Rd					From East (←) CTH KR - County Line Road					From South (↑) IH94-USH 41 W Frontage Rd					From West (→) CTH KR - County Line Road					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	1	0	0	0	1	0	6	0	0	6	7	14
	6:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	7
	6:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	0	0	4	4	9
	6:45 AM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	3	10
	7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	15
	7:15 AM	0	0	0	0	0	1	1	0	0	2	0	0	0	0	0	0	0	0	0	0	2	16
	7:30 AM	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	3	0	0	3	5	15
	7:45 AM	1	0	0	0	1	0	1	0	0	1	0	0	0	0	0	0	6	0	0	6	8	13
	8:00 AM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1	10
	8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1	13
	8:30 AM	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	1	0	0	1	3	13
	8:45 AM	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	0	2	0	0	2	5	13
	9:00 AM	0	0	0	0	0	1	1	0	0	2	0	0	0	0	0	1	1	0	0	2	4	12
	9:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1	14
	9:30 AM	0	0	1	0	1	0	0	0	0	0	1	0	0	0	1	0	1	0	0	1	3	17
	9:45 AM	0	0	0	0	0	0	4	0	0	4	0	0	0	0	0	0	0	0	0	0	4	18
Midday Peak Period	10:00 AM	0	0	0	0	0	1	2	0	0	3	0	0	0	0	0	0	3	0	0	3	6	19
	10:15 AM	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	2	0	0	2	4	15
	10:30 AM	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	2	0	0	2	4	19
	10:45 AM	0	0	0	0	0	0	3	0	0	3	1	0	0	0	1	0	1	0	0	1	5	21
	11:00 AM	0	0	0	0	0	0	1	1	0	2	0	0	0	0	0	0	0	0	0	0	2	24
	11:15 AM	0	0	0	0	0	0	2	1	0	3	1	0	0	0	1	0	4	0	0	4	8	27
	11:30 AM	0	0	0	0	0	0	2	2	0	4	1	0	0	0	1	0	0	1	0	1	6	24
	11:45 AM	0	0	0	0	0	0	0	4	0	4	0	0	1	0	1	0	3	0	0	3	8	22
	12:00 PM	0	0	0	0	0	1	1	2	0	4	1	0	0	0	1	0	0	0	0	0	5	19
	12:15 PM	0	0	0	0	0	0	2	1	0	3	1	0	0	0	1	0	1	0	0	1	5	20
	12:30 PM	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	1	0	0	0	1	4	24
	12:45 PM	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	1	1	0	0	2	5	26
	1:00 PM	0	1	0	0	1	1	2	0	0	3	0	0	0	0	0	0	2	0	0	2	6	25
	1:15 PM	1	2	1	0	4	0	2	0	0	2	0	0	1	0	1	0	1	1	0	2	9	23
	1:30 PM	0	0	1	0	1	1	1	0	0	2	0	0	0	0	0	0	3	0	0	3	6	19
	1:45 PM	0	0	2	0	2	0	1	0	0	1	0	0	0	0	0	0	1	0	0	1	4	18
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	21
	2:15 PM	0	0	1	0	1	0	3	0	0	3	0	0	0	0	0	0	1	0	0	1	5	24
	2:30 PM	0	0	0	0	0	0	3	1	0	4	0	1	0	0	1	0	0	0	0	0	5	22
	2:45 PM	0	1	0	0	1	0	4	0	0	4	0	0	0	0	0	0	2	0	0	2	7	21
	3:00 PM	0	0	0	0	0	0	3	0	0	3	0	3	0	0	3	0	1	0	0	1	7	21
	3:15 PM	0	0	1	0	1	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	3	16
	3:30 PM	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	2	0	0	2	4	15
	3:45 PM	0	0	0	0	0	0	4	0	0	4	0	1	0	0	1	0	2	0	0	2	7	13
	4:00 PM	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	2	16
	4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	2	2	16
	4:30 PM	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	2	19
	4:45 PM	0	0	0	0	0	0	5	0	0	5	0	0	1	0	1	0	4	0	0	4	10	20
	5:00 PM	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	2	10
	5:15 PM	0	0	0	0	0	0	4	0	0	4	0	0	0	0	0	0	1	0	0	1	5	11
	5:30 PM	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	0	0	0	0	0	3	7
	5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	8
	6:00 PM	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	1	0	0	1	3	9
	6:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1	
	6:30 PM	0	0	0	0	0	0	2	0	0	2	0	2	0	0	2	0	0	0	0	0	4	
	6:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	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	
Totals		2	5	8	0	15	6	88	12	0	106	8	7	3	0	18	3	70	3	0	76	215	

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

Hourly Time Period Start Time		From North (↓) IH94-USH 41 W Frontage Rd					From East (←) CTH KR - County Line Road					From South (↑) IH94-USH 41 W Frontage Rd					From West (→) CTH KR - County Line Road					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	6:30 AM	0	1	0	0	1	1	1	0	0	2	0	0	0	0	0	0	6	0	0	6	9
MD	11:30 AM	0	0	0	0	0	1	5	9	0	15	3	0	1	0	4	0	4	1	0	5	24
PM	6:00 PM	0	0	0	0	0	0	4	0	0	4	0	2	0	0	2	0	3	0	0	3	9

Intersection Traffic Volume Report

Count Basics			*Page 8 of 11*
Start Date:	Wednesday, July 26, 2017	Weekday	Schools in Session
Total Number of Hours Counted: 13		Non-Holiday	No Special Events

15-Minute Semi-Truck Data

Semi-Trucks

IH94-USH 41 W Frontage Rd and CTH KR - County Line Road

15-Minute Semi-Truck Data

15-Minute Time Period		From North (↓) IH94-USH 41 W Frontage Rd					From East (←) CTH KR - County Line Road					From South (↑) IH94-USH 41 W Frontage Rd					From West (→) CTH KR - County Line Road					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	1	0	0	1	0	0	0	0	0	0	1	0	0	1	2	6
	6:15 AM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	1	0	0	1	2	7
	6:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	9
	6:45 AM	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	2	12
	7:00 AM	0	0	1	0	1	1	1	0	0	2	0	0	0	0	0	0	0	0	0	0	3	11
	7:15 AM	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	1	1	0	2	4	9
	7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0	0	3	3	8
	7:45 AM	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	5
	8:00 AM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1	5
	8:15 AM	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	1	0	0	1	3	6
	8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5
	8:45 AM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1	8
	9:00 AM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	1	0	0	1	2	9
	9:15 AM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	1	0	0	1	2	8
	9:30 AM	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	1	0	0	1	3	6
	9:45 AM	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	2	4
Midday Peak Period	10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1	6
	10:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5
	10:30 AM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1	7
	10:45 AM	0	0	0	0	0	0	1	3	0	4	0	0	0	0	0	0	0	0	0	0	4	9
	11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	12
	11:15 AM	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	1	0	0	1	2	14
	11:30 AM	0	0	0	0	0	0	0	2	0	2	0	0	0	0	0	0	1	0	0	1	3	17
	11:45 AM	0	1	0	0	1	0	1	4	0	5	0	0	0	0	0	0	1	0	0	1	7	14
	12:00 PM	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	1	0	0	1	2	10
	12:15 PM	0	0	0	0	0	0	0	5	0	5	0	0	0	0	0	0	0	0	0	0	5	9
	12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	6
	12:45 PM	0	0	0	0	0	0	1	1	0	2	0	0	0	0	0	0	1	0	0	1	3	7
	1:00 PM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1	6
	1:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	2	6
	1:30 PM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1	5
	1:45 PM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	1	0	0	1	2	6
PM Peak Period	2:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1	5
	2:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1	4
	2:30 PM	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	2	8
	2:45 PM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1	7
	3:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	7
	3:15 PM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	3	1	0	4	5	9
	3:30 PM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1	4
	3:45 PM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1	4
	4:00 PM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	1	0	0	1	2	3
	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	1	0	0	1	1	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	0	0	0	0	0	0	0	0	0	0	2	0	0	2	2	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	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1	2
	6:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	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	
	6:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	6:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	7:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	7:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	7:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	7:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Totals		0	1	2	0	3	1	31	17	0	49	0	1	0	0	1	0	29	2	0	31	84	

Peak Hour Semi-Truck Volume Summary

Hourly Time Period		From North (↓) IH94-USH 41 W Frontage Rd					From East (←) CTH KR - County Line Road					From South (↑) IH94-USH 41 W Frontage Rd					From West (→) CTH KR - County Line Road					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	6:30 AM	0	0	1	0	1	0	3	0	0	3	0	0	0	0	0	0	4	0	0	4	8
MD	11:30 AM	0	0	0	0	0	0	2	6	0	8	0	0	0	0	0	0	1	0	0	1	9
PM	6:00 PM	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	2	0	0	2	4

Intersection Traffic Volume Report

Count Basics			*Page 9 of 11*
Start Date:	Wednesday, July 26, 2017	Weekday	Schools in Session
Total Number of Hours Counted: 13		Non-Holiday	No Special Events

15-Minute Heavy Vehicle Data

Heavy Vehicles (Single-Unit Trucks, Buses & Semi-Trucks)

IH94-USH 41 W Frontage Rd and CTH KR - County Line Road

15-Minute Heavy Vehicle Data

15-Minute Time Period		From North (↓) IH94-USH 41 W Frontage Rd					From East (←) CTH KR - County Line Road					From South (↑) IH94-USH 41 W Frontage Rd					From West (→) CTH KR - County Line Road					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	1	0	0	1	1	0	0	0	1	0	7	0	0	7	9	20
	6:15 AM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	1	0	0	1	2	14
	6:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	0	0	4	4	18
	6:45 AM	0	1	0	0	1	0	2	0	0	2	0	0	0	0	0	0	2	0	0	2	5	22
	7:00 AM	0	0	1	0	1	1	1	0	0	2	0	0	0	0	0	0	0	0	0	0	3	26
	7:15 AM	0	0	0	0	0	1	3	0	0	4	0	0	0	0	0	0	1	1	0	2	6	25
	7:30 AM	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	6	0	0	6	8	23
	7:45 AM	1	0	1	0	2	0	1	0	0	1	0	0	0	0	0	0	6	0	0	6	9	18
	8:00 AM	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	2	15
	8:15 AM	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	2	0	0	2	4	19
	8:30 AM	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	1	0	0	1	3	18
	8:45 AM	0	0	0	0	0	0	4	0	0	4	0	0	0	0	0	0	2	0	0	2	6	21
	9:00 AM	0	0	0	0	0	1	2	0	0	3	0	0	0	0	0	1	2	0	0	3	6	21
	9:15 AM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	2	0	0	2	3	22
	9:30 AM	0	0	1	0	1	0	2	0	0	2	1	0	0	0	1	0	2	0	0	2	6	23
	9:45 AM	0	0	0	0	0	0	6	0	0	6	0	0	0	0	0	0	0	0	0	0	6	22
Midday Peak Period	10:00 AM	0	0	0	0	0	1	2	0	0	3	0	0	0	0	0	0	4	0	0	4	7	25
	10:15 AM	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	2	0	0	2	4	20
	10:30 AM	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	0	2	0	0	2	5	26
	10:45 AM	0	0	0	0	0	0	4	3	0	7	1	0	0	0	1	0	1	0	0	1	9	30
	11:00 AM	0	0	0	0	0	0	1	1	0	2	0	0	0	0	0	0	0	0	0	0	2	36
	11:15 AM	0	0	0	0	0	0	2	2	0	4	1	0	0	0	1	0	5	0	0	5	10	41
	11:30 AM	0	0	0	0	0	0	2	4	0	6	1	0	0	0	1	0	1	1	0	2	9	41
	11:45 AM	0	1	0	0	1	0	1	8	0	9	0	0	1	0	1	0	4	0	0	4	15	36
	12:00 PM	0	0	0	0	0	1	1	3	0	5	1	0	0	0	1	0	1	0	0	1	7	29
	12:15 PM	0	0	0	0	0	0	2	6	0	8	1	0	0	0	1	0	1	0	0	1	10	29
	12:30 PM	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	1	0	0	0	1	4	30
	12:45 PM	0	0	0	0	0	0	4	1	0	5	0	0	0	0	0	1	2	0	0	3	8	33
	1:00 PM	0	1	0	0	1	1	3	0	0	4	0	0	0	0	0	0	2	0	0	2	7	31
	1:15 PM	1	2	1	0	4	0	2	0	0	2	0	0	1	0	1	0	3	1	0	4	11	29
	1:30 PM	0	0	1	0	1	1	2	0	0	3	0	0	0	0	0	0	3	0	0	3	7	24
	1:45 PM	0	0	2	0	2	0	2	0	0	2	0	0	0	0	0	0	2	0	0	2	6	24
PM Peak Period	2:00 PM	0	0	1	0	1	0	1	0	0	1	1	0	0	0	1	0	2	0	0	2	5	26
	2:15 PM	0	0	1	0	1	0	3	0	0	3	0	0	0	0	0	0	2	0	0	2	6	28
	2:30 PM	0	0	0	0	0	0	5	1	0	6	0	1	0	0	1	0	0	0	0	0	7	30
	2:45 PM	0	1	0	0	1	0	5	0	0	5	0	0	0	0	0	0	2	0	0	2	8	28
	3:00 PM	0	0	0	0	0	0	3	0	0	3	0	3	0	0	3	0	1	0	0	1	7	28
	3:15 PM	0	0	1	0	1	0	2	0	0	2	0	1	0	0	1	0	3	1	0	4	8	25
	3:30 PM	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	0	2	0	0	2	5	19
	3:45 PM	0	0	0	0	0	0	5	0	0	5	0	1	0	0	1	0	2	0	0	2	8	17
	4:00 PM	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	0	1	0	0	1	4	19
	4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	2	2	19
	4:30 PM	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	1	0	0	1	3	22
	4:45 PM	0	0	0	0	0	0	5	0	0	5	0	0	1	0	1	0	4	0	0	4	10	22
	5:00 PM	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	2	0	0	2	4	13
	5:15 PM	0	0	0	0	0	0	4	0	0	4	0	0	0	0	0	0	1	0	0	1	5	13
	5:30 PM	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	0	0	0	0	0	3	9
	5:45 PM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1	10
	6:00 PM	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	2	0	0	2	4	10
	6:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1	
	6:30 PM	0	0	0	0	0	0	2	0	0	2	0	2	0	0	2	0	0	0	0	0	4	
	6:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	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	
Totals		2	6	10	0	18	7	119	29	0	155	8	8	3	0	19	3	99	5	0	107	299	

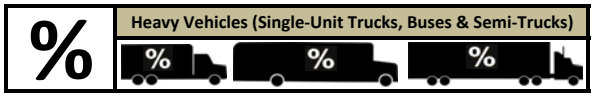
Peak Hour Heavy Vehicle Volume Summary

Hourly Time Period		From North (↓) IH94-USH 41 W Frontage Rd					From East (←) CTH KR - County Line Road					From South (↑) IH94-USH 41 W Frontage Rd					From West (→) CTH KR - County Line Road					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	6:30 AM	0	1	1	0	2	2	6	0	0	8	0	0	0	0	0	0	7	1	0	8	18
MD	11:30 AM	0	1	0	0	1	1	6	21	0	28	3	0	1	0	4	0	7	1	0	8	41
PM	6:00 PM	0	0	0	0	0	0	4	0	0	4	0	2	0	0	2	0	4	0	0	4	10

Intersection Traffic Volume Report

Count Basics			*Page 10 of 11*
Start Date:	Wednesday, July 26, 2017	Weekday	Schools in Session
Total Number of Hours Counted: 13		Non-Holiday	No Special Events

15-Minute Heavy Vehicle Percentages



IH94-USH 41 W Frontage Rd and CTH KR - County Line Road

15-Minute Heavy Vehicle Percentages

	15-Minute	From North (↓)					From East (←)					From South (↑)					From West (→)					Total Heavy	Hourly Heavy
	Time Period	IH94-USH 41 W Frontage Rd					CTH KR - County Line Road					IH94-USH 41 W Frontage Rd					CTH KR - County Line Road					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	0.0	0.0	0.0	0.0	0.0	0.0	5.9	0.0	0.0	5.6	50.0	0.0	0.0	0.0	33.3	0.0	24.1	0.0	0.0	24.1	17.0	8.7
	6:15 AM	0.0	0.0	0.0	0.0	0.0	0.0	5.9	0.0	0.0	5.3	0.0	0.0	0.0	0.0	0.0	0.0	6.2	0.0	0.0	5.9	5.3	6.0
	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	13.8	0.0	0.0	13.3	6.5	6.4
	6:45 AM	0.0	100.0	0.0	0.0	33.3	0.0	9.5	0.0	0.0	8.3	0.0	0.0	0.0	0.0	0.0	0.0	4.1	0.0	0.0	4.1	6.5	7.4
	7:00 AM	0.0	0.0	33.3	0.0	33.3	100.0	8.3	0.0	0.0	15.4	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	5.2	9.2
	7:15 AM	0.0	0.0	0.0	0.0	0.0	100.0	11.1	0.0	0.0	14.3	0.0	0.0	0.0	0.0	0.0	0.0	1.9	50.0	0.0	3.6	7.0	9.1
	7:30 AM	0.0	0.0	0.0	0.0	0.0	0.0	7.1	0.0	0.0	7.1	0.0	0.0	0.0	0.0	0.0	0.0	13.6	0.0	0.0	12.8	10.4	10.0
	7:45 AM	100.0	0.0	100.0	0.0	40.0	0.0	5.3	0.0	0.0	5.3	0.0	0.0	0.0	0.0	0.0	0.0	16.7	0.0	0.0	15.8	14.5	9.0
	8:00 AM	0.0	0.0	0.0	0.0	0.0	0.0	12.5	0.0	0.0	11.8	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	4.0	7.9
	8:15 AM	0.0	0.0	0.0	0.0	0.0	0.0	28.6	0.0	0.0	28.6	0.0	0.0	0.0	0.0	0.0	0.0	6.9	0.0	0.0	6.9	9.8	10.3
	8:30 AM	0.0	0.0	0.0	0.0	0.0	0.0	13.3	0.0	0.0	11.8	0.0	0.0	0.0	0.0	0.0	0.0	4.0	0.0	0.0	4.0	6.4	9.4
	8:45 AM	0.0	0.0	0.0	0.0	0.0	0.0	19.0	0.0	0.0	15.4	0.0	0.0	0.0	0.0	0.0	0.0	9.1	0.0	0.0	9.1	11.8	11.5
	9:00 AM	0.0	0.0	0.0	0.0	0.0	20.0	12.5	0.0	0.0	13.6	0.0	0.0	0.0	0.0	0.0	100.0	10.0	0.0	0.0	13.6	13.0	12.0
	9:15 AM	0.0	0.0	0.0	0.0	0.0	0.0	6.2	0.0	0.0	4.8	0.0	0.0	0.0	0.0	0.0	0.0	8.7	0.0	0.0	8.3	6.4	11.7
	9:30 AM	0.0	0.0	33.3	0.0	16.7	0.0	13.3	0.0	0.0	12.5	100.0	0.0	0.0	0.0	100.0	0.0	13.3	0.0	0.0	12.5	15.4	12.2
	9:45 AM	0.0	0.0	0.0	0.0	0.0	0.0	40.0	0.0	0.0	30.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	14.0	10.3
Midday Peak Period	10:00 AM	0.0	0.0	0.0	0.0	0.0	20.0	10.0	0.0	0.0	11.5	0.0	0.0	0.0	0.0	0.0	0.0	17.4	0.0	0.0	17.4	11.9	10.6
	10:15 AM	0.0	0.0	0.0	0.0	0.0	0.0	14.3	0.0	0.0	11.8	0.0	0.0	0.0	0.0	0.0	0.0	10.0	0.0	0.0	9.1	8.5	9.1
	10:30 AM	0.0	0.0	0.0	0.0	0.0	0.0	10.7	0.0	0.0	8.3	0.0	0.0	0.0	0.0	0.0	0.0	9.5	0.0	0.0	8.7	7.8	11.4
	10:45 AM	0.0	0.0	0.0	0.0	0.0	0.0	16.0	30.0	0.0	17.1	100.0	0.0	0.0	0.0	100.0	0.0	6.2	0.0	0.0	5.6	13.6	12.1
	11:00 AM	0.0	0.0	0.0	0.0	0.0	0.0	8.3	33.3	0.0	9.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	4.7	14.3
	11:15 AM	0.0	0.0	0.0	0.0	0.0	0.0	9.5	100.0	0.0	14.8	50.0	0.0	0.0	0.0	20.0	0.0	26.3	0.0	0.0	25.0	17.9	14.7
	11:30 AM	0.0	0.0	0.0	0.0	0.0	0.0	8.7	40.0	0.0	14.3	100.0	0.0	0.0	0.0	50.0	0.0	3.3	25.0	0.0	5.9	10.8	13.5
	11:45 AM	0.0	25.0	0.0	0.0	12.5	0.0	4.5	61.5	0.0	24.3	0.0	0.0	33.3	0.0	20.0	0.0	22.2	0.0	0.0	21.1	21.7	13.2
	12:00 PM	0.0	0.0	0.0	0.0	0.0	14.3	4.3	18.7	0.0	10.6	100.0	0.0	0.0	0.0	33.3	0.0	7.7	0.0	0.0	6.7	10.0	10.8
	12:15 PM	0.0	0.0	0.0	0.0	0.0	0.0	8.3	40.0	0.0	17.8	100.0	0.0	0.0	0.0	16.7	0.0	4.8	0.0	0.0	4.3	12.3	11.6
	12:30 PM	0.0	0.0	0.0	0.0	0.0	0.0	12.5	0.0	0.0	10.7	0.0	0.0	0.0	0.0	0.0	33.3	0.0	0.0	0.0	5.3	7.5	13.2
	12:45 PM	0.0	0.0	0.0	0.0	0.0	0.0	16.7	50.0	0.0	17.9	0.0	0.0	0.0	0.0	0.0	100.0	7.1	0.0	0.0	10.0	12.3	14.7
	1:00 PM	0.0	50.0	0.0	0.0	10.0	20.0	15.8	0.0	0.0	16.0	0.0	0.0	0.0	0.0	0.0	0.0	13.3	0.0	0.0	13.3	13.5	14.1
	1:15 PM	100.0	66.7	16.7	0.0	40.0	0.0	8.7	0.0	0.0	7.7	0.0	0.0	100.0	0.0	100.0	0.0	15.8	100.0	0.0	20.0	19.3	12.7
	1:30 PM	0.0	0.0	12.5	0.0	11.1	33.3	14.3	0.0	0.0	16.7	0.0	0.0	0.0	0.0	0.0	0.0	13.6	0.0	0.0	12.5	13.7	10.0
	1:45 PM	0.0	0.0	40.0	0.0	25.0	0.0	10.5	0.0	0.0	8.7	0.0	0.0	0.0	0.0	0.0	0.0	8.0	0.0	0.0	7.7	10.0	9.1
PM Peak Period	2:00 PM	0.0	0.0	12.5	0.0	9.1	0.0	4.0	0.0	0.0	3.6	100.0	0.0	0.0	0.0	50.0	0.0	11.1	0.0	0.0	10.5	8.3	9.1
	2:15 PM	0.0	0.0	14.3	0.0	14.3	0.0	8.3	0.0	0.0	7.9	0.0	0.0	0.0	0.0	0.0	0.0	10.0	0.0	0.0	9.5	8.8	9.4
	2:30 PM	0.0	0.0	0.0	0.0	0.0	0.0	17.2	50.0	0.0	17.1	0.0	33.3	0.0	0.0	20.0	0.0	0.0	0.0	0.0	0.0	9.2	9.9
	2:45 PM	0.0	33.3	0.0	0.0	14.3	0.0	13.5	0.0	0.0	12.5	0.0	0.0	0.0	0.0	0.0	0.0	6.2	0.0	0.0	6.2	9.9	9.1
	3:00 PM	0.0	0.0	0.0	0.0	0.0	0.0	10.0	0.0	0.0	9.7	0.0	60.0	0.0	0.0	50.0	0.0	3.7	0.0	0.0	3.6	9.5	9.1
	3:15 PM	0.0	0.0	50.0	0.0	20.0	0.0	6.5	0.0	0.0	5.9	0.0	50.0	0.0	0.0	50.0	0.0	10.3	50.0	0.0	12.5	11.0	8.0
	3:30 PM	0.0	0.0	0.0	0.0	0.0	0.0	8.6	0.0	0.0	7.5	0.0	0.0	0.0	0.0	0.0	0.0	6.7	0.0	0.0	6.5	6.2	5.5
	3:45 PM	0.0	0.0	0.0	0.0	0.0	0.0	11.1	0.0	0.0	10.2	0.0	33.3	0.0	0.0	33.3	0.0	8.7	0.0	0.0	8.0	10.1	4.8
	4:00 PM	0.0	0.0	0.0	0.0	0.0	0.0	8.1	0.0	0.0	7.3	0.0	0.0	0.0	0.0	0.0	0.0	3.3	0.0	0.0	3.2	5.1	5.0
	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	3.0	100.0	0.0	5.9	1.9	4.9
	4:30 PM	0.0	0.0	0.0	0.0	0.0	0.0	5.0	0.0	0.0	4.3	0.0	0.0	0.0	0.0	0.0	0.0	2.6	0.0	0.0	2.6	3.2	5.9
	4:45 PM	0.0	0.0	0.0	0.0	0.0	0.0	8.8	0.0	0.0	8.3	0.0	0.0	50.0	0.0	50.0	0.0	10.5	0.0	0.0	10.5	9.6	5.9
	5:00 PM	0.0	0.0	0.0	0.0	0.0	0.0	3.9	0.0	0.0	3.8	0.0	0.0	0.0	0.0	0.0	0.0	10.5	0.0	0.0	9.5	4.9	3.9
	5:15 PM	0.0	0.0	0.0	0.0	0.0	0.0	7.3	0.0	0.0	6.9	0.0	0.0	0.0	0.0	0.0	0.0	3.4	0.0	0.0	3.3	5.3	3.9
	5:30 PM	0.0	0.0	0.0	0.0	0.0	0.0	5.6	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	3.4	3.1
	5:45 PM	0.0	0.0	0.0	0.0	0.0	0.0	2.1	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	1.4	3.5
	6:00 PM	0.0	0.0	0.0	0.0	0.0	0.0	4.0	0.0	0.0	3.8	0.0	0.0	0.0	0.0	0.0	0.0	9.5	0.0	0.0	9.5	5.3	3.7
	6:15 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	5.6	0.0	0.0	5.3	1.7	
	6:30 PM	0.0	0.0	0.0	0.0	0.0	0.0	3.8	0.0	0.0	3.6	0.0	100.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	5.1	
	6:45 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	6.2	0.0	0.0	5.9	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	0.0	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		4.8	8.8	6.8	0.0	7.0	4.7	8.2	31.2	0.0	9.1	42.1	14.0	11.5	0.0	18.6	10.0	7.6	14.7	0.0	7.8	8.7	

Peak Hour Heavy Vehicle Percentages Summary

	Hourly	From North (↓)					From East (←)					From South (↑)					From West (→)					Hourly Heavy
	Time Period	IH94-USH 41 W Frontage Rd					CTH KR - County Line Road					IH94-USH 41 W Frontage Rd					CTH KR - County Line Road					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	6:30 AM	0.0	50.0	20.0	0.0	22.2	40.0	7.1	0.0	0.0	8.9	0.0	0.0	0.0	0.0	0.0	0.0	4.1	33.3	0.0	4.5	6.4
MD	11:30 AM	0.0	10.0	0.0	0.0	4.0	4.3	6.5	38.9	0.0	16.4	75.0	0.0	14.3	0.0	25.0	0.0	8.5	20.0	0.0	8.8	13.5
PM	6:00 PM	0.0	0.0	0.0	0.0	0.0	0.0	2.3	0.0	0.0	2.2	0.0	50.0	0.0	0.0	40.0	0.0	5.8	0.0	0.0	5.4	3.7

Intersection Traffic Volume Report

Count Basics			Page 11 of 11
Start Date:	Wednesday, July 26, 2017	Weekday	Schools in Session
Total Number of Hours Counted: 13		Non-Holiday	No Special Events

15-Minute Pedestrian and Bicyclist Data

Pedestrians and Bicyclists

IH94-USH 41 W Frontage Rd and CTH KR - County Line Road

15-Minute Pedestrian and Bicyclist Data

	15-Minute	Crossing North Approach			Crossing East Approach			Crossing South Approach			Crossing West Approach			15-Min	Hourly
	Time Period	IH94-USH 41 W Frontage Rd			CTH KR - County Line Road			IH94-USH 41 W Frontage Rd			CTH KR - County Line Road				
	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	1
	11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	2
	12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	2
	12:15 PM	0	0	0	0	1	1	0	0	0	0	0	0	1	2
	12:30 PM	0	0	0	0	0	0	0	0	0	0	1	1	1	1
	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**	**1**	**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/helper dog)	x					
Elderly/Disabled (except wheelchairs)	x					
Wheelchairs/Electric Scooters	x					
Other (None)	x					

Intersection Traffic Volume Report

Count Basics	Version 2013.J4.1		Page 1 of 11
Start Date:	Wednesday, July 26, 2017	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

Intersection of: IH 41-94 SB Ramps and CTH KR - County Line Road

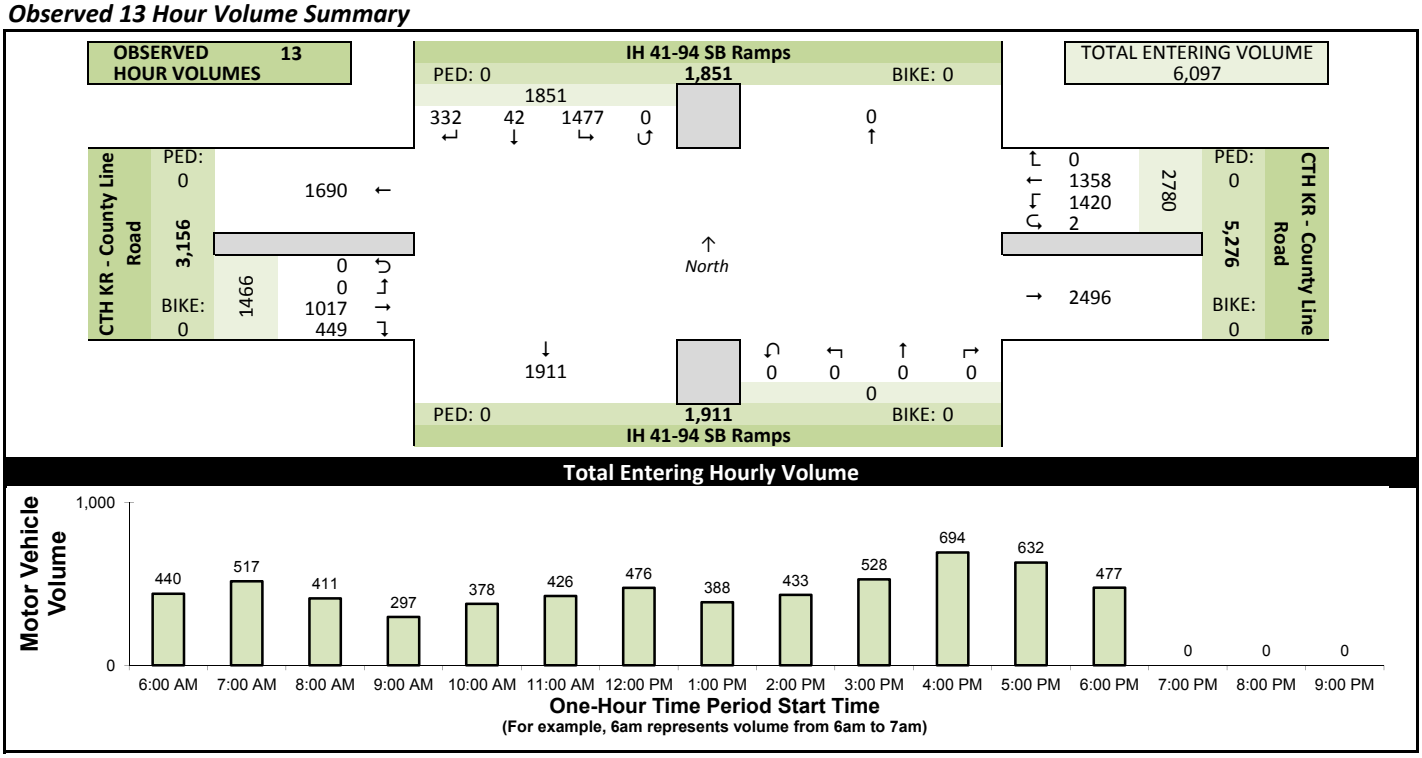
Site Information

Municipality	Village of Mt Pleasant		
County	Racine	WisDOT Region	SE
Traffic Control	All-Way Stop		
Roadway Names		North Direction	↑
North Leg	IH 41-94 SB Ramps		
East Leg	CTH KR - County Line Road		
South Leg	IH 41-94 SB Ramps		
West Leg	CTH KR - County Line Road		
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	

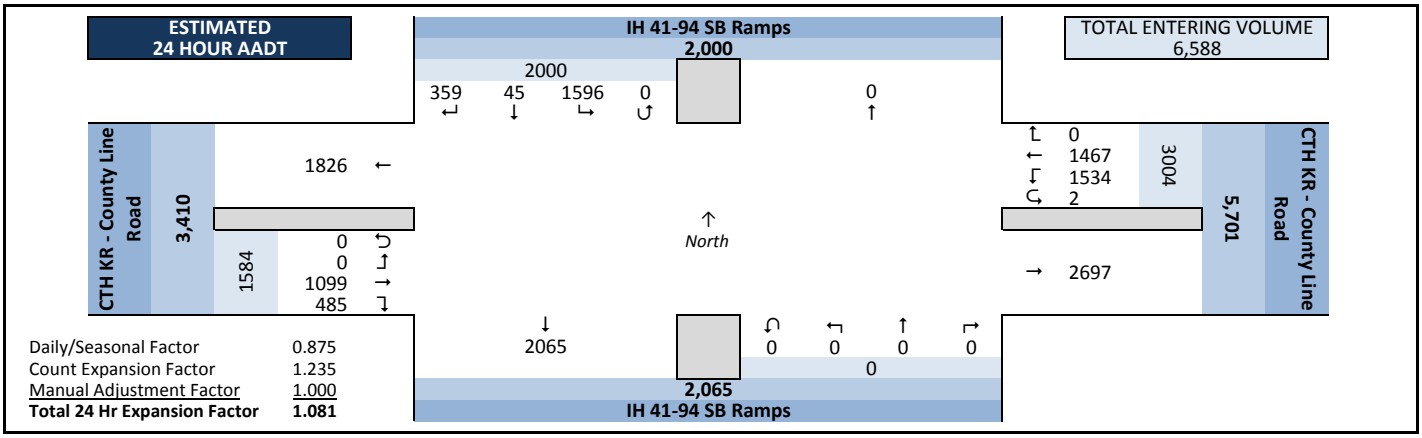
Count Information

Hrs Counted:	6:00 AM-7:00 PM				
1st Day of Count	Wednesday, July 26, 2017			Weather	
AM Peak Period	Tuesday, August 1, 2017			Clear & Dry	
Midday Peak Period	Thursday, July 27, 2017			Clear & Dry	
PM Peak Period	Wednesday, July 26, 2017			Clear & Dry	
Calculated Peak Hours					
AM	6:45-7:45am	MD	11:30-12:30am	PM	4:15-5:15pm
Peak Hours Selected for Analysis					
AM	6:30-7:30am	MD	11:30-12:30am	PM	6:00-7:00pm
Daily/Seasonal Adjustment Group	(2) Urban Arterials & Collectors				
Count Expansion Group	(2) Urban Arterials & Collectors				
Daily/Seasonal Adjustment Factor	0.875	Count Expansion Factor	1.235		
Company Name	TADI, Inc.			Manual Adj.	1.000
Observers	AM Peak Period	Lee Oestreich			
	Midday Peak Period	Wendy Picard			
	PM Peak Period	Jeff Schleif			
Comments	2016 DOT Seasonal Factors				

Observed 13 Hour Volume Summary



Estimated 24 Hour AADT



Daily/Seasonal Factor	0.875
Count Expansion Factor	1.235
Manual Adjustment Factor	1.000
Total 24 Hr Expansion Factor	**1.081**

Intersection Traffic Volume Report

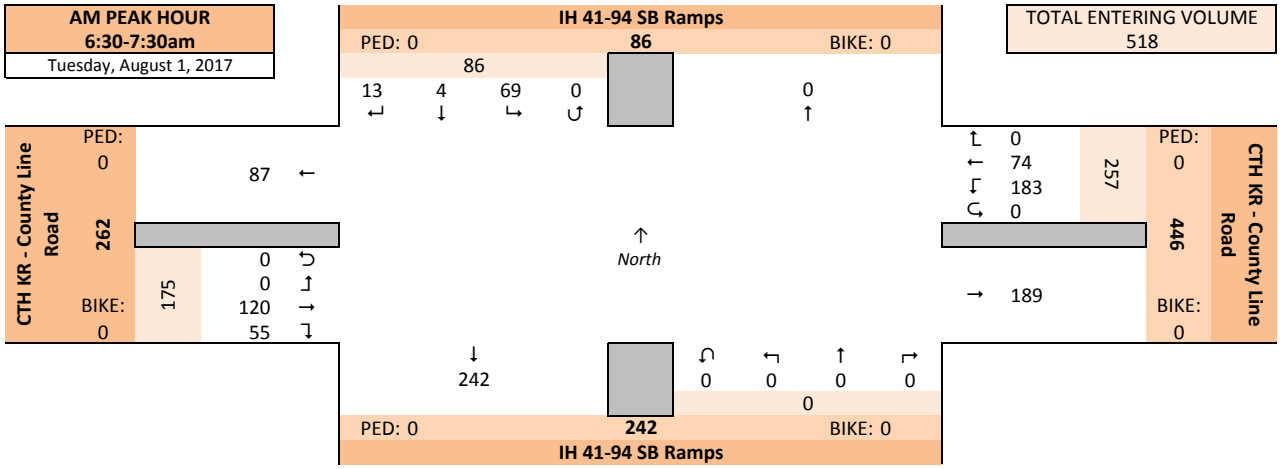
Count Basics			Page 2 of 11
Start Date:	Wednesday, July 26, 2017	Weekday	Schools in Session
Total Number of Hours Counted: 13		Non-Holiday	No Special Events

Peak Hour Volume Graphical Summary

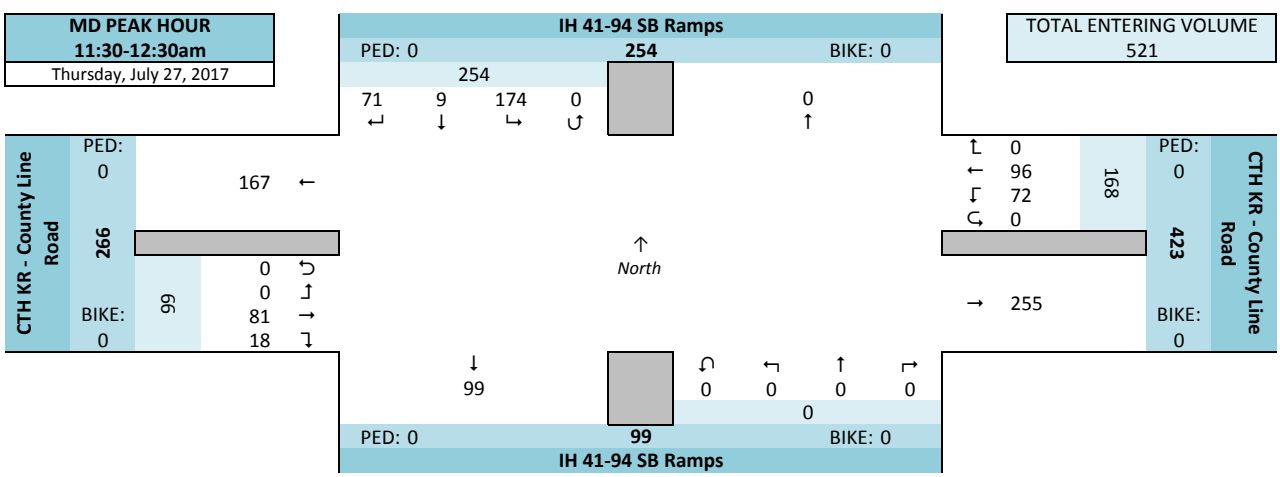
All Motor Vehicles

IH 41-94 SB Ramps and CTH KR - County Line Road

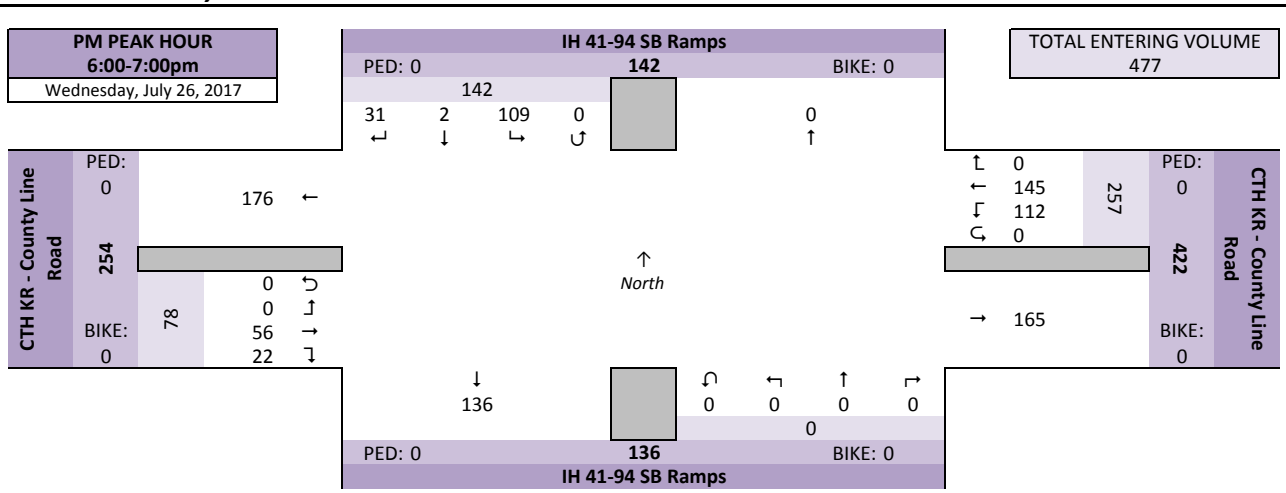
AM Peak Hour Summary



Midday (MD) Peak Hour Summary



PM Peak Hour Summary



Intersection Traffic Volume Report

Count Basics			*Page 3 of 11*
Start Date:	Wednesday, July 26, 2017	Weekday	Schools in Session
Total Number of Hours Counted: 13		Non-Holiday	No Special Events

Peak Hour Volume Summary

IH 41-94 SB Ramps and CTH KR - County Line Road

All Motor Vehicles

Peak Hour Volumes, Truck Percentages, and PHFs

Tuesday, August 1, 2017		From North					From East					From South					From West					
	AM Peak Hour	IH 41-94 SB Ramps					CTH KR - County Line Road					IH 41-94 SB Ramps					CTH KR - County Line Road					
	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	6:30 AM	3	1	21	0	25	0	18	47	0	65	0	0	0	0	0	13	20	0	0	33	123
	6:45 AM	2	2	11	0	15	0	23	53	0	76	0	0	0	0	0	14	34	0	0	48	139
	7:00 AM	2	1	16	0	19	0	12	36	0	48	0	0	0	0	0	10	30	0	0	40	107
	7:15 AM	6	0	21	0	27	0	21	47	0	68	0	0	0	0	0	18	36	0	0	54	149
	Peak Hour Volume	13	4	69	0	86	0	74	183	0	257	0	0	0	0	0	55	120	0	0	175	518
	Rounded Hourly Volume	15	5	70	0	90	0	75	185	0	260	0	0	0	0	0	55	120	0	0	175	525
	% Single Unit Trucks	15.4	0.0	11.6	0.0	11.6	0.0	1.4	1.6	0.0	1.6	0.0	0.0	0.0	0.0	0.0	1.8	5.0	0.0	0.0	4.0	4.1
	% Heavy Trucks	15.4	100.0	1.4	0.0	8.1	0.0	4.1	1.6	0.0	2.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2.5
	% Trucks (Total)	30.8	100.0	13.0	0.0	19.8	0.0	5.4	3.3	0.0	3.9	0.0	0.0	0.0	0.0	0.0	1.8	5.0	0.0	0.0	4.0	6.6
	Peak Hour Factor (PHF)	0.54	0.50	0.82	0.00	0.80	0.00	0.80	0.86	0.00	0.85	0.00	0.00	0.00	0.00	0.00	0.76	0.83	0.00	0.00	0.81	0.87

Thursday, July 27, 2017		From North					From East					From South					From West					
	MD Peak Hour	IH 41-94 SB Ramps					CTH KR - County Line Road					IH 41-94 SB Ramps					CTH KR - County Line Road					
	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	16	1	34	0	51	0	22	16	0	38	0	0	0	0	0	5	30	0	0	35	124
	11:45 AM	18	2	48	0	68	0	21	13	0	34	0	0	0	0	0	3	21	0	0	24	126
	12:00 PM	23	2	42	0	67	0	21	14	0	35	0	0	0	0	0	2	15	0	0	17	119
	12:15 PM	14	4	50	0	68	0	32	29	0	61	0	0	0	0	0	8	15	0	0	23	152
	Peak Hour Volume	71	9	174	0	254	0	96	72	0	168	0	0	0	0	0	18	81	0	0	99	521
	Rounded Hourly Volume	70	10	175	0	255	0	95	70	0	165	0	0	0	0	0	20	80	0	0	100	520
	% Single Unit Trucks	11.3	0.0	6.3	0.0	7.5	0.0	6.2	2.8	0.0	4.8	0.0	0.0	0.0	0.0	0.0	11.1	6.2	0.0	0.0	7.1	6.5
	% Heavy Trucks	18.3	44.4	6.9	0.0	11.4	0.0	0.0	5.6	0.0	2.4	0.0	0.0	0.0	0.0	0.0	0.0	3.7	0.0	0.0	3.0	6.9
	% Trucks (Total)	29.6	44.4	13.2	0.0	18.9	0.0	6.2	8.3	0.0	7.1	0.0	0.0	0.0	0.0	0.0	11.1	9.9	0.0	0.0	10.1	13.4
	Peak Hour Factor (PHF)	0.77	0.56	0.87	0.00	0.93	0.00	0.75	0.62	0.00	0.69	0.00	0.00	0.00	0.00	0.00	0.56	0.67	0.00	0.00	0.71	0.86

Wednesday, July 26, 2017		From North					From East					From South					From West					
	PM Peak Hour	IH 41-94 SB Ramps					CTH KR - County Line Road					IH 41-94 SB Ramps					CTH KR - County Line Road					
	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	6:00 PM	12	0	26	0	38	0	42	25	0	67	0	0	0	0	0	8	15	0	0	23	128
	6:15 PM	3	1	30	0	34	0	27	25	0	52	0	0	0	0	0	6	16	0	0	22	108
	6:30 PM	10	0	30	0	40	0	44	46	0	90	0	0	0	0	0	4	9	0	0	13	143
	6:45 PM	6	1	23	0	30	0	32	16	0	48	0	0	0	0	0	4	16	0	0	20	98
	Peak Hour Volume	31	2	109	0	142	0	145	112	0	257	0	0	0	0	0	22	56	0	0	78	477
	Rounded Hourly Volume	30	0	110	0	140	0	145	110	0	255	0	0	0	0	0	20	55	0	0	75	470
	% Single Unit Trucks	6.5	0.0	0.0	0.0	1.4	0.0	1.4	0.9	0.0	1.2	0.0	0.0	0.0	0.0	0.0	4.5	3.6	0.0	0.0	3.8	1.7
	% Heavy Trucks	0.0	100.0	0.9	0.0	2.1	0.0	0.0	1.8	0.0	0.8	0.0	0.0	0.0	0.0	0.0	4.5	0.0	0.0	0.0	1.3	1.3
	% Trucks (Total)	6.5	100.0	0.9	0.0	3.5	0.0	1.4	2.7	0.0	1.9	0.0	0.0	0.0	0.0	0.0	9.1	3.6	0.0	0.0	5.1	2.9
	Peak Hour Factor (PHF)	0.65	0.50	0.91	0.00	0.89	0.00	0.82	0.61	0.00	0.71	0.00	0.00	0.00	0.00	0.00	0.69	0.87	0.00	0.00	0.85	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
		IH 41-94 SB Ramps			CTH KR - County Line Road			IH 41-94 SB Ramps			CTH KR - County Line Road			
	15-Minute Start Time	Pedestrian	Bicyclist	Total	Pedestrian	Bicyclist	Total	Pedestrian	Bicyclist	Total	Pedestrian	Bicyclist	Total	
AM	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
	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	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
	Total	0	0	0	0	0	0	0	0	0	0	0	0	0

Intersection Traffic Volume Report

Count Basics			Page 4 of 11
Start Date:	Wednesday, July 26, 2017	Weekday	Schools in Session
Total Number of Hours Counted: 13		Non-Holiday	No Special Events

Hourly Volume Summary - Motor Vehicle Data

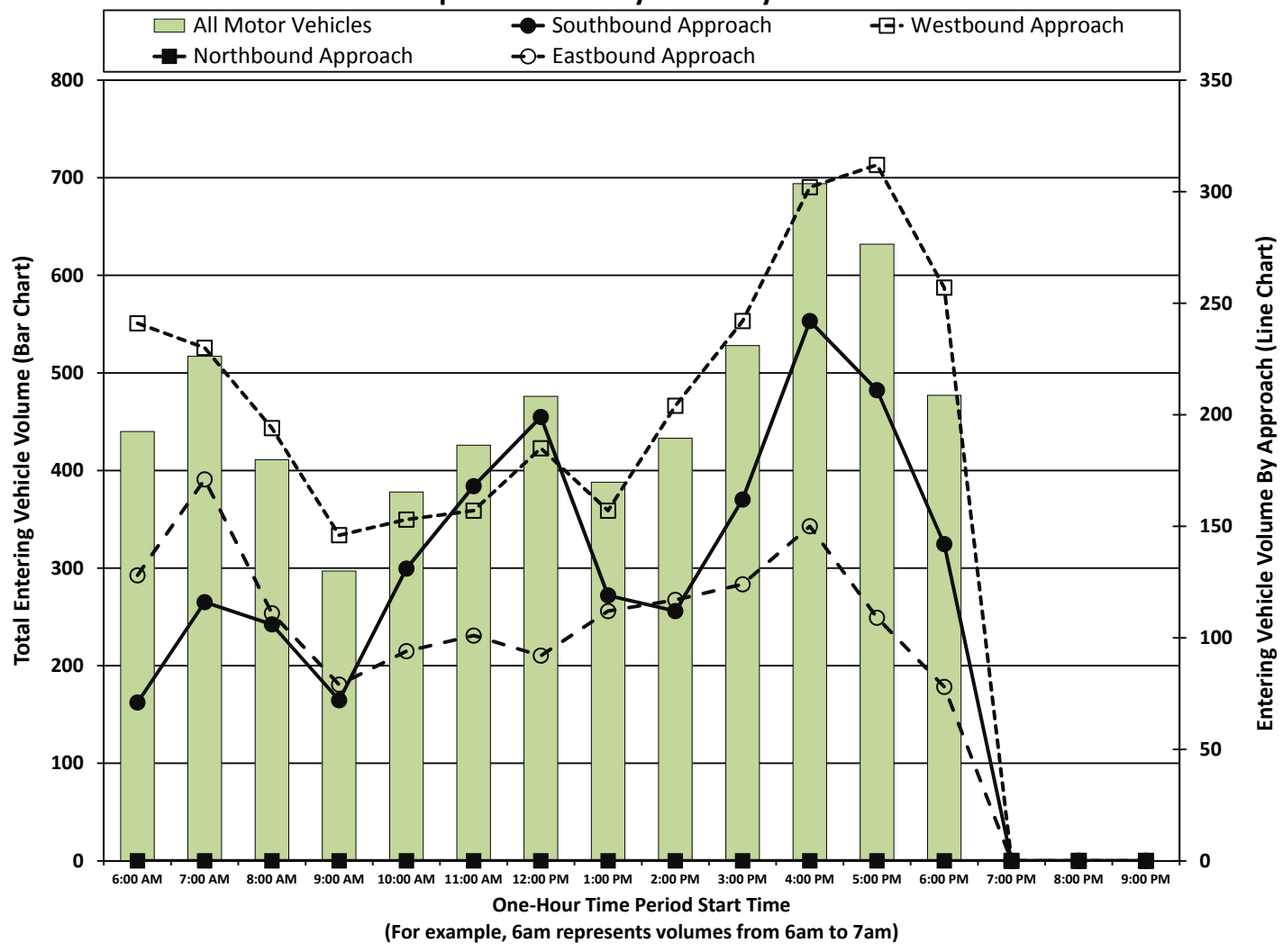
All Motor Vehicles

IH 41-94 SB Ramps and CTH KR - County Line Road

One-Hour Motor Vehicle Data

One-Hour Time Period Start Time		From North (IH 41-94 SB Ramps)					From East (CTH KR - County Line Road)					From South (IH 41-94 SB Ramps)					From West (CTH KR - County Line Road)					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	13	4	54	0	71	0	70	171	0	241	0	0	0	0	0	45	83	0	0	128	440	369	71
AM	7:00 AM	14	2	100	0	116	0	63	167	0	230	0	0	0	0	0	56	115	0	0	171	517	401	116
AM	8:00 AM	17	4	85	0	106	0	51	142	1	194	0	0	0	0	0	39	72	0	0	111	411	305	106
AM	9:00 AM	10	3	59	0	72	0	70	76	0	146	0	0	0	0	0	28	51	0	0	79	297	225	72
MD	10:00 AM	33	3	95	0	131	0	87	66	0	153	0	0	0	0	0	21	73	0	0	94	378	247	131
MD	11:00 AM	47	3	118	0	168	0	81	76	0	157	0	0	0	0	0	20	81	0	0	101	426	258	168
MD	12:00 PM	52	6	141	0	199	0	93	92	0	185	0	0	0	0	0	27	65	0	0	92	476	277	199
MD	1:00 PM	17	2	100	0	119	0	74	82	1	157	0	0	0	0	0	37	75	0	0	112	388	269	119
PM	2:00 PM	15	5	92	0	112	0	130	74	0	204	0	0	0	0	0	39	78	0	0	117	433	321	112
PM	3:00 PM	20	2	140	0	162	0	135	107	0	242	0	0	0	0	0	30	94	0	0	124	528	366	162
PM	4:00 PM	31	3	208	0	242	0	178	124	0	302	0	0	0	0	0	42	108	0	0	150	694	452	242
PM	5:00 PM	32	3	176	0	211	0	181	131	0	312	0	0	0	0	0	43	66	0	0	109	632	421	211
PM	6:00 PM	31	2	109	0	142	0	145	112	0	257	0	0	0	0	0	22	56	0	0	78	477	335	142
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		332	42	1477	0	1851	0	1358	1420	2	2780	0	0	0	0	0	449	1017	0	0	1466	6097	4246	1851

Graphical Summary of Hourly Volumes



Intersection Traffic Volume Report

Count Basics		*Page 5 of 11*
Start Date: Wednesday, July 26, 2017	Weekday	Schools in Session
Total Number of Hours Counted: 13	Non-Holiday	No Special Events

15-Minute Motor Vehicle Data

All Motor Vehicles

IH 41-94 SB Ramps and CTH KR - County Line Road

15-Minute Motor Vehicle Data

15-Minute Time Period		From North (↓) IH 41-94 SB Ramps					From East (←) CTH KR - County Line Road					From South (↑) IH 41-94 SB Ramps					From West (→) CTH KR - County Line Road					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	4	0	10	0	14	0	14	40	0	54	0	0	0	0	0	12	21	0	0	33	101	440	0.79
	6:15 AM	4	1	12	0	17	0	15	31	0	46	0	0	0	0	0	6	8	0	0	14	77	446	0.80
	6:30 AM	3	1	21	0	25	0	18	47	0	65	0	0	0	0	0	13	20	0	0	33	123	518	0.87
	6:45 AM	2	2	11	0	15	0	23	53	0	76	0	0	0	0	0	14	34	0	0	48	139	531	0.89
	7:00 AM	2	1	16	0	19	0	12	36	0	48	0	0	0	0	0	10	30	0	0	40	107	517	0.87
	7:15 AM	6	0	21	0	27	0	21	47	0	68	0	0	0	0	0	18	36	0	0	54	149	515	0.86
	7:30 AM	4	0	33	0	37	0	18	40	0	58	0	0	0	0	0	15	26	0	0	41	136	472	0.87
	7:45 AM	2	1	30	0	33	0	12	44	0	56	0	0	0	0	0	13	23	0	0	36	125	434	0.87
	8:00 AM	5	3	23	0	31	0	12	35	0	47	0	0	0	0	0	11	16	0	0	27	105	411	0.97
	8:15 AM	2	1	27	0	30	0	6	38	0	44	0	0	0	0	0	10	22	0	0	32	106	394	0.93
	8:30 AM	4	0	21	0	25	0	14	31	1	46	0	0	0	0	0	8	19	0	0	27	98	363	0.89
	8:45 AM	6	0	14	0	20	0	19	38	0	57	0	0	0	0	0	10	15	0	0	25	102	328	0.80
	9:00 AM	0	0	17	0	17	0	22	29	0	51	0	0	0	0	0	9	11	0	0	20	88	297	0.84
	9:15 AM	2	1	12	0	15	0	19	18	0	37	0	0	0	0	0	8	15	0	0	23	75	311	0.76
	9:30 AM	3	1	13	0	17	0	13	14	0	27	0	0	0	0	0	6	13	0	0	19	63	319	0.78
	9:45 AM	5	1	17	0	23	0	16	15	0	31	0	0	0	0	0	5	12	0	0	17	71	350	0.86
Midday Peak Period	10:00 AM	6	0	23	0	29	0	21	26	0	47	0	0	0	0	0	4	22	0	0	26	102	378	0.93
	10:15 AM	3	0	24	0	27	0	14	17	0	31	0	0	0	0	0	9	16	0	0	25	83	360	0.91
	10:30 AM	10	1	21	0	32	0	28	11	0	39	0	0	0	0	0	5	18	0	0	23	94	369	0.93
	10:45 AM	14	2	27	0	43	0	24	12	0	36	0	0	0	0	0	3	17	0	0	20	99	399	0.80
	11:00 AM	7	0	17	0	24	0	16	26	0	42	0	0	0	0	0	8	10	0	0	18	84	426	0.85
	11:15 AM	6	0	19	0	25	0	22	21	0	43	0	0	0	0	0	4	20	0	0	24	92	461	0.91
	11:30 AM	16	1	34	0	51	0	22	16	0	38	0	0	0	0	0	5	30	0	0	35	124	521	0.86
	11:45 AM	18	2	48	0	68	0	21	13	0	34	0	0	0	0	0	3	21	0	0	24	126	499	0.82
	12:00 PM	23	2	42	0	67	0	21	14	0	35	0	0	0	0	0	2	15	0	0	17	119	476	0.78
	12:15 PM	14	4	50	0	68	0	32	29	0	61	0	0	0	0	0	8	15	0	0	23	152	459	0.75
	12:30 PM	5	0	27	0	32	0	21	28	0	49	0	0	0	0	0	5	16	0	0	21	102	415	0.96
	12:45 PM	10	0	22	0	32	0	19	21	0	40	0	0	0	0	0	12	19	0	0	31	103	392	0.91
	1:00 PM	6	1	29	0	36	0	19	22	0	41	0	0	0	0	0	8	17	0	0	25	102	388	0.90
	1:15 PM	5	0	27	0	32	0	21	28	0	49	0	0	0	0	0	12	15	0	0	27	108	380	0.88
	1:30 PM	2	0	15	0	17	0	15	17	1	33	0	0	0	0	0	9	20	0	0	29	79	371	0.94
	1:45 PM	4	1	29	0	34	0	19	15	0	34	0	0	0	0	0	8	23	0	0	31	99	403	0.91
PM Peak Period	2:00 PM	3	0	21	0	24	0	25	18	0	43	0	0	0	0	0	10	17	0	0	27	94	433	0.84
	2:15 PM	2	2	19	0	23	0	37	16	0	53	0	0	0	0	0	7	16	0	0	23	99	461	0.89
	2:30 PM	3	3	23	0	29	0	33	16	0	49	0	0	0	0	0	14	19	0	0	33	111	489	0.95
	2:45 PM	7	0	29	0	36	0	35	24	0	59	0	0	0	0	0	8	26	0	0	34	129	516	0.93
	3:00 PM	4	0	31	0	35	0	27	26	0	53	0	0	0	0	0	9	25	0	0	34	122	528	0.94
	3:15 PM	3	1	33	0	37	0	31	29	0	60	0	0	0	0	0	5	25	0	0	30	127	556	0.93
	3:30 PM	8	0	38	0	46	0	32	24	0	56	0	0	0	0	0	7	29	0	0	36	138	611	0.84
	3:45 PM	5	1	38	0	44	0	45	28	0	73	0	0	0	0	0	9	15	0	0	24	141	646	0.89
	4:00 PM	5	0	43	0	48	0	39	30	0	69	0	0	0	0	0	8	25	0	0	33	150	694	0.92
	4:15 PM	9	2	57	0	68	0	48	29	0	77	0	0	0	0	0	11	26	0	0	37	182	710	0.94
	4:30 PM	8	0	54	0	62	0	39	28	0	67	0	0	0	0	0	9	35	0	0	44	173	694	0.92
	4:45 PM	9	1	54	0	64	0	52	37	0	89	0	0	0	0	0	14	22	0	0	36	189	693	0.92
	5:00 PM	6	1	54	0	61	0	45	35	0	80	0	0	0	0	0	10	15	0	0	25	166	632	0.92
	5:15 PM	13	0	48	0	61	0	46	27	0	73	0	0	0	0	0	12	20	0	0	32	166	594	0.86
	5:30 PM	9	2	42	0	53	0	45	42	0	87	0	0	0	0	0	12	20	0	0	32	172	536	0.78
	5:45 PM	4	0	32	0	36	0	45	27	0	72	0	0	0	0	0	9	11	0	0	20	128	507	0.89
	6:00 PM	12	0	26	0	38	0	42	25	0	67	0	0	0	0	0	8	15	0	0	23	128	477	0.83
	6:15 PM	3	1	30	0	34	0	27	25	0	52	0	0	0	0	0	6	16	0	0	22	108		
	6:30 PM	10	0	30	0	40	0	44	46	0	90	0	0	0	0	0	4	9	0	0	13	143		
	6:45 PM	6	1	23	0	30	0	32	16	0	48	0	0	0	0	0	4	16	0	0	20	98		
	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		332	42	1477	0	1851	0	1358	1420	2	2780	0	0	0	0	0	449	1017	0	0	1466	6097		

Peak Hour All Vehicle Volume Summary

Hourly Time Period		From North (↓) IH 41-94 SB Ramps					From East (←) CTH KR - County Line Road					From South (↑) IH 41-94 SB Ramps					From West (→) CTH KR - County Line Road					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	6:30 AM	13	4	69	0	86	0	74	183	0	257	0	0	0	0	0	55	120	0	0	175	518	0.87
MD	11:30 AM	71	9	174	0	254	0	96	72	0	168	0	0	0	0	0	18	81	0	0	99	521	0.86
PM	6:00 PM	31	2	109	0	142	0	145	112	0	257	0	0	0	0	0	22	56	0	0	78	477	0.83

Intersection Traffic Volume Report

Count Basics			*Page 6 of 11*
Start Date:	Wednesday, July 26, 2017	Weekday	Schools in Session
Total Number of Hours Counted: 13		Non-Holiday	No Special Events

15-Minute Automobile Data

Automobiles (Cars, Light Trucks, & Motorcycles)

IH 41-94 SB Ramps and CTH KR - County Line Road

15-Minute Automobile Data

15-Minute Time Period		From North (↓)					From East (←)					From South (↑)					From West (→)					15-Min	Hourly
		IH 41-94 SB Ramps					CTH KR - County Line Road					IH 41-94 SB Ramps					CTH KR - County Line Road						
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	4	0	10	0	14	0	13	39	0	52	0	0	0	0	0	12	13	0	0	25	91	404
	6:15 AM	4	0	10	0	14	0	14	31	0	45	0	0	0	0	0	5	8	0	0	13	72	415
	6:30 AM	3	0	17	0	20	0	18	46	0	64	0	0	0	0	0	13	16	0	0	29	113	484
	6:45 AM	1	0	8	0	9	0	22	51	0	73	0	0	0	0	0	13	33	0	0	46	128	492
	7:00 AM	1	0	15	0	16	0	11	36	0	47	0	0	0	0	0	10	29	0	0	39	102	476
	7:15 AM	4	0	20	0	24	0	19	44	0	63	0	0	0	0	0	18	36	0	0	54	141	470
	7:30 AM	4	0	30	0	34	0	17	36	0	53	0	0	0	0	0	13	21	0	0	34	121	423
	7:45 AM	2	0	27	0	29	0	12	42	0	54	0	0	0	0	0	10	19	0	0	29	112	391
	8:00 AM	4	2	18	0	24	0	11	34	0	45	0	0	0	0	0	11	16	0	0	27	96	373
	8:15 AM	2	0	21	0	23	0	4	37	0	41	0	0	0	0	0	9	21	0	0	30	94	356
	8:30 AM	3	0	20	0	23	0	12	27	1	40	0	0	0	0	0	8	18	0	0	26	89	331
	8:45 AM	6	0	13	0	19	0	15	37	0	52	0	0	0	0	0	10	13	0	0	23	94	295
	9:00 AM	0	0	15	0	15	0	19	28	0	47	0	0	0	0	0	8	9	0	0	17	79	265
	9:15 AM	2	0	10	0	12	0	18	18	0	36	0	0	0	0	0	8	13	0	0	21	69	276
	9:30 AM	3	0	11	0	14	0	11	13	0	24	0	0	0	0	0	6	9	0	0	15	53	282
	9:45 AM	3	0	17	0	20	0	12	15	0	27	0	0	0	0	0	5	12	0	0	17	64	311
Midday Peak Period	10:00 AM	5	0	20	0	25	0	19	24	0	43	0	0	0	0	0	3	19	0	0	22	90	332
	10:15 AM	2	0	22	0	24	0	13	15	0	28	0	0	0	0	0	9	14	0	0	23	75	319
	10:30 AM	9	0	17	0	26	0	26	9	0	35	0	0	0	0	0	5	16	0	0	21	82	320
	10:45 AM	10	1	24	0	35	0	21	11	0	32	0	0	0	0	0	3	15	0	0	18	85	348
	11:00 AM	6	0	15	0	21	0	14	24	0	38	0	0	0	0	0	8	10	0	0	18	77	367
	11:15 AM	6	0	17	0	23	0	19	16	0	35	0	0	0	0	0	3	15	0	0	18	76	395
	11:30 AM	13	1	29	0	43	0	19	14	0	33	0	0	0	0	0	5	29	0	0	34	110	451
	11:45 AM	8	1	42	0	51	0	21	12	0	33	0	0	0	0	0	3	17	0	0	20	104	441
	12:00 PM	21	1	36	0	58	0	20	13	0	33	0	0	0	0	0	1	13	0	0	14	105	429
	12:15 PM	8	2	44	0	54	0	30	27	0	57	0	0	0	0	0	7	14	0	0	21	132	415
	12:30 PM	4	0	27	0	31	0	20	28	0	48	0	0	0	0	0	5	16	0	0	21	100	378
	12:45 PM	7	0	19	0	26	0	17	20	0	37	0	0	0	0	0	11	18	0	0	29	92	348
	1:00 PM	6	1	26	0	33	0	15	20	0	35	0	0	0	0	0	8	15	0	0	23	91	342
	1:15 PM	4	0	24	0	28	0	20	24	0	44	0	0	0	0	0	11	12	0	0	23	95	336
	1:30 PM	1	0	12	0	13	0	13	17	1	31	0	0	0	0	0	7	19	0	0	26	70	330
	1:45 PM	3	0	25	0	28	0	18	13	0	31	0	0	0	0	0	7	20	0	0	27	86	359
PM Peak Period	2:00 PM	3	0	19	0	22	0	24	16	0	40	0	0	0	0	0	9	14	0	0	23	85	391
	2:15 PM	1	0	17	0	18	0	35	15	0	50	0	0	0	0	0	6	15	0	0	21	89	422
	2:30 PM	2	1	21	0	24	0	28	15	0	43	0	0	0	0	0	14	18	0	0	32	99	449
	2:45 PM	6	0	27	0	33	0	31	22	0	53	0	0	0	0	0	7	25	0	0	32	118	480
	3:00 PM	3	0	30	0	33	0	25	25	0	50	0	0	0	0	0	9	24	0	0	33	116	491
	3:15 PM	2	0	29	0	31	0	30	29	0	59	0	0	0	0	0	5	21	0	0	26	116	518
	3:30 PM	8	0	36	0	44	0	29	23	0	52	0	0	0	0	0	7	27	0	0	34	130	580
	3:45 PM	4	1	36	0	41	0	41	25	0	66	0	0	0	0	0	9	13	0	0	22	129	618
	4:00 PM	4	0	41	0	45	0	37	29	0	66	0	0	0	0	0	8	24	0	0	32	143	666
	4:15 PM	9	0	57	0	66	0	48	28	0	76	0	0	0	0	0	11	25	0	0	36	178	681
	4:30 PM	8	0	52	0	60	0	37	28	0	65	0	0	0	0	0	9	34	0	0	43	168	663
	4:45 PM	7	0	52	0	59	0	49	37	0	86	0	0	0	0	0	14	18	0	0	32	177	663
	5:00 PM	6	0	53	0	59	0	43	33	0	76	0	0	0	0	0	9	14	0	0	23	158	612
	5:15 PM	13	0	48	0	61	0	42	26	0	68	0	0	0	0	0	12	19	0	0	31	160	578
	5:30 PM	9	2	42	0	53	0	42	41	0	83	0	0	0	0	0	12	20	0	0	32	168	523
	5:45 PM	4	0	31	0	35	0	44	27	0	71	0	0	0	0	0	9	11	0	0	20	126	493
	6:00 PM	11	0	26	0	37	0	41	25	0	66	0	0	0	0	0	6	15	0	0	21	124	463
	6:15 PM	3	0	29	0	32	0	27	25	0	52	0	0	0	0	0	6	15	0	0	21	105	
	6:30 PM	9	0	30	0	39	0	43	43	0	86	0	0	0	0	0	4	9	0	0	13	138	
	6:45 PM	6	0	23	0	29	0	32	16	0	48	0	0	0	0	0	4	15	0	0	19	96	
	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		277	13	1360	0	1650	0	1261	1349	2	2612	0	0	0	0	0	425	924	0	0	1349	5611	

Peak Hour Automobile Volume Summary

Hourly Time Period		From North (↓)					From East (←)					From South (↑)					From West (→)					Total Hourly
		IH 41-94 SB Ramps					CTH KR - County Line Road					IH 41-94 SB Ramps					CTH KR - County Line Road					
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	6:30 AM	9	0	60	0	69	0	70	177	0	247	0	0	0	0	0	54	114	0	0	168	484
MD	11:30 AM	50	5	151	0	206	0	90	66	0	156	0	0	0	0	0	16	73	0	0	89	451
PM	6:00 PM	29	0	108	0	137	0	143	109	0	252	0	0	0	0	0	20	54	0	0	74	463

Intersection Traffic Volume Report

Count Basics			*Page 7 of 11*
Start Date:	Wednesday, July 26, 2017	Weekday	Schools in Session
Total Number of Hours Counted: 13		Non-Holiday	No Special Events

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

Single Unit (SU) Trucks & Buses

IH 41-94 SB Ramps and CTH KR - County Line Road

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

	15-Minute Time Period Start Time	From North (↓) IH 41-94 SB Ramps					From East (←) CTH KR - County Line Road					From South (↑) IH 41-94 SB Ramps					From West (→) CTH KR - County Line Road					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	7	0	0	7	7	23
	6:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	18
	6:30 AM	0	0	4	0	4	0	0	1	0	1	0	0	0	0	0	0	4	0	0	4	9	21
	6:45 AM	0	0	3	0	3	0	1	1	0	2	0	0	0	0	0	1	1	0	0	2	7	20
	7:00 AM	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	2	22
	7:15 AM	2	0	0	0	2	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	3	26
	7:30 AM	0	0	2	0	2	0	1	2	0	3	0	0	0	0	0	2	1	0	0	3	8	28
	7:45 AM	0	0	2	0	2	0	0	2	0	2	0	0	0	0	0	2	3	0	0	5	9	27
	8:00 AM	1	1	3	0	5	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	6	24
	8:15 AM	0	0	5	0	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5	24
	8:30 AM	1	0	0	0	1	0	2	3	0	5	0	0	0	0	0	0	1	0	0	1	7	23
	8:45 AM	0	0	1	0	1	0	3	0	0	3	0	0	0	0	0	0	2	0	0	2	6	22
	9:00 AM	0	0	2	0	2	0	2	0	0	2	0	0	0	0	0	1	1	0	0	2	6	20
	9:15 AM	0	1	2	0	3	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	4	22
	9:30 AM	0	0	2	0	2	0	1	0	0	1	0	0	0	0	0	0	3	0	0	3	6	24
	9:45 AM	2	0	0	0	2	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	4	26
Midday Peak Period	10:00 AM	1	0	2	0	3	0	2	0	0	2	0	0	0	0	0	1	2	0	0	3	8	29
	10:15 AM	1	0	2	0	3	0	1	0	0	1	0	0	0	0	0	0	2	0	0	2	6	25
	10:30 AM	0	0	3	0	3	0	2	1	0	3	0	0	0	0	0	0	2	0	0	2	8	32
	10:45 AM	1	0	1	0	2	0	2	1	0	3	0	0	0	0	0	0	2	0	0	2	7	31
	11:00 AM	0	0	0	0	0	0	2	2	0	4	0	0	0	0	0	0	0	0	0	0	4	33
	11:15 AM	0	0	1	0	1	0	3	4	0	7	0	0	0	0	0	0	5	0	0	5	13	37
	11:30 AM	1	0	3	0	4	0	3	0	0	3	0	0	0	0	0	0	0	0	0	0	7	34
	11:45 AM	4	0	2	0	6	0	0	0	0	0	0	0	0	0	0	0	3	0	0	3	9	29
	12:00 PM	2	0	2	0	4	0	1	1	0	2	0	0	0	0	0	1	1	0	0	2	8	27
	12:15 PM	1	0	4	0	5	0	2	1	0	3	0	0	0	0	0	1	1	0	0	2	10	26
	12:30 PM	1	0	0	0	1	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	2	23
	12:45 PM	1	0	2	0	3	0	2	0	0	2	0	0	0	0	0	1	1	0	0	2	7	28
	1:00 PM	0	0	2	0	2	0	3	0	0	3	0	0	0	0	0	0	2	0	0	2	7	27
	1:15 PM	1	0	2	0	3	0	1	1	0	2	0	0	0	0	0	1	1	0	0	2	7	27
	1:30 PM	0	0	2	0	2	0	2	0	0	2	0	0	0	0	0	2	1	0	0	3	7	26
	1:45 PM	0	0	0	0	0	0	1	2	0	3	0	0	0	0	0	1	2	0	0	3	6	28
PM Peak Period	2:00 PM	0	0	1	0	1	0	1	2	0	3	0	0	0	0	0	1	2	0	0	3	7	31
	2:15 PM	1	1	1	0	3	0	2	0	0	2	0	0	0	0	0	1	0	0	0	1	6	30
	2:30 PM	1	1	2	0	4	0	4	0	0	4	0	0	0	0	0	0	1	0	0	1	9	30
	2:45 PM	1	0	2	0	3	0	3	1	0	4	0	0	0	0	0	1	1	0	0	2	9	27
	3:00 PM	1	0	1	0	2	0	2	1	0	3	0	0	0	0	0	0	1	0	0	1	6	27
	3:15 PM	1	0	3	0	4	0	1	0	0	1	0	0	0	0	0	0	1	0	0	1	6	25
	3:30 PM	0	0	1	0	1	0	2	1	0	3	0	0	0	0	0	0	2	0	0	2	6	21
	3:45 PM	1	0	2	0	3	0	3	1	0	4	0	0	0	0	0	0	2	0	0	2	9	18
	4:00 PM	1	0	2	0	3	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	4	20
	4:15 PM	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	1	0	0	1	2	20
	4:30 PM	0	0	1	0	1	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	3	23
	4:45 PM	2	0	2	0	4	0	3	0	0	3	0	0	0	0	0	0	4	0	0	4	11	23
	5:00 PM	0	0	1	0	1	0	2	1	0	3	0	0	0	0	0	0	0	0	0	0	4	14
	5:15 PM	0	0	0	0	0	0	4	0	0	4	0	0	0	0	0	0	1	0	0	1	5	13
	5:30 PM	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	0	0	0	0	0	3	9
	5:45 PM	0	0	1	0	1	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	2	9
	6:00 PM	1	0	0	0	1	0	1	0	0	1	0	0	0	0	0	1	0	0	0	1	3	8
	6:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1	
	6:30 PM	1	0	0	0	1	0	1	1	0	2	0	0	0	0	0	0	0	0	0	0	3	
	6:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	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	
Totals		31	4	75	0	110	0	76	33	0	109	0	0	0	0	0	18	68	0	0	86	305	

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

	Hourly Time Period Start Time	From North (↓) IH 41-94 SB Ramps					From East (←) CTH KR - County Line Road					From South (↑) IH 41-94 SB Ramps					From West (→) CTH KR - County Line Road					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	6:30 AM	2	0	8	0	10	0	1	3	0	4	0	0	0	0	0	1	6	0	0	7	21
MD	11:30 AM	8	0	11	0	19	0	6	2	0	8	0	0	0	0	0	2	5	0	0	7	34
PM	6:00 PM	2	0	0	0	2	0	2	1	0	3	0	0	0	0	0	1	2	0	0	3	8

Intersection Traffic Volume Report

Count Basics			*Page 8 of 11*
Start Date:	Wednesday, July 26, 2017	Weekday	Schools in Session
Total Number of Hours Counted: 13		Non-Holiday	No Special Events

15-Minute Semi-Truck Data

Semi-Trucks

IH 41-94 SB Ramps and CTH KR - County Line Road

15-Minute Semi-Truck Data

15-Minute Time Period Start Time		From North (↓) IH 41-94 SB Ramps					From East (←) CTH KR - County Line Road					From South (↑) IH 41-94 SB Ramps					From West (→) CTH KR - County Line Road					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	1	1	0	2	0	0	0	0	0	0	1	0	0	1	3	13
	6:15 AM	0	1	2	0	3	0	1	0	0	1	0	0	0	0	0	1	0	0	0	1	5	13
	6:30 AM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	13
	6:45 AM	1	2	0	0	3	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	4	19
	7:00 AM	1	1	0	0	2	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	3	19
	7:15 AM	0	0	1	0	1	0	2	2	0	4	0	0	0	0	0	0	0	0	0	0	5	19
	7:30 AM	0	0	1	0	1	0	0	2	0	2	0	0	0	0	0	0	4	0	0	4	7	21
	7:45 AM	0	1	1	0	2	0	0	0	0	0	0	0	0	0	0	1	1	0	0	2	4	16
	8:00 AM	0	0	2	0	2	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	3	14
	8:15 AM	0	1	1	0	2	0	2	1	0	3	0	0	0	0	0	1	1	0	0	2	7	14
	8:30 AM	0	0	1	0	1	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	2	9
	8:45 AM	0	0	0	0	0	0	1	1	0	2	0	0	0	0	0	0	0	0	0	0	2	11
	9:00 AM	0	0	0	0	0	0	1	1	0	2	0	0	0	0	0	0	1	0	0	1	3	12
	9:15 AM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	1	0	0	1	2	13
	9:30 AM	0	1	0	0	1	0	1	1	0	2	0	0	0	0	0	0	1	0	0	1	4	13
	9:45 AM	0	1	0	0	1	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	3	13
Midday Peak Period	10:00 AM	0	0	1	0	1	0	0	2	0	2	0	0	0	0	0	0	1	0	0	1	4	17
	10:15 AM	0	0	0	0	0	0	0	2	0	2	0	0	0	0	0	0	0	0	0	0	2	16
	10:30 AM	1	1	1	0	3	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	4	17
	10:45 AM	3	1	2	0	6	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	7	20
	11:00 AM	1	0	2	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	26
	11:15 AM	0	0	1	0	1	0	0	1	0	1	0	0	0	0	0	1	0	0	0	1	3	29
	11:30 AM	2	0	2	0	4	0	0	2	0	2	0	0	0	0	0	0	1	0	0	1	7	36
	11:45 AM	6	1	4	0	11	0	0	1	0	1	0	0	0	0	0	0	1	0	0	1	13	29
	12:00 PM	0	1	4	0	5	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	6	20
	12:15 PM	5	2	2	0	9	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	10	18
	12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	14
	12:45 PM	2	0	1	0	3	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	4	16
	1:00 PM	0	0	1	0	1	0	1	2	0	3	0	0	0	0	0	0	0	0	0	0	4	19
	1:15 PM	0	0	1	0	1	0	0	3	0	3	0	0	0	0	0	0	2	0	0	2	6	17
	1:30 PM	1	0	1	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	15
	1:45 PM	1	1	4	0	6	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	7	16
PM Peak Period	2:00 PM	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	2	11
	2:15 PM	0	1	1	0	2	0	0	1	0	1	0	0	0	0	0	0	1	0	0	1	4	9
	2:30 PM	0	1	0	0	1	0	1	1	0	2	0	0	0	0	0	0	0	0	0	0	3	10
	2:45 PM	0	0	0	0	0	0	1	1	0	2	0	0	0	0	0	0	0	0	0	0	2	9
	3:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	10
	3:15 PM	0	1	1	0	2	0	0	0	0	0	0	0	0	0	0	0	3	0	0	3	5	13
	3:30 PM	0	0	1	0	1	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	2	10
	3:45 PM	0	0	0	0	0	0	1	2	0	3	0	0	0	0	0	0	0	0	0	0	3	10
	4:00 PM	0	0	0	0	0	0	1	1	0	2	0	0	0	0	0	0	1	0	0	1	3	8
	4:15 PM	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	9
	4:30 PM	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	2	8
	4:45 PM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	7
	5:00 PM	0	1	0	0	1	0	0	1	0	1	0	0	0	0	0	1	1	0	0	2	4	6
	5:15 PM	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	1	3
	5:30 PM	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	1	4
	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	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	1	6
	6:15 PM	0	1	1	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	2	0	2	0	0	0	0	0	0	0	0	0	0	2	
	6:45 PM	0	1	0	0	1	0	0	0	0	0	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		24	25	42	0	91	0	21	38	0	59	0	0	0	0	0	6	25	0	0	31	181	

Peak Hour Semi-Truck Volume Summary

Hourly Time Period Start Time		From North (↓) IH 41-94 SB Ramps					From East (←) CTH KR - County Line Road					From South (↑) IH 41-94 SB Ramps					From West (→) CTH KR - County Line Road					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	6:30 AM	0	2	5	0	7	0	3	3	0	6	0	0	0	0	0	2	6	0	0	8	21
MD	11:30 AM	7	2	4	0	13	0	1	4	0	5	0	0	0	0	0	0	0	0	0	0	18
PM	6:00 PM	0	2	1	0	3	0	2	3	0	5	0	0	0	0	0	0	2	0	0	2	10

Intersection Traffic Volume Report

Count Basics			*Page 9 of 11*
Start Date:	Wednesday, July 26, 2017	Weekday	Schools in Session
Total Number of Hours Counted: 13		Non-Holiday	No Special Events

15-Minute Heavy Vehicle Data

Heavy Vehicles (Single-Unit Trucks, Buses & Semi-Trucks)

IH 41-94 SB Ramps and CTH KR - County Line Road

15-Minute Heavy Vehicle Data

15-Minute Time Period		From North (↓) IH 41-94 SB Ramps					From East (←) CTH KR - County Line Road					From South (↑) IH 41-94 SB Ramps					From West (→) CTH KR - County Line Road					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	1	1	0	2	0	0	0	0	0	0	8	0	0	8	10	36
	6:15 AM	0	1	2	0	3	0	1	0	0	1	0	0	0	0	0	1	0	0	0	1	5	31
	6:30 AM	0	1	4	0	5	0	0	1	0	1	0	0	0	0	0	0	4	0	0	4	10	34
	6:45 AM	1	2	3	0	6	0	1	2	0	3	0	0	0	0	0	1	1	0	0	2	11	39
	7:00 AM	1	1	1	0	3	0	1	0	0	1	0	0	0	0	0	0	1	0	0	1	5	41
	7:15 AM	2	0	1	0	3	0	2	3	0	5	0	0	0	0	0	0	0	0	0	0	8	45
	7:30 AM	0	0	3	0	3	0	1	4	0	5	0	0	0	0	0	2	5	0	0	7	15	49
	7:45 AM	0	1	3	0	4	0	0	2	0	2	0	0	0	0	0	3	4	0	0	7	13	43
	8:00 AM	1	1	5	0	7	0	1	1	0	2	0	0	0	0	0	0	0	0	0	0	9	38
	8:15 AM	0	1	6	0	7	0	2	1	0	3	0	0	0	0	0	1	1	0	0	2	12	38
	8:30 AM	1	0	1	0	2	0	2	4	0	6	0	0	0	0	0	0	1	0	0	1	9	32
	8:45 AM	0	0	1	0	1	0	4	1	0	5	0	0	0	0	0	0	2	0	0	2	8	33
	9:00 AM	0	0	2	0	2	0	3	1	0	4	0	0	0	0	0	1	2	0	0	3	9	32
	9:15 AM	0	1	2	0	3	0	1	0	0	1	0	0	0	0	0	0	2	0	0	2	6	35
	9:30 AM	0	1	2	0	3	0	2	1	0	3	0	0	0	0	0	0	4	0	0	4	10	37
	9:45 AM	2	1	0	0	3	0	4	0	0	4	0	0	0	0	0	0	0	0	0	0	7	39
Midday Peak Period	10:00 AM	1	0	3	0	4	0	2	2	0	4	0	0	0	0	0	1	3	0	0	4	12	46
	10:15 AM	1	0	2	0	3	0	1	2	0	3	0	0	0	0	0	0	2	0	0	2	8	41
	10:30 AM	1	1	4	0	6	0	2	2	0	4	0	0	0	0	0	0	2	0	0	2	12	49
	10:45 AM	4	1	3	0	8	0	3	1	0	4	0	0	0	0	0	0	2	0	0	2	14	51
	11:00 AM	1	0	2	0	3	0	2	2	0	4	0	0	0	0	0	0	0	0	0	0	7	59
	11:15 AM	0	0	2	0	2	0	3	5	0	8	0	0	0	0	0	1	5	0	0	6	16	66
	11:30 AM	3	0	5	0	8	0	3	2	0	5	0	0	0	0	0	0	1	0	0	1	14	70
	11:45 AM	10	1	6	0	17	0	0	1	0	1	0	0	0	0	0	0	4	0	0	4	22	58
	12:00 PM	2	1	6	0	9	0	1	1	0	2	0	0	0	0	0	1	2	0	0	3	14	47
	12:15 PM	6	2	6	0	14	0	2	2	0	4	0	0	0	0	0	1	1	0	0	2	20	44
	12:30 PM	1	0	0	0	1	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	2	37
	12:45 PM	3	0	3	0	6	0	2	1	0	3	0	0	0	0	0	1	1	0	0	2	11	44
	1:00 PM	0	0	3	0	3	0	4	2	0	6	0	0	0	0	0	0	2	0	0	2	11	46
	1:15 PM	1	0	3	0	4	0	1	4	0	5	0	0	0	0	0	1	3	0	0	4	13	44
	1:30 PM	1	0	3	0	4	0	2	0	0	2	0	0	0	0	0	2	1	0	0	3	9	41
	1:45 PM	1	1	4	0	6	0	1	2	0	3	0	0	0	0	0	1	3	0	0	4	13	44
PM Peak Period	2:00 PM	0	0	2	0	2	0	1	2	0	3	0	0	0	0	0	1	3	0	0	4	9	42
	2:15 PM	1	2	2	0	5	0	2	1	0	3	0	0	0	0	0	1	1	0	0	2	10	39
	2:30 PM	1	2	2	0	5	0	5	1	0	6	0	0	0	0	0	0	1	0	0	1	12	40
	2:45 PM	1	0	2	0	3	0	4	2	0	6	0	0	0	0	0	1	1	0	0	2	11	36
	3:00 PM	1	0	1	0	2	0	2	1	0	3	0	0	0	0	0	0	1	0	0	1	6	37
	3:15 PM	1	1	4	0	6	0	1	0	0	1	0	0	0	0	0	0	4	0	0	4	11	38
	3:30 PM	0	0	2	0	2	0	3	1	0	4	0	0	0	0	0	0	2	0	0	2	8	31
	3:45 PM	1	0	2	0	3	0	4	3	0	7	0	0	0	0	0	0	2	0	0	2	12	28
	4:00 PM	1	0	2	0	3	0	2	1	0	3	0	0	0	0	0	0	1	0	0	1	7	28
	4:15 PM	0	2	0	0	2	0	0	1	0	1	0	0	0	0	0	0	1	0	0	1	4	29
	4:30 PM	0	0	2	0	2	0	2	0	0	2	0	0	0	0	0	0	1	0	0	1	5	31
	4:45 PM	2	1	2	0	5	0	3	0	0	3	0	0	0	0	0	0	4	0	0	4	12	30
	5:00 PM	0	1	1	0	2	0	2	2	0	4	0	0	0	0	0	1	1	0	0	2	8	20
	5:15 PM	0	0	0	0	0	0	4	1	0	5	0	0	0	0	0	0	1	0	0	1	6	16
	5:30 PM	0	0	0	0	0	0	3	1	0	4	0	0	0	0	0	0	0	0	0	0	4	13
	5:45 PM	0	0	1	0	1	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	2	14
	6:00 PM	1	0	0	0	1	0	1	0	0	1	0	0	0	0	0	2	0	0	0	2	4	14
	6:15 PM	0	1	1	0	2	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	3	
	6:30 PM	1	0	0	0	1	0	1	3	0	4	0	0	0	0	0	0	0	0	0	0	5	
	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	
	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		55	29	117	0	201	0	97	71	0	168	0	0	0	0	0	24	93	0	0	117	486	

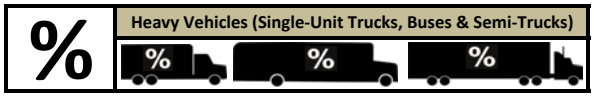
Peak Hour Heavy Vehicle Volume Summary

Hourly Time Period		From North (↓) IH 41-94 SB Ramps					From East (←) CTH KR - County Line Road					From South (↑) IH 41-94 SB Ramps					From West (→) CTH KR - County Line Road					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	6:30 AM	4	4	9	0	17	0	4	6	0	10	0	0	0	0	0	1	6	0	0	7	34
MD	11:30 AM	21	4	23	0	48	0	6	6	0	12	0	0	0	0	0	2	8	0	0	10	70
PM	6:00 PM	2	2	1	0	5	0	2	3	0	5	0	0	0	0	0	2	2	0	0	4	14

Intersection Traffic Volume Report

Count Basics			*Page 10 of 11*
Start Date:	Wednesday, July 26, 2017	Weekday	Schools in Session
Total Number of Hours Counted: 13		Non-Holiday	No Special Events

15-Minute Heavy Vehicle Percentages



IH 41-94 SB Ramps and CTH KR - County Line Road

15-Minute Heavy Vehicle Percentages

15-Minute Time Period Start Time		From North (↓) IH 41-94 SB Ramps					From East (←) CTH KR - County Line Road					From South (↑) IH 41-94 SB Ramps					From West (→) CTH KR - County Line Road					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	0.0	0.0	0.0	0.0	0.0	0.0	7.1	2.5	0.0	3.7	0.0	0.0	0.0	0.0	0.0	0.0	38.1	0.0	0.0	24.2	9.9	8.2
	6:15 AM	0.0	100.0	16.7	0.0	17.6	0.0	6.7	0.0	0.0	2.2	0.0	0.0	0.0	0.0	0.0	16.7	0.0	0.0	0.0	7.1	6.5	7.0
	6:30 AM	0.0	100.0	19.0	0.0	20.0	0.0	0.0	2.1	0.0	1.5	0.0	0.0	0.0	0.0	0.0	0.0	20.0	0.0	0.0	12.1	8.1	6.6
	6:45 AM	50.0	100.0	27.3	0.0	40.0	0.0	4.3	3.8	0.0	3.9	0.0	0.0	0.0	0.0	0.0	7.1	2.9	0.0	0.0	4.2	7.9	7.3
	7:00 AM	50.0	100.0	6.2	0.0	15.8	0.0	8.3	0.0	0.0	2.1	0.0	0.0	0.0	0.0	0.0	0.0	3.3	0.0	0.0	2.5	4.7	7.9
	7:15 AM	33.3	0.0	4.8	0.0	11.1	0.0	9.5	6.4	0.0	7.4	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	5.4	8.7
	7:30 AM	0.0	0.0	9.1	0.0	8.1	0.0	5.6	10.0	0.0	8.6	0.0	0.0	0.0	0.0	0.0	13.3	19.2	0.0	0.0	17.1	11.0	10.4
	7:45 AM	0.0	100.0	10.0	0.0	12.1	0.0	0.0	4.5	0.0	3.6	0.0	0.0	0.0	0.0	0.0	23.1	17.4	0.0	0.0	19.4	10.4	9.9
	8:00 AM	20.0	33.3	21.7	0.0	22.6	0.0	8.3	2.9	0.0	4.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	8.6	9.2
	8:15 AM	0.0	100.0	22.2	0.0	23.3	0.0	33.3	2.6	0.0	6.8	0.0	0.0	0.0	0.0	0.0	10.0	4.5	0.0	0.0	6.2	11.3	9.6
	8:30 AM	25.0	0.0	4.8	0.0	8.0	0.0	14.3	12.9	0.0	13.0	0.0	0.0	0.0	0.0	0.0	0.0	5.3	0.0	0.0	3.7	9.2	8.8
	8:45 AM	0.0	0.0	7.1	0.0	5.0	0.0	21.1	2.6	0.0	8.8	0.0	0.0	0.0	0.0	0.0	0.0	13.3	0.0	0.0	8.0	7.8	10.1
	9:00 AM	0.0	0.0	11.8	0.0	11.8	0.0	13.6	3.4	0.0	7.8	0.0	0.0	0.0	0.0	0.0	11.1	18.2	0.0	0.0	15.0	10.2	10.8
	9:15 AM	0.0	100.0	16.7	0.0	20.0	0.0	5.3	0.0	0.0	2.7	0.0	0.0	0.0	0.0	0.0	0.0	13.3	0.0	0.0	8.7	8.0	11.3
	9:30 AM	0.0	100.0	15.4	0.0	17.6	0.0	15.4	7.1	0.0	11.1	0.0	0.0	0.0	0.0	0.0	0.0	30.8	0.0	0.0	21.1	15.9	11.6
	9:45 AM	40.0	100.0	0.0	0.0	13.0	0.0	25.0	0.0	0.0	12.9	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	9.9	11.1
Midday Peak Period	10:00 AM	16.7	0.0	13.0	0.0	13.8	0.0	9.5	7.7	0.0	8.5	0.0	0.0	0.0	0.0	0.0	25.0	13.6	0.0	0.0	15.4	11.8	12.2
	10:15 AM	33.3	0.0	8.3	0.0	11.1	0.0	7.1	11.8	0.0	9.7	0.0	0.0	0.0	0.0	0.0	0.0	12.5	0.0	0.0	8.0	9.6	11.4
	10:30 AM	10.0	100.0	19.0	0.0	18.7	0.0	7.1	18.2	0.0	10.3	0.0	0.0	0.0	0.0	0.0	0.0	11.1	0.0	0.0	8.7	12.8	13.3
	10:45 AM	28.6	50.0	11.1	0.0	18.6	0.0	12.5	8.3	0.0	11.1	0.0	0.0	0.0	0.0	0.0	0.0	11.8	0.0	0.0	10.0	14.1	12.8
	11:00 AM	14.3	0.0	11.8	0.0	12.5	0.0	12.5	7.7	0.0	9.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	8.3	13.8
	11:15 AM	0.0	0.0	10.5	0.0	8.0	0.0	13.6	23.8	0.0	18.6	0.0	0.0	0.0	0.0	0.0	25.0	25.0	0.0	0.0	25.0	17.4	14.3
	11:30 AM	18.7	0.0	14.7	0.0	15.7	0.0	13.6	12.5	0.0	13.2	0.0	0.0	0.0	0.0	0.0	0.0	3.3	0.0	0.0	2.9	11.3	13.4
	11:45 AM	55.6	50.0	12.5	0.0	25.0	0.0	0.0	7.7	0.0	2.9	0.0	0.0	0.0	0.0	0.0	0.0	19.0	0.0	0.0	16.7	17.5	11.6
	12:00 PM	8.7	50.0	14.3	0.0	13.4	0.0	4.8	7.1	0.0	5.7	0.0	0.0	0.0	0.0	0.0	50.0	13.3	0.0	0.0	17.6	11.8	9.9
	12:15 PM	42.9	50.0	12.0	0.0	20.6	0.0	6.2	6.9	0.0	6.6	0.0	0.0	0.0	0.0	0.0	12.5	6.7	0.0	0.0	8.7	13.2	9.6
	12:30 PM	20.0	0.0	0.0	0.0	3.1	0.0	4.8	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	2.0	8.9
	12:45 PM	30.0	0.0	13.6	0.0	18.7	0.0	10.5	4.8	0.0	7.5	0.0	0.0	0.0	0.0	0.0	8.3	5.3	0.0	0.0	6.5	10.7	11.2
	1:00 PM	0.0	0.0	10.3	0.0	8.3	0.0	21.1	9.1	0.0	14.6	0.0	0.0	0.0	0.0	0.0	0.0	11.8	0.0	0.0	8.0	10.8	11.9
	1:15 PM	20.0	0.0	11.1	0.0	12.5	0.0	4.8	14.3	0.0	10.2	0.0	0.0	0.0	0.0	0.0	8.3	20.0	0.0	0.0	14.8	12.0	11.6
	1:30 PM	50.0	0.0	20.0	0.0	23.5	0.0	13.3	0.0	0.0	6.1	0.0	0.0	0.0	0.0	0.0	22.2	5.0	0.0	0.0	10.3	11.4	11.1
	1:45 PM	25.0	100.0	13.8	0.0	17.6	0.0	5.3	13.3	0.0	8.8	0.0	0.0	0.0	0.0	0.0	12.5	13.0	0.0	0.0	12.9	13.1	10.9
PM Peak Period	2:00 PM	0.0	0.0	9.5	0.0	8.3	0.0	4.0	11.1	0.0	7.0	0.0	0.0	0.0	0.0	0.0	10.0	17.6	0.0	0.0	14.8	9.6	9.7
	2:15 PM	50.0	100.0	10.5	0.0	21.7	0.0	5.4	6.2	0.0	5.7	0.0	0.0	0.0	0.0	0.0	14.3	6.2	0.0	0.0	8.7	10.1	8.5
	2:30 PM	33.3	66.7	8.7	0.0	17.2	0.0	15.2	6.2	0.0	12.2	0.0	0.0	0.0	0.0	0.0	0.0	5.3	0.0	0.0	3.0	10.8	8.2
	2:45 PM	14.3	0.0	6.9	0.0	8.3	0.0	11.4	8.3	0.0	10.2	0.0	0.0	0.0	0.0	0.0	12.5	3.8	0.0	0.0	5.9	8.5	7.0
	3:00 PM	25.0	0.0	3.2	0.0	5.7	0.0	7.4	3.8	0.0	5.7	0.0	0.0	0.0	0.0	0.0	0.0	4.0	0.0	0.0	2.9	4.9	7.0
	3:15 PM	33.3	100.0	12.1	0.0	16.2	0.0	3.2	0.0	0.0	1.7	0.0	0.0	0.0	0.0	0.0	0.0	16.0	0.0	0.0	13.3	8.7	6.8
	3:30 PM	0.0	0.0	5.3	0.0	4.3	0.0	9.4	4.2	0.0	7.1	0.0	0.0	0.0	0.0	0.0	0.0	6.9	0.0	0.0	5.6	5.8	5.1
	3:45 PM	20.0	0.0	5.3	0.0	6.8	0.0	8.9	10.7	0.0	9.6	0.0	0.0	0.0	0.0	0.0	0.0	13.3	0.0	0.0	8.3	8.5	4.3
	4:00 PM	20.0	0.0	4.7	0.0	6.2	0.0	5.1	3.3	0.0	4.3	0.0	0.0	0.0	0.0	0.0	0.0	4.0	0.0	0.0	3.0	4.7	4.0
	4:15 PM	0.0	100.0	0.0	0.0	2.9	0.0	0.0	3.4	0.0	1.3	0.0	0.0	0.0	0.0	0.0	0.0	3.8	0.0	0.0	2.7	2.2	4.1
	4:30 PM	0.0	0.0	3.7	0.0	3.2	0.0	5.1	0.0	0.0	3.0	0.0	0.0	0.0	0.0	0.0	0.0	2.9	0.0	0.0	2.3	2.9	4.5
	4:45 PM	22.2	100.0	3.7	0.0	7.8	0.0	5.8	0.0	0.0	3.4	0.0	0.0	0.0	0.0	0.0	0.0	18.2	0.0	0.0	11.1	6.3	4.3
	5:00 PM	0.0	100.0	1.9	0.0	3.3	0.0	4.4	5.7	0.0	5.0	0.0	0.0	0.0	0.0	0.0	10.0	6.7	0.0	0.0	8.0	4.8	3.2
	5:15 PM	0.0	0.0	0.0	0.0	0.0	0.0	8.7	3.7	0.0	6.8	0.0	0.0	0.0	0.0	0.0	0.0	5.0	0.0	0.0	3.1	3.6	2.7
	5:30 PM	0.0	0.0	0.0	0.0	0.0	0.0	6.7	2.4	0.0	4.6	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2.3	2.4
	5:45 PM	0.0	0.0	3.1	0.0	2.8	0.0	2.2	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	1.6	2.8
	6:00 PM	8.3	0.0	0.0	0.0	2.6	0.0	2.4	0.0	0.0	1.5	0.0	0.0	0.0	0.0	0.0	25.0	0.0	0.0	0.0	8.7	3.1	2.9
	6:15 PM	0.0	100.0	3.3	0.0	5.9	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	6.2	0.0	0.0	4.5	2.8	
	6:30 PM	10.0	0.0	0.0	0.0	2.5	0.0	2.3	6.5	0.0	4.4	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	3.5	
	6:45 PM	0.0	100.0	0.0	0.0	3.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	6.2	0.0	0.0	5.0	2.0	
	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	
Totals		16.6	69.0	7.9	0.0	10.9	0.0	7.1	5.0	0.0	6.0	0.0	0.0	0.0	0.0	0.0	5.3	9.1	0.0	0.0	8.0	8.0	

Peak Hour Heavy Vehicle Percentages Summary

Hourly Time Period Start Time		From North (↓) IH 41-94 SB Ramps					From East (←) CTH KR - County Line Road					From South (↑) IH 41-94 SB Ramps					From West (→) CTH KR - County Line Road					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	6:30 AM	30.8	100.0	13.0	0.0	19.8	0.0	5.4	3.3	0.0	3.9	0.0	0.0	0.0	0.0	0.0	1.8	5.0	0.0	0.0	4.0	6.6
MD	11:30 AM	29.6	44.4	13.2	0.0	18.9	0.0	6.2	8.3	0.0	7.1	0.0	0.0	0.0	0.0	0.0	11.1	9.9	0.0	0.0	10.1	13.4
PM	6:00 PM	6.5	100.0	0.9	0.0	3.5	0.0	1.4	2.7	0.0	1.9	0.0	0.0	0.0	0.0	0.0	9.1	3.6	0.0	0.0	5.1	2.9

Intersection Traffic Volume Report

Count Basics			Page 11 of 11
Start Date:	Wednesday, July 26, 2017	Weekday	Schools in Session
Total Number of Hours Counted: 13		Non-Holiday	No Special Events

15-Minute Pedestrian and Bicyclist Data

Pedestrians and Bicyclists

IH 41-94 SB Ramps and CTH KR - County Line Road

15-Minute Pedestrian and Bicyclist Data

	15-Minute Time Period	Crossing North Approach: IH 41-94 SB Ramps			Crossing East Approach: CTH KR - County Line Road			Crossing South Approach: IH 41-94 SB Ramps			Crossing West Approach: CTH KR - County Line Road			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/helper dog)	x					
Elderly/Disabled (except wheelchairs)	x					
Wheelchairs/Electric Scooters	x					
Other (None)	x					

Intersection Traffic Volume Report

Count Basics	Version 2013.J4.1	Page 1 of 11
Start Date:	Wednesday, July 26, 2017	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

Intersection of: IH 41-94 NB Ramps and CTH KR - County Line Road

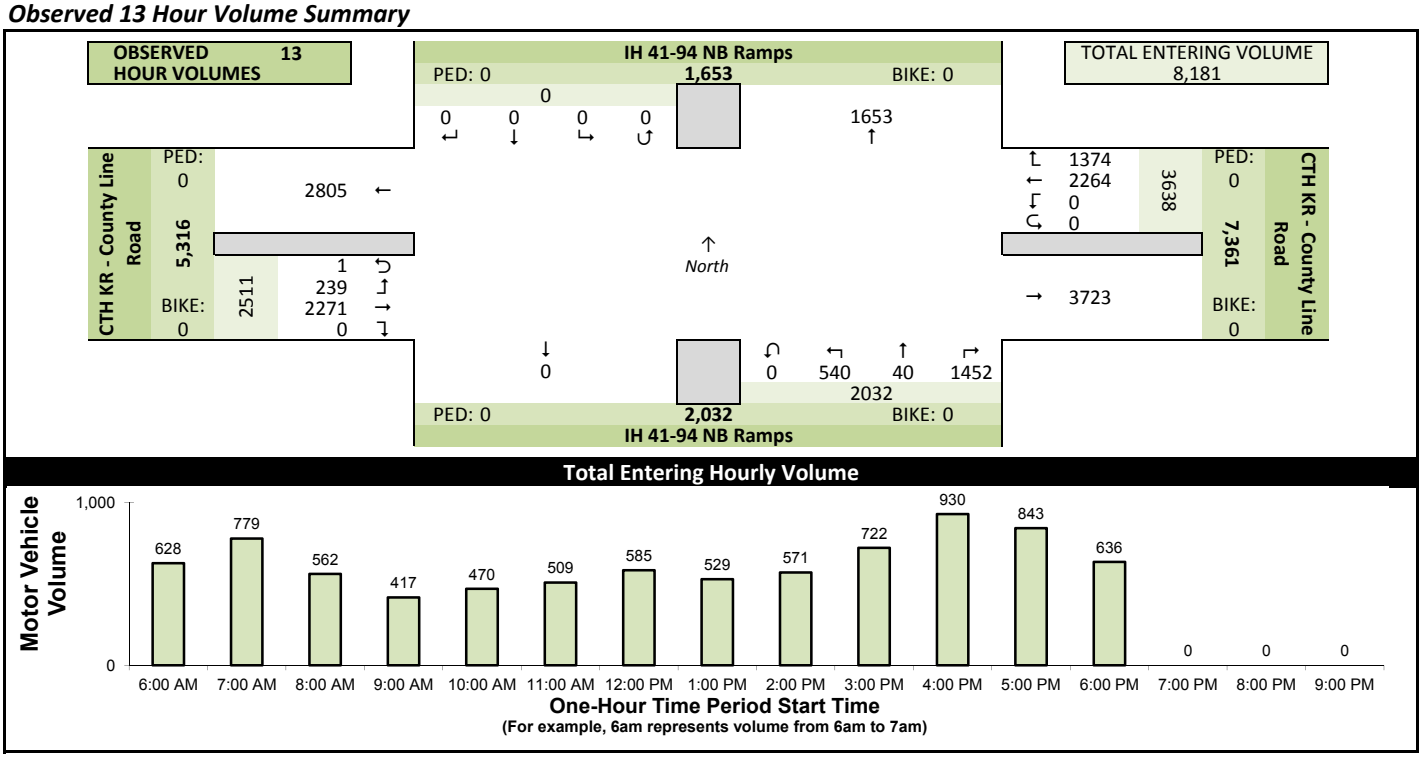
Site Information

Municipality	Village of Mt Pleasant		
County	Racine	WisDOT Region	SE
Traffic Control	All-Way Stop		
Roadway Names		North Direction	↑
North Leg	IH 41-94 NB Ramps		
East Leg	CTH KR - County Line Road		
South Leg	IH 41-94 NB Ramps		
West Leg	CTH KR - County Line Road		
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	

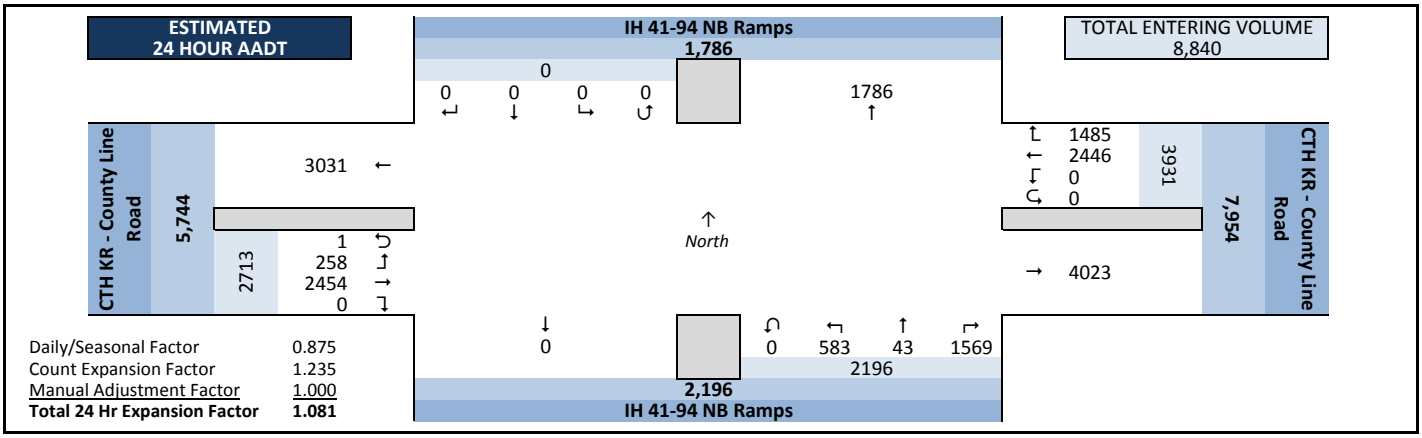
Count Information

Hrs Counted:	6:00 AM-7:00 PM				
1st Day of Count	Wednesday, July 26, 2017			Weather	
AM Peak Period	Tuesday, August 1, 2017			Clear & Dry	
Midday Peak Period	Thursday, July 27, 2017			Clear & Dry	
PM Peak Period	Wednesday, July 26, 2017			Clear & Dry	
Calculated Peak Hours					
AM	6:45-7:45am	MD	11:45-12:45pm	PM	4:00-5:00pm
Peak Hours Selected for Analysis					
AM	6:30-7:30am	MD	11:45-12:45pm	PM	6:00-7:00pm
Daily/Seasonal Adjustment Group	(2) Urban Arterials & Collectors				
Count Expansion Group	(2) Urban Arterials & Collectors				
Daily/Seasonal Adjustment Factor	0.875	Count Expansion Factor	1.235		
Company Name	TADI, Inc.			Manual Adj.	1.000
Observers	AM Peak Period	Amy Scheuerlein			
	Midday Peak Period	Amy Scheuerlein			
	PM Peak Period	Ted Atwell			
Comments	2016 DOT Seasonal Factors				

Observed 13 Hour Volume Summary



Estimated 24 Hour AADT



Intersection Traffic Volume Report

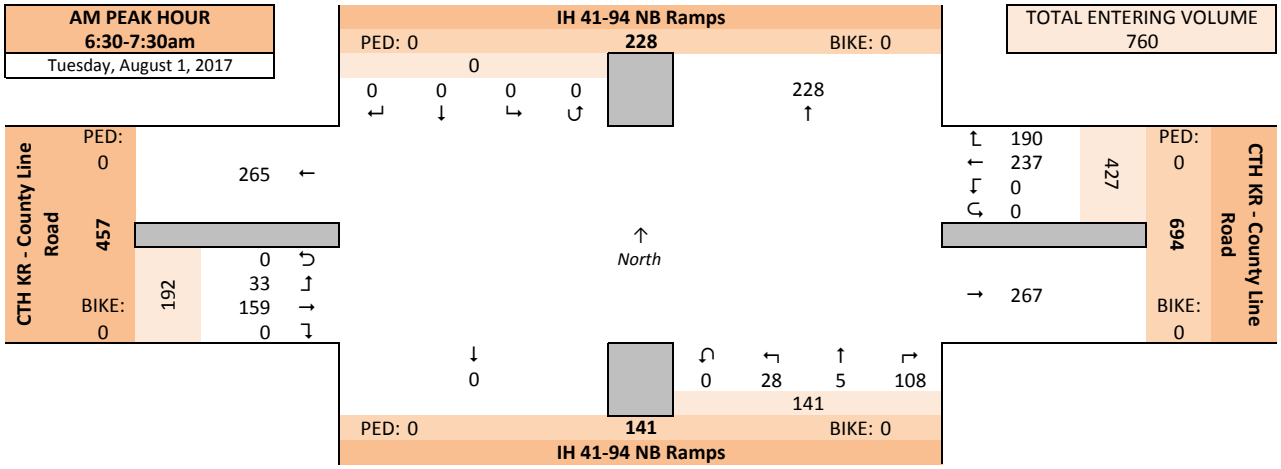
Count Basics			Page 2 of 11
Start Date:	Wednesday, July 26, 2017	Weekday	Schools in Session
Total Number of Hours Counted: 13		Non-Holiday	No Special Events

Peak Hour Volume Graphical Summary

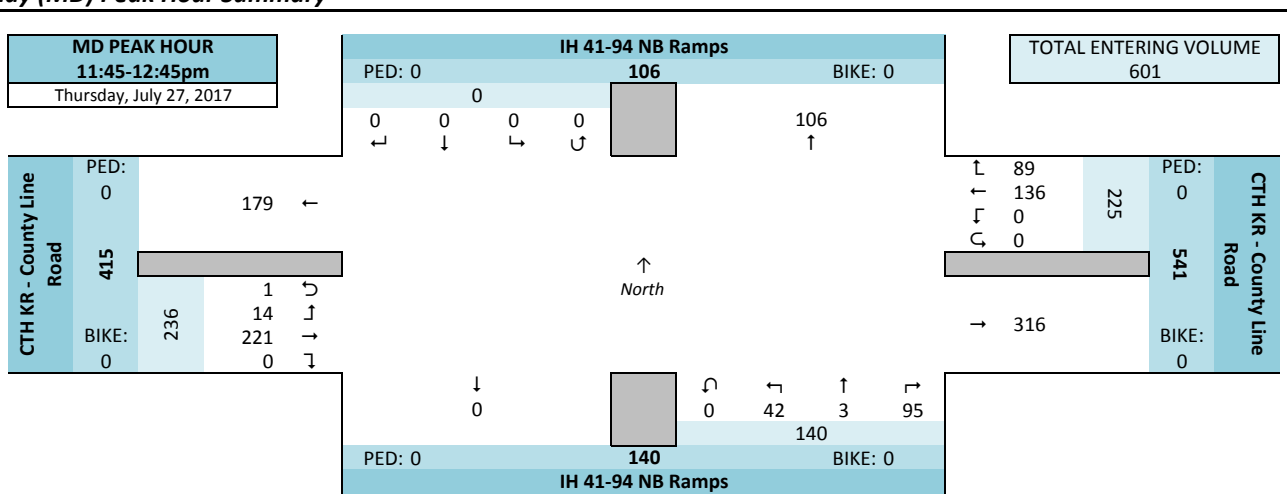
IH 41-94 NB Ramps and CTH KR - County Line Road

All Motor Vehicles

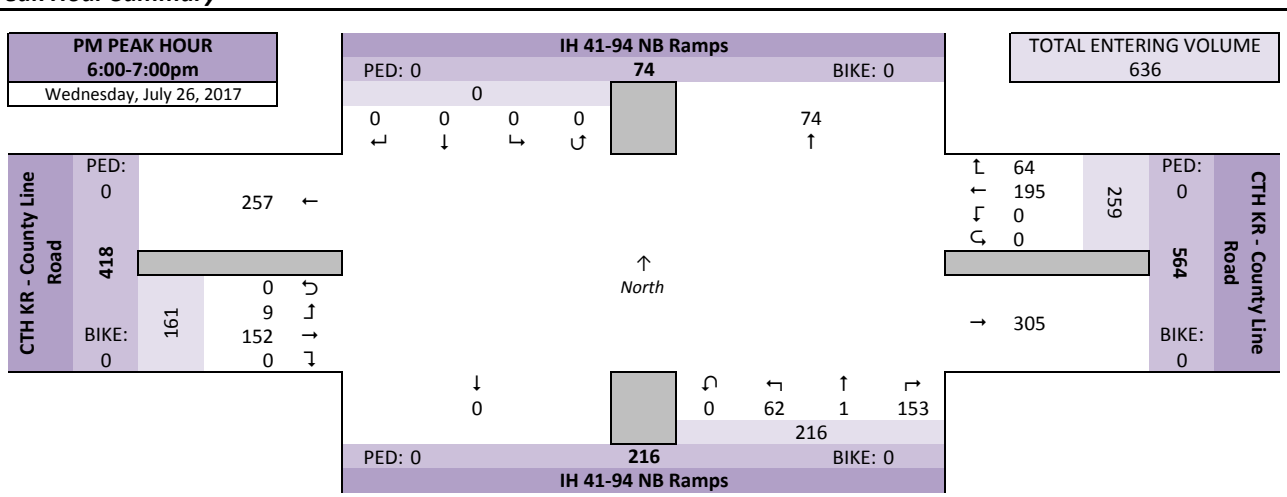
AM Peak Hour Summary



Midday (MD) Peak Hour Summary



PM Peak Hour Summary



Intersection Traffic Volume Report

Count Basics		*Page 3 of 11*
Start Date: Wednesday, July 26, 2017	Weekday	Schools in Session
Total Number of Hours Counted: 13	Non-Holiday	No Special Events

Peak Hour Volume Summary

IH 41-94 NB Ramps and CTH KR - County Line Road

All Motor Vehicles

Peak Hour Volumes, Truck Percentages, and PHFs

Tuesday, August 1, 2017		From North					From East					From South					From West					
	AM Peak Hour	IH 41-94 NB Ramps					CTH KR - County Line Road					IH 41-94 NB Ramps					CTH KR - County Line Road					
	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	6:30 AM	0	0	0	0	0	47	56	0	0	103	17	1	9	0	27	0	35	6	0	41	171
	6:45 AM	0	0	0	0	0	49	72	0	0	121	27	1	6	0	34	0	36	8	0	44	199
	7:00 AM	0	0	0	0	0	41	47	0	0	88	32	2	4	0	38	0	39	9	0	48	174
	7:15 AM	0	0	0	0	0	53	62	0	0	115	32	1	9	0	42	0	49	10	0	59	216
	Peak Hour Volume	0	0	0	0	0	190	237	0	0	427	108	5	28	0	141	0	159	33	0	192	760
	Rounded Hourly Volume	0	0	0	0	0	190	235	0	0	425	110	5	30	0	145	0	160	35	0	195	765
	% Single Unit Trucks	0.0	0.0	0.0	0.0	0.0	2.1	1.7	0.0	0.0	1.9	3.7	0.0	0.0	0.0	2.8	0.0	7.5	6.1	0.0	7.3	3.4
	% Heavy Trucks	0.0	0.0	0.0	0.0	0.0	1.1	1.7	0.0	0.0	1.4	3.7	60.0	7.1	0.0	6.4	0.0	0.6	0.0	0.0	0.5	2.1
	% Trucks (Total)	0.0	0.0	0.0	0.0	0.0	3.2	3.4	0.0	0.0	3.3	7.4	60.0	7.1	0.0	9.2	0.0	8.2	6.1	0.0	7.8	5.5
	Peak Hour Factor (PHF)	0.00	0.00	0.00	0.00	0.00	0.90	0.82	0.00	0.00	0.88	0.84	0.62	0.78	0.00	0.84	0.00	0.81	0.82	0.00	0.81	0.88

Thursday, July 27, 2017		From North					From East					From South					From West					
	MD Peak Hour	IH 41-94 NB Ramps					CTH KR - County Line Road					IH 41-94 NB Ramps					CTH KR - County Line Road					
	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	11:45 AM	0	0	0	0	0	22	25	0	0	47	17	0	11	0	28	0	63	8	0	71	146
	12:00 PM	0	0	0	0	0	16	24	0	0	40	29	2	9	0	40	0	58	0	0	58	138
	12:15 PM	0	0	0	0	0	26	46	0	0	72	19	0	13	0	32	0	62	5	1	68	172
	12:30 PM	0	0	0	0	0	25	41	0	0	66	30	1	9	0	40	0	38	1	0	39	145
	Peak Hour Volume	0	0	0	0	0	89	136	0	0	225	95	3	42	0	140	0	221	14	1	236	601
	Rounded Hourly Volume	0	0	0	0	0	90	135	0	0	225	95	5	40	0	140	0	220	15	0	235	600
	% Single Unit Trucks	0.0	0.0	0.0	0.0	0.0	3.4	1.5	0.0	0.0	2.2	5.3	0.0	9.5	0.0	6.4	0.0	5.0	7.1	0.0	5.1	4.3
	% Heavy Trucks	0.0	0.0	0.0	0.0	0.0	4.5	1.5	0.0	0.0	2.7	7.4	66.7	0.0	0.0	6.4	0.0	6.3	7.1	0.0	6.4	5.0
	% Trucks (Total)	0.0	0.0	0.0	0.0	0.0	7.9	2.9	0.0	0.0	4.9	12.6	66.7	9.5	0.0	12.9	0.0	11.3	14.3	0.0	11.4	9.3
	Peak Hour Factor (PHF)	0.00	0.00	0.00	0.00	0.00	0.86	0.74	0.00	0.00	0.78	0.79	0.37	0.81	0.00	0.87	0.00	0.88	0.44	0.25	0.83	0.87

Wednesday, July 26, 2017		From North					From East					From South					From West					
	PM Peak Hour	IH 41-94 NB Ramps					CTH KR - County Line Road					IH 41-94 NB Ramps					CTH KR - County Line Road					
	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	6:00 PM	0	0	0	0	0	17	51	0	0	68	54	0	17	0	71	0	36	1	0	37	176
	6:15 PM	0	0	0	0	0	15	40	0	0	55	43	0	11	0	54	0	41	4	0	45	154
	6:30 PM	0	0	0	0	0	18	77	0	0	95	33	0	12	0	45	0	36	3	0	39	179
	6:45 PM	0	0	0	0	0	14	27	0	0	41	23	1	22	0	46	0	39	1	0	40	127
	Peak Hour Volume	0	0	0	0	0	64	195	0	0	259	153	1	62	0	216	0	152	9	0	161	636
	Rounded Hourly Volume	0	0	0	0	0	65	195	0	0	260	155	0	60	0	215	0	150	10	0	160	635
	% Single Unit Trucks	0.0	0.0	0.0	0.0	0.0	4.7	0.5	0.0	0.0	1.5	0.7	0.0	1.6	0.0	0.9	0.0	0.7	0.0	0.0	0.6	1.1
	% Heavy Trucks	0.0	0.0	0.0	0.0	0.0	0.0	1.0	0.0	0.0	0.8	1.3	100.0	0.0	0.0	1.4	0.0	0.7	0.0	0.0	0.6	0.9
	% Trucks (Total)	0.0	0.0	0.0	0.0	0.0	4.7	1.5	0.0	0.0	2.3	2.0	100.0	1.6	0.0	2.3	0.0	1.3	0.0	0.0	1.2	2.0
	Peak Hour Factor (PHF)	0.00	0.00	0.00	0.00	0.00	0.89	0.63	0.00	0.00	0.68	0.71	0.25	0.70	0.00	0.76	0.00	0.93	0.56	0.00	0.89	0.89

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
		IH 41-94 NB Ramps			CTH KR - County Line Road			IH 41-94 NB Ramps			CTH KR - County Line Road			
	15-Minute Start Time	Pedestrian	Bicyclist	Total	Pedestrian	Bicyclist	Total	Pedestrian	Bicyclist	Total	Pedestrian	Bicyclist	Total	
AM	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
	Total	0	0	0	0	0	0	0	0	0	0	0	0	0
MD	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
	Total	0	0	0	0	0	0	0	0	0	0	0	0	0
PM	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
	Total	0	0	0	0	0	0	0	0	0	0	0	0	0

Intersection Traffic Volume Report

Count Basics			Page 4 of 11
Start Date:	Wednesday, July 26, 2017	Weekday	Schools in Session
Total Number of Hours Counted: 13		Non-Holiday	No Special Events

Hourly Volume Summary - Motor Vehicle Data

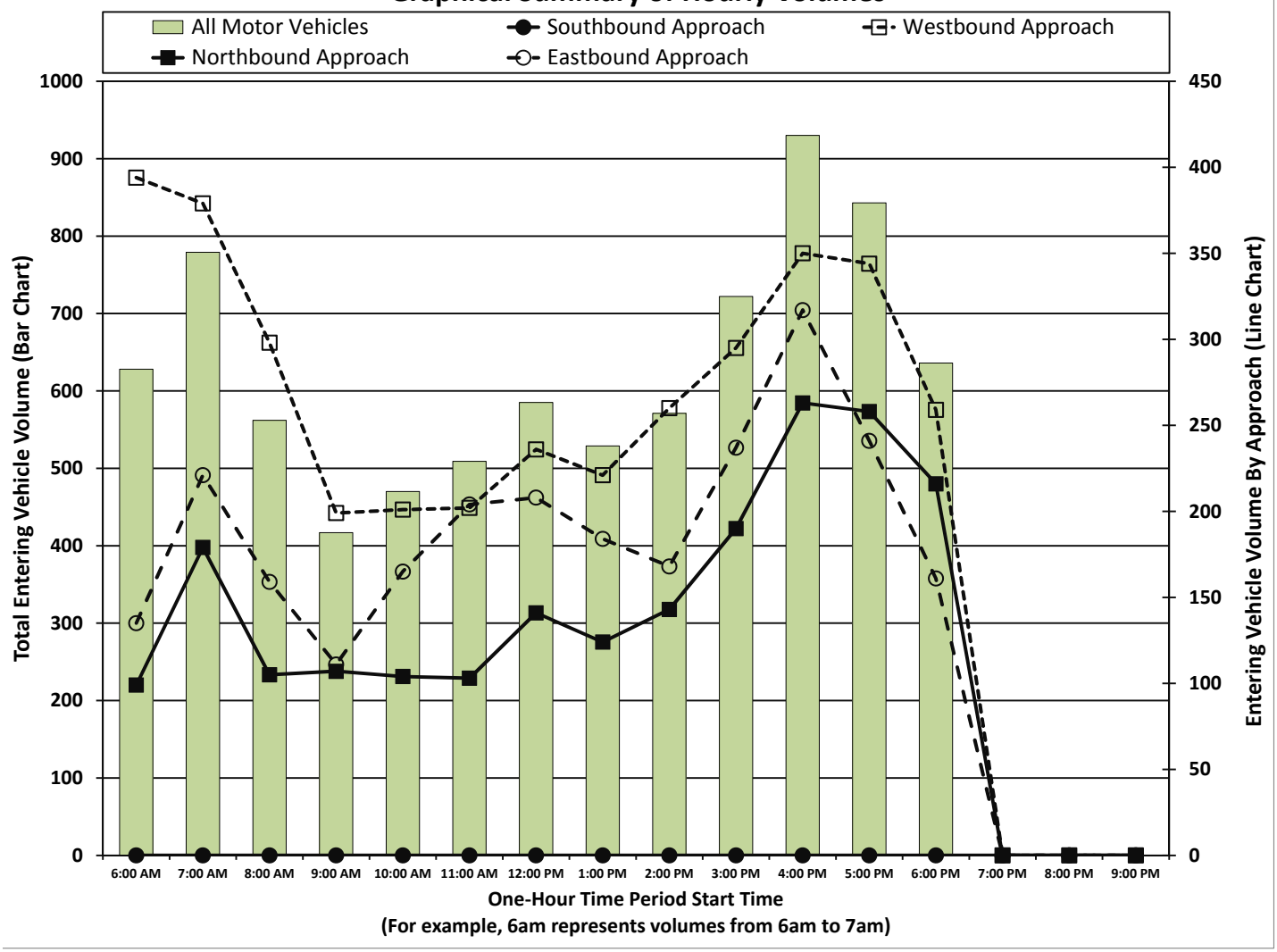
All Motor Vehicles

IH 41-94 NB Ramps and CTH KR - County Line Road

One-Hour Motor Vehicle Data

	One-Hour Time Period Start Time	From North (↓) IH 41-94 NB Ramps					From East (←) CTH KR - County Line Road					From South (↑) IH 41-94 NB Ramps					From West (→) CTH KR - County Line Road					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	170	224	0	0	394	77	3	19	0	99	0	106	29	0	135	628	529	99
AM	7:00 AM	0	0	0	0	0	164	215	0	0	379	142	3	34	0	179	0	192	29	0	221	779	600	179
AM	8:00 AM	0	0	0	0	0	122	176	0	0	298	82	3	20	0	105	0	137	22	0	159	562	457	105
AM	9:00 AM	0	0	0	0	0	81	118	0	0	199	78	2	27	0	107	0	108	3	0	111	417	310	107
MD	10:00 AM	0	0	0	0	0	83	118	0	0	201	69	4	31	0	104	0	156	9	0	165	470	366	104
MD	11:00 AM	0	0	0	0	0	78	124	0	0	202	64	3	36	0	103	0	174	30	0	204	509	406	103
MD	12:00 PM	0	0	0	0	0	92	144	0	0	236	98	5	38	0	141	0	196	11	1	208	585	444	141
MD	1:00 PM	0	0	0	0	0	93	128	0	0	221	91	4	29	0	124	0	158	26	0	184	529	405	124
PM	2:00 PM	0	0	0	0	0	100	160	0	0	260	91	3	49	0	143	0	152	16	0	168	571	428	143
PM	3:00 PM	0	0	0	0	0	112	183	0	0	295	130	2	58	0	190	0	221	16	0	237	722	532	190
PM	4:00 PM	0	0	0	0	0	117	233	0	0	350	187	4	72	0	263	0	293	24	0	317	930	667	263
PM	5:00 PM	0	0	0	0	0	98	246	0	0	344	190	3	65	0	258	0	226	15	0	241	843	585	258
PM	6:00 PM	0	0	0	0	0	64	195	0	0	259	153	1	62	0	216	0	152	9	0	161	636	420	216
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	1374	2264	0	0	3638	1452	40	540	0	2032	0	2271	239	1	2511	8181	6149	2032

Graphical Summary of Hourly Volumes



Intersection Traffic Volume Report

Count Basics		*Page 5 of 11*
Start Date: Wednesday, July 26, 2017	Weekday	Schools in Session
Total Number of Hours Counted: 13	Non-Holiday	No Special Events

15-Minute Motor Vehicle Data

All Motor Vehicles

IH 41-94 NB Ramps and CTH KR - County Line Road

15-Minute Motor Vehicle Data

15-Minute Time Period		From North (↓) IH 41-94 NB Ramps					From East (←) CTH KR - County Line Road					From South (↑) IH 41-94 NB Ramps					From West (→) CTH KR - County Line Road					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	32	51	0	0	83	17	1	3	0	21	0	19	12	0	31	135	628	0.79
	6:15 AM	0	0	0	0	0	42	45	0	0	87	16	0	1	0	17	0	16	3	0	19	123	667	0.84
	6:30 AM	0	0	0	0	0	47	56	0	0	103	17	1	9	0	27	0	35	6	0	41	171	760	0.88
	6:45 AM	0	0	0	0	0	49	72	0	0	121	27	1	6	0	34	0	36	8	0	44	199	786	0.91
	7:00 AM	0	0	0	0	0	41	47	0	0	88	32	2	4	0	38	0	39	9	0	48	174	779	0.90
	7:15 AM	0	0	0	0	0	53	62	0	0	115	32	1	9	0	42	0	49	10	0	59	216	753	0.87
	7:30 AM	0	0	0	0	0	31	55	0	0	86	39	0	10	0	49	0	59	3	0	62	197	687	0.87
	7:45 AM	0	0	0	0	0	39	51	0	0	90	39	0	11	0	50	0	45	7	0	52	192	625	0.81
	8:00 AM	0	0	0	0	0	41	45	0	0	86	19	1	3	0	23	0	32	7	0	39	148	562	0.94
	8:15 AM	0	0	0	0	0	32	41	0	0	73	24	2	3	0	29	0	41	7	0	48	150	533	0.89
	8:30 AM	0	0	0	0	0	27	42	0	0	69	17	0	6	0	23	0	36	7	0	43	135	490	0.91
	8:45 AM	0	0	0	0	0	22	48	0	0	70	22	0	8	0	30	0	28	1	0	29	129	451	0.87
	9:00 AM	0	0	0	0	0	21	43	0	0	64	21	0	6	0	27	0	27	1	0	28	119	417	0.88
	9:15 AM	0	0	0	0	0	19	27	0	0	46	22	1	10	0	33	0	28	0	0	28	107	431	0.81
	9:30 AM	0	0	0	0	0	27	25	0	0	52	15	1	3	0	19	0	24	1	0	25	96	435	0.82
	9:45 AM	0	0	0	0	0	14	23	0	0	37	20	0	8	0	28	0	29	1	0	30	95	450	0.85
Midday Peak Period	10:00 AM	0	0	0	0	0	25	39	0	0	64	18	2	4	0	24	0	44	1	0	45	133	470	0.88
	10:15 AM	0	0	0	0	0	24	23	0	0	47	16	1	8	0	25	0	36	3	0	39	111	449	0.98
	10:30 AM	0	0	0	0	0	18	25	0	0	43	15	1	14	0	30	0	34	4	0	38	111	453	0.98
	10:45 AM	0	0	0	0	0	16	31	0	0	47	20	0	5	0	25	0	42	1	0	43	115	478	0.88
	11:00 AM	0	0	0	0	0	23	38	0	0	61	15	1	6	0	22	0	23	6	0	29	112	509	0.87
	11:15 AM	0	0	0	0	0	19	29	0	0	48	14	1	13	0	28	0	33	6	0	39	115	535	0.92
	11:30 AM	0	0	0	0	0	14	32	0	0	46	18	1	6	0	25	0	55	10	0	65	136	592	0.86
	11:45 AM	0	0	0	0	0	22	25	0	0	47	17	0	11	0	28	0	63	8	0	71	146	601	0.87
	12:00 PM	0	0	0	0	0	16	24	0	0	40	29	2	9	0	40	0	58	0	0	58	138	585	0.85
	12:15 PM	0	0	0	0	0	26	46	0	0	72	19	0	13	0	32	0	62	5	1	68	172	579	0.84
	12:30 PM	0	0	0	0	0	25	41	0	0	66	30	1	9	0	40	0	38	1	0	39	145	561	0.91
	12:45 PM	0	0	0	0	0	25	33	0	0	58	20	2	7	0	29	0	38	5	0	43	130	526	0.85
	1:00 PM	0	0	0	0	0	22	34	0	0	56	19	2	6	0	27	0	43	6	0	49	132	529	0.86
	1:15 PM	0	0	0	0	0	26	45	0	0	71	33	1	5	0	39	0	41	3	0	44	154	516	0.84
	1:30 PM	0	0	0	0	0	23	25	0	0	48	19	0	8	0	27	0	28	7	0	35	110	499	0.91
	1:45 PM	0	0	0	0	0	22	24	0	0	46	20	1	10	0	31	0	46	10	0	56	133	537	0.91
PM Peak Period	2:00 PM	0	0	0	0	0	24	37	0	0	61	14	0	7	0	21	0	34	3	0	37	119	571	0.85
	2:15 PM	0	0	0	0	0	26	37	0	0	63	22	1	16	0	39	0	33	2	0	35	137	614	0.92
	2:30 PM	0	0	0	0	0	26	38	0	0	64	27	0	14	0	41	0	39	4	0	43	148	662	0.89
	2:45 PM	0	0	0	0	0	24	48	0	0	72	28	2	12	0	42	0	46	7	0	53	167	701	0.94
	3:00 PM	0	0	0	0	0	17	36	0	0	53	34	2	16	0	52	0	55	2	0	57	162	722	0.96
	3:15 PM	0	0	0	0	0	30	50	0	0	80	34	0	9	0	43	0	57	5	0	62	185	790	0.86
	3:30 PM	0	0	0	0	0	37	40	0	0	77	26	0	18	0	44	0	58	8	0	66	187	829	0.90
	3:45 PM	0	0	0	0	0	28	57	0	0	85	36	0	15	0	51	0	51	1	0	52	188	872	0.95
	4:00 PM	0	0	0	0	0	34	55	0	0	89	55	1	16	0	72	0	62	7	0	69	230	930	0.95
	4:15 PM	0	0	0	0	0	31	58	0	0	89	35	0	18	0	53	0	75	7	0	82	224	922	0.94
	4:30 PM	0	0	0	0	0	26	51	0	0	77	48	1	15	0	64	0	84	5	0	89	230	914	0.93
	4:45 PM	0	0	0	0	0	26	69	0	0	95	49	2	23	0	74	0	72	5	0	77	246	918	0.93
	5:00 PM	0	0	0	0	0	22	60	0	0	82	51	0	20	0	71	0	67	2	0	69	222	843	0.90
	5:15 PM	0	0	0	0	0	25	62	0	0	87	53	1	10	0	64	0	60	5	0	65	216	797	0.85
	5:30 PM	0	0	0	0	0	26	73	0	0	99	52	2	17	0	71	0	57	7	0	64	234	735	0.79
	5:45 PM	0	0	0	0	0	25	51	0	0	76	34	0	18	0	52	0	42	1	0	43	171	680	0.95
	6:00 PM	0	0	0	0	0	17	51	0	0	68	54	0	17	0	71	0	36	1	0	37	176	636	0.89
	6:15 PM	0	0	0	0	0	15	40	0	0	55	43	0	11	0	54	0	41	4	0	45	154		
	6:30 PM	0	0	0	0	0	18	77	0	0	95	33	0	12	0	45	0	36	3	0	39	179		
	6:45 PM	0	0	0	0	0	14	27	0	0	41	23	1	22	0	46	0	39	1	0	40	127		
	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	1374	2264	0	0	3638	1452	40	540	0	2032	0	2271	239	1	2511	8181		

Peak Hour All Vehicle Volume Summary

Hourly Time Period		From North (↓) IH 41-94 NB Ramps					From East (←) CTH KR - County Line Road					From South (↑) IH 41-94 NB Ramps					From West (→) CTH KR - County Line Road					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	6:30 AM	0	0	0	0	0	190	237	0	0	427	108	5	28	0	141	0	159	33	0	192	760	0.88
MD	11:45 AM	0	0	0	0	0	89	136	0	0	225	95	3	42	0	140	0	221	14	1	236	601	0.87
PM	6:00 PM	0	0	0	0	0	64	195	0	0	259	153	1	62	0	216	0	152	9	0	161	636	0.89

Intersection Traffic Volume Report

Count Basics			*Page 6 of 11*
Start Date:	Wednesday, July 26, 2017	Weekday	Schools in Session
Total Number of Hours Counted: 13		Non-Holiday	No Special Events

15-Minute Automobile Data

Automobiles (Cars, Light Trucks, & Motorcycles)

IH 41-94 NB Ramps and CTH KR - County Line Road

15-Minute Automobile Data

15-Minute Time Period		From North (↓) IH 41-94 NB Ramps					From East (←) CTH KR - County Line Road					From South (↑) IH 41-94 NB Ramps					From West (→) CTH KR - County Line Road					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	32	50	0	0	82	15	0	2	0	17	0	19	4	0	23	122	584
	6:15 AM	0	0	0	0	0	41	44	0	0	85	16	0	1	0	17	0	15	2	0	17	119	628
	6:30 AM	0	0	0	0	0	46	55	0	0	101	16	0	9	0	25	0	28	5	0	33	159	718
	6:45 AM	0	0	0	0	0	46	69	0	0	115	23	0	6	0	29	0	33	7	0	40	184	741
	7:00 AM	0	0	0	0	0	40	47	0	0	87	29	1	3	0	33	0	37	9	0	46	166	736
	7:15 AM	0	0	0	0	0	52	58	0	0	110	32	1	8	0	41	0	48	10	0	58	209	706
	7:30 AM	0	0	0	0	0	31	52	0	0	83	37	0	8	0	45	0	51	3	0	54	182	630
	7:45 AM	0	0	0	0	0	37	48	0	0	85	38	0	11	0	49	0	41	4	0	45	179	575
	8:00 AM	0	0	0	0	0	36	43	0	0	79	19	1	3	0	23	0	28	6	0	34	136	513
	8:15 AM	0	0	0	0	0	27	38	0	0	65	24	0	3	0	27	0	35	6	0	41	133	483
	8:30 AM	0	0	0	0	0	27	37	0	0	64	17	0	5	0	22	0	35	6	0	41	127	448
	8:45 AM	0	0	0	0	0	19	45	0	0	64	21	0	6	0	27	0	25	1	0	26	117	400
	9:00 AM	0	0	0	0	0	19	39	0	0	58	18	0	6	0	24	0	23	1	0	24	106	366
	9:15 AM	0	0	0	0	0	16	27	0	0	43	21	1	9	0	31	0	24	0	0	24	98	373
	9:30 AM	0	0	0	0	0	22	23	0	0	45	12	1	2	0	15	0	18	1	0	19	79	372
	9:45 AM	0	0	0	0	0	11	20	0	0	31	16	0	6	0	22	0	29	1	0	30	83	392
Midday Peak Period	10:00 AM	0	0	0	0	0	21	34	0	0	55	15	0	4	0	19	0	39	0	0	39	113	411
	10:15 AM	0	0	0	0	0	18	20	0	0	38	15	1	8	0	24	0	32	3	0	35	97	398
	10:30 AM	0	0	0	0	0	16	22	0	0	38	15	0	13	0	28	0	30	3	0	33	99	394
	10:45 AM	0	0	0	0	0	14	28	0	0	42	19	0	4	0	23	0	36	1	0	37	102	418
	11:00 AM	0	0	0	0	0	22	35	0	0	57	11	0	5	0	16	0	21	6	0	27	100	447
	11:15 AM	0	0	0	0	0	14	25	0	0	39	13	0	9	0	22	0	28	4	0	32	93	464
	11:30 AM	0	0	0	0	0	12	27	0	0	39	18	1	6	0	25	0	50	9	0	59	123	528
	11:45 AM	0	0	0	0	0	21	24	0	0	45	15	0	11	0	26	0	54	6	0	60	131	545
	12:00 PM	0	0	0	0	0	13	23	0	0	36	24	0	8	0	32	0	49	0	0	49	117	534
	12:15 PM	0	0	0	0	0	24	44	0	0	68	17	0	11	0	28	0	55	5	1	61	157	531
	12:30 PM	0	0	0	0	0	24	41	0	0	65	27	1	8	0	36	0	38	1	0	39	140	514
	12:45 PM	0	0	0	0	0	22	30	0	0	52	19	1	7	0	27	0	36	5	0	41	120	473
	1:00 PM	0	0	0	0	0	21	30	0	0	51	16	1	4	0	21	0	38	4	0	42	114	474
	1:15 PM	0	0	0	0	0	25	40	0	0	65	32	0	5	0	37	0	36	2	0	38	140	470
	1:30 PM	0	0	0	0	0	23	24	0	0	47	15	0	7	0	22	0	23	7	0	30	99	458
	1:45 PM	0	0	0	0	0	22	22	0	0	44	19	0	9	0	28	0	42	7	0	49	121	495
PM Peak Period	2:00 PM	0	0	0	0	0	23	35	0	0	58	13	0	6	0	19	0	31	2	0	33	110	528
	2:15 PM	0	0	0	0	0	24	34	0	0	58	21	1	16	0	38	0	30	2	0	32	128	568
	2:30 PM	0	0	0	0	0	22	36	0	0	58	27	0	11	0	38	0	37	3	0	40	136	613
	2:45 PM	0	0	0	0	0	22	45	0	0	67	26	1	9	0	36	0	45	6	0	51	154	653
	3:00 PM	0	0	0	0	0	16	35	0	0	51	29	1	14	0	44	0	53	2	0	55	150	672
	3:15 PM	0	0	0	0	0	30	49	0	0	79	31	0	9	0	40	0	50	4	0	54	173	740
	3:30 PM	0	0	0	0	0	35	37	0	0	72	25	0	16	0	41	0	56	7	0	63	176	787
	3:45 PM	0	0	0	0	0	26	50	0	0	76	34	0	15	0	49	0	47	1	0	48	173	833
	4:00 PM	0	0	0	0	0	32	54	0	0	86	51	1	14	0	66	0	59	7	0	66	218	893
	4:15 PM	0	0	0	0	0	30	57	0	0	87	34	0	18	0	52	0	74	7	0	81	220	888
	4:30 PM	0	0	0	0	0	24	51	0	0	75	47	1	13	0	61	0	81	5	0	86	222	876
	4:45 PM	0	0	0	0	0	26	66	0	0	92	48	1	21	0	70	0	66	5	0	71	233	878
	5:00 PM	0	0	0	0	0	21	57	0	0	78	49	0	20	0	69	0	64	2	0	66	213	813
	5:15 PM	0	0	0	0	0	25	57	0	0	82	52	0	10	0	62	0	59	5	0	64	208	774
	5:30 PM	0	0	0	0	0	23	71	0	0	94	51	1	15	0	67	0	56	7	0	63	224	716
	5:45 PM	0	0	0	0	0	25	51	0	0	76	33	0	17	0	50	0	41	1	0	42	168	666
	6:00 PM	0	0	0	0	0	16	51	0	0	67	54	0	16	0	70	0	36	1	0	37	174	623
	6:15 PM	0	0	0	0	0	14	40	0	0	54	42	0	11	0	53	0	39	4	0	43	150	
	6:30 PM	0	0	0	0	0	18	74	0	0	92	31	0	12	0	43	0	36	3	0	39	174	
	6:45 PM	0	0	0	0	0	13	27	0	0	40	23	0	22	0	45	0	39	1	0	40	125	
	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	1279	2141	0	0	3420	1365	17	492	0	1874	0	2095	204	1	2300	7594	

Peak Hour Automobile Volume Summary

Hourly Time Period		From North (↓) IH 41-94 NB Ramps					From East (←) CTH KR - County Line Road					From South (↑) IH 41-94 NB Ramps					From West (→) CTH KR - County Line Road					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	6:30 AM	0	0	0	0	0	184	229	0	0	413	100	2	26	0	128	0	146	31	0	177	718
MD	11:45 AM	0	0	0	0	0	82	132	0	0	214	83	1	38	0	122	0	196	12	1	209	545
PM	6:00 PM	0	0	0	0	0	61	192	0	0	253	150	0	61	0	211	0	150	9	0	159	623

Intersection Traffic Volume Report

Count Basics			*Page 7 of 11*
Start Date:	Wednesday, July 26, 2017	Weekday	Schools in Session
Total Number of Hours Counted: 13		Non-Holiday	No Special Events

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

Single Unit (SU) Trucks & Buses

IH 41-94 NB Ramps and CTH KR - County Line Road

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

	15-Minute Time Period	From North (↓)					From East (←)					From South (↑)					From West (→)						
		IH 41-94 NB Ramps					CTH KR - County Line Road					IH 41-94 NB Ramps					CTH KR - County Line Road					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	1	0	0	0	1	0	0	7	0	7	8	30
	6:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	25
	6:30 AM	0	0	0	0	0	1	1	0	0	2	0	0	0	0	0	0	7	1	0	8	10	26
	6:45 AM	0	0	0	0	0	2	2	0	0	4	4	0	0	0	4	0	3	1	0	4	12	22
	7:00 AM	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	2	0	0	2	3	18
	7:15 AM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1	22
	7:30 AM	0	0	0	0	0	0	1	0	0	1	0	0	2	0	2	0	3	0	0	3	6	26
	7:45 AM	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	0	3	2	0	5	8	26
	8:00 AM	0	0	0	0	0	3	1	0	0	4	0	0	0	0	0	0	2	1	0	3	7	28
	8:15 AM	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	3	1	0	4	5	28
	8:30 AM	0	0	0	0	0	0	4	0	0	4	0	0	1	0	1	0	0	1	0	1	6	28
	8:45 AM	0	0	0	0	0	3	2	0	0	5	1	0	1	0	2	0	3	0	0	3	10	35
	9:00 AM	0	0	0	0	0	1	2	0	0	3	1	0	0	0	1	0	3	0	0	3	7	33
	9:15 AM	0	0	0	0	0	2	0	0	0	2	0	0	0	0	0	0	3	0	0	3	5	36
	9:30 AM	0	0	0	0	0	5	1	0	0	6	2	0	0	0	2	0	5	0	0	5	13	39
	9:45 AM	0	0	0	0	0	2	1	0	0	3	3	0	2	0	5	0	0	0	0	0	8	34
Midday Peak Period	10:00 AM	0	0	0	0	0	0	3	0	0	3	2	1	0	0	3	0	4	0	0	4	10	34
	10:15 AM	0	0	0	0	0	3	1	0	0	4	0	0	0	0	0	0	4	0	0	4	8	30
	10:30 AM	0	0	0	0	0	1	2	0	0	3	0	0	1	0	1	0	3	1	0	4	8	38
	10:45 AM	0	0	0	0	0	1	3	0	0	4	0	0	0	0	0	0	4	0	0	4	8	37
	11:00 AM	0	0	0	0	0	0	3	0	0	3	2	0	1	0	3	0	0	0	0	0	6	34
	11:15 AM	0	0	0	0	0	3	3	0	0	6	0	0	4	0	4	0	4	2	0	6	16	38
	11:30 AM	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	0	4	0	0	4	7	31
	11:45 AM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	3	1	0	4	5	26
	12:00 PM	0	0	0	0	0	1	1	0	0	2	3	0	1	0	4	0	4	0	0	4	10	26
	12:15 PM	0	0	0	0	0	2	1	0	0	3	0	0	2	0	2	0	4	0	0	4	9	29
	12:30 PM	0	0	0	0	0	0	0	0	0	0	1	0	1	0	2	0	0	0	0	0	2	26
	12:45 PM	0	0	0	0	0	1	2	0	0	3	1	1	0	0	2	0	0	0	0	0	5	31
	1:00 PM	0	0	0	0	0	1	2	0	0	3	2	1	1	0	4	0	4	2	0	6	13	32
	1:15 PM	0	0	0	0	0	1	2	0	0	3	0	0	0	0	0	0	2	1	0	3	6	25
	1:30 PM	0	0	0	0	0	0	1	0	0	1	2	0	1	0	3	0	3	0	0	3	7	24
	1:45 PM	0	0	0	0	0	0	2	0	0	2	1	0	1	0	2	0	0	2	0	2	6	26
PM Peak Period	2:00 PM	0	0	0	0	0	0	2	0	0	2	1	0	1	0	2	0	1	1	0	2	6	28
	2:15 PM	0	0	0	0	0	1	2	0	0	3	1	0	0	0	1	0	1	0	0	1	5	30
	2:30 PM	0	0	0	0	0	3	1	0	0	4	0	0	2	0	2	0	2	1	0	3	9	31
	2:45 PM	0	0	0	0	0	1	2	0	0	3	0	1	2	0	3	0	1	1	0	2	8	31
	3:00 PM	0	0	0	0	0	1	1	0	0	2	2	0	2	0	4	0	2	0	0	2	8	34
	3:15 PM	0	0	0	0	0	0	1	0	0	1	1	0	0	0	1	0	4	0	0	4	6	31
	3:30 PM	0	0	0	0	0	2	3	0	0	5	1	0	1	0	2	0	1	1	0	2	9	27
	3:45 PM	0	0	0	0	0	2	4	0	0	6	1	0	0	0	1	0	4	0	0	4	11	24
	4:00 PM	0	0	0	0	0	1	0	0	0	1	1	0	1	0	2	0	2	0	0	2	5	24
	4:15 PM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	1	0	0	1	2	26
	4:30 PM	0	0	0	0	0	2	0	0	0	2	1	0	2	0	3	0	1	0	0	1	6	30
	4:45 PM	0	0	0	0	0	0	2	0	0	2	1	0	2	0	3	0	6	0	0	6	11	30
	5:00 PM	0	0	0	0	0	0	3	0	0	3	2	0	0	0	2	0	2	0	0	2	7	22
	5:15 PM	0	0	0	0	0	0	4	0	0	4	1	0	0	0	1	0	1	0	0	1	6	17
	5:30 PM	0	0	0	0	0	2	1	0	0	3	0	0	2	0	2	0	1	0	0	1	6	13
	5:45 PM	0	0	0	0	0	0	0	0	0	0	1	0	1	0	2	0	1	0	0	1	3	9
	6:00 PM	0	0	0	0	0	1	0	0	0	1	0	0	1	0	1	0	0	0	0	0	2	7
	6:15 PM	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	1	0	0	1	2	
	6:30 PM	0	0	0	0	0	0	1	0	0	1	1	0	0	0	1	0	0	0	0	0	2	
	6:45 PM	0	0	0	0	0	1	0	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	53	76	0	0	129	42	4	36	0	82	0	112	27	0	139	350	

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

	Hourly Time Period	From North (↓)					From East (←)					From South (↑)					From West (→)					Total
		IH 41-94 NB Ramps					CTH KR - County Line Road					IH 41-94 NB Ramps					CTH KR - County Line Road					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	6:30 AM	0	0	0	0	0	4	4	0	0	8	4	0	0	0	4	0	12	2	0	14	26
MD	11:45 AM	0	0	0	0	0	3	2	0	0	5	5	0	4	0	9	0	11	1	0	12	26
PM	6:00 PM	0	0	0	0	0	3	1	0	0	4	1	0	1	0	2	0	1	0	0	1	7

Intersection Traffic Volume Report

Count Basics			*Page 8 of 11*
Start Date:	Wednesday, July 26, 2017	Weekday	Schools in Session
Total Number of Hours Counted: 13		Non-Holiday	No Special Events

15-Minute Semi-Truck Data

Semi-Trucks

IH 41-94 NB Ramps and CTH KR - County Line Road

15-Minute Semi-Truck Data

15-Minute Time Period		From North (↓)					From East (←)					From South (↑)					From West (→)					15-Min	Hourly
		IH 41-94 NB Ramps					CTH KR - County Line Road					IH 41-94 NB Ramps					CTH KR - County Line Road						
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	1	0	0	1	1	1	1	0	3	0	0	1	0	1	5	14
	6:15 AM	0	0	0	0	0	1	1	0	0	2	0	0	0	0	0	0	1	1	0	2	4	14
	6:30 AM	0	0	0	0	0	0	0	0	0	0	1	1	0	0	2	0	0	0	0	0	2	16
	6:45 AM	0	0	0	0	0	1	1	0	0	2	0	1	0	0	1	0	0	0	0	0	3	23
	7:00 AM	0	0	0	0	0	0	0	0	0	0	3	1	1	0	5	0	0	0	0	0	5	25
	7:15 AM	0	0	0	0	0	1	3	0	0	4	0	0	1	0	1	0	1	0	0	1	6	25
	7:30 AM	0	0	0	0	0	0	2	0	0	2	2	0	0	0	2	0	5	0	0	5	9	31
	7:45 AM	0	0	0	0	0	2	0	0	0	2	1	0	0	0	1	0	1	1	0	2	5	24
	8:00 AM	0	0	0	0	0	2	1	0	0	3	0	0	0	0	0	0	2	0	0	2	5	21
	8:15 AM	0	0	0	0	0	4	3	0	0	7	0	2	0	0	2	0	3	0	0	3	12	22
	8:30 AM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	1	0	0	1	2	14
	8:45 AM	0	0	0	0	0	0	1	0	0	1	0	0	1	0	1	0	0	0	0	0	2	16
	9:00 AM	0	0	0	0	0	1	2	0	0	3	2	0	0	0	2	0	1	0	0	1	6	18
	9:15 AM	0	0	0	0	0	1	0	0	0	1	1	0	1	0	2	0	1	0	0	1	4	22
	9:30 AM	0	0	0	0	0	0	1	0	0	1	1	0	1	0	2	0	1	0	0	1	4	24
	9:45 AM	0	0	0	0	0	1	2	0	0	3	1	0	0	0	1	0	0	0	0	0	4	24
Midday Peak Period	10:00 AM	0	0	0	0	0	4	2	0	0	6	1	1	0	0	2	0	1	1	0	2	10	25
	10:15 AM	0	0	0	0	0	3	2	0	0	5	1	0	0	0	1	0	0	0	0	0	6	21
	10:30 AM	0	0	0	0	0	1	1	0	0	2	0	1	0	0	1	0	1	0	0	1	4	21
	10:45 AM	0	0	0	0	0	1	0	0	0	1	1	0	1	0	2	0	2	0	0	2	5	23
	11:00 AM	0	0	0	0	0	1	0	0	0	1	2	1	0	0	3	0	2	0	0	2	6	28
	11:15 AM	0	0	0	0	0	2	1	0	0	3	1	1	0	0	2	0	1	0	0	1	6	33
	11:30 AM	0	0	0	0	0	2	2	0	0	4	0	0	0	0	0	0	1	1	0	2	6	33
	11:45 AM	0	0	0	0	0	1	1	0	0	2	1	0	0	0	1	0	6	1	0	7	10	30
	12:00 PM	0	0	0	0	0	2	0	0	0	2	2	2	0	0	4	0	5	0	0	5	11	25
	12:15 PM	0	0	0	0	0	0	1	0	0	1	2	0	0	0	2	0	3	0	0	3	6	19
	12:30 PM	0	0	0	0	0	1	0	0	0	1	2	0	0	0	2	0	0	0	0	0	3	21
	12:45 PM	0	0	0	0	0	2	1	0	0	3	0	0	0	0	0	0	2	0	0	2	5	22
	1:00 PM	0	0	0	0	0	0	2	0	0	2	1	0	1	0	2	0	1	0	0	1	5	23
	1:15 PM	0	0	0	0	0	0	3	0	0	3	1	1	0	0	2	0	3	0	0	3	8	21
	1:30 PM	0	0	0	0	0	0	0	0	0	0	2	0	0	0	2	0	2	0	0	2	4	17
	1:45 PM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	4	1	0	5	6	16
PM Peak Period	2:00 PM	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	2	0	0	2	3	15
	2:15 PM	0	0	0	0	0	1	1	0	0	2	0	0	0	0	0	0	2	0	0	2	4	16
	2:30 PM	0	0	0	0	0	1	1	0	0	2	0	0	1	0	1	0	0	0	0	0	3	18
	2:45 PM	0	0	0	0	0	1	1	0	0	2	2	0	1	0	3	0	0	0	0	0	5	17
	3:00 PM	0	0	0	0	0	0	0	0	0	0	3	1	0	0	4	0	0	0	0	0	4	16
	3:15 PM	0	0	0	0	0	0	0	0	0	0	2	0	0	0	2	0	3	1	0	4	6	19
	3:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	1	0	0	1	2	15
	3:45 PM	0	0	0	0	0	0	3	0	0	3	1	0	0	0	1	0	0	0	0	0	4	15
	4:00 PM	0	0	0	0	0	1	1	0	0	2	3	0	1	0	4	0	1	0	0	1	7	13
	4:15 PM	0	0	0	0	0	1	0	0	0	1	1	0	0	0	1	0	0	0	0	0	2	8
	4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	2	8
	4:45 PM	0	0	0	0	0	0	1	0	0	1	0	1	0	0	1	0	0	0	0	0	2	10
	5:00 PM	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	1	0	0	1	2	8
	5:15 PM	0	0	0	0	0	0	1	0	0	1	0	1	0	0	1	0	0	0	0	0	2	6
	5:30 PM	0	0	0	0	0	1	1	0	0	2	1	1	0	0	2	0	0	0	0	0	4	6
	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	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	6
	6:15 PM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	1	0	0	1	2	
	6:30 PM	0	0	0	0	0	0	2	0	0	2	1	0	0	0	1	0	0	0	0	0	3	
	6:45 PM	0	0	0	0	0	0	0	0	0	0	0	1	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	
	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	42	47	0	0	89	45	19	12	0	76	0	64	8	0	72	237	

Peak Hour Semi-Truck Volume Summary

Hourly Time Period		From North (↓)					From East (←)					From South (↑)					From West (→)					Total Hourly
		IH 41-94 NB Ramps					CTH KR - County Line Road					IH 41-94 NB Ramps					CTH KR - County Line Road					
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	6:30 AM	0	0	0	0	0	8	6	0	0	14	3	2	0	0	5	0	11	1	0	12	31
MD	11:45 AM	0	0	0	0	0	3	4	0	0	7	5	0	1	0	6	0	6	0	0	6	19
PM	6:00 PM	0	0	0	0	0	2	4	0	0	6	5	0	1	0	6	0	3	0	0	3	15

Intersection Traffic Volume Report

Count Basics			*Page 9 of 11*
Start Date:	Wednesday, July 26, 2017	Weekday	Schools in Session
Total Number of Hours Counted: 13		Non-Holiday	No Special Events

15-Minute Heavy Vehicle Data

Heavy Vehicles (Single-Unit Trucks, Buses & Semi-Trucks)

IH 41-94 NB Ramps and CTH KR - County Line Road

15-Minute Heavy Vehicle Data

15-Minute Time Period		From North (↓) IH 41-94 NB Ramps					From East (←) CTH KR - County Line Road					From South (↑) IH 41-94 NB Ramps					From West (→) CTH KR - County Line Road					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	1	0	0	1	2	1	1	0	4	0	0	8	0	8	13	44
	6:15 AM	0	0	0	0	0	1	1	0	0	2	0	0	0	0	0	0	1	1	0	2	4	39
	6:30 AM	0	0	0	0	0	1	1	0	0	2	1	1	0	0	2	0	7	1	0	8	12	42
	6:45 AM	0	0	0	0	0	3	3	0	0	6	4	1	0	0	5	0	3	1	0	4	15	45
	7:00 AM	0	0	0	0	0	1	0	0	0	1	3	1	1	0	5	0	2	0	0	2	8	43
	7:15 AM	0	0	0	0	0	1	4	0	0	5	0	0	1	0	1	0	1	0	0	1	7	47
	7:30 AM	0	0	0	0	0	0	3	0	0	3	2	0	2	0	4	0	8	0	0	8	15	57
	7:45 AM	0	0	0	0	0	2	3	0	0	5	1	0	0	0	1	0	4	3	0	7	13	50
	8:00 AM	0	0	0	0	0	5	2	0	0	7	0	0	0	0	0	0	4	1	0	5	12	49
	8:15 AM	0	0	0	0	0	5	3	0	0	8	0	2	0	0	2	0	6	1	0	7	17	50
	8:30 AM	0	0	0	0	0	0	5	0	0	5	0	0	1	0	1	0	1	1	0	2	8	42
	8:45 AM	0	0	0	0	0	3	3	0	0	6	1	0	2	0	3	0	3	0	0	3	12	51
	9:00 AM	0	0	0	0	0	2	4	0	0	6	3	0	0	0	3	0	4	0	0	4	13	51
	9:15 AM	0	0	0	0	0	3	0	0	0	3	1	0	1	0	2	0	4	0	0	4	9	58
	9:30 AM	0	0	0	0	0	5	2	0	0	7	3	0	1	0	4	0	6	0	0	6	17	63
	9:45 AM	0	0	0	0	0	3	3	0	0	6	4	0	2	0	6	0	0	0	0	0	12	58
Midday Peak Period	10:00 AM	0	0	0	0	0	4	5	0	0	9	3	2	0	0	5	0	5	1	0	6	20	59
	10:15 AM	0	0	0	0	0	6	3	0	0	9	1	0	0	0	1	0	4	0	0	4	14	51
	10:30 AM	0	0	0	0	0	2	3	0	0	5	0	1	1	0	2	0	4	1	0	5	12	59
	10:45 AM	0	0	0	0	0	2	3	0	0	5	1	0	1	0	2	0	6	0	0	6	13	60
	11:00 AM	0	0	0	0	0	1	3	0	0	4	4	1	1	0	6	0	2	0	0	2	12	62
	11:15 AM	0	0	0	0	0	5	4	0	0	9	1	1	4	0	6	0	5	2	0	7	22	71
	11:30 AM	0	0	0	0	0	2	5	0	0	7	0	0	0	0	0	0	5	1	0	6	13	64
	11:45 AM	0	0	0	0	0	1	1	0	0	2	2	0	0	0	2	0	9	2	0	11	15	56
	12:00 PM	0	0	0	0	0	3	1	0	0	4	5	2	1	0	8	0	9	0	0	9	21	51
	12:15 PM	0	0	0	0	0	2	2	0	0	4	2	0	2	0	4	0	7	0	0	7	15	48
	12:30 PM	0	0	0	0	0	1	0	0	0	1	3	0	1	0	4	0	0	0	0	0	5	47
	12:45 PM	0	0	0	0	0	3	3	0	0	6	1	1	0	0	2	0	2	0	0	2	10	53
	1:00 PM	0	0	0	0	0	1	4	0	0	5	3	1	2	0	6	0	5	2	0	7	18	55
	1:15 PM	0	0	0	0	0	1	5	0	0	6	1	1	0	0	2	0	5	1	0	6	14	46
	1:30 PM	0	0	0	0	0	0	1	0	0	1	4	0	1	0	5	0	5	0	0	5	11	41
	1:45 PM	0	0	0	0	0	0	2	0	0	2	1	1	1	0	3	0	4	3	0	7	12	42
PM Peak Period	2:00 PM	0	0	0	0	0	1	2	0	0	3	1	0	1	0	2	0	3	1	0	4	9	43
	2:15 PM	0	0	0	0	0	2	3	0	0	5	1	0	0	0	1	0	3	0	0	3	9	46
	2:30 PM	0	0	0	0	0	4	2	0	0	6	0	0	3	0	3	0	2	1	0	3	12	49
	2:45 PM	0	0	0	0	0	2	3	0	0	5	2	1	3	0	6	0	1	1	0	2	13	48
	3:00 PM	0	0	0	0	0	1	1	0	0	2	5	1	2	0	8	0	2	0	0	2	12	50
	3:15 PM	0	0	0	0	0	0	1	0	0	1	3	0	0	0	3	0	7	1	0	8	12	50
	3:30 PM	0	0	0	0	0	2	3	0	0	5	1	0	2	0	3	0	2	1	0	3	11	42
	3:45 PM	0	0	0	0	0	2	7	0	0	9	2	0	0	0	2	0	4	0	0	4	15	39
	4:00 PM	0	0	0	0	0	2	1	0	0	3	4	0	2	0	6	0	3	0	0	3	12	37
	4:15 PM	0	0	0	0	0	1	1	0	0	2	1	0	0	0	1	0	1	0	0	1	4	34
	4:30 PM	0	0	0	0	0	2	0	0	0	2	1	0	2	0	3	0	3	0	0	3	8	38
	4:45 PM	0	0	0	0	0	0	3	0	0	3	1	1	2	0	4	0	6	0	0	6	13	40
	5:00 PM	0	0	0	0	0	1	3	0	0	4	2	0	0	0	2	0	3	0	0	3	9	30
	5:15 PM	0	0	0	0	0	0	5	0	0	5	1	1	0	0	2	0	1	0	0	1	8	23
	5:30 PM	0	0	0	0	0	3	2	0	0	5	1	1	2	0	4	0	1	0	0	1	10	19
	5:45 PM	0	0	0	0	0	0	0	0	0	0	1	0	1	0	2	0	1	0	0	1	3	14
	6:00 PM	0	0	0	0	0	1	0	0	0	1	0	0	1	0	1	0	0	0	0	0	2	13
	6:15 PM	0	0	0	0	0	1	0	0	0	1	1	0	0	0	1	0	2	0	0	2	4	
	6:30 PM	0	0	0	0	0	0	3	0	0	3	2	0	0	0	2	0	0	0	0	0	5	
	6:45 PM	0	0	0	0	0	1	0	0	0	1	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	
Totals		0	0	0	0	0	95	123	0	0	218	87	23	48	0	158	0	176	35	0	211	587	

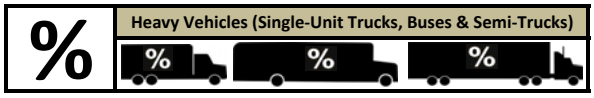
Peak Hour Heavy Vehicle Volume Summary

Hourly Time Period		From North (↓) IH 41-94 NB Ramps					From East (←) CTH KR - County Line Road					From South (↑) IH 41-94 NB Ramps					From West (→) CTH KR - County Line Road					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	6:30 AM	0	0	0	0	0	6	8	0	0	14	8	3	2	0	13	0	13	2	0	15	42
MD	11:45 AM	0	0	0	0	0	7	4	0	0	11	12	2	4	0	18	0	25	2	0	27	56
PM	6:00 PM	0	0	0	0	0	3	3	0	0	6	3	1	1	0	5	0	2	0	0	2	13

Intersection Traffic Volume Report

Count Basics			*Page 10 of 11*
Start Date:	Wednesday, July 26, 2017	Weekday	Schools in Session
Total Number of Hours Counted: 13		Non-Holiday	No Special Events

15-Minute Heavy Vehicle Percentages



IH 41-94 NB Ramps and CTH KR - County Line Road

15-Minute Heavy Vehicle Percentages

15-Minute Time Period		From North (↓)					From East (←)					From South (↑)					From West (→)					Total Heavy Vehicle	Hourly Heavy Vehicle
		IH 41-94 NB Ramps					CTH KR - County Line Road					IH 41-94 NB Ramps					CTH KR - County Line Road						
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	2.0	0.0	0.0	1.2	11.8	100.0	33.3	0.0	19.0	0.0	0.0	66.7	0.0	25.8	9.6	7.0
	6:15 AM	0.0	0.0	0.0	0.0	0.0	2.4	2.2	0.0	0.0	2.3	0.0	0.0	0.0	0.0	0.0	0.0	6.2	33.3	0.0	10.5	3.3	5.8
	6:30 AM	0.0	0.0	0.0	0.0	0.0	2.1	1.8	0.0	0.0	1.9	5.9	100.0	0.0	0.0	7.4	0.0	20.0	16.7	0.0	19.5	7.0	5.5
	6:45 AM	0.0	0.0	0.0	0.0	0.0	6.1	4.2	0.0	0.0	5.0	14.8	100.0	0.0	0.0	14.7	0.0	8.3	12.5	0.0	9.1	7.5	5.7
	7:00 AM	0.0	0.0	0.0	0.0	0.0	2.4	0.0	0.0	0.0	1.1	9.4	50.0	25.0	0.0	13.2	0.0	5.1	0.0	0.0	4.2	4.6	5.5
	7:15 AM	0.0	0.0	0.0	0.0	0.0	1.9	6.5	0.0	0.0	4.3	0.0	0.0	11.1	0.0	2.4	0.0	2.0	0.0	0.0	1.7	3.2	6.2
	7:30 AM	0.0	0.0	0.0	0.0	0.0	0.0	5.5	0.0	0.0	3.5	5.1	0.0	20.0	0.0	8.2	0.0	13.6	0.0	0.0	12.9	7.6	8.3
	7:45 AM	0.0	0.0	0.0	0.0	0.0	5.1	5.9	0.0	0.0	5.6	2.6	0.0	0.0	0.0	2.0	0.0	8.9	42.9	0.0	13.5	6.8	8.0
	8:00 AM	0.0	0.0	0.0	0.0	0.0	12.2	4.4	0.0	0.0	8.1	0.0	0.0	0.0	0.0	0.0	0.0	12.5	14.3	0.0	12.8	8.1	8.7
	8:15 AM	0.0	0.0	0.0	0.0	0.0	15.6	7.3	0.0	0.0	11.0	0.0	100.0	0.0	0.0	6.9	0.0	14.6	14.3	0.0	14.6	11.3	9.4
	8:30 AM	0.0	0.0	0.0	0.0	0.0	0.0	11.9	0.0	0.0	7.2	0.0	0.0	16.7	0.0	4.3	0.0	2.8	14.3	0.0	4.7	5.9	8.6
	8:45 AM	0.0	0.0	0.0	0.0	0.0	13.6	6.2	0.0	0.0	8.6	4.5	0.0	25.0	0.0	10.0	0.0	10.7	0.0	0.0	10.3	9.3	11.3
	9:00 AM	0.0	0.0	0.0	0.0	0.0	9.5	9.3	0.0	0.0	9.4	14.3	0.0	0.0	0.0	11.1	0.0	14.8	0.0	0.0	14.3	10.9	12.2
	9:15 AM	0.0	0.0	0.0	0.0	0.0	15.8	0.0	0.0	0.0	6.5	4.5	0.0	10.0	0.0	6.1	0.0	14.3	0.0	0.0	14.3	8.4	13.5
	9:30 AM	0.0	0.0	0.0	0.0	0.0	18.5	8.0	0.0	0.0	13.5	20.0	0.0	33.3	0.0	21.1	0.0	25.0	0.0	0.0	24.0	17.7	14.5
	9:45 AM	0.0	0.0	0.0	0.0	0.0	21.4	13.0	0.0	0.0	16.2	20.0	0.0	25.0	0.0	21.4	0.0	0.0	0.0	0.0	0.0	12.6	12.9
Midday Peak Period	10:00 AM	0.0	0.0	0.0	0.0	0.0	16.0	12.8	0.0	0.0	14.1	16.7	100.0	0.0	0.0	20.8	0.0	11.4	100.0	0.0	13.3	15.0	12.6
	10:15 AM	0.0	0.0	0.0	0.0	0.0	25.0	13.0	0.0	0.0	19.1	6.2	0.0	0.0	0.0	4.0	0.0	11.1	0.0	0.0	10.3	12.6	11.4
	10:30 AM	0.0	0.0	0.0	0.0	0.0	11.1	12.0	0.0	0.0	11.6	0.0	100.0	7.1	0.0	6.7	0.0	11.8	25.0	0.0	13.2	10.8	13.0
	10:45 AM	0.0	0.0	0.0	0.0	0.0	12.5	9.7	0.0	0.0	10.6	5.0	0.0	20.0	0.0	8.0	0.0	14.3	0.0	0.0	14.0	11.3	12.6
	11:00 AM	0.0	0.0	0.0	0.0	0.0	4.3	7.9	0.0	0.0	6.6	26.7	100.0	16.7	0.0	27.3	0.0	8.7	0.0	0.0	6.9	10.7	12.2
	11:15 AM	0.0	0.0	0.0	0.0	0.0	26.3	13.8	0.0	0.0	18.7	7.1	100.0	30.8	0.0	21.4	0.0	15.2	33.3	0.0	17.9	19.1	13.3
	11:30 AM	0.0	0.0	0.0	0.0	0.0	14.3	15.6	0.0	0.0	15.2	0.0	0.0	0.0	0.0	0.0	0.0	9.1	10.0	0.0	9.2	9.6	10.8
	11:45 AM	0.0	0.0	0.0	0.0	0.0	4.5	4.0	0.0	0.0	4.3	11.8	0.0	0.0	0.0	7.1	0.0	14.3	25.0	0.0	15.5	10.3	9.3
	12:00 PM	0.0	0.0	0.0	0.0	0.0	18.7	4.2	0.0	0.0	10.0	17.2	100.0	11.1	0.0	20.0	0.0	15.5	0.0	0.0	15.5	15.2	8.7
	12:15 PM	0.0	0.0	0.0	0.0	0.0	7.7	4.3	0.0	0.0	5.6	10.5	0.0	15.4	0.0	12.5	0.0	11.3	0.0	0.0	10.3	8.7	8.3
	12:30 PM	0.0	0.0	0.0	0.0	0.0	4.0	0.0	0.0	0.0	1.5	10.0	0.0	11.1	0.0	10.0	0.0	0.0	0.0	0.0	0.0	3.4	8.4
	12:45 PM	0.0	0.0	0.0	0.0	0.0	12.0	9.1	0.0	0.0	10.3	5.0	50.0	0.0	0.0	6.9	0.0	5.3	0.0	0.0	4.7	7.7	10.1
	1:00 PM	0.0	0.0	0.0	0.0	0.0	4.5	11.8	0.0	0.0	8.9	15.8	50.0	33.3	0.0	22.2	0.0	11.6	33.3	0.0	14.3	13.6	10.4
	1:15 PM	0.0	0.0	0.0	0.0	0.0	3.8	11.1	0.0	0.0	8.5	3.0	100.0	0.0	0.0	5.1	0.0	12.2	33.3	0.0	13.6	9.1	8.9
	1:30 PM	0.0	0.0	0.0	0.0	0.0	0.0	4.0	0.0	0.0	2.1	21.1	0.0	12.5	0.0	18.5	0.0	17.9	0.0	0.0	14.3	10.0	8.2
	1:45 PM	0.0	0.0	0.0	0.0	0.0	0.0	8.3	0.0	0.0	4.3	5.0	100.0	10.0	0.0	9.7	0.0	8.7	30.0	0.0	12.5	9.0	7.8
PM Peak Period	2:00 PM	0.0	0.0	0.0	0.0	0.0	4.2	5.4	0.0	0.0	4.9	7.1	0.0	14.3	0.0	9.5	0.0	8.8	33.3	0.0	10.8	7.6	7.5
	2:15 PM	0.0	0.0	0.0	0.0	0.0	7.7	8.1	0.0	0.0	7.9	4.5	0.0	0.0	0.0	2.6	0.0	9.1	0.0	0.0	8.6	6.6	7.5
	2:30 PM	0.0	0.0	0.0	0.0	0.0	15.4	5.3	0.0	0.0	9.4	0.0	0.0	21.4	0.0	7.3	0.0	5.1	25.0	0.0	7.0	8.1	7.4
	2:45 PM	0.0	0.0	0.0	0.0	0.0	8.3	6.2	0.0	0.0	6.9	7.1	50.0	25.0	0.0	14.3	0.0	2.2	14.3	0.0	3.8	7.8	6.8
	3:00 PM	0.0	0.0	0.0	0.0	0.0	5.9	2.8	0.0	0.0	3.8	14.7	50.0	12.5	0.0	15.4	0.0	3.6	0.0	0.0	3.5	7.4	6.9
	3:15 PM	0.0	0.0	0.0	0.0	0.0	0.0	2.0	0.0	0.0	1.2	8.8	0.0	0.0	0.0	7.0	0.0	12.3	20.0	0.0	12.9	6.5	6.3
	3:30 PM	0.0	0.0	0.0	0.0	0.0	5.4	7.5	0.0	0.0	6.5	3.8	0.0	11.1	0.0	6.8	0.0	3.4	12.5	0.0	4.5	5.9	5.1
	3:45 PM	0.0	0.0	0.0	0.0	0.0	7.1	12.3	0.0	0.0	10.6	5.6	0.0	0.0	0.0	3.9	0.0	7.8	0.0	0.0	7.7	8.0	4.5
	4:00 PM	0.0	0.0	0.0	0.0	0.0	5.9	1.8	0.0	0.0	3.4	7.3	0.0	12.5	0.0	8.3	0.0	4.8	0.0	0.0	4.3	5.2	4.0
	4:15 PM	0.0	0.0	0.0	0.0	0.0	3.2	1.7	0.0	0.0	2.2	2.9	0.0	0.0	0.0	1.9	0.0	1.3	0.0	0.0	1.2	1.8	3.7
	4:30 PM	0.0	0.0	0.0	0.0	0.0	7.7	0.0	0.0	0.0	2.6	2.1	0.0	13.3	0.0	4.7	0.0	3.6	0.0	0.0	3.4	3.5	4.2
	4:45 PM	0.0	0.0	0.0	0.0	0.0	0.0	4.3	0.0	0.0	3.2	2.0	50.0	8.7	0.0	5.4	0.0	8.3	0.0	0.0	7.8	5.3	4.4
	5:00 PM	0.0	0.0	0.0	0.0	0.0	4.5	5.0	0.0	0.0	4.9	3.9	0.0	0.0	0.0	2.8	0.0	4.5	0.0	0.0	4.3	4.1	3.6
	5:15 PM	0.0	0.0	0.0	0.0	0.0	0.0	8.1	0.0	0.0	5.7	1.9	100.0	0.0	0.0	3.1	0.0	1.7	0.0	0.0	1.5	3.7	2.9
	5:30 PM	0.0	0.0	0.0	0.0	0.0	11.5	2.7	0.0	0.0	5.1	1.9	50.0	11.8	0.0	5.6	0.0	1.8	0.0	0.0	1.6	4.3	2.6
	5:45 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2.9	0.0	5.6	0.0	3.8	0.0	2.4	0.0	0.0	2.3	1.8	2.1
	6:00 PM	0.0	0.0	0.0	0.0	0.0	5.9	0.0	0.0	0.0	1.5	0.0	0.0	5.9	0.0	1.4	0.0	0.0	0.0	0.0	0.0	1.1	2.0
	6:15 PM	0.0	0.0	0.0	0.0	0.0	6.7	0.0	0.0	0.0	1.8	2.3	0.0	0.0	0.0	1.9	0.0	4.9	0.0	0.0	4.4	2.6	
	6:30 PM	0.0	0.0	0.0	0.0	0.0	0.0	3.9	0.0	0.0	3.2	6.1	0.0	0.0	0.0	4.4	0.0	0.0	0.0	0.0	0.0	2.8	
	6:45 PM	0.0	0.0	0.0	0.0	0.0	7.1	0.0	0.0	0.0	2.4	0.0	100.0	0.0	0.0	2.2	0.0	0.0	0.0	0.0	0.0	1.6	
	7:00 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	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	6.9	5.4	0.0	0.0	6.0	6.0	57.5	8.9	0.0	7.8	0.0	7.7	14.6	0.0	8.4	7.2	

Peak Hour Heavy Vehicle Percentages Summary

Hourly Time Period		From North (↓)					From East (←)					From South (↑)					From West (→)					Hourly Heavy Vehicle
		IH 41-94 NB Ramps					CTH KR - County Line Road					IH 41-94 NB Ramps					CTH KR - County Line Road					
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	6:30 AM	0.0	0.0	0.0	0.0	0.0	3.2	3.4	0.0	0.0	3.3	7.4	60.0	7.1	0.0	9.2	0.0	8.2	6.1	0.0	7.8	5.5
MD	11:45 AM	0.0	0.0	0.0	0.0	0.0	7.9	2.9	0.0	0.0	4.9	12.6	66.7	9.5	0.0	12.9	0.0	11.3	14.3	0.0	11.4	9.3
PM	6:00 PM	0.0	0.0	0.0	0.0	0.0	4.7	1.5	0.0	0.0	2.3	2.0	100.0	1.6	0.0	2.3	0.0	1.3	0.0	0.0	1.2	2.0

Intersection Traffic Volume Report

Count Basics			Page 11 of 11
Start Date:	Wednesday, July 26, 2017	Weekday	Schools in Session
Total Number of Hours Counted: 13		Non-Holiday	No Special Events

15-Minute Pedestrian and Bicyclist Data

Pedestrians and Bicyclists

IH 41-94 NB Ramps and CTH KR - County Line Road

15-Minute Pedestrian and Bicyclist Data

	15-Minute Time Period	Crossing North Approach: IH 41-94 NB Ramps			Crossing East Approach: CTH KR - County Line Road			Crossing South Approach: IH 41-94 NB Ramps			Crossing West Approach: CTH KR - County Line Road			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/helper dog)	x					
Elderly/Disabled (except wheelchairs)	x					
Wheelchairs/Electric Scooters	x					
Other (None)	x					

Intersection Traffic Volume Report

Count Basics	Version 2013.J4.1	Page 1 of 11
Start Date: Wednesday, July 26, 2017	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

Intersection of: IH94-USH 41 E Frontage Rd and CTH KR - County Line Road

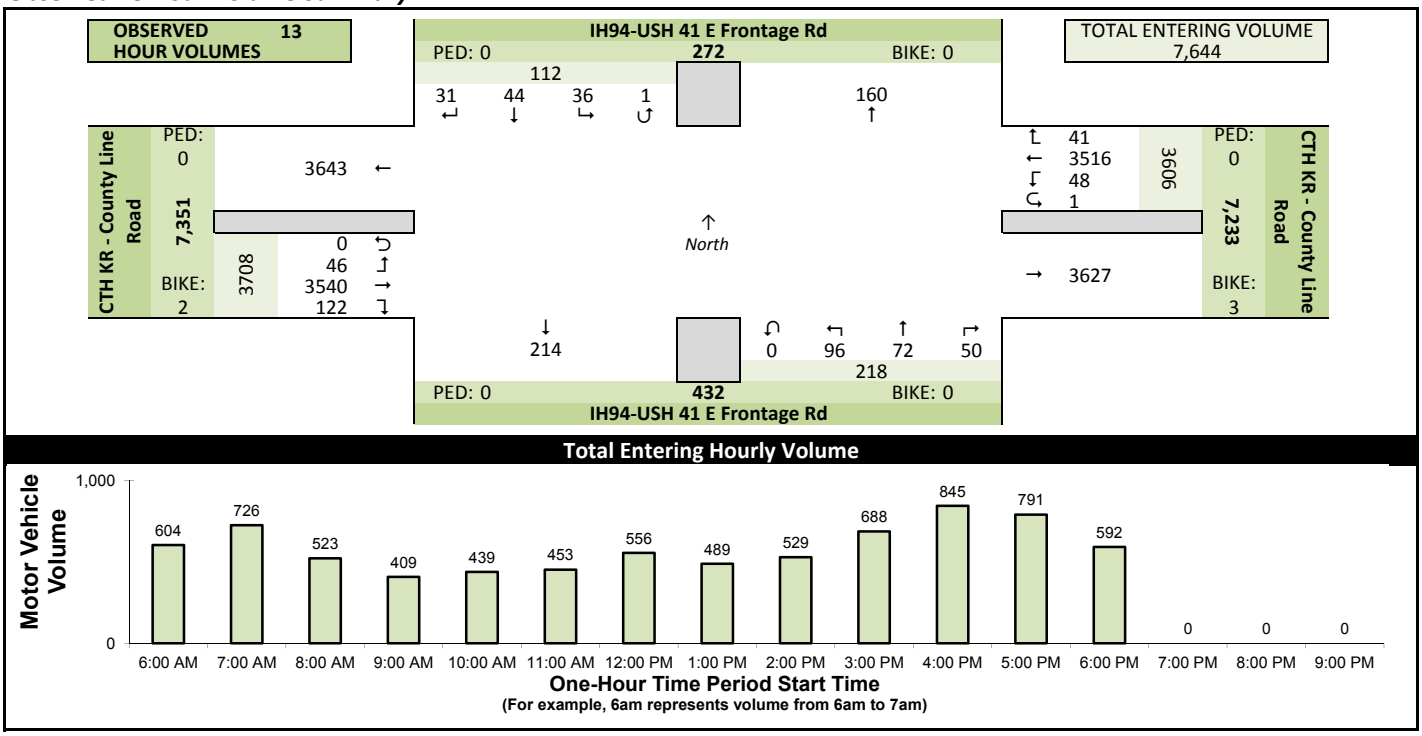
Site Information

Municipality	Village of Mt Pleasant		
County	Racine	WisDOT Region	SE
Traffic Control	Partial Stop Control		
Roadway Names		North Direction	↑
North Leg	IH94-USH 41 E Frontage Rd		
East Leg	CTH KR - County Line Road		
South Leg	IH94-USH 41 E Frontage Rd		
West Leg	CTH KR - County Line Road		
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	

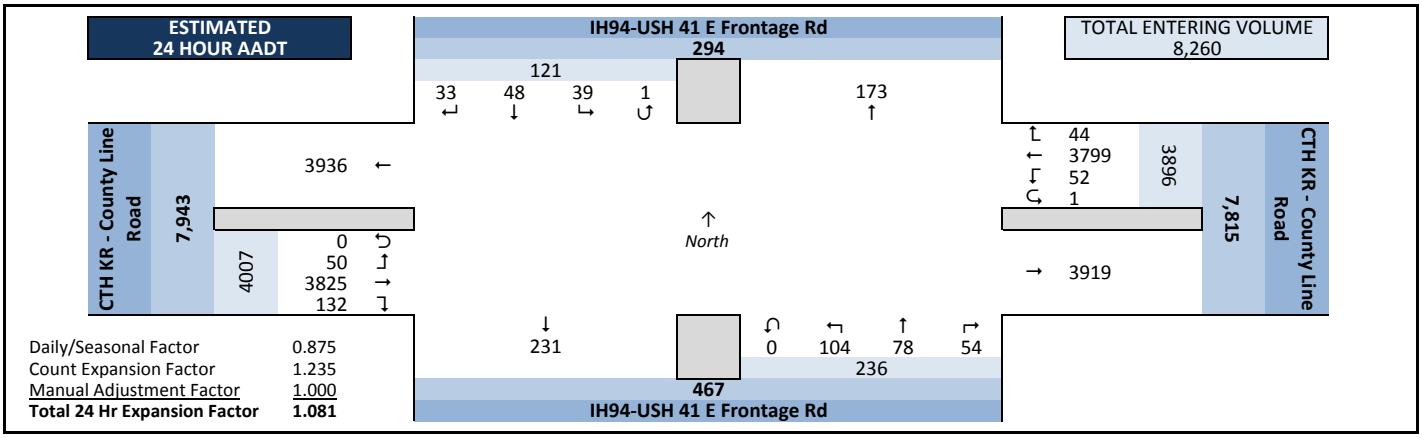
Count Information

Hrs Counted:	6:00 AM-7:00 PM				
1st Day of Count	Wednesday, July 26, 2017			Weather	
AM Peak Period	Tuesday, August 1, 2017			Clear & Dry	
Midday Peak Period	Thursday, July 27, 2017			Clear & Dry	
PM Peak Period	Wednesday, July 26, 2017			Clear & Dry	
Calculated Peak Hours					
AM	6:45-7:45am	MD	11:45-12:45pm	PM	4:30-5:30pm
Peak Hours Selected for Analysis					
AM	6:30-7:30am	MD	11:45-12:45pm	PM	6:00-7:00pm
Daily/Seasonal Adjustment Group	(2) Urban Arterials & Collectors				
Count Expansion Group	(2) Urban Arterials & Collectors				
Daily/Seasonal Adjustment Factor	0.875	Count Expansion Factor	1.235		
Company Name	TADI, Inc.			Manual Adj.	1.000
Observers	AM Peak Period	Ted Atwell			
	Midday Peak Period	Jeff Schleif			
	PM Peak Period	Wendy Picard			
Comments	2016 DOT Seasonal Factors				

Observed 13 Hour Volume Summary



Estimated 24 Hour AADT



Daily/Seasonal Factor	0.875
Count Expansion Factor	1.235
Manual Adjustment Factor	1.000
Total 24 Hr Expansion Factor	**1.081**

Intersection Traffic Volume Report

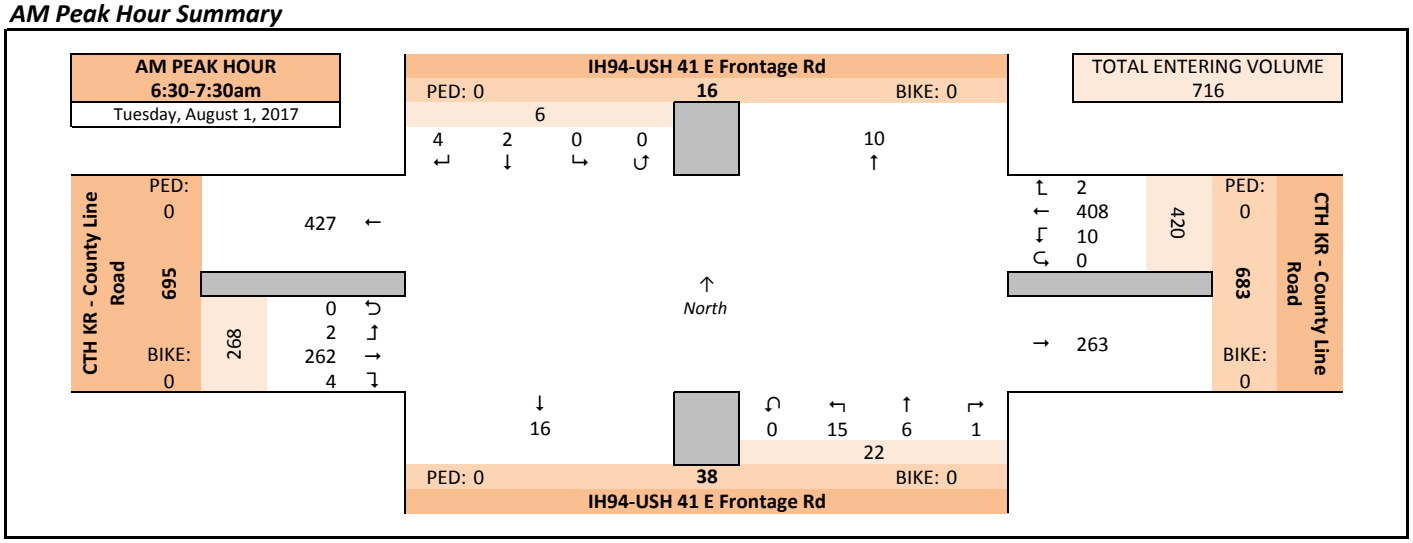
Count Basics			Page 2 of 11
Start Date:	Wednesday, July 26, 2017	Weekday	Schools in Session
Total Number of Hours Counted: 13		Non-Holiday	No Special Events

Peak Hour Volume Graphical Summary

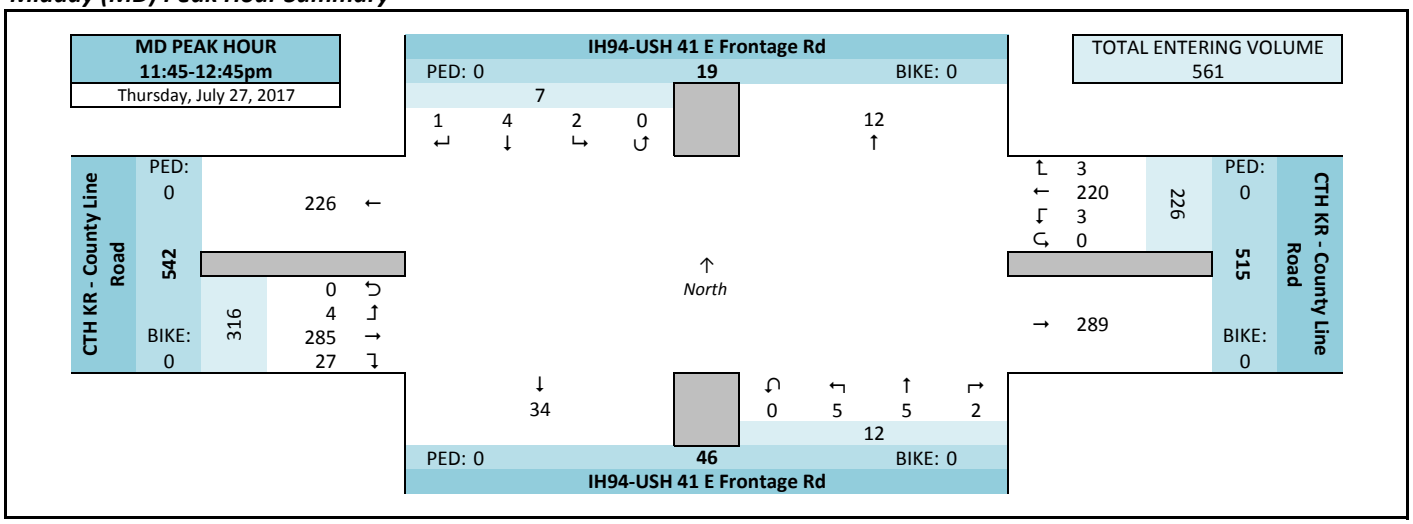
IH94-USH 41 E Frontage Rd and CTH KR - County Line Road

All Motor Vehicles

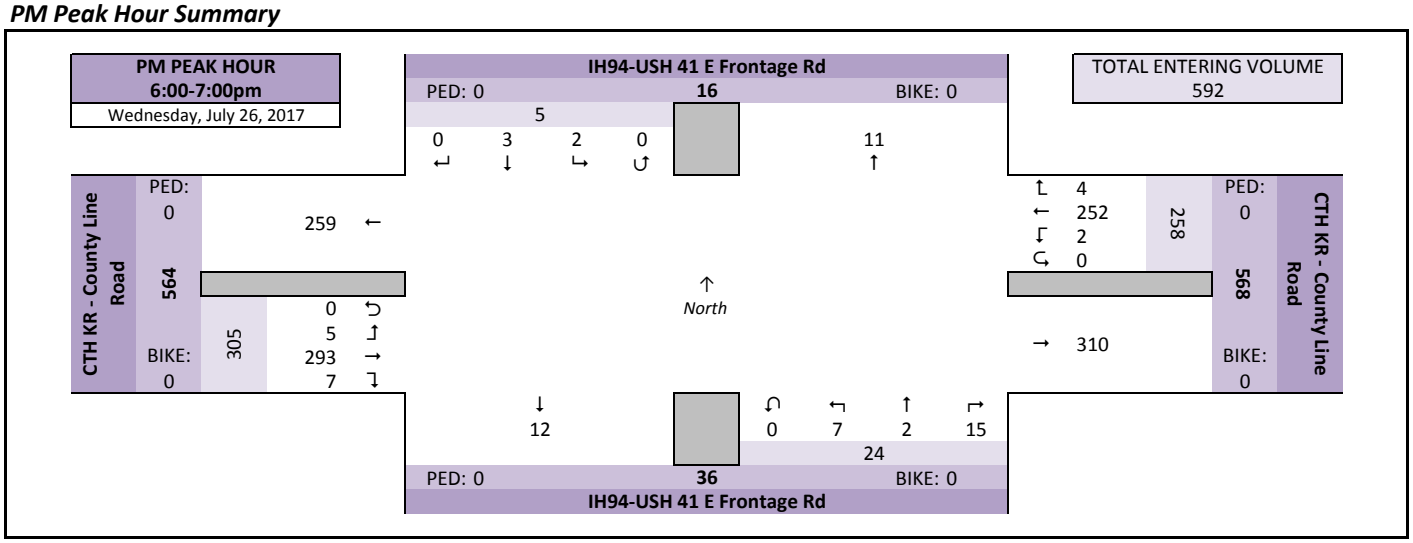
AM Peak Hour Summary



Midday (MD) Peak Hour Summary



PM Peak Hour Summary



Intersection Traffic Volume Report

Count Basics			*Page 3 of 11*
Start Date:	Wednesday, July 26, 2017	Weekday	Schools in Session
Total Number of Hours Counted: 13		Non-Holiday	No Special Events

Peak Hour Volume Summary

All Motor Vehicles

IH94-USH 41 E Frontage Rd and CTH KR - County Line Road

Peak Hour Volumes, Truck Percentages, and PHFs

Tuesday, August 1, 2017		From North					From East					From South					From West					
	AM Peak Hour	IH94-USH 41 E Frontage Rd					CTH KR - County Line Road					IH94-USH 41 E Frontage Rd					CTH KR - County Line Road					
	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	6:30 AM	2	1	0	0	3	0	95	1	0	96	1	2	1	0	4	1	50	1	0	52	155
	6:45 AM	1	0	0	0	1	1	119	1	0	121	0	4	3	0	7	1	64	0	0	65	194
	7:00 AM	1	0	0	0	1	1	83	7	0	91	0	0	6	0	6	1	69	1	0	71	169
	7:15 AM	0	1	0	0	1	0	111	1	0	112	0	0	5	0	5	1	79	0	0	80	198
	Peak Hour Volume	4	2	0	0	6	2	408	10	0	420	1	6	15	0	22	4	262	2	0	268	716
	Rounded Hourly Volume	5	0	0	0	5	0	410	10	0	420	0	5	15	0	20	5	260	0	0	265	710
	% Single Unit Trucks	0.0	0.0	0.0	0.0	0.0	0.0	1.2	0.0	0.0	1.2	0.0	0.0	0.0	0.0	0.0	25.0	4.6	0.0	0.0	4.9	2.5
	% Heavy Trucks	0.0	0.0	0.0	0.0	0.0	0.0	1.5	0.0	0.0	1.4	0.0	0.0	0.0	0.0	0.0	0.0	2.3	0.0	0.0	2.2	1.7
	% Trucks (Total)	0.0	0.0	0.0	0.0	0.0	0.0	2.7	0.0	0.0	2.6	0.0	0.0	0.0	0.0	0.0	25.0	6.9	0.0	0.0	7.1	4.2
	Peak Hour Factor (PHF)	0.50	0.50	0.00	0.00	0.50	0.50	0.86	0.36	0.00	0.87	0.25	0.37	0.62	0.00	0.79	1.00	0.83	0.50	0.00	0.84	0.90

Thursday, July 27, 2017		From North					From East					From South					From West					
	MD Peak Hour	IH94-USH 41 E Frontage Rd					CTH KR - County Line Road					IH94-USH 41 E Frontage Rd					CTH KR - County Line Road					
	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	11:45 AM	0	0	0	0	0	0	43	1	0	44	0	0	1	0	1	10	69	0	0	79	124
	12:00 PM	1	0	1	0	2	0	41	1	0	42	2	1	2	0	5	8	78	1	0	87	136
	12:15 PM	0	2	0	0	2	3	69	1	0	73	0	1	0	0	1	7	73	1	0	81	157
	12:30 PM	0	2	1	0	3	0	67	0	0	67	0	3	2	0	5	2	65	2	0	69	144
	Peak Hour Volume	1	4	2	0	7	3	220	3	0	226	2	5	5	0	12	27	285	4	0	316	561
	Rounded Hourly Volume	0	5	0	0	5	5	220	5	0	230	0	5	5	0	10	25	285	5	0	315	560
	% Single Unit Trucks	0.0	0.0	0.0	0.0	0.0	0.0	1.8	0.0	0.0	1.8	0.0	40.0	0.0	0.0	16.7	7.4	5.3	0.0	0.0	5.4	4.1
	% Heavy Trucks	0.0	25.0	0.0	0.0	14.3	0.0	2.7	0.0	0.0	2.7	0.0	0.0	0.0	0.0	0.0	7.4	6.3	0.0	0.0	6.3	4.8
	% Trucks (Total)	0.0	25.0	0.0	0.0	14.3	0.0	4.5	0.0	0.0	4.4	0.0	40.0	0.0	0.0	16.7	14.8	11.6	0.0	0.0	11.7	8.9
	Peak Hour Factor (PHF)	0.25	0.50	0.50	0.00	0.58	0.25	0.80	0.75	0.00	0.77	0.25	0.42	0.62	0.00	0.60	0.67	0.91	0.50	0.00	0.91	0.89

Wednesday, July 26, 2017		From North					From East					From South					From West					
	PM Peak Hour	IH94-USH 41 E Frontage Rd					CTH KR - County Line Road					IH94-USH 41 E Frontage Rd					CTH KR - County Line Road					
	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	6:00 PM	0	2	0	0	2	2	67	0	0	69	4	0	1	0	5	0	90	1	0	91	167
	6:15 PM	0	1	2	0	3	0	53	2	0	55	9	1	1	0	11	3	80	1	0	84	153
	6:30 PM	0	0	0	0	0	0	91	0	0	91	1	1	5	0	7	0	66	2	0	68	166
	6:45 PM	0	0	0	0	0	2	41	0	0	43	1	0	0	0	1	4	57	1	0	62	106
	Peak Hour Volume	0	3	2	0	5	4	252	2	0	258	15	2	7	0	24	7	293	5	0	305	592
	Rounded Hourly Volume	0	5	0	0	5	5	250	0	0	255	15	0	5	0	20	5	295	5	0	305	585
	% Single Unit Trucks	0.0	0.0	0.0	0.0	0.0	0.0	2.0	0.0	0.0	1.9	6.7	0.0	0.0	0.0	4.2	14.3	1.0	0.0	0.0	1.3	1.7
	% Heavy Trucks	0.0	0.0	0.0	0.0	0.0	0.0	0.8	0.0	0.0	0.8	0.0	0.0	0.0	0.0	0.0	14.3	0.7	0.0	0.0	1.0	0.8
	% Trucks (Total)	0.0	0.0	0.0	0.0	0.0	0.0	2.8	0.0	0.0	2.7	6.7	0.0	0.0	0.0	4.2	28.6	1.7	0.0	0.0	2.3	2.5
	Peak Hour Factor (PHF)	0.00	0.37	0.25	0.00	0.42	0.50	0.69	0.25	0.00	0.71	0.42	0.50	0.35	0.00	0.55	0.44	0.81	0.62	0.00	0.84	0.89

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
		IH94-USH 41 E Frontage Rd			CTH KR - County Line Road			IH94-USH 41 E Frontage Rd			CTH KR - County Line Road			
	15-Minute Start Time	Pedestrian	Bicyclist	Total	Pedestrian	Bicyclist	Total	Pedestrian	Bicyclist	Total	Pedestrian	Bicyclist	Total	
AM	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
	Total	0	0	0	0	0	0	0	0	0	0	0	0	0
MD	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
	Total	0	0	0	0	0	0	0	0	0	0	0	0	0
PM	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
	Total	0	0	0	0	0	0	0	0	0	0	0	0	0

Intersection Traffic Volume Report

Count Basics			Page 4 of 11
Start Date:	Wednesday, July 26, 2017	Weekday	Schools in Session
Total Number of Hours Counted: 13		Non-Holiday	No Special Events

Hourly Volume Summary - Motor Vehicle Data

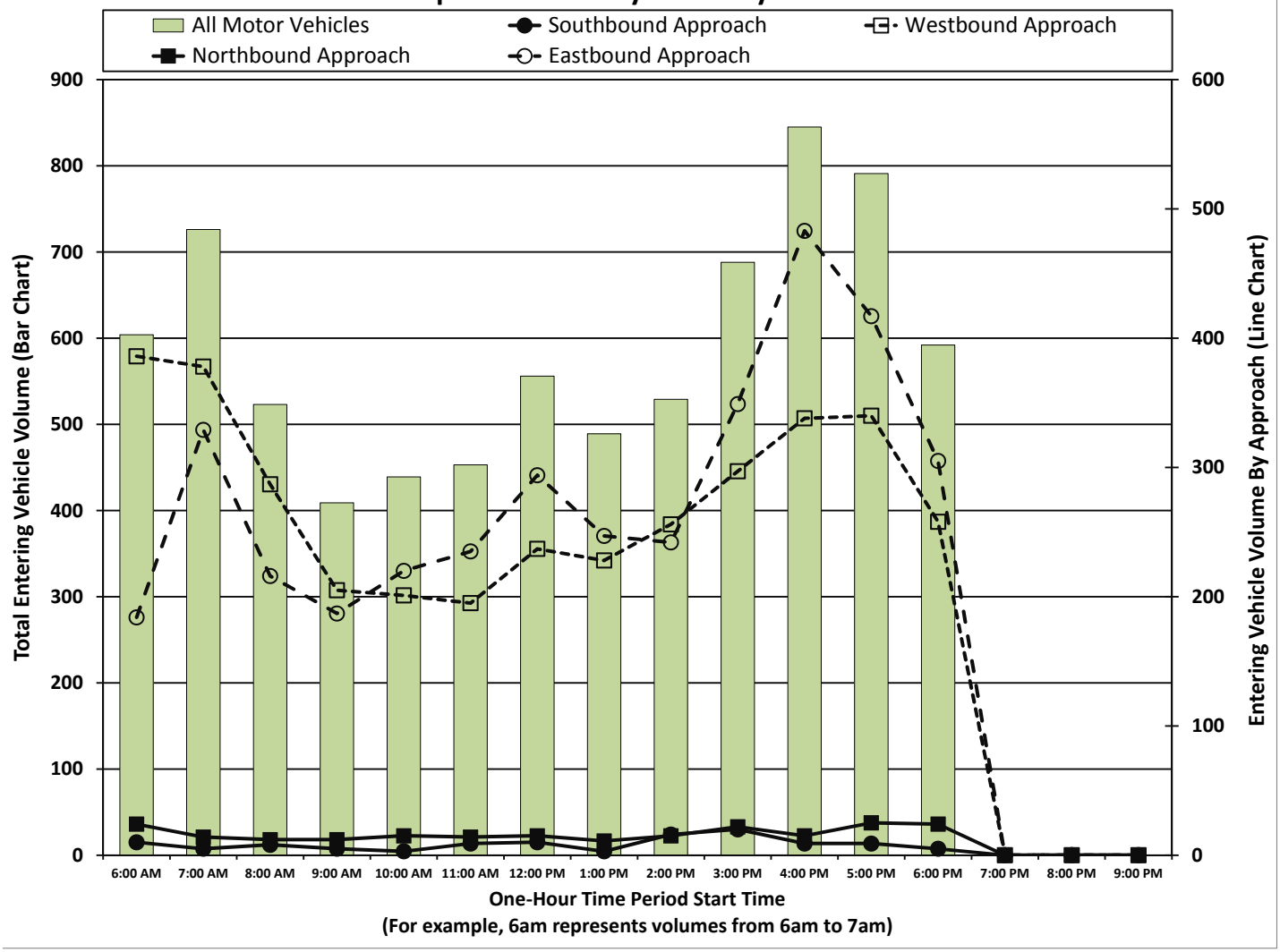
All Motor Vehicles

IH94-USH 41 E Frontage Rd and CTH KR - County Line Road

One-Hour Motor Vehicle Data

	One-Hour Time Period Start Time	From North (↓) IH94-USH 41 E Frontage Rd					From East (←) CTH KR - County Line Road					From South (↑) IH94-USH 41 E Frontage Rd					From West (→) CTH KR - County Line Road					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	8	2	0	0	10	2	379	5	0	386	5	10	9	0	24	3	180	1	0	184	604	570	34
AM	7:00 AM	3	1	1	0	5	3	367	8	0	378	1	0	13	0	14	4	323	2	0	329	726	707	19
AM	8:00 AM	2	2	4	0	8	6	278	3	0	287	0	3	9	0	12	3	209	4	0	216	523	503	20
AM	9:00 AM	1	3	1	0	5	3	195	7	0	205	1	5	6	0	12	5	182	0	0	187	409	392	17
MD	10:00 AM	1	2	0	0	3	5	194	2	0	201	1	4	10	0	15	10	207	3	0	220	439	421	18
MD	11:00 AM	4	3	2	0	9	2	190	3	0	195	1	6	7	0	14	19	213	3	0	235	453	430	23
MD	12:00 PM	1	6	3	0	10	3	232	2	0	237	4	6	5	0	15	19	269	6	0	294	556	531	25
MD	1:00 PM	2	0	1	0	3	6	220	2	0	228	2	6	3	0	11	5	238	4	0	247	489	475	14
PM	2:00 PM	3	7	6	0	16	1	251	4	0	256	1	7	7	0	15	6	231	5	0	242	529	498	31
PM	3:00 PM	3	7	10	0	20	4	289	4	0	297	5	9	8	0	22	14	330	5	0	349	688	646	42
PM	4:00 PM	2	2	5	0	9	1	337	0	0	338	5	4	6	0	15	12	467	4	0	483	845	821	24
PM	5:00 PM	1	6	1	1	9	1	332	6	1	340	9	10	6	0	25	15	398	4	0	417	791	757	34
PM	6:00 PM	0	3	2	0	5	4	252	2	0	258	15	2	7	0	24	7	293	5	0	305	592	563	29
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		31	44	36	1	112	41	3516	48	1	3606	50	72	96	0	218	122	3540	46	0	3708	7644	7314	330

Graphical Summary of Hourly Volumes



Intersection Traffic Volume Report

Count Basics		*Page 5 of 11*
Start Date: Wednesday, July 26, 2017	Weekday	Schools in Session
Total Number of Hours Counted: 13	Non-Holiday	No Special Events

15-Minute Motor Vehicle Data

All Motor Vehicles

IH94-USH 41 E Frontage Rd and CTH KR - County Line Road

15-Minute Motor Vehicle Data

15-Minute Time Period		From North (↓) IH94-USH 41 E Frontage Rd					From East (←) CTH KR - County Line Road					From South (↑) IH94-USH 41 E Frontage Rd					From West (→) CTH KR - County Line Road					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	1	0	0	0	1	0	80	2	0	82	2	1	2	0	5	1	35	0	0	36	124	604	0.78
	6:15 AM	4	1	0	0	5	1	85	1	0	87	2	3	3	0	8	0	31	0	0	31	131	649	0.84
	6:30 AM	2	1	0	0	3	0	95	1	0	96	1	2	1	0	4	1	50	1	0	52	155	716	0.90
	6:45 AM	1	0	0	0	1	1	119	1	0	121	0	4	3	0	7	1	64	0	0	65	194	745	0.94
	7:00 AM	1	0	0	0	1	1	83	7	0	91	0	0	6	0	6	1	69	1	0	71	169	726	0.92
	7:15 AM	0	1	0	0	1	0	111	1	0	112	0	0	5	0	5	1	79	0	0	80	198	695	0.88
	7:30 AM	0	0	0	0	0	2	82	0	0	84	0	0	2	0	2	2	95	1	0	98	184	642	0.87
	7:45 AM	2	0	1	0	3	0	91	0	0	91	1	0	0	0	1	0	80	0	0	80	175	589	0.84
	8:00 AM	1	0	0	0	1	2	81	0	0	83	0	1	4	0	5	2	46	1	0	49	138	523	0.90
	8:15 AM	1	0	2	0	3	2	70	2	0	74	0	0	1	0	1	0	67	0	0	67	145	501	0.86
	8:30 AM	0	1	2	0	3	1	68	1	0	70	0	1	1	0	2	1	55	0	0	56	131	463	0.88
	8:45 AM	0	1	0	0	1	1	59	0	0	60	0	1	3	0	4	0	41	3	0	44	109	428	0.92
	9:00 AM	1	1	0	0	2	2	62	1	0	65	0	0	2	0	2	2	45	0	0	47	116	409	0.88
	9:15 AM	0	2	0	0	2	0	47	3	0	50	1	2	0	0	3	1	51	0	0	52	107	431	0.78
	9:30 AM	0	0	1	0	1	1	47	2	0	50	0	3	3	0	6	2	37	0	0	39	96	421	0.76
	9:45 AM	0	0	0	0	0	0	39	1	0	40	0	0	1	0	1	0	49	0	0	49	90	417	0.76
Midday Peak Period	10:00 AM	0	1	0	0	1	3	65	1	0	69	1	2	4	0	7	2	59	0	0	61	138	439	0.80
	10:15 AM	0	1	0	0	1	1	42	0	0	43	0	1	3	0	4	1	48	0	0	49	97	401	0.90
	10:30 AM	0	0	0	0	0	0	40	0	0	40	0	1	3	0	4	0	46	2	0	48	92	405	0.90
	10:45 AM	1	0	0	0	1	1	47	1	0	49	0	0	0	0	0	7	54	1	0	62	112	441	0.86
	11:00 AM	1	0	1	0	2	0	55	2	0	57	0	1	3	0	4	1	35	1	0	37	100	453	0.88
	11:15 AM	2	2	1	0	5	0	45	0	0	45	1	4	1	0	6	4	39	2	0	45	101	489	0.90
	11:30 AM	1	1	0	0	2	2	47	0	0	49	0	1	2	0	3	4	70	0	0	74	128	545	0.87
	11:45 AM	0	0	0	0	0	0	43	1	0	44	0	0	1	0	1	10	69	0	0	79	124	561	0.89
	12:00 PM	1	0	1	0	2	0	41	1	0	42	2	1	2	0	5	8	78	1	0	87	136	556	0.89
	12:15 PM	0	2	0	0	2	3	69	1	0	73	0	1	0	0	1	7	73	1	0	81	157	541	0.86
	12:30 PM	0	2	1	0	3	0	67	0	0	67	0	3	2	0	5	2	65	2	0	69	144	532	0.90
	12:45 PM	0	2	1	0	3	0	55	0	0	55	2	1	1	0	4	2	53	2	0	57	119	487	0.82
	1:00 PM	1	0	0	0	1	3	54	1	0	58	0	0	1	0	1	0	60	1	0	61	121	489	0.83
	1:15 PM	0	0	0	0	0	1	71	0	0	72	1	3	1	0	5	3	67	1	0	71	148	485	0.82
	1:30 PM	0	0	1	0	1	0	47	1	0	48	1	1	0	0	2	1	45	2	0	48	99	466	0.90
	1:45 PM	1	0	0	0	1	2	48	0	0	50	0	2	1	0	3	1	66	0	0	67	121	500	0.94
PM Peak Period	2:00 PM	0	2	2	0	4	0	59	1	0	60	1	3	2	0	6	0	46	1	0	47	117	529	0.88
	2:15 PM	0	1	0	0	1	0	67	1	0	68	0	2	2	0	4	3	52	1	0	56	129	560	0.93
	2:30 PM	3	0	4	0	7	0	55	2	0	57	0	2	1	0	3	0	65	1	0	66	133	615	0.84
	2:45 PM	0	4	0	0	4	1	70	0	0	71	0	0	2	0	2	3	68	2	0	73	150	652	0.89
	3:00 PM	0	0	4	0	4	0	50	3	0	53	0	3	1	0	4	5	79	3	0	87	148	688	0.92
	3:15 PM	0	4	2	0	6	2	78	0	0	80	2	1	2	0	5	1	91	1	0	93	184	744	0.91
	3:30 PM	2	2	3	0	7	1	73	0	0	74	2	3	4	0	9	3	76	1	0	80	170	761	0.93
	3:45 PM	1	1	1	0	3	1	88	1	0	90	1	2	1	0	4	5	84	0	0	89	186	804	0.94
	4:00 PM	1	0	0	0	1	1	80	0	0	81	0	2	1	0	3	5	113	1	0	119	204	845	0.93
	4:15 PM	0	1	0	0	1	0	87	0	0	87	0	1	2	0	3	2	107	1	0	110	201	844	0.93
	4:30 PM	0	0	2	0	2	0	75	0	0	75	4	0	2	0	6	3	125	2	0	130	213	856	0.94
	4:45 PM	1	1	3	0	5	0	95	0	0	95	1	1	1	0	3	2	122	0	0	124	227	855	0.94
	5:00 PM	1	1	1	0	3	0	74	1	0	75	2	4	3	0	9	5	110	1	0	116	203	791	0.93
	5:15 PM	0	1	0	0	1	1	91	2	1	95	2	1	0	0	3	5	108	1	0	114	213	755	0.89
	5:30 PM	0	3	0	0	3	0	92	1	0	93	1	2	2	0	5	3	106	2	0	111	212	695	0.82
	5:45 PM	0	1	0	1	2	0	75	2	0	77	4	3	1	0	8	2	74	0	0	76	163	649	0.97
	6:00 PM	0	2	0	0	2	2	67	0	0	69	4	0	1	0	5	0	90	1	0	91	167	592	0.89
	6:15 PM	0	1	2	0	3	0	53	2	0	55	9	1	1	0	11	3	80	1	0	84	153		
	6:30 PM	0	0	0	0	0	0	91	0	0	91	1	1	5	0	7	0	66	2	0	68	166		
	6:45 PM	0	0	0	0	0	2	41	0	0	43	1	0	0	0	1	4	57	1	0	62	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		
Totals		31	44	36	1	112	41	3516	48	1	3606	50	72	96	0	218	122	3540	46	0	3708	7644		

Peak Hour All Vehicle Volume Summary

Hourly Time Period		From North (↓) IH94-USH 41 E Frontage Rd					From East (←) CTH KR - County Line Road					From South (↑) IH94-USH 41 E Frontage Rd					From West (→) CTH KR - County Line Road					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	6:30 AM	4	2	0	0	6	2	408	10	0	420	1	6	15	0	22	4	262	2	0	268	716	0.90
MD	11:45 AM	1	4	2	0	7	3	220	3	0	226	2	5	5	0	12	27	285	4	0	316	561	0.89
PM	6:00 PM	0	3	2	0	5	4	252	2	0	258	15	2	7	0	24	7	293	5	0	305	592	0.89

Intersection Traffic Volume Report

Count Basics			*Page 6 of 11*
Start Date:	Wednesday, July 26, 2017	Weekday	Schools in Session
Total Number of Hours Counted: 13		Non-Holiday	No Special Events

15-Minute Automobile Data

Automobiles (Cars, Light Trucks, & Motorcycles)

IH94-USH 41 E Frontage Rd and CTH KR - County Line Road

15-Minute Automobile Data

15-Minute Time Period		From North (↓)					From East (←)					From South (↑)					From West (→)					15-Min	Hourly
		IH94-USH 41 E Frontage Rd					CTH KR - County Line Road					IH94-USH 41 E Frontage Rd					CTH KR - County Line Road					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		
AM Peak Period	6:00 AM	1	0	0	0	1	0	79	2	0	81	2	1	2	0	5	1	33	0	0	34	121	580
	6:15 AM	4	1	0	0	5	1	84	1	0	86	2	3	2	0	7	0	30	0	0	30	128	622
	6:30 AM	2	1	0	0	3	0	94	1	0	95	1	2	1	0	4	1	43	1	0	45	147	686
	6:45 AM	1	0	0	0	1	1	115	1	0	117	0	4	3	0	7	0	59	0	0	59	184	710
	7:00 AM	1	0	0	0	1	1	82	7	0	90	0	0	6	0	6	1	64	1	0	66	163	691
	7:15 AM	0	1	0	0	1	0	106	1	0	107	0	0	5	0	5	1	78	0	0	79	192	656
	7:30 AM	0	0	0	0	0	2	79	0	0	81	0	0	2	0	2	2	85	1	0	88	171	595
	7:45 AM	2	0	1	0	3	0	86	0	0	86	1	0	0	0	1	0	75	0	0	75	165	549
	8:00 AM	1	0	0	0	1	2	74	0	0	76	0	1	4	0	5	2	43	1	0	46	128	488
	8:15 AM	1	0	1	0	2	1	62	2	0	65	0	0	1	0	1	0	63	0	0	63	131	463
	8:30 AM	0	0	2	0	2	1	66	1	0	68	0	0	1	0	1	1	53	0	0	54	125	426
	8:45 AM	0	1	0	0	1	1	56	0	0	57	0	1	3	0	4	0	39	3	0	42	104	380
	9:00 AM	1	0	0	0	1	2	57	1	0	60	0	0	2	0	2	2	38	0	0	40	103	359
	9:15 AM	0	2	0	0	2	0	44	1	0	45	0	0	0	0	0	0	47	0	0	47	94	374
	9:30 AM	0	0	1	0	1	0	40	2	0	42	0	3	3	0	6	1	29	0	0	30	79	364
	9:45 AM	0	0	0	0	0	0	35	1	0	36	0	0	1	0	1	0	46	0	0	46	83	368
Midday Peak Period	10:00 AM	0	1	0	0	1	2	56	1	0	59	0	1	4	0	5	1	52	0	0	53	118	384
	10:15 AM	0	1	0	0	1	1	35	0	0	36	0	1	2	0	3	1	43	0	0	44	84	357
	10:30 AM	0	0	0	0	0	0	35	0	0	35	0	1	3	0	4	0	42	2	0	44	83	358
	10:45 AM	1	0	0	0	1	1	41	1	0	43	0	0	0	0	0	7	47	1	0	55	99	389
	11:00 AM	1	0	1	0	2	0	53	2	0	55	0	1	2	0	3	0	30	1	0	31	91	401
	11:15 AM	2	2	1	0	5	0	36	0	0	36	1	3	1	0	5	4	33	2	0	39	85	427
	11:30 AM	1	0	0	0	1	1	40	0	0	41	0	1	2	0	3	3	66	0	0	69	114	487
	11:45 AM	0	0	0	0	0	0	41	1	0	42	0	0	1	0	1	9	59	0	0	68	111	511
	12:00 PM	1	0	1	0	2	0	37	1	0	38	2	0	2	0	4	7	65	1	0	73	117	507
	12:15 PM	0	2	0	0	2	3	66	1	0	70	0	1	0	0	1	5	66	1	0	72	145	497
	12:30 PM	0	1	1	0	2	0	66	0	0	66	0	2	2	0	4	2	62	2	0	66	138	488
	12:45 PM	0	0	0	0	0	0	50	0	0	50	2	1	0	0	3	2	50	2	0	54	107	440
	1:00 PM	1	0	0	0	1	2	49	1	0	52	0	0	1	0	1	0	52	1	0	53	107	445
	1:15 PM	0	0	0	0	0	1	65	0	0	66	1	3	1	0	5	3	61	1	0	65	136	448
	1:30 PM	0	0	1	0	1	0	46	1	0	47	1	1	0	0	2	1	38	1	0	40	90	431
	1:45 PM	1	0	0	0	1	2	46	0	0	48	0	1	1	0	2	0	61	0	0	61	112	465
PM Peak Period	2:00 PM	0	2	2	0	4	0	56	1	0	57	1	3	2	0	6	0	42	1	0	43	110	495
	2:15 PM	0	1	0	0	1	0	62	1	0	63	0	2	2	0	4	2	48	1	0	51	119	521
	2:30 PM	2	0	4	0	6	0	50	2	0	52	0	1	1	0	2	0	64	0	0	64	124	572
	2:45 PM	0	4	0	0	4	0	65	0	0	65	0	0	2	0	2	3	66	2	0	71	142	608
	3:00 PM	0	0	4	0	4	0	48	3	0	51	0	1	1	0	2	5	71	3	0	79	136	638
	3:15 PM	0	4	1	0	5	0	77	0	0	77	2	1	2	0	5	1	82	0	0	83	170	694
	3:30 PM	2	2	3	0	7	1	68	0	0	69	1	3	4	0	8	2	73	1	0	76	160	720
	3:45 PM	1	1	1	0	3	1	80	1	0	82	1	2	1	0	4	5	78	0	0	83	172	767
	4:00 PM	1	0	0	0	1	1	77	0	0	78	0	2	1	0	3	5	104	1	0	110	192	813
	4:15 PM	0	1	0	0	1	0	84	0	0	84	0	1	2	0	3	2	105	1	0	108	196	818
	4:30 PM	0	0	2	0	2	0	73	0	0	73	4	0	2	0	6	3	121	2	0	126	207	827
	4:45 PM	1	1	3	0	5	0	93	0	0	93	1	1	1	0	3	2	115	0	0	117	218	825
	5:00 PM	1	1	1	0	3	0	70	1	0	71	2	4	3	0	9	5	108	1	0	114	197	769
	5:15 PM	0	1	0	0	1	1	86	2	1	90	2	1	0	0	3	5	105	1	0	111	205	738
	5:30 PM	0	3	0	0	3	0	87	1	0	88	1	1	2	0	4	3	105	2	0	110	205	681
	5:45 PM	0	1	0	1	2	0	75	2	0	77	4	3	1	0	8	2	73	0	0	75	162	636
	6:00 PM	0	2	0	0	2	2	66	0	0	68	4	0	1	0	5	0	90	1	0	91	166	577
	6:15 PM	0	1	2	0	3	0	52	2	0	54	8	1	1	0	10	2	78	1	0	81	148	
	6:30 PM	0	0	0	0	0	0	87	0	0	87	1	1	5	0	7	0	64	2	0	66	160	
	6:45 PM	0	0	0	0	0	2	40	0	0	42	1	0	0	0	1	3	56	1	0	60	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		30	38	33	1	102	33	3317	46	1	3397	46	60	92	0	198	107	3300	43	0	3450	7147	

Peak Hour Automobile Volume Summary

Hourly Time Period		From North (↓)					From East (←)					From South (↑)					From West (→)					Total Hourly
		IH94-USH 41 E Frontage Rd					CTH KR - County Line Road					IH94-USH 41 E Frontage Rd					CTH KR - County Line Road					
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	6:30 AM	4	2	0	0	6	2	397	10	0	409	1	6	15	0	22	3	244	2	0	249	686
MD	11:45 AM	1	3	2	0	6	3	210	3	0	216	2	3	5	0	10	23	252	4	0	279	511
PM	6:00 PM	0	3	2	0	5	4	245	2	0	251	14	2	7	0	23	5	288	5	0	298	577

Intersection Traffic Volume Report

Count Basics			*Page 7 of 11*
Start Date:	Wednesday, July 26, 2017	Weekday	Schools in Session
Total Number of Hours Counted: 13		Non-Holiday	No Special Events

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

Single Unit (SU) Trucks & Buses

IH94-USH 41 E Frontage Rd and CTH KR - County Line Road

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

15-Minute Time Period		From North (↓) IH94-USH 41 E Frontage Rd					From East (←) CTH KR - County Line Road					From South (↑) IH94-USH 41 E Frontage Rd					From West (→) CTH KR - County Line Road					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	0	0	0	0	0	1	0	0	1	1	15
	6:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	17
	6:30 AM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	5	0	0	5	6	18
	6:45 AM	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	1	5	0	0	6	8	16
	7:00 AM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	2	0	0	2	3	14
	7:15 AM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1	16
	7:30 AM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	3	0	0	3	4	22
	7:45 AM	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	0	3	0	0	3	6	22
	8:00 AM	0	0	0	0	0	0	4	0	0	4	0	0	0	0	0	0	1	0	0	1	5	20
	8:15 AM	0	0	1	0	1	1	2	0	0	3	0	0	0	0	0	0	3	0	0	3	7	22
	8:30 AM	0	1	0	0	1	0	2	0	0	2	0	1	0	0	1	0	0	0	0	0	4	24
	8:45 AM	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	2	0	0	2	4	34
	9:00 AM	0	1	0	0	1	0	2	0	0	2	0	0	0	0	0	0	4	0	0	4	7	33
	9:15 AM	0	0	0	0	0	0	2	1	0	3	1	2	0	0	3	1	2	0	0	3	9	38
	9:30 AM	0	0	0	0	0	1	6	0	0	7	0	0	0	0	0	1	6	0	0	7	14	36
	9:45 AM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	2	0	0	2	3	28
Midday Peak Period	10:00 AM	0	0	0	0	0	1	3	0	0	4	1	1	0	0	2	1	5	0	0	6	12	33
	10:15 AM	0	0	0	0	0	0	2	0	0	2	0	0	1	0	1	0	4	0	0	4	7	26
	10:30 AM	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	0	3	0	0	3	6	30
	10:45 AM	0	0	0	0	0	0	4	0	0	4	0	0	0	0	0	0	4	0	0	4	8	33
	11:00 AM	0	0	0	0	0	0	2	0	0	2	0	0	1	0	1	0	2	0	0	2	5	29
	11:15 AM	0	0	0	0	0	0	6	0	0	6	0	1	0	0	1	0	4	0	0	4	11	34
	11:30 AM	0	1	0	0	1	1	3	0	0	4	0	0	0	0	0	1	3	0	0	4	9	30
	11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	0	0	4	4	23
	12:00 PM	0	0	0	0	0	0	2	0	0	2	0	1	0	0	1	1	6	0	0	7	10	24
	12:15 PM	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	1	4	0	0	5	7	24
	12:30 PM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	1	0	0	1	2	22
	12:45 PM	0	1	0	0	1	0	3	0	0	3	0	0	0	0	0	0	1	0	0	1	5	25
	1:00 PM	0	0	0	0	0	1	3	0	0	4	0	0	0	0	0	0	6	0	0	6	10	24
	1:15 PM	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	0	2	0	0	2	5	19
	1:30 PM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	3	1	0	4	5	19
	1:45 PM	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	2	0	0	2	4	21
PM Peak Period	2:00 PM	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	3	0	0	3	5	22
	2:15 PM	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	0	2	0	0	2	5	23
	2:30 PM	1	0	0	0	1	0	3	0	0	3	0	1	0	0	1	0	1	1	0	2	7	27
	2:45 PM	0	0	0	0	0	1	3	0	0	4	0	0	0	0	0	0	1	0	0	1	5	29
	3:00 PM	0	0	0	0	0	0	2	0	0	2	0	1	0	0	1	0	3	0	0	3	6	34
	3:15 PM	0	0	1	0	1	2	1	0	0	3	0	0	0	0	0	0	4	1	0	5	9	35
	3:30 PM	0	0	0	0	0	0	5	0	0	5	1	0	0	0	1	0	3	0	0	3	9	29
	3:45 PM	0	0	0	0	0	0	5	0	0	5	0	0	0	0	0	0	5	0	0	5	10	24
	4:00 PM	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	5	0	0	5	7	21
	4:15 PM	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	1	0	0	1	3	18
	4:30 PM	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	2	0	0	2	4	22
	4:45 PM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	6	0	0	6	7	22
	5:00 PM	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	0	1	0	0	1	4	16
	5:15 PM	0	0	0	0	0	0	4	0	0	4	0	0	0	0	0	0	3	0	0	3	7	13
	5:30 PM	0	0	0	0	0	0	3	0	0	3	0	1	0	0	1	0	0	0	0	0	4	9
	5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1	8
	6:00 PM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1	10
	6:15 PM	0	0	0	0	0	0	1	0	0	1	1	0	0	0	1	0	1	0	0	1	3	
	6:30 PM	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	1	0	0	1	3	
	6:45 PM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1	1	0	0	2	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		1	4	2	0	7	8	115	1	0	124	4	10	2	0	16	8	137	3	0	148	295	

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

Hourly Time Period		From North (↓) IH94-USH 41 E Frontage Rd					From East (←) CTH KR - County Line Road					From South (↑) IH94-USH 41 E Frontage Rd					From West (→) CTH KR - County Line Road					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	6:30 AM	0	0	0	0	0	0	5	0	0	5	0	0	0	0	0	1	12	0	0	13	18
MD	11:45 AM	0	0	0	0	0	0	4	0	0	4	0	2	0	0	2	2	15	0	0	17	23
PM	6:00 PM	0	0	0	0	0	0	5	0	0	5	1	0	0	0	1	1	3	0	0	4	10

Intersection Traffic Volume Report

Count Basics			*Page 8 of 11*
Start Date:	Wednesday, July 26, 2017	Weekday	Schools in Session
Total Number of Hours Counted: 13		Non-Holiday	No Special Events

15-Minute Semi-Truck Data

Semi-Trucks

IH94-USH 41 E Frontage Rd and CTH KR - County Line Road

15-Minute Semi-Truck Data

15-Minute Time Period		From North (↓) IH94-USH 41 E Frontage Rd					From East (←) CTH KR - County Line Road					From South (↑) IH94-USH 41 E Frontage Rd					From West (→) CTH KR - County Line Road					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	1	0	0	1	0	0	0	0	0	0	1	0	0	1	2	9
	6:15 AM	0	0	0	0	0	0	1	0	0	1	0	0	1	0	1	0	1	0	0	1	3	10
	6:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	2	12
	6:45 AM	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	2	19
	7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0	0	3	3	21
	7:15 AM	0	0	0	0	0	0	4	0	0	4	0	0	0	0	0	0	1	0	0	1	5	23
	7:30 AM	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	7	0	0	7	9	25
	7:45 AM	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	2	0	0	2	4	18
	8:00 AM	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	0	2	0	0	2	5	15
	8:15 AM	0	0	0	0	0	0	6	0	0	6	0	0	0	0	0	0	1	0	0	1	7	16
	8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	2	13
	8:45 AM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1	14
	9:00 AM	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	0	3	0	0	3	6	17
	9:15 AM	0	0	0	0	0	0	1	1	0	2	0	0	0	0	0	0	2	0	0	2	4	19
	9:30 AM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	2	0	0	2	3	21
	9:45 AM	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	0	1	0	0	1	4	21
Midday Peak Period	10:00 AM	0	0	0	0	0	0	6	0	0	6	0	0	0	0	0	0	2	0	0	2	8	22
	10:15 AM	0	0	0	0	0	0	5	0	0	5	0	0	0	0	0	0	1	0	0	1	6	18
	10:30 AM	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	1	0	0	1	3	17
	10:45 AM	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	3	0	0	3	5	19
	11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	3	0	0	4	4	23
	11:15 AM	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	0	2	0	0	2	5	28
	11:30 AM	0	0	0	0	0	0	4	0	0	4	0	0	0	0	0	0	1	0	0	1	5	28
	11:45 AM	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	1	6	0	0	7	9	27
	12:00 PM	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	7	0	0	7	9	25
	12:15 PM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1	3	0	0	4	5	20
	12:30 PM	0	1	0	0	1	0	1	0	0	1	0	0	0	0	0	0	2	0	0	2	4	22
	12:45 PM	0	1	1	0	2	0	2	0	0	2	0	0	1	0	1	0	2	0	0	2	7	22
	1:00 PM	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	2	0	0	2	4	20
	1:15 PM	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	0	4	0	0	4	7	18
	1:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	0	0	4	4	16
	1:45 PM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1	3	0	0	4	5	14
PM Peak Period	2:00 PM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	1	0	0	1	2	12
	2:15 PM	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	1	2	0	0	3	5	16
	2:30 PM	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	2	16
	2:45 PM	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	1	0	0	1	3	15
	3:00 PM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	5	0	0	5	6	16
	3:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5	0	0	5	5	15
	3:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	1	12
	3:45 PM	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	0	1	0	0	1	4	13
	4:00 PM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	4	0	0	4	5	11
	4:15 PM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	1	0	0	1	2	8
	4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	2	7
	4:45 PM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	1	0	0	1	2	8
	5:00 PM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	1	0	0	1	2	6
	5:15 PM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1	4
	5:30 PM	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	1	0	0	1	3	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	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5
	6:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	2	2	
	6:30 PM	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	1	0	0	1	3	
	6:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	7:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	7:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	7:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	7:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Totals		0	2	1	0	3	0	84	1	0	85	0	2	2	0	4	7	103	0	0	110	202	

Peak Hour Semi-Truck Volume Summary

Hourly Time Period		From North (↓) IH94-USH 41 E Frontage Rd					From East (←) CTH KR - County Line Road					From South (↑) IH94-USH 41 E Frontage Rd					From West (→) CTH KR - County Line Road					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	6:30 AM	0	0	0	0	0	0	13	0	0	13	0	0	0	0	0	0	12	0	0	12	25
MD	11:45 AM	0	2	1	0	3	0	6	0	0	6	0	0	1	0	1	1	9	0	0	10	20
PM	6:00 PM	0	0	0	0	0	0	5	0	0	5	0	0	0	0	0	0	8	0	0	8	13

Intersection Traffic Volume Report

Count Basics			*Page 9 of 11*
Start Date:	Wednesday, July 26, 2017	Weekday	Schools in Session
Total Number of Hours Counted: 13		Non-Holiday	No Special Events

15-Minute Heavy Vehicle Data

Heavy Vehicles (Single-Unit Trucks, Buses & Semi-Trucks)

IH94-USH 41 E Frontage Rd and CTH KR - County Line Road

15-Minute Heavy Vehicle Data

15-Minute Time Period		From North (↓) IH94-USH 41 E Frontage Rd					From East (←) CTH KR - County Line Road					From South (↑) IH94-USH 41 E Frontage Rd					From West (→) CTH KR - County Line Road					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	1	0	0	1	0	0	0	0	0	0	2	0	0	2	3	24
	6:15 AM	0	0	0	0	0	0	1	0	0	1	0	0	1	0	1	0	1	0	0	1	3	27
	6:30 AM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	7	0	0	7	8	30
	6:45 AM	0	0	0	0	0	0	4	0	0	4	0	0	0	0	0	1	5	0	0	6	10	35
	7:00 AM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	5	0	0	5	6	35
	7:15 AM	0	0	0	0	0	0	5	0	0	5	0	0	0	0	0	0	1	0	0	1	6	39
	7:30 AM	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	0	10	0	0	10	13	47
	7:45 AM	0	0	0	0	0	0	5	0	0	5	0	0	0	0	0	0	5	0	0	5	10	40
	8:00 AM	0	0	0	0	0	0	7	0	0	7	0	0	0	0	0	0	3	0	0	3	10	35
	8:15 AM	0	0	1	0	1	1	8	0	0	9	0	0	0	0	0	0	4	0	0	4	14	38
	8:30 AM	0	1	0	0	1	0	2	0	0	2	0	1	0	0	1	0	2	0	0	2	6	37
	8:45 AM	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	0	2	0	0	2	5	48
	9:00 AM	0	1	0	0	1	0	5	0	0	5	0	0	0	0	0	0	7	0	0	7	13	50
	9:15 AM	0	0	0	0	0	0	3	2	0	5	1	2	0	0	3	1	4	0	0	5	13	57
	9:30 AM	0	0	0	0	0	1	7	0	0	8	0	0	0	0	0	1	8	0	0	9	17	57
	9:45 AM	0	0	0	0	0	0	4	0	0	4	0	0	0	0	0	0	3	0	0	3	7	49
Midday Peak Period	10:00 AM	0	0	0	0	0	1	9	0	0	10	1	1	0	0	2	1	7	0	0	8	20	55
	10:15 AM	0	0	0	0	0	0	7	0	0	7	0	0	1	0	1	0	5	0	0	5	13	44
	10:30 AM	0	0	0	0	0	0	5	0	0	5	0	0	0	0	0	0	4	0	0	4	9	47
	10:45 AM	0	0	0	0	0	0	6	0	0	6	0	0	0	0	0	0	7	0	0	7	13	52
	11:00 AM	0	0	0	0	0	0	2	0	0	2	0	0	1	0	1	1	5	0	0	6	9	52
	11:15 AM	0	0	0	0	0	0	9	0	0	9	0	1	0	0	1	0	6	0	0	6	16	62
	11:30 AM	0	1	0	0	1	1	7	0	0	8	0	0	0	0	0	1	4	0	0	5	14	58
	11:45 AM	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	1	10	0	0	11	13	50
	12:00 PM	0	0	0	0	0	0	4	0	0	4	0	1	0	0	1	1	13	0	0	14	19	49
	12:15 PM	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	2	7	0	0	9	12	44
	12:30 PM	0	1	0	0	1	0	1	0	0	1	0	1	0	0	1	0	3	0	0	3	6	44
	12:45 PM	0	2	1	0	3	0	5	0	0	5	0	0	1	0	1	0	3	0	0	3	12	47
	1:00 PM	0	0	0	0	0	1	5	0	0	6	0	0	0	0	0	0	8	0	0	8	14	44
	1:15 PM	0	0	0	0	0	0	6	0	0	6	0	0	0	0	0	0	6	0	0	6	12	37
	1:30 PM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	7	1	0	8	9	35
	1:45 PM	0	0	0	0	0	0	2	0	0	2	0	1	0	0	1	1	5	0	0	6	9	35
PM Peak Period	2:00 PM	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	0	4	0	0	4	7	34
	2:15 PM	0	0	0	0	0	0	5	0	0	5	0	0	0	0	0	1	4	0	0	5	10	39
	2:30 PM	1	0	0	0	1	0	5	0	0	5	0	1	0	0	1	0	1	1	0	2	9	43
	2:45 PM	0	0	0	0	0	1	5	0	0	6	0	0	0	0	0	0	2	0	0	2	8	44
	3:00 PM	0	0	0	0	0	0	2	0	0	2	0	2	0	0	2	0	8	0	0	8	12	50
	3:15 PM	0	0	1	0	1	2	1	0	0	3	0	0	0	0	0	0	9	1	0	10	14	50
	3:30 PM	0	0	0	0	0	0	5	0	0	5	1	0	0	0	1	1	3	0	0	4	10	41
	3:45 PM	0	0	0	0	0	0	8	0	0	8	0	0	0	0	0	0	6	0	0	6	14	37
	4:00 PM	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	0	9	0	0	9	12	32
	4:15 PM	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	0	2	0	0	2	5	26
	4:30 PM	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	4	0	0	4	6	29
	4:45 PM	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	7	0	0	7	9	30
	5:00 PM	0	0	0	0	0	0	4	0	0	4	0	0	0	0	0	0	2	0	0	2	6	22
	5:15 PM	0	0	0	0	0	0	5	0	0	5	0	0	0	0	0	0	3	0	0	3	8	17
	5:30 PM	0	0	0	0	0	0	5	0	0	5	0	1	0	0	1	0	1	0	0	1	7	14
	5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1	13
	6:00 PM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1	15
	6:15 PM	0	0	0	0	0	0	1	0	0	1	1	0	0	0	1	1	2	0	0	3	5	
	6:30 PM	0	0	0	0	0	0	4	0	0	4	0	0	0	0	0	0	2	0	0	2	6	
	6:45 PM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1	1	0	0	2	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		1	6	3	0	10	8	199	2	0	209	4	12	4	0	20	15	240	3	0	258	497	

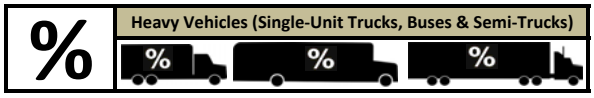
Peak Hour Heavy Vehicle Volume Summary

Hourly Time Period		From North (↓) IH94-USH 41 E Frontage Rd					From East (←) CTH KR - County Line Road					From South (↑) IH94-USH 41 E Frontage Rd					From West (→) CTH KR - County Line Road					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	6:30 AM	0	0	0	0	0	0	11	0	0	11	0	0	0	0	0	1	18	0	0	19	30
MD	11:45 AM	0	1	0	0	1	0	10	0	0	10	0	2	0	0	2	4	33	0	0	37	50
PM	6:00 PM	0	0	0	0	0	0	7	0	0	7	1	0	0	0	1	2	5	0	0	7	15

Intersection Traffic Volume Report

Count Basics			*Page 10 of 11*
Start Date:	Wednesday, July 26, 2017	Weekday	Schools in Session
Total Number of Hours Counted: 13		Non-Holiday	No Special Events

15-Minute Heavy Vehicle Percentages



IH94-USH 41 E Frontage Rd and CTH KR - County Line Road

15-Minute Heavy Vehicle Percentages

15-Minute Time Period		From North (↓)					From East (←)					From South (↑)					From West (→)					Total Heavy Vehicle	Hourly Heavy Vehicle
		IH94-USH 41 E Frontage Rd					CTH KR - County Line Road					IH94-USH 41 E Frontage Rd					CTH KR - County Line Road						
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	1.2	0.0	0.0	1.2	0.0	0.0	0.0	0.0	0.0	0.0	5.7	0.0	0.0	5.6	2.4	4.0
	6:15 AM	0.0	0.0	0.0	0.0	0.0	0.0	1.2	0.0	0.0	1.1	0.0	0.0	33.3	0.0	12.5	0.0	3.2	0.0	0.0	3.2	2.3	4.2
	6:30 AM	0.0	0.0	0.0	0.0	0.0	0.0	1.1	0.0	0.0	1.0	0.0	0.0	0.0	0.0	0.0	0.0	14.0	0.0	0.0	13.5	5.2	4.2
	6:45 AM	0.0	0.0	0.0	0.0	0.0	0.0	3.4	0.0	0.0	3.3	0.0	0.0	0.0	0.0	0.0	100.0	7.8	0.0	0.0	9.2	5.2	4.7
	7:00 AM	0.0	0.0	0.0	0.0	0.0	0.0	1.2	0.0	0.0	1.1	0.0	0.0	0.0	0.0	0.0	0.0	7.2	0.0	0.0	7.0	3.6	4.8
	7:15 AM	0.0	0.0	0.0	0.0	0.0	0.0	4.5	0.0	0.0	4.5	0.0	0.0	0.0	0.0	0.0	0.0	1.3	0.0	0.0	1.2	3.0	5.6
	7:30 AM	0.0	0.0	0.0	0.0	0.0	0.0	3.7	0.0	0.0	3.6	0.0	0.0	0.0	0.0	0.0	0.0	10.5	0.0	0.0	10.2	7.1	7.3
	7:45 AM	0.0	0.0	0.0	0.0	0.0	0.0	5.5	0.0	0.0	5.5	0.0	0.0	0.0	0.0	0.0	0.0	6.2	0.0	0.0	6.2	5.7	6.8
	8:00 AM	0.0	0.0	0.0	0.0	0.0	0.0	8.6	0.0	0.0	8.4	0.0	0.0	0.0	0.0	0.0	0.0	6.5	0.0	0.0	6.1	7.2	6.7
	8:15 AM	0.0	0.0	50.0	0.0	33.3	50.0	11.4	0.0	0.0	12.2	0.0	0.0	0.0	0.0	0.0	0.0	6.0	0.0	0.0	6.0	9.7	7.6
	8:30 AM	0.0	100.0	0.0	0.0	33.3	0.0	2.9	0.0	0.0	2.9	0.0	100.0	0.0	0.0	50.0	0.0	3.6	0.0	0.0	3.6	4.6	8.0
	8:45 AM	0.0	0.0	0.0	0.0	0.0	0.0	5.1	0.0	0.0	5.0	0.0	0.0	0.0	0.0	0.0	0.0	4.9	0.0	0.0	4.5	4.6	11.2
	9:00 AM	0.0	100.0	0.0	0.0	50.0	0.0	8.1	0.0	0.0	7.7	0.0	0.0	0.0	0.0	0.0	0.0	15.6	0.0	0.0	14.9	11.2	12.2
	9:15 AM	0.0	0.0	0.0	0.0	0.0	0.0	6.4	66.7	0.0	10.0	100.0	100.0	0.0	0.0	100.0	100.0	7.8	0.0	0.0	9.6	12.1	13.2
	9:30 AM	0.0	0.0	0.0	0.0	0.0	100.0	14.9	0.0	0.0	16.0	0.0	0.0	0.0	0.0	0.0	50.0	21.6	0.0	0.0	23.1	17.7	13.5
	9:45 AM	0.0	0.0	0.0	0.0	0.0	0.0	10.3	0.0	0.0	10.0	0.0	0.0	0.0	0.0	0.0	0.0	6.1	0.0	0.0	6.1	7.8	11.8
Midday Peak Period	10:00 AM	0.0	0.0	0.0	0.0	0.0	33.3	13.8	0.0	0.0	14.5	100.0	50.0	0.0	0.0	28.6	50.0	11.9	0.0	0.0	13.1	14.5	12.5
	10:15 AM	0.0	0.0	0.0	0.0	0.0	0.0	16.7	0.0	0.0	16.3	0.0	0.0	33.3	0.0	25.0	0.0	10.4	0.0	0.0	10.2	13.4	11.0
	10:30 AM	0.0	0.0	0.0	0.0	0.0	0.0	12.5	0.0	0.0	12.5	0.0	0.0	0.0	0.0	0.0	0.0	8.7	0.0	0.0	8.3	9.8	11.6
	10:45 AM	0.0	0.0	0.0	0.0	0.0	0.0	12.8	0.0	0.0	12.2	0.0	0.0	0.0	0.0	0.0	0.0	13.0	0.0	0.0	11.3	11.6	11.8
	11:00 AM	0.0	0.0	0.0	0.0	0.0	0.0	3.6	0.0	0.0	3.5	0.0	0.0	33.3	0.0	25.0	100.0	14.3	0.0	0.0	16.2	9.0	11.5
	11:15 AM	0.0	0.0	0.0	0.0	0.0	0.0	20.0	0.0	0.0	20.0	0.0	25.0	0.0	0.0	16.7	0.0	15.4	0.0	0.0	13.3	15.8	12.7
	11:30 AM	0.0	100.0	0.0	0.0	50.0	50.0	14.9	0.0	0.0	16.3	0.0	0.0	0.0	0.0	0.0	25.0	5.7	0.0	0.0	6.8	10.9	10.6
	11:45 AM	0.0	0.0	0.0	0.0	0.0	0.0	4.7	0.0	0.0	4.5	0.0	0.0	0.0	0.0	0.0	10.0	14.5	0.0	0.0	13.9	10.5	8.9
	12:00 PM	0.0	0.0	0.0	0.0	0.0	0.0	9.8	0.0	0.0	9.5	0.0	100.0	0.0	0.0	20.0	12.5	16.7	0.0	0.0	16.1	14.0	8.8
	12:15 PM	0.0	0.0	0.0	0.0	0.0	0.0	4.3	0.0	0.0	4.1	0.0	0.0	0.0	0.0	0.0	28.6	9.6	0.0	0.0	11.1	7.6	8.1
	12:30 PM	0.0	50.0	0.0	0.0	33.3	0.0	1.5	0.0	0.0	1.5	0.0	33.3	0.0	0.0	20.0	0.0	4.6	0.0	0.0	4.3	4.2	8.3
	12:45 PM	0.0	100.0	100.0	0.0	100.0	0.0	9.1	0.0	0.0	9.1	0.0	0.0	100.0	0.0	25.0	0.0	5.7	0.0	0.0	5.3	10.1	9.7
	1:00 PM	0.0	0.0	0.0	0.0	0.0	33.3	9.3	0.0	0.0	10.3	0.0	0.0	0.0	0.0	0.0	0.0	13.3	0.0	0.0	13.1	11.6	9.0
	1:15 PM	0.0	0.0	0.0	0.0	0.0	0.0	8.5	0.0	0.0	8.3	0.0	0.0	0.0	0.0	0.0	0.0	9.0	0.0	0.0	8.5	8.1	7.6
	1:30 PM	0.0	0.0	0.0	0.0	0.0	0.0	2.1	0.0	0.0	2.1	0.0	0.0	0.0	0.0	0.0	0.0	15.6	50.0	0.0	16.7	9.1	7.5
	1:45 PM	0.0	0.0	0.0	0.0	0.0	0.0	4.2	0.0	0.0	4.0	0.0	50.0	0.0	0.0	33.3	100.0	7.6	0.0	0.0	9.0	7.4	7.0
PM Peak Period	2:00 PM	0.0	0.0	0.0	0.0	0.0	0.0	5.1	0.0	0.0	5.0	0.0	0.0	0.0	0.0	0.0	0.0	8.7	0.0	0.0	8.5	6.0	6.4
	2:15 PM	0.0	0.0	0.0	0.0	0.0	0.0	7.5	0.0	0.0	7.4	0.0	0.0	0.0	0.0	0.0	33.3	7.7	0.0	0.0	8.9	7.8	7.0
	2:30 PM	33.3	0.0	0.0	0.0	14.3	0.0	9.1	0.0	0.0	8.8	0.0	50.0	0.0	0.0	33.3	0.0	1.5	100.0	0.0	3.0	6.8	7.0
	2:45 PM	0.0	0.0	0.0	0.0	0.0	100.0	7.1	0.0	0.0	8.5	0.0	0.0	0.0	0.0	0.0	0.0	2.9	0.0	0.0	2.7	5.3	6.7
	3:00 PM	0.0	0.0	0.0	0.0	0.0	0.0	4.0	0.0	0.0	3.8	0.0	66.7	0.0	0.0	50.0	0.0	10.1	0.0	0.0	9.2	8.1	7.3
	3:15 PM	0.0	0.0	50.0	0.0	16.7	100.0	1.3	0.0	0.0	3.7	0.0	0.0	0.0	0.0	0.0	0.0	9.9	100.0	0.0	10.8	7.6	6.7
	3:30 PM	0.0	0.0	0.0	0.0	0.0	0.0	6.8	0.0	0.0	6.8	50.0	0.0	0.0	0.0	11.1	33.3	3.9	0.0	0.0	5.0	5.9	5.4
	3:45 PM	0.0	0.0	0.0	0.0	0.0	0.0	9.1	0.0	0.0	8.9	0.0	0.0	0.0	0.0	0.0	0.0	7.1	0.0	0.0	6.7	7.5	4.6
	4:00 PM	0.0	0.0	0.0	0.0	0.0	0.0	3.7	0.0	0.0	3.7	0.0	0.0	0.0	0.0	0.0	0.0	8.0	0.0	0.0	7.6	5.9	3.8
	4:15 PM	0.0	0.0	0.0	0.0	0.0	0.0	3.4	0.0	0.0	3.4	0.0	0.0	0.0	0.0	0.0	0.0	1.9	0.0	0.0	1.8	2.5	3.1
	4:30 PM	0.0	0.0	0.0	0.0	0.0	0.0	2.7	0.0	0.0	2.7	0.0	0.0	0.0	0.0	0.0	0.0	3.2	0.0	0.0	3.1	2.8	3.4
	4:45 PM	0.0	0.0	0.0	0.0	0.0	0.0	2.1	0.0	0.0	2.1	0.0	0.0	0.0	0.0	0.0	0.0	5.7	0.0	0.0	5.6	4.0	3.5
	5:00 PM	0.0	0.0	0.0	0.0	0.0	0.0	5.4	0.0	0.0	5.3	0.0	0.0	0.0	0.0	0.0	0.0	1.8	0.0	0.0	1.7	3.0	2.8
	5:15 PM	0.0	0.0	0.0	0.0	0.0	0.0	5.5	0.0	0.0	5.3	0.0	0.0	0.0	0.0	0.0	0.0	2.8	0.0	0.0	2.6	3.8	2.3
	5:30 PM	0.0	0.0	0.0	0.0	0.0	0.0	5.4	0.0	0.0	5.4	0.0	50.0	0.0	0.0	20.0	0.0	0.9	0.0	0.0	0.9	3.3	2.0
	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	1.4	0.0	0.0	1.3	0.6	2.0
	6:00 PM	0.0	0.0	0.0	0.0	0.0	0.0	1.5	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	2.5
	6:15 PM	0.0	0.0	0.0	0.0	0.0	0.0	1.9	0.0	0.0	1.8	11.1	0.0	0.0	0.0	9.1	33.3	2.5	0.0	0.0	3.6	3.3	
	6:30 PM	0.0	0.0	0.0	0.0	0.0	0.0	4.4	0.0	0.0	4.4	0.0	0.0	0.0	0.0	0.0	0.0	3.0	0.0	0.0	2.9	3.6	
	6:45 PM	0.0	0.0	0.0	0.0	0.0	0.0	2.4	0.0	0.0	2.3	0.0	0.0	0.0	0.0	0.0	25.0	1.8	0.0	0.0	3.2	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	
	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		3.2	13.6	8.3	0.0	8.9	19.5	5.7	4.2	0.0	5.8	8.0	16.7	4.2	0.0	9.2	12.3	6.8	6.5	0.0	7.0	6.5	

Peak Hour Heavy Vehicle Percentages Summary

Hourly Time Period		From North (↓)					From East (←)					From South (↑)					From West (→)					Hourly Heavy Vehicle
		IH94-USH 41 E Frontage Rd					CTH KR - County Line Road					IH94-USH 41 E Frontage Rd					CTH KR - County Line Road					
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	6:30 AM	0.0	0.0	0.0	0.0	0.0	0.0	2.7	0.0	0.0	2.6	0.0	0.0	0.0	0.0	0.0	25.0	6.9	0.0	0.0	7.1	4.2
MD	11:45 AM	0.0	25.0	0.0	0.0	14.3	0.0	4.5	0.0	0.0	4.4	0.0	40.0	0.0	0.0	16.7	14.8	11.6	0.0	0.0	11.7	8.9
PM	6:00 PM	0.0	0.0	0.0	0.0	0.0	0.0	2.8	0.0	0.0	2.7	6.7	0.0	0.0	0.0	4.2	28.6	1.7	0.0	0.0	2.3	2.5

Intersection Traffic Volume Report

Count Basics			Page 11 of 11
Start Date:	Wednesday, July 26, 2017	Weekday	Schools in Session
Total Number of Hours Counted: 13		Non-Holiday	No Special Events

15-Minute Pedestrian and Bicyclist Data

Pedestrians and Bicyclists

IH94-USH 41 E Frontage Rd and CTH KR - County Line Road

15-Minute Pedestrian and Bicyclist Data

	15-Minute	Crossing North Approach			Crossing East Approach			Crossing South Approach			Crossing West Approach				
	Time Period	IH94-USH 41 E Frontage Rd			CTH KR - County Line Road			IH94-USH 41 E Frontage Rd			CTH KR - County Line Road			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	1
	8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	1
	8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	3
	8:45 AM	0	0	0	0	1	1	0	0	0	0	0	0	1	3
	9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	3
	9:15 AM	0	0	0	0	1	1	0	0	0	0	1	1	2	3
	9:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	1
	9:45 AM	0	0	0	0	0	0	0	0	0	0	1	1	1	1
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	1
	11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	1
	11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	1
	11:30 AM	0	0	0	0	1	1	0	0	0	0	0	0	1	1
	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	3	3	0	0	0	0	2	2	5	

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/helper dog)	x					
Elderly/Disabled (except wheelchairs)	x					
Wheelchairs/Electric Scooters	x					
Other (None)	x					

Intersection Traffic Volume Report

Count Basics	Version 2013.J4.1		Page 1 of 11
Start Date:	Monday, July 24, 2017	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

Intersection of: CTH H - 105th Street and CTH KR - County Line Road

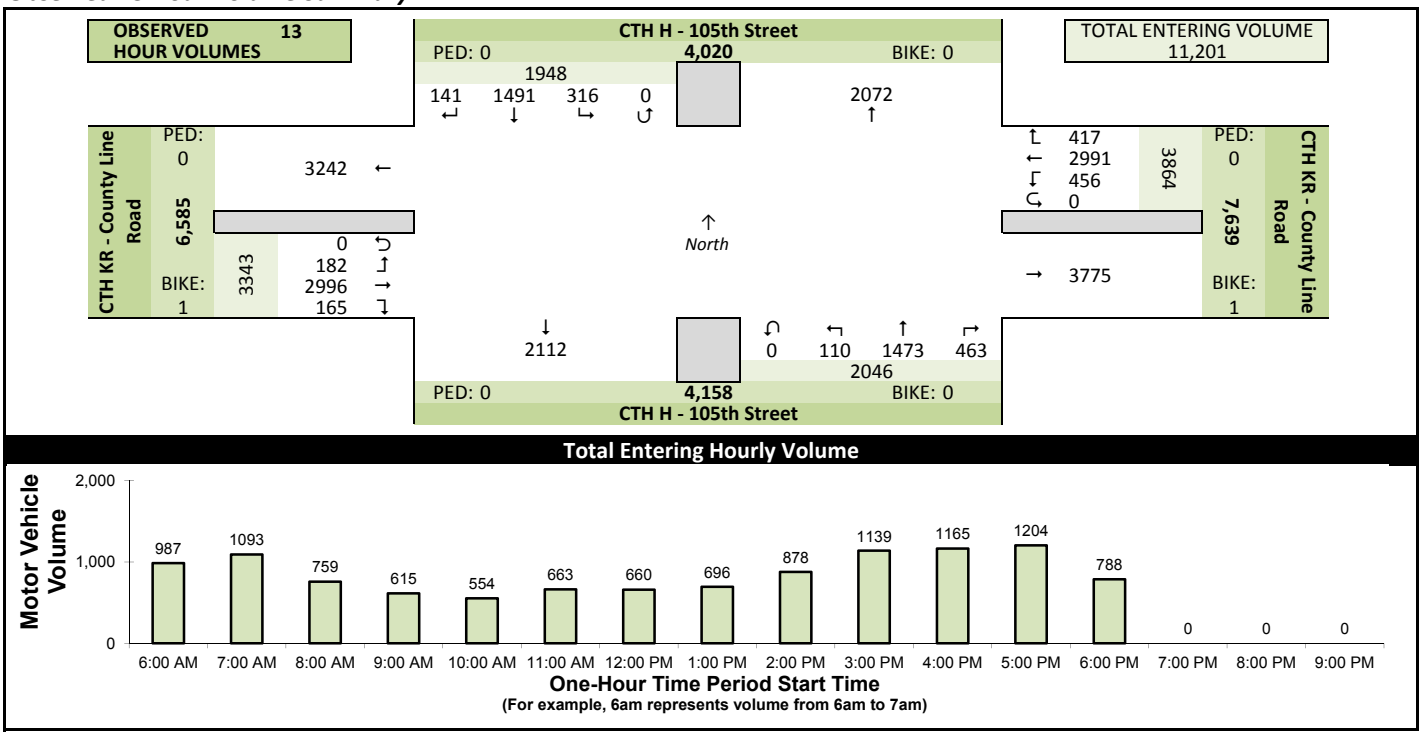
Site Information

Municipality	Village of Mt Pleasant		
County	Racine	WisDOT Region	SE
Traffic Control	All-Way Stop		
Roadway Names		North Direction	↑
North Leg	CTH H - 105th Street		
East Leg	CTH KR - County Line Road		
South Leg	CTH H - 105th Street		
West Leg	CTH KR - County Line Road		
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	

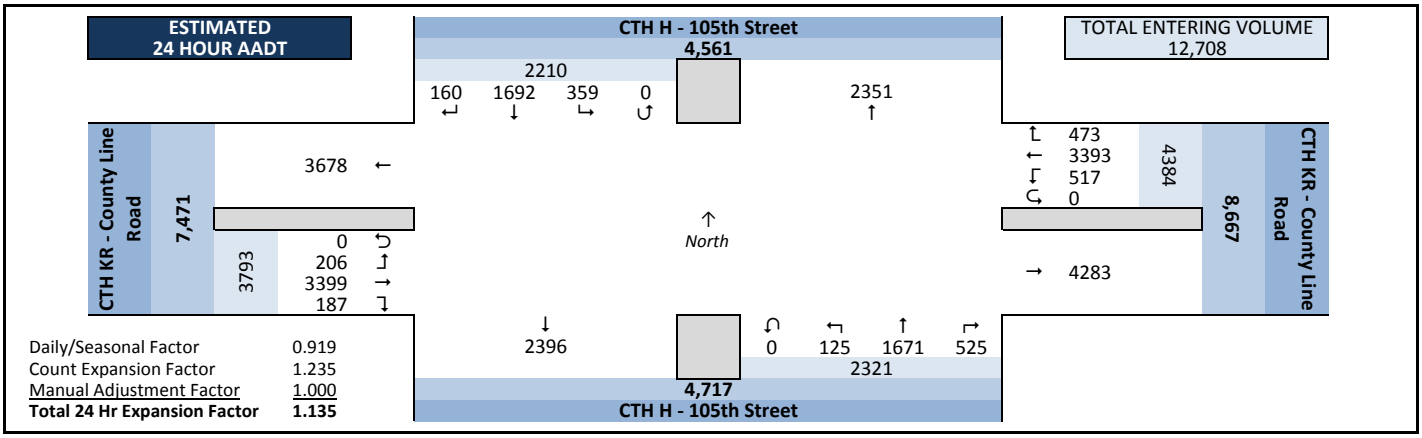
Count Information

Hrs Counted:	6:00 AM-7:00 PM				
1st Day of Count	Monday, July 24, 2017			Weather	
AM Peak Period	Tuesday, July 25, 2017			Clear & Dry	
Midday Peak Period	Tuesday, July 25, 2017			Clear & Dry	
PM Peak Period	Monday, July 24, 2017			Clear & Dry	
Calculated Peak Hours					
AM	6:45-7:45am	MD	1:00-2:00pm	PM	4:45-5:45pm
Peak Hours Selected for Analysis					
AM	6:30-7:30am	MD	1:00-2:00pm	PM	6:00-7:00pm
Daily/Seasonal Adjustment Group	(2) Urban Arterials & Collectors				
Count Expansion Group	(2) Urban Arterials & Collectors				
Daily/Seasonal Adjustment Factor	0.919	Count Expansion Factor	1.235		
Company Name	TADI, Inc.			Manual Adj.	1.000
Observers	AM Peak Period	Ted Atwell			
	Midday Peak Period	Wendy Picard			
	PM Peak Period	Larry Numerich			
Comments	2016 DOT Seasonal Factors				

Observed 13 Hour Volume Summary



Estimated 24 Hour AADT



Intersection Traffic Volume Report

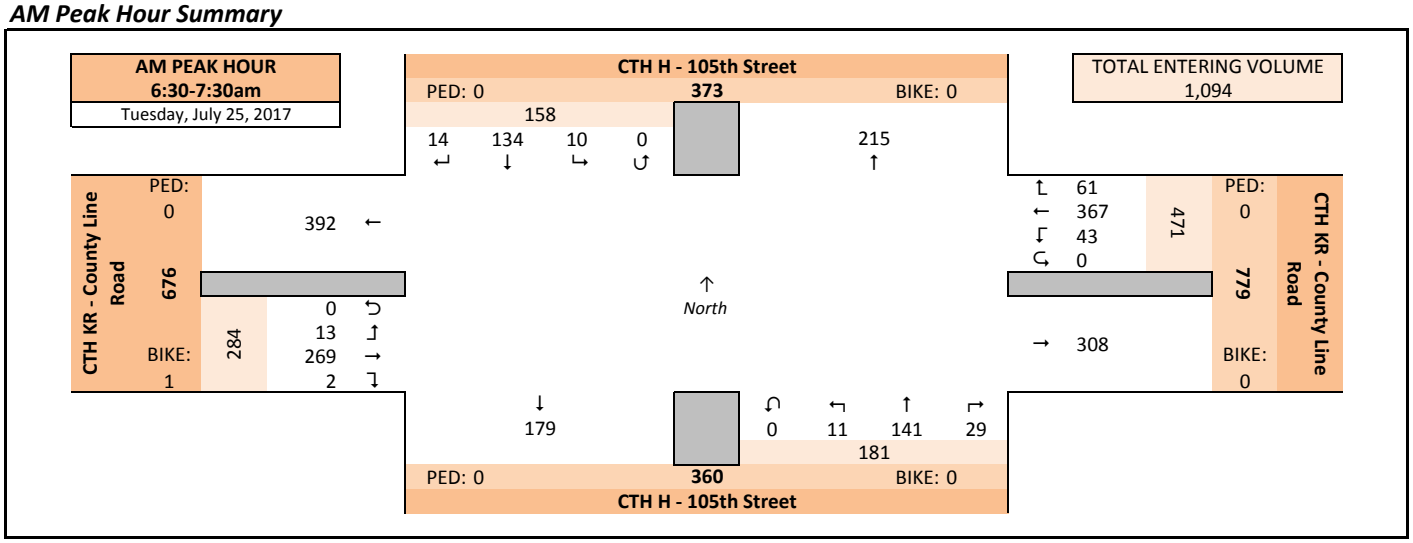
Count Basics			Page 2 of 11
Start Date:	Monday, July 24, 2017	Weekday	Schools in Session
Total Number of Hours Counted: 13		Non-Holiday	No Special Events

Peak Hour Volume Graphical Summary

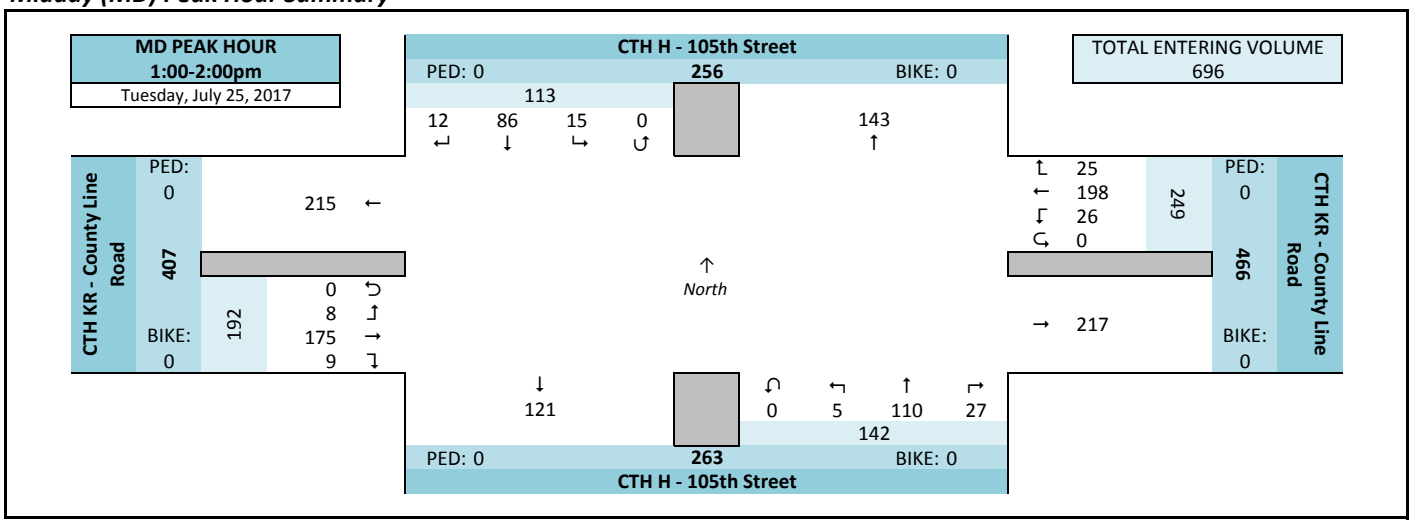
CTH H - 105th Street and CTH KR - County Line Road

All Motor Vehicles

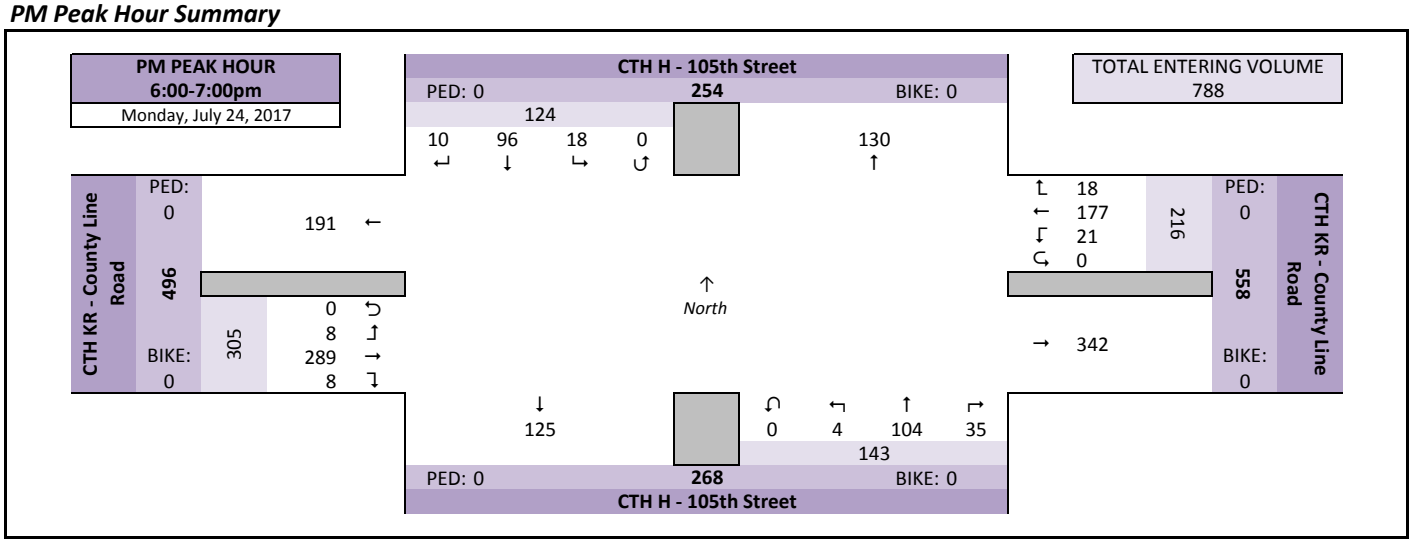
AM Peak Hour Summary



Midday (MD) Peak Hour Summary



PM Peak Hour Summary

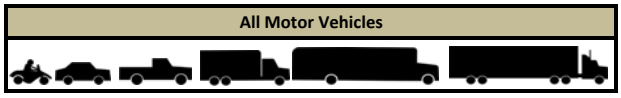


Intersection Traffic Volume Report

Count Basics		*Page 3 of 11*
Start Date: Monday, July 24, 2017	Weekday	Schools in Session
Total Number of Hours Counted: 13	Non-Holiday	No Special Events

Peak Hour Volume Summary

CTH H - 105th Street and CTH KR - County Line Road



Peak Hour Volumes, Truck Percentages, and PHFs

Tuesday, July 25, 2017		From North					From East					From South					From West					
	AM Peak Hour	CTH H - 105th Street					CTH KR - County Line Road					CTH H - 105th Street					CTH KR - County Line Road					
	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	6:30 AM	2	37	2	0	41	18	86	18	0	122	10	39	3	0	52	0	54	2	0	56	271
	6:45 AM	4	24	1	0	29	20	90	11	0	121	6	44	4	0	54	0	74	6	0	80	284
	7:00 AM	6	36	4	0	46	15	94	6	0	115	4	21	0	0	25	0	51	1	0	52	238
	7:15 AM	2	37	3	0	42	8	97	8	0	113	9	37	4	0	50	2	90	4	0	96	301
	Peak Hour Volume	14	134	10	0	158	61	367	43	0	471	29	141	11	0	181	2	269	13	0	284	1094
	Rounded Hourly Volume	15	135	10	0	160	60	365	45	0	470	30	140	10	0	180	0	270	15	0	285	1095
	% Single Unit Trucks	7.1	5.2	0.0	0.0	5.1	0.0	1.1	4.7	0.0	1.3	3.4	3.5	0.0	0.0	3.3	0.0	4.8	0.0	0.0	4.6	3.0
	% Heavy Trucks	0.0	3.0	0.0	0.0	2.5	0.0	1.1	0.0	0.0	0.8	0.0	0.7	0.0	0.0	0.6	0.0	1.9	0.0	0.0	1.8	1.3
	% Trucks (Total)	7.1	8.2	0.0	0.0	7.6	0.0	2.2	4.7	0.0	2.1	3.4	4.3	0.0	0.0	3.9	0.0	6.7	0.0	0.0	6.3	4.3
	Peak Hour Factor (PHF)	0.58	0.91	0.62	0.00	0.86	0.76	0.95	0.60	0.00	0.97	0.72	0.80	0.69	0.00	0.84	0.25	0.75	0.54	0.00	0.74	0.91

Tuesday, July 25, 2017		From North					From East					From South					From West					
	MD Peak Hour	CTH H - 105th Street					CTH KR - County Line Road					CTH H - 105th Street					CTH KR - County Line Road					
	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	1:00 PM	3	21	4	0	28	5	45	4	0	54	4	21	2	0	27	1	32	2	0	35	144
	1:15 PM	1	20	2	0	23	8	47	10	0	65	3	20	1	0	24	1	46	2	0	49	161
	1:30 PM	5	24	3	0	32	7	51	6	0	64	10	28	1	0	39	3	46	2	0	51	186
	1:45 PM	3	21	6	0	30	5	55	6	0	66	10	41	1	0	52	4	51	2	0	57	205
	Peak Hour Volume	12	86	15	0	113	25	198	26	0	249	27	110	5	0	142	9	175	8	0	192	696
	Rounded Hourly Volume	10	85	15	0	110	25	200	25	0	250	25	110	5	0	140	10	175	10	0	195	695
	% Single Unit Trucks	8.3	10.5	13.3	0.0	10.6	4.0	8.1	0.0	0.0	6.8	0.0	4.5	0.0	0.0	3.5	0.0	6.3	12.5	0.0	6.2	6.6
	% Heavy Trucks	0.0	2.3	0.0	0.0	1.8	4.0	1.5	0.0	0.0	1.6	0.0	0.9	0.0	0.0	0.7	0.0	6.9	12.5	0.0	6.8	2.9
	% Trucks (Total)	8.3	12.8	13.3	0.0	12.4	8.0	9.6	0.0	0.0	8.4	0.0	5.5	0.0	0.0	4.2	0.0	13.1	25.0	0.0	13.0	9.5
	Peak Hour Factor (PHF)	0.60	0.90	0.62	0.00	0.88	0.78	0.90	0.65	0.00	0.94	0.67	0.67	0.62	0.00	0.68	0.56	0.86	1.00	0.00	0.84	0.85

Monday, July 24, 2017		From North					From East					From South					From West					
	PM Peak Hour	CTH H - 105th Street					CTH KR - County Line Road					CTH H - 105th Street					CTH KR - County Line Road					
	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	6:00 PM	6	31	3	0	40	3	47	4	0	54	7	33	0	0	40	4	82	6	0	92	226
	6:15 PM	1	22	7	0	30	3	55	5	0	63	13	32	1	0	46	3	66	0	0	69	208
	6:30 PM	0	27	5	0	32	4	38	4	0	46	9	23	3	0	35	0	75	0	0	75	188
	6:45 PM	3	16	3	0	22	8	37	8	0	53	6	16	0	0	22	1	66	2	0	69	166
	Peak Hour Volume	10	96	18	0	124	18	177	21	0	216	35	104	4	0	143	8	289	8	0	305	788
	Rounded Hourly Volume	10	95	20	0	125	20	175	20	0	215	35	105	5	0	145	10	290	10	0	310	795
	% Single Unit Trucks	20.0	3.1	0.0	0.0	4.0	11.1	2.3	0.0	0.0	2.8	0.0	9.6	25.0	0.0	7.7	0.0	1.4	0.0	0.0	1.3	3.3
	% Heavy Trucks	0.0	1.0	0.0	0.0	0.8	0.0	1.7	0.0	0.0	1.4	0.0	1.0	0.0	0.0	0.7	0.0	0.3	12.5	0.0	0.7	0.9
	% Trucks (Total)	20.0	4.2	0.0	0.0	4.8	11.1	4.0	0.0	0.0	4.2	0.0	10.6	25.0	0.0	8.4	0.0	1.7	12.5	0.0	2.0	4.2
	Peak Hour Factor (PHF)	0.42	0.77	0.64	0.00	0.77	0.56	0.80	0.66	0.00	0.86	0.67	0.79	0.33	0.00	0.78	0.50	0.88	0.33	0.00	0.83	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
		CTH H - 105th Street			CTH KR - County Line Road			CTH H - 105th Street			CTH KR - County Line Road			
	15-Minute Start Time	Pedestrian	Bicyclist	Total	Pedestrian	Bicyclist	Total	Pedestrian	Bicyclist	Total	Pedestrian	Bicyclist	Total	
AM	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	1	1	1
	Total	0	0	0	0	0	0	0	0	0	0	1	1	1
MD	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
	Total	0	0	0	0	0	0	0	0	0	0	0	0	0
PM	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
	Total	0	0	0	0	0	0	0	0	0	0	0	0	0

Intersection Traffic Volume Report

Count Basics		*Page 4 of 11*
Start Date: Monday, July 24, 2017	Weekday	Schools in Session
Total Number of Hours Counted: 13	Non-Holiday	No Special Events

Hourly Volume Summary - Motor Vehicle Data

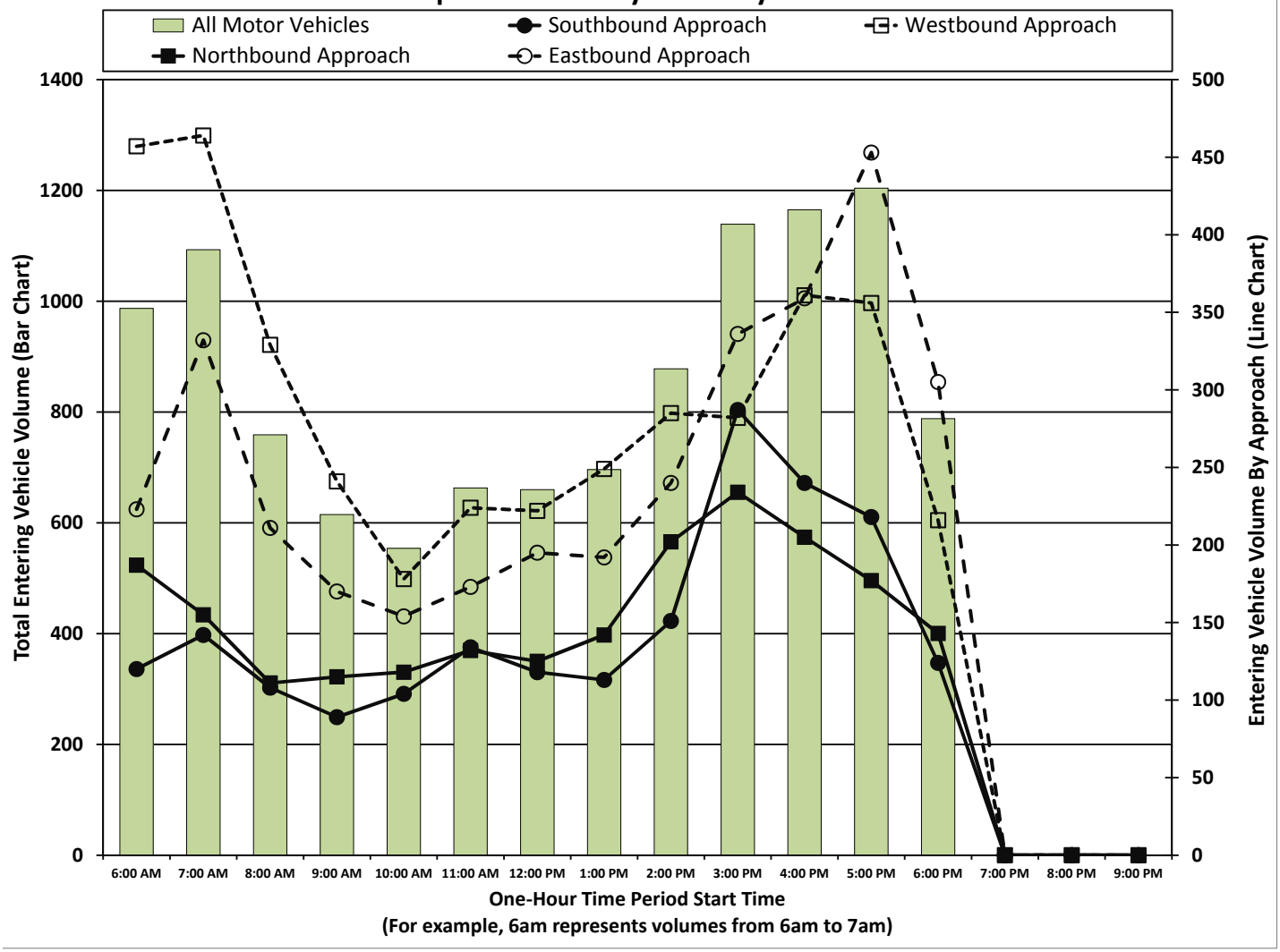
All Motor Vehicles

CTH H - 105th Street and CTH KR - County Line Road

One-Hour Motor Vehicle Data

One-Hour Time Period Start Time		From North (↓) CTH H - 105th Street					From East (←) CTH KR - County Line Road					From South (↑) CTH H - 105th Street					From West (→) CTH KR - County Line Road					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	11	96	13	0	120	57	354	46	0	457	22	148	17	0	187	1	211	11	0	223	987	680	307
AM	7:00 AM	10	119	13	0	142	62	365	37	0	464	21	126	8	0	155	5	311	16	0	332	1093	796	297
AM	8:00 AM	7	87	14	0	108	29	278	22	0	329	8	100	3	0	111	6	193	12	0	211	759	540	219
AM	9:00 AM	4	72	13	0	89	31	191	19	0	241	37	75	3	0	115	7	151	12	0	170	615	411	204
MD	10:00 AM	6	85	13	0	104	7	152	19	0	178	17	96	5	0	118	10	133	11	0	154	554	332	222
MD	11:00 AM	16	104	14	0	134	14	191	19	0	224	17	109	6	0	132	7	156	10	0	173	663	397	266
MD	12:00 PM	10	93	15	0	118	23	172	27	0	222	28	90	7	0	125	11	169	15	0	195	660	417	243
MD	1:00 PM	12	86	15	0	113	25	198	26	0	249	27	110	5	0	142	9	175	8	0	192	696	441	255
PM	2:00 PM	11	113	27	0	151	48	165	72	0	285	67	121	14	0	202	27	190	23	0	240	878	525	353
PM	3:00 PM	10	212	65	0	287	59	158	65	0	282	66	148	20	0	234	52	251	33	0	336	1139	618	521
PM	4:00 PM	16	167	57	0	240	25	296	40	0	361	61	134	10	0	205	12	332	15	0	359	1165	720	445
PM	5:00 PM	18	161	39	0	218	19	294	43	0	356	57	112	8	0	177	10	435	8	0	453	1204	809	395
PM	6:00 PM	10	96	18	0	124	18	177	21	0	216	35	104	4	0	143	8	289	8	0	305	788	521	267
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		141	1491	316	0	1948	417	2991	456	0	3864	463	1473	110	0	2046	165	2996	182	0	3343	11201	7207	3994

Graphical Summary of Hourly Volumes



Intersection Traffic Volume Report

Count Basics		*Page 5 of 11*
Start Date: Monday, July 24, 2017	Weekday	Schools in Session
Total Number of Hours Counted: 13	Non-Holiday	No Special Events

15-Minute Motor Vehicle Data

All Motor Vehicles

CTH H - 105th Street and CTH KR - County Line Road

15-Minute Motor Vehicle Data

15-Minute Time Period Start Time		From North (↓) CTH H - 105th Street					From East (←) CTH KR - County Line Road					From South (↑) CTH H - 105th Street					From West (→) CTH KR - County Line Road					15-Min Totals	Hourly Sum	PHF
		Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total			
AM Peak Period	6:00 AM	4	20	4	0	28	1	92	8	0	101	0	25	6	0	31	0	38	1	0	39	199	987	0.87
	6:15 AM	1	15	6	0	22	18	86	9	0	113	6	40	4	0	50	1	45	2	0	48	233	1026	0.90
	6:30 AM	2	37	2	0	41	18	86	18	0	122	10	39	3	0	52	0	54	2	0	56	271	1094	0.91
	6:45 AM	4	24	1	0	29	20	90	11	0	121	6	44	4	0	54	0	74	6	0	80	284	1135	0.91
	7:00 AM	6	36	4	0	46	15	94	6	0	115	4	21	0	0	25	0	51	1	0	52	238	1093	0.88
	7:15 AM	2	37	3	0	42	8	97	8	0	113	9	37	4	0	50	2	90	4	0	96	301	1072	0.86
	7:30 AM	1	25	4	0	30	18	100	12	0	130	5	38	3	0	46	1	96	9	0	106	312	937	0.75
	7:45 AM	1	21	2	0	24	21	74	11	0	106	3	30	1	0	34	2	74	2	0	78	242	819	0.85
	8:00 AM	2	19	4	0	25	13	79	4	0	96	4	30	1	0	35	2	56	3	0	61	217	759	0.87
	8:15 AM	0	25	3	0	28	8	60	5	0	73	3	21	2	0	26	1	35	3	0	39	166	680	0.88
	8:30 AM	5	19	6	0	30	2	70	8	0	80	1	26	0	0	27	1	52	4	0	57	194	672	0.87
	8:45 AM	0	24	1	0	25	6	69	5	0	80	0	23	0	0	23	2	50	2	0	54	182	651	0.89
	9:00 AM	2	9	3	0	14	7	39	7	0	53	9	17	0	0	26	2	39	4	0	45	138	615	0.89
	9:15 AM	2	22	2	0	26	12	52	2	0	66	5	19	1	0	25	2	36	3	0	41	158	618	0.89
	9:30 AM	0	24	3	0	27	5	46	6	0	57	12	28	2	0	42	3	41	3	0	47	173	592	0.86
	9:45 AM	0	17	5	0	22	7	54	4	0	65	11	11	0	0	22	0	35	2	0	37	146	562	0.96
Midday Peak Period	10:00 AM	3	25	3	0	31	2	46	4	0	52	1	20	1	0	22	3	30	3	0	36	141	554	0.97
	10:15 AM	1	21	5	0	27	2	28	4	0	34	4	27	1	0	32	2	34	3	0	39	132	571	0.90
	10:30 AM	0	19	4	0	23	1	40	4	0	45	9	25	2	0	36	4	33	2	0	39	143	609	0.90
	10:45 AM	2	20	1	0	23	2	38	7	0	47	3	24	1	0	28	1	36	3	0	40	138	628	0.92
	11:00 AM	6	31	4	0	41	1	41	3	0	45	5	25	1	0	31	0	40	1	0	41	158	663	0.96
	11:15 AM	4	28	1	0	33	7	51	7	0	65	1	25	2	0	28	3	38	3	0	44	170	677	0.98
	11:30 AM	3	24	4	0	31	3	48	4	0	55	6	29	1	0	36	1	36	3	0	40	162	665	0.96
	11:45 AM	3	21	5	0	29	3	51	5	0	59	5	30	2	0	37	3	42	3	0	48	173	669	0.97
	12:00 PM	1	29	5	0	35	5	43	6	0	54	10	15	2	0	27	6	46	4	0	56	172	660	0.96
	12:15 PM	3	13	5	0	21	8	46	8	0	62	6	27	2	0	35	2	36	2	0	40	158	632	0.95
	12:30 PM	3	25	2	0	30	5	45	7	0	57	3	23	3	0	29	2	46	2	0	50	166	635	0.96
	12:45 PM	3	26	3	0	32	5	38	6	0	49	9	25	0	0	34	1	41	7	0	49	164	655	0.88
	1:00 PM	3	21	4	0	28	5	45	4	0	54	4	21	2	0	27	1	32	2	0	35	144	696	0.85
	1:15 PM	1	20	2	0	23	8	47	10	0	65	3	20	1	0	24	1	46	2	0	49	161	749	0.91
	1:30 PM	5	24	3	0	32	7	51	6	0	64	10	28	1	0	39	3	46	2	0	51	186	806	0.92
	1:45 PM	3	21	6	0	30	5	55	6	0	66	10	41	1	0	52	4	51	2	0	57	205	848	0.93
PM Peak Period	2:00 PM	1	26	4	0	31	7	54	11	0	72	13	30	2	0	45	2	45	2	0	49	197	878	0.93
	2:15 PM	3	23	5	0	31	8	57	10	0	75	22	28	1	0	51	2	53	6	0	61	218	966	0.85
	2:30 PM	2	34	6	0	42	5	53	11	0	69	21	31	1	0	53	1	62	1	0	64	228	993	0.87
	2:45 PM	5	30	12	0	47	28	1	40	0	69	11	32	10	0	53	22	30	14	0	66	235	1072	0.87
	3:00 PM	1	60	16	0	77	29	0	32	0	61	13	34	9	0	56	26	44	21	0	91	285	1139	0.93
	3:15 PM	4	38	10	0	52	20	28	13	0	61	14	46	6	0	66	19	43	4	0	66	245	1107	0.90
	3:30 PM	3	72	21	0	96	5	61	10	0	76	20	31	2	0	53	2	76	4	0	82	307	1172	0.95
	3:45 PM	2	42	18	0	62	5	69	10	0	84	19	37	3	0	59	5	88	4	0	97	302	1139	0.92
	4:00 PM	3	37	22	0	62	5	59	8	0	72	8	33	4	0	45	4	67	3	0	74	253	1165	0.89
	4:15 PM	4	35	15	0	54	5	92	12	0	109	23	37	3	0	63	1	81	2	0	84	310	1231	0.94
	4:30 PM	2	54	12	0	68	6	62	5	0	73	12	28	3	0	43	2	84	4	0	90	274	1256	0.94
	4:45 PM	7	41	8	0	56	9	83	15	0	107	18	36	0	0	54	5	100	6	0	111	328	1279	0.95
	5:00 PM	5	49	9	0	63	7	78	6	0	91	14	28	3	0	45	4	115	1	0	120	319	1204	0.90
	5:15 PM	4	45	13	0	62	7	91	17	0	115	18	28	1	0	47	1	108	2	0	111	335	1111	0.83
	5:30 PM	7	40	10	0	57	2	72	9	0	83	13	28	3	0	44	1	109	3	0	113	297	984	0.83
	5:45 PM	2	27	7	0	36	3	53	11	0	67	12	28	1	0	41	4	103	2	0	109	253	875	0.86
	6:00 PM	6	31	3	0	40	3	47	4	0	54	7	33	0	0	40	4	82	6	0	92	226	788	0.87
	6:15 PM	1	22	7	0	30	3	55	5	0	63	13	32	1	0	46	3	66	0	0	69	208		
	6:30 PM	0	27	5	0	32	4	38	4	0	46	9	23	3	0	35	0	75	0	0	75	188		
	6:45 PM	3	16	3	0	22	8	37	8	0	53	6	16	0	0	22	1	66	2	0	69	166		
	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		141	1491	316	0	1948	417	2991	456	0	3864	463	1473	110	0	2046	165	2996	182	0	3343	11201		

Peak Hour All Vehicle Volume Summary

Hourly Time Period Start Time		From North (↓) CTH H - 105th Street					From East (←) CTH KR - County Line Road					From South (↑) CTH H - 105th Street					From West (→) CTH KR - County Line Road					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	6:30 AM	14	134	10	0	158	61	367	43	0	471	29	141	11	0	181	2	269	13	0	284	1094	0.91
MD	1:00 PM	12	86	15	0	113	25	198	26	0	249	27	110	5	0	142	9	175	8	0	192	696	0.85
PM	6:00 PM	10	96	18	0	124	18	177	21	0	216	35	104	4	0	143	8	289	8	0	305	788	0.87

Intersection Traffic Volume Report

Count Basics		*Page 6 of 11*
Start Date: Monday, July 24, 2017	Weekday	Schools in Session
Total Number of Hours Counted: 13	Non-Holiday	No Special Events

15-Minute Automobile Data

Automobiles (Cars, Light Trucks, & Motorcycles)

CTH H - 105th Street and CTH KR - County Line Road

15-Minute Automobile Data

	15-Minute Time Period Start Time	From North (↓) CTH H - 105th Street					From East (←) CTH KR - County Line Road					From South (↑) CTH H - 105th Street					From West (→) CTH KR - County Line Road					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	4	19	3	0	26	1	91	7	0	99	0	24	6	0	30	0	34	1	0	35	190	946
	6:15 AM	1	12	5	0	18	18	86	9	0	113	6	39	4	0	49	1	41	1	0	43	223	984
	6:30 AM	2	34	2	0	38	18	85	17	0	120	10	36	3	0	49	0	50	2	0	52	259	1047
	6:45 AM	4	23	1	0	28	20	89	11	0	120	6	43	4	0	53	0	67	6	0	73	274	1071
	7:00 AM	5	33	4	0	42	15	92	6	0	113	4	20	0	0	24	0	48	1	0	49	228	1024
	7:15 AM	2	33	3	0	38	8	93	7	0	108	8	36	4	0	48	2	86	4	0	92	286	997
	7:30 AM	0	20	4	0	24	17	93	12	0	122	5	35	3	0	43	1	85	8	0	94	283	863
	7:45 AM	1	18	2	0	21	21	71	11	0	103	3	26	1	0	30	2	69	2	0	73	227	746
	8:00 AM	2	14	4	0	20	13	74	3	0	90	4	28	1	0	33	2	53	3	0	58	201	677
	8:15 AM	0	23	3	0	26	7	57	3	0	67	3	20	2	0	25	1	30	3	0	34	152	601
	8:30 AM	5	16	1	0	22	0	61	5	0	66	1	23	0	0	24	1	50	3	0	54	166	594
	8:45 AM	0	18	1	0	19	6	64	4	0	74	0	22	0	0	22	2	40	1	0	43	158	583
	9:00 AM	2	8	2	0	12	7	33	7	0	47	9	16	0	0	25	2	35	4	0	41	125	557
	9:15 AM	1	20	1	0	22	11	50	2	0	63	4	19	0	0	23	2	32	3	0	37	145	554
	9:30 AM	0	22	2	0	24	5	41	5	0	51	10	25	2	0	37	3	37	3	0	43	155	525
	9:45 AM	0	17	4	0	21	7	47	3	0	57	10	9	0	0	19	0	33	2	0	35	132	500
Midday Peak Period	10:00 AM	3	21	3	0	27	2	41	4	0	47	1	18	1	0	20	2	24	2	0	28	122	487
	10:15 AM	1	18	5	0	24	2	25	4	0	31	4	21	1	0	26	1	31	3	0	35	116	511
	10:30 AM	0	17	4	0	21	1	35	4	0	40	9	23	2	0	34	3	30	2	0	35	130	546
	10:45 AM	2	18	1	0	21	1	34	6	0	41	3	20	1	0	24	1	29	3	0	33	119	563
	11:00 AM	6	29	4	0	39	1	38	3	0	42	5	23	1	0	29	0	35	1	0	36	146	592
	11:15 AM	4	26	1	0	31	6	45	6	0	57	1	22	2	0	25	3	32	3	0	38	151	599
	11:30 AM	3	21	4	0	28	3	43	4	0	50	6	27	1	0	34	1	31	3	0	35	147	592
	11:45 AM	3	15	4	0	22	3	43	4	0	50	5	29	2	0	36	3	34	3	0	40	148	601
	12:00 PM	1	24	5	0	30	5	40	6	0	51	10	14	2	0	26	1	41	4	0	46	153	601
	12:15 PM	2	12	5	0	19	8	41	8	0	57	6	24	2	0	32	2	32	2	0	36	144	574
	12:30 PM	3	24	1	0	28	5	43	6	0	54	3	22	3	0	28	2	42	2	0	46	156	578
	12:45 PM	3	23	3	0	29	5	35	4	0	44	9	22	0	0	31	1	37	6	0	44	148	593
	1:00 PM	3	16	3	0	22	5	40	4	0	49	4	17	2	0	23	1	30	1	0	32	126	630
	1:15 PM	1	19	1	0	21	7	44	10	0	61	3	19	1	0	23	1	40	2	0	43	148	693
	1:30 PM	4	21	3	0	28	6	47	6	0	59	10	28	1	0	39	3	41	1	0	45	171	750
	1:45 PM	3	19	6	0	28	5	48	6	0	59	10	40	1	0	51	4	41	2	0	47	185	790
PM Peak Period	2:00 PM	1	25	4	0	30	7	50	11	0	68	12	29	2	0	43	2	44	2	0	48	189	824
	2:15 PM	2	22	5	0	29	8	54	10	0	72	20	27	1	0	48	2	48	6	0	56	205	894
	2:30 PM	2	34	6	0	42	4	50	11	0	65	21	27	1	0	49	1	53	1	0	55	211	923
	2:45 PM	4	30	12	0	46	27	1	35	0	63	11	31	10	0	52	20	25	13	0	58	219	998
	3:00 PM	1	56	15	0	72	27	0	28	0	55	13	32	5	0	50	24	39	19	0	82	259	1068
	3:15 PM	4	35	10	0	49	20	25	13	0	58	14	45	6	0	65	19	40	3	0	62	234	1055
	3:30 PM	3	69	21	0	93	5	59	8	0	72	19	28	1	0	48	2	68	3	0	73	286	1122
	3:45 PM	2	40	18	0	60	4	64	10	0	78	19	36	3	0	58	5	84	4	0	93	289	1094
	4:00 PM	3	36	21	0	60	5	57	8	0	70	8	32	4	0	44	4	65	3	0	72	246	1123
	4:15 PM	4	33	15	0	52	5	90	11	0	106	23	35	2	0	60	1	80	2	0	83	301	1185
	4:30 PM	2	53	11	0	66	3	58	4	0	65	11	26	3	0	40	2	81	4	0	87	258	1210
	4:45 PM	5	39	7	0	51	8	81	15	0	104	17	36	0	0	53	5	99	6	0	110	318	1241
	5:00 PM	5	48	9	0	62	6	76	5	0	87	14	27	3	0	44	4	110	1	0	115	308	1167
	5:15 PM	4	43	13	0	60	6	90	16	0	112	18	26	1	0	45	1	106	2	0	109	326	1076
	5:30 PM	7	39	10	0	56	2	71	9	0	82	11	26	3	0	40	1	107	3	0	111	289	954
	5:45 PM	2	26	7	0	35	3	51	11	0	65	12	24	1	0	37	4	101	2	0	107	244	843
	6:00 PM	6	29	3	0	38	3	44	4	0	51	7	30	0	0	37	4	82	5	0	91	217	755
	6:15 PM	1	22	7	0	30	3	54	5	0	62	13	29	1	0	43	3	66	0	0	69	204	
	6:30 PM	0	25	5	0	30	4	35	4	0	43	9	21	2	0	32	0	73	0	0	73	178	
	6:45 PM	1	16	3	0	20	6	37	8	0	51	6	13	0	0	19	1	63	2	0	66	156	
	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		130	1373	297	0	1800	395	2816	423	0	3634	450	1370	102	0	1922	153	2774	168	0	3095	10451	

Peak Hour Automobile Volume Summary

	Hourly Time Period Start Time	From North (↓) CTH H - 105th Street					From East (←) CTH KR - County Line Road					From South (↑) CTH H - 105th Street					From West (→) CTH KR - County Line Road					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	6:30 AM	13	123	10	0	146	61	359	41	0	461	28	135	11	0	174	2	251	13	0	266	1047
MD	1:00 PM	11	75	13	0	99	23	179	26	0	228	27	104	5	0	136	9	152	6	0	167	630
PM	6:00 PM	8	92	18	0	118	16	170	21	0	207	35	93	3	0	131	8	284	7	0	299	755

Intersection Traffic Volume Report

Count Basics		*Page 7 of 11*
Start Date: Monday, July 24, 2017	Weekday	Schools in Session
Total Number of Hours Counted: 13	Non-Holiday	No Special Events

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

Single Unit (SU) Trucks & Buses

CTH H - 105th Street and CTH KR - County Line Road

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

15-Minute Time Period	Start Time	From North (↓) CTH H - 105th Street					From East (←) CTH KR - County Line Road					From South (↑) CTH H - 105th Street					From West (→) CTH KR - County Line Road					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	1	0	1	0	0	1	0	1	0	1	0	0	1	0	1	0	0	1	4	27
	6:15 AM	0	2	1	0	3	0	0	0	0	0	0	1	0	0	1	0	2	1	0	3	7	29
	6:30 AM	0	2	0	0	2	0	1	1	0	2	0	2	0	0	2	0	2	0	0	2	8	33
	6:45 AM	0	1	0	0	1	0	0	0	0	0	0	1	0	0	1	0	6	0	0	6	8	45
	7:00 AM	1	1	0	0	2	0	1	0	0	1	0	1	0	0	1	0	2	0	0	2	6	50
	7:15 AM	0	3	0	0	3	0	2	1	0	3	1	1	0	0	2	0	3	0	0	3	11	57
	7:30 AM	0	4	0	0	4	1	3	0	0	4	0	2	0	0	2	0	9	1	0	10	20	55
	7:45 AM	0	3	0	0	3	0	2	0	0	2	0	3	0	0	3	0	5	0	0	5	13	58
	8:00 AM	0	5	0	0	5	0	3	1	0	4	0	2	0	0	2	0	2	0	0	2	13	65
	8:15 AM	0	1	0	0	1	1	1	2	0	4	0	1	0	0	1	0	3	0	0	3	9	61
	8:30 AM	0	3	5	0	8	0	7	2	0	9	0	3	0	0	3	0	2	1	0	3	23	65
	8:45 AM	0	6	0	0	6	0	3	1	0	4	0	1	0	0	1	0	8	1	0	9	20	57
	9:00 AM	0	1	1	0	2	0	5	0	0	5	0	1	0	0	1	0	1	0	0	1	9	48
	9:15 AM	1	2	1	0	4	1	2	0	0	3	1	0	1	0	2	0	4	0	0	4	13	51
	9:30 AM	0	2	1	0	3	0	2	1	0	3	2	3	0	0	5	0	4	0	0	4	15	49
	9:45 AM	0	0	1	0	1	0	5	1	0	6	0	2	0	0	2	0	2	0	0	2	11	42
Midday Peak Period	10:00 AM	0	4	0	0	4	0	3	0	0	3	0	1	0	0	1	1	2	1	0	4	12	43
	10:15 AM	0	2	0	0	2	0	2	0	0	2	0	4	0	0	4	1	2	0	0	3	11	42
	10:30 AM	0	1	0	0	1	0	5	0	0	5	0	0	0	0	0	1	1	0	0	2	8	44
	10:45 AM	0	1	0	0	1	1	1	1	0	3	0	4	0	0	4	0	4	0	0	4	12	48
	11:00 AM	0	2	0	0	2	0	3	0	0	3	0	2	0	0	2	0	4	0	0	4	11	55
	11:15 AM	0	2	0	0	2	1	3	1	0	5	0	3	0	0	3	0	3	0	0	3	13	59
	11:30 AM	0	2	0	0	2	0	4	0	0	4	0	2	0	0	2	0	4	0	0	4	12	58
	11:45 AM	0	6	1	0	7	0	4	1	0	5	0	1	0	0	1	0	6	0	0	6	19	54
	12:00 PM	0	4	0	0	4	0	2	0	0	2	0	1	0	0	1	4	4	0	0	8	15	47
	12:15 PM	1	1	0	0	2	0	5	0	0	5	0	3	0	0	3	0	2	0	0	2	12	48
	12:30 PM	0	1	1	0	2	0	2	1	0	3	0	0	0	0	0	0	3	0	0	3	8	44
	12:45 PM	0	1	0	0	1	0	2	2	0	4	0	2	0	0	2	0	4	1	0	5	12	44
	1:00 PM	0	5	1	0	6	0	5	0	0	5	0	4	0	0	4	0	1	0	0	1	16	46
	1:15 PM	0	1	1	0	2	1	3	0	0	4	0	0	0	0	0	0	2	0	0	2	8	34
	1:30 PM	1	2	0	0	3	0	3	0	0	3	0	0	0	0	0	0	1	1	0	2	8	35
	1:45 PM	0	1	0	0	1	0	5	0	0	5	0	1	0	0	1	0	7	0	0	7	14	39
PM Peak Period	2:00 PM	0	1	0	0	1	0	2	0	0	2	0	0	0	0	0	0	1	0	0	1	4	38
	2:15 PM	0	1	0	0	1	0	2	0	0	2	2	1	0	0	3	0	3	0	0	3	9	58
	2:30 PM	0	0	0	0	0	0	3	0	0	3	0	4	0	0	4	0	5	0	0	5	12	56
	2:45 PM	1	0	0	0	1	1	0	5	0	6	0	0	0	0	0	2	4	0	0	6	13	61
	3:00 PM	0	2	1	0	3	2	0	4	0	6	0	2	4	0	6	2	5	2	0	9	24	57
	3:15 PM	0	2	0	0	2	0	2	0	0	2	0	1	0	0	1	0	1	1	0	2	7	39
	3:30 PM	0	2	0	0	2	0	2	2	0	4	1	3	1	0	5	0	5	1	0	6	17	39
	3:45 PM	0	1	0	0	1	1	4	0	0	5	0	1	0	0	1	0	2	0	0	2	9	35
	4:00 PM	0	0	1	0	1	0	2	0	0	2	0	1	0	0	1	0	2	0	0	2	6	36
	4:15 PM	0	1	0	0	1	0	1	1	0	2	0	2	1	0	3	0	1	0	0	1	7	37
	4:30 PM	0	0	1	0	1	3	3	1	0	7	1	2	0	0	3	0	2	0	0	2	13	37
	4:45 PM	2	2	1	0	5	1	2	0	0	3	1	0	0	0	1	0	1	0	0	1	10	31
	5:00 PM	0	1	0	0	1	1	2	1	0	4	0	1	0	0	1	0	1	0	0	1	7	29
	5:15 PM	0	2	0	0	2	1	1	1	0	3	0	2	0	0	2	0	0	0	0	0	7	28
	5:30 PM	0	1	0	0	1	0	1	0	0	1	2	2	0	0	4	0	1	0	0	1	7	25
	5:45 PM	0	1	0	0	1	0	1	0	0	1	0	4	0	0	4	0	2	0	0	2	8	24
	6:00 PM	0	2	0	0	2	0	2	0	0	2	0	2	0	0	2	0	0	0	0	0	6	26
	6:15 PM	0	0	0	0	0	0	1	0	0	1	0	3	0	0	3	0	0	0	0	0	4	
	6:30 PM	0	1	0	0	1	0	1	0	0	1	0	2	1	0	3	0	1	0	0	1	6	
	6:45 PM	2	0	0	0	2	2	0	0	0	2	0	3	0	0	3	0	3	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		9	92	19	0	120	18	121	32	0	171	11	89	8	0	108	11	146	11	0	168	567	

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

Hourly Time Period	Start Time	From North (↓) CTH H - 105th Street					From East (←) CTH KR - County Line Road					From South (↑) CTH H - 105th Street					From West (→) CTH KR - County Line Road					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	6:30 AM	1	7	0	0	8	0	4	2	0	6	1	5	0	0	6	0	13	0	0	13	33
MD	1:00 PM	1	9	2	0	12	1	16	0	0	17	0	5	0	0	5	0	11	1	0	12	46
PM	6:00 PM	2	3	0	0	5	2	4	0	0	6	0	10	1	0	11	0	4	0	0	4	26

Intersection Traffic Volume Report

Count Basics			*Page 8 of 11*
Start Date:	Monday, July 24, 2017	Weekday	Schools in Session
Total Number of Hours Counted: 13		Non-Holiday	No Special Events

15-Minute Semi-Truck Data

Semi-Trucks

CTH H - 105th Street and CTH KR - County Line Road

15-Minute Semi-Truck Data

	15-Minute Time Period Start Time	From North (↓) CTH H - 105th Street					From East (←) CTH KR - County Line Road					From South (↑) CTH H - 105th Street					From West (→) CTH KR - County Line Road					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	1	0	0	1	0	1	0	0	1	0	0	0	0	0	0	3	0	0	3	5	14
	6:15 AM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	3	13
	6:30 AM	0	1	0	0	1	0	0	0	0	0	0	1	0	0	1	0	2	0	0	2	4	14
	6:45 AM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	1	0	0	1	2	19
	7:00 AM	0	2	0	0	2	0	1	0	0	1	0	0	0	0	0	0	1	0	0	1	4	19
	7:15 AM	0	1	0	0	1	0	2	0	0	2	0	0	0	0	0	0	1	0	0	1	4	18
	7:30 AM	1	1	0	0	2	0	4	0	0	4	0	1	0	0	1	0	2	0	0	2	9	19
	7:45 AM	0	0	0	0	0	0	1	0	0	1	0	1	0	0	1	0	0	0	0	0	2	15
	8:00 AM	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	1	0	0	1	3	17
	8:15 AM	0	1	0	0	1	0	2	0	0	2	0	0	0	0	0	0	2	0	0	2	5	18
	8:30 AM	0	0	0	0	0	2	2	1	0	5	0	0	0	0	0	0	0	0	0	0	5	13
	8:45 AM	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	2	0	0	2	4	11
	9:00 AM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	3	0	0	3	4	10
	9:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	13
	9:30 AM	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	0	0	0	0	0	3	18
	9:45 AM	0	0	0	0	0	0	2	0	0	2	1	0	0	0	1	0	0	0	0	0	3	20
Midday Peak Period	10:00 AM	0	0	0	0	0	0	2	0	0	2	0	1	0	0	1	0	4	0	0	4	7	24
	10:15 AM	0	1	0	0	1	0	1	0	0	1	0	2	0	0	2	0	1	0	0	1	5	18
	10:30 AM	0	1	0	0	1	0	0	0	0	0	0	2	0	0	2	0	2	0	0	2	5	19
	10:45 AM	0	1	0	0	1	0	3	0	0	3	0	0	0	0	0	0	3	0	0	3	7	17
	11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1	16
	11:15 AM	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	0	3	0	0	3	6	19
	11:30 AM	0	1	0	0	1	0	1	0	0	1	0	0	0	0	0	0	1	0	0	1	3	15
	11:45 AM	0	0	0	0	0	0	4	0	0	4	0	0	0	0	0	0	2	0	0	2	6	14
	12:00 PM	0	1	0	0	1	0	1	0	0	1	0	0	0	0	0	1	1	0	0	2	4	12
	12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	2	10
	12:30 PM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	1	0	0	1	2	13
	12:45 PM	0	2	0	0	2	0	1	0	0	1	0	1	0	0	1	0	0	0	0	0	4	18
	1:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	2	2	20
	1:15 PM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	4	0	0	4	5	22
	1:30 PM	0	1	0	0	1	1	1	0	0	2	0	0	0	0	0	0	4	0	0	4	7	21
	1:45 PM	0	1	0	0	1	0	2	0	0	2	0	0	0	0	0	0	3	0	0	3	6	19
PM Peak Period	2:00 PM	0	0	0	0	0	0	2	0	0	2	1	1	0	0	2	0	0	0	0	0	4	16
	2:15 PM	1	0	0	0	1	0	1	0	0	1	0	0	0	0	0	0	2	0	0	2	4	14
	2:30 PM	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	4	0	0	4	5	14
	2:45 PM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	1	1	0	2	3	13
	3:00 PM	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	14
	3:15 PM	0	1	0	0	1	0	1	0	0	1	0	0	0	0	0	0	2	0	0	2	4	13
	3:30 PM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	3	0	0	3	4	11
	3:45 PM	0	1	0	0	1	0	1	0	0	1	0	0	0	0	0	0	2	0	0	2	4	10
	4:00 PM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	6
	4:15 PM	0	1	0	0	1	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	2	9
	4:30 PM	0	1	0	0	1	0	1	0	0	1	0	0	0	0	0	0	1	0	0	1	3	9
	4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	7
	5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	0	0	4	4	8
	5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	2	7
	5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1	5
	5:45 PM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1	8
	6:00 PM	0	0	0	0	0	0	1	0	0	1	0	1	0	0	1	0	0	1	0	1	3	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	1	0	0	1	0	2	0	0	2	0	0	0	0	0	0	1	0	0	1	4	
	6:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	7:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	7:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	7:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	7:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Totals		2	26	0	0	28	4	54	1	0	59	2	14	0	0	16	1	76	3	0	80	183	

Peak Hour Semi-Truck Volume Summary

	Hourly Time Period Start Time	From North (↓) CTH H - 105th Street					From East (←) CTH KR - County Line Road					From South (↑) CTH H - 105th Street					From West (→) CTH KR - County Line Road					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	6:30 AM	1	2	0	0	3	0	9	0	0	9	0	2	0	0	2	0	5	0	0	5	19
MD	1:00 PM	0	2	0	0	2	0	1	0	0	1	0	2	0	0	2	0	4	1	0	5	10
PM	6:00 PM	0	4	0	0	4	0	3	0	0	3	0	0	0	0	0	0	3	0	0	3	10

Intersection Traffic Volume Report

Count Basics		*Page 9 of 11*
Start Date: Monday, July 24, 2017	Weekday	Schools in Session
Total Number of Hours Counted: 13	Non-Holiday	No Special Events

15-Minute Heavy Vehicle Data

Heavy Vehicles (Single-Unit Trucks, Buses & Semi-Trucks)

CTH H - 105th Street and CTH KR - County Line Road

15-Minute Heavy Vehicle Data

15-Minute Time Period	Start Time	From North (↓) CTH H - 105th Street					From East (←) CTH KR - County Line Road					From South (↑) CTH H - 105th Street					From West (→) CTH KR - County Line Road					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	1	1	0	2	0	1	1	0	2	0	1	0	0	1	0	4	0	0	4	9	41
	6:15 AM	0	3	1	0	4	0	0	0	0	0	0	1	0	0	1	0	4	1	0	5	10	42
	6:30 AM	0	3	0	0	3	0	1	1	0	2	0	3	0	0	3	0	4	0	0	4	12	47
	6:45 AM	0	1	0	0	1	0	1	0	0	1	0	1	0	0	1	0	7	0	0	7	10	64
	7:00 AM	1	3	0	0	4	0	2	0	0	2	0	1	0	0	1	0	3	0	0	3	10	69
	7:15 AM	0	4	0	0	4	0	4	1	0	5	1	1	0	0	2	0	4	0	0	4	15	75
	7:30 AM	1	5	0	0	6	1	7	0	0	8	0	3	0	0	3	0	11	1	0	12	29	74
	7:45 AM	0	3	0	0	3	0	3	0	0	3	0	4	0	0	4	0	5	0	0	5	15	73
	8:00 AM	0	5	0	0	5	0	5	1	0	6	0	2	0	0	2	0	3	0	0	3	16	82
	8:15 AM	0	2	0	0	2	1	3	2	0	6	0	1	0	0	1	0	5	0	0	5	14	79
	8:30 AM	0	3	5	0	8	2	9	3	0	14	0	3	0	0	3	0	2	1	0	3	28	78
	8:45 AM	0	6	0	0	6	0	5	1	0	6	0	1	0	0	1	0	10	1	0	11	24	68
	9:00 AM	0	1	1	0	2	0	6	0	0	6	0	1	0	0	1	0	4	0	0	4	13	58
	9:15 AM	1	2	1	0	4	1	2	0	0	3	1	0	1	0	2	0	4	0	0	4	13	64
	9:30 AM	0	2	1	0	3	0	5	1	0	6	2	3	0	0	5	0	4	0	0	4	18	67
	9:45 AM	0	0	1	0	1	0	7	1	0	8	1	2	0	0	3	0	2	0	0	2	14	62
Midday Peak Period	10:00 AM	0	4	0	0	4	0	5	0	0	5	0	2	0	0	2	1	6	1	0	8	19	67
	10:15 AM	0	3	0	0	3	0	3	0	0	3	0	6	0	0	6	1	3	0	0	4	16	60
	10:30 AM	0	2	0	0	2	0	5	0	0	5	0	2	0	0	2	1	3	0	0	4	13	63
	10:45 AM	0	2	0	0	2	1	4	1	0	6	0	4	0	0	4	0	7	0	0	7	19	65
	11:00 AM	0	2	0	0	2	0	3	0	0	3	0	2	0	0	2	0	5	0	0	5	12	71
	11:15 AM	0	2	0	0	2	1	6	1	0	8	0	3	0	0	3	0	6	0	0	6	19	78
	11:30 AM	0	3	0	0	3	0	5	0	0	5	0	2	0	0	2	0	5	0	0	5	15	73
	11:45 AM	0	6	1	0	7	0	8	1	0	9	0	1	0	0	1	0	8	0	0	8	25	68
	12:00 PM	0	5	0	0	5	0	3	0	0	3	0	1	0	0	1	5	5	0	0	10	19	59
	12:15 PM	1	1	0	0	2	0	5	0	0	5	0	3	0	0	3	0	4	0	0	4	14	58
	12:30 PM	0	1	1	0	2	0	2	1	0	3	0	1	0	0	1	0	4	0	0	4	10	57
	12:45 PM	0	3	0	0	3	0	3	2	0	5	0	3	0	0	3	0	4	1	0	5	16	62
	1:00 PM	0	5	1	0	6	0	5	0	0	5	0	4	0	0	4	0	2	1	0	3	18	66
	1:15 PM	0	1	1	0	2	1	3	0	0	4	0	1	0	0	1	0	6	0	0	6	13	56
	1:30 PM	1	3	0	0	4	1	4	0	0	5	0	0	0	0	0	0	5	1	0	6	15	56
	1:45 PM	0	2	0	0	2	0	7	0	0	7	0	1	0	0	1	0	10	0	0	10	20	58
PM Peak Period	2:00 PM	0	1	0	0	1	0	4	0	0	4	1	1	0	0	2	0	1	0	0	1	8	54
	2:15 PM	1	1	0	0	2	0	3	0	0	3	2	1	0	0	3	0	5	0	0	5	13	72
	2:30 PM	0	0	0	0	0	1	3	0	0	4	0	4	0	0	4	0	9	0	0	9	17	70
	2:45 PM	1	0	0	0	1	1	0	5	0	6	0	1	0	0	1	2	5	1	0	8	16	74
	3:00 PM	0	4	1	0	5	2	0	4	0	6	0	2	4	0	6	2	5	2	0	9	26	71
	3:15 PM	0	3	0	0	3	0	3	0	0	3	0	1	0	0	1	0	3	1	0	4	11	52
	3:30 PM	0	3	0	0	3	0	2	2	0	4	1	3	1	0	5	0	8	1	0	9	21	50
	3:45 PM	0	2	0	0	2	1	5	0	0	6	0	1	0	0	1	0	4	0	0	4	13	45
	4:00 PM	0	1	1	0	2	0	2	0	0	2	0	1	0	0	1	0	2	0	0	2	7	42
	4:15 PM	0	2	0	0	2	0	2	1	0	3	0	2	1	0	3	0	1	0	0	1	9	46
	4:30 PM	0	1	1	0	2	3	4	1	0	8	1	2	0	0	3	0	3	0	0	3	16	46
	4:45 PM	2	2	1	0	5	1	2	0	0	3	1	0	0	0	1	0	1	0	0	1	10	38
	5:00 PM	0	1	0	0	1	1	2	1	0	4	0	1	0	0	1	0	5	0	0	5	11	37
	5:15 PM	0	2	0	0	2	1	1	1	0	3	0	2	0	0	2	0	2	0	0	2	9	35
	5:30 PM	0	1	0	0	1	0	1	0	0	1	2	2	0	0	4	0	2	0	0	2	8	30
	5:45 PM	0	1	0	0	1	0	2	0	0	2	0	4	0	0	4	0	2	0	0	2	9	32
	6:00 PM	0	2	0	0	2	0	3	0	0	3	0	3	0	0	3	0	0	1	0	1	9	33
	6:15 PM	0	0	0	0	0	0	1	0	0	1	0	3	0	0	3	0	0	0	0	0	4	
	6:30 PM	0	2	0	0	2	0	3	0	0	3	0	2	1	0	3	0	2	0	0	2	10	
	6:45 PM	2	0	0	0	2	2	0	0	0	2	0	3	0	0	3	0	3	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		11	118	19	0	148	22	175	33	0	230	13	103	8	0	124	12	222	14	0	248	750	

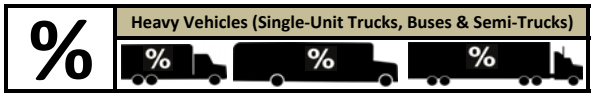
Peak Hour Heavy Vehicle Volume Summary

Hourly Time Period	Start Time	From North (↓) CTH H - 105th Street					From East (←) CTH KR - County Line Road					From South (↑) CTH H - 105th Street					From West (→) CTH KR - County Line Road					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	6:30 AM	1	11	0	0	12	0	8	2	0	10	1	6	0	0	7	0	18	0	0	18	47
MD	1:00 PM	1	11	2	0	14	2	19	0	0	21	0	6	0	0	6	0	23	2	0	25	66
PM	6:00 PM	2	4	0	0	6	2	7	0	0	9	0	11	1	0	12	0	5	1	0	6	33

Intersection Traffic Volume Report

Count Basics			*Page 10 of 11*
Start Date:	Monday, July 24, 2017	Weekday	Schools in Session
Total Number of Hours Counted: 13		Non-Holiday	No Special Events

15-Minute Heavy Vehicle Percentages



CTH H - 105th Street and CTH KR - County Line Road

15-Minute Heavy Vehicle Percentages

15-Minute Time Period Start Time		From North (↓) CTH H - 105th Street					From East (←) CTH KR - County Line Road					From South (↑) CTH H - 105th Street					From West (→) CTH KR - County Line Road					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	0.0	5.0	25.0	0.0	7.1	0.0	1.1	12.5	0.0	2.0	0.0	4.0	0.0	0.0	3.2	0.0	10.5	0.0	0.0	10.3	4.5	4.2
	6:15 AM	0.0	20.0	16.7	0.0	18.2	0.0	0.0	0.0	0.0	0.0	0.0	2.5	0.0	0.0	2.0	0.0	8.9	50.0	0.0	10.4	4.3	4.1
	6:30 AM	0.0	8.1	0.0	0.0	7.3	0.0	1.2	5.6	0.0	1.6	0.0	7.7	0.0	0.0	5.8	0.0	7.4	0.0	0.0	7.1	4.4	4.3
	6:45 AM	0.0	4.2	0.0	0.0	3.4	0.0	1.1	0.0	0.0	0.8	0.0	2.3	0.0	0.0	1.9	0.0	9.5	0.0	0.0	8.7	3.5	5.6
	7:00 AM	16.7	8.3	0.0	0.0	8.7	0.0	2.1	0.0	0.0	1.7	0.0	4.8	0.0	0.0	4.0	0.0	5.9	0.0	0.0	5.8	4.2	6.3
	7:15 AM	0.0	10.8	0.0	0.0	9.5	0.0	4.1	12.5	0.0	4.4	11.1	2.7	0.0	0.0	4.0	0.0	4.4	0.0	0.0	4.2	5.0	7.0
	7:30 AM	100.0	20.0	0.0	0.0	20.0	5.6	7.0	0.0	0.0	6.2	0.0	7.9	0.0	0.0	6.5	0.0	11.5	11.1	0.0	11.3	9.3	7.9
	7:45 AM	0.0	14.3	0.0	0.0	12.5	0.0	4.1	0.0	0.0	2.8	0.0	13.3	0.0	0.0	11.8	0.0	6.8	0.0	0.0	6.4	6.2	8.9
	8:00 AM	0.0	26.3	0.0	0.0	20.0	0.0	6.3	25.0	0.0	6.2	0.0	6.7	0.0	0.0	5.7	0.0	5.4	0.0	0.0	4.9	7.4	10.8
	8:15 AM	0.0	8.0	0.0	0.0	7.1	12.5	5.0	40.0	0.0	8.2	0.0	4.8	0.0	0.0	3.8	0.0	14.3	0.0	0.0	12.8	8.4	11.6
	8:30 AM	0.0	15.8	83.3	0.0	26.7	100.0	12.9	37.5	0.0	17.5	0.0	11.5	0.0	0.0	11.1	0.0	3.8	25.0	0.0	5.3	14.4	11.6
	8:45 AM	0.0	25.0	0.0	0.0	24.0	0.0	7.2	20.0	0.0	7.5	0.0	4.3	0.0	0.0	4.3	0.0	20.0	50.0	0.0	20.4	13.2	10.4
	9:00 AM	0.0	11.1	33.3	0.0	14.3	0.0	15.4	0.0	0.0	11.3	0.0	5.9	0.0	0.0	3.8	0.0	10.3	0.0	0.0	8.9	9.4	9.4
	9:15 AM	50.0	9.1	50.0	0.0	15.4	8.3	3.8	0.0	0.0	4.5	20.0	0.0	100.0	0.0	8.0	0.0	11.1	0.0	0.0	9.8	8.2	10.4
	9:30 AM	0.0	8.3	33.3	0.0	11.1	0.0	10.9	16.7	0.0	10.5	16.7	10.7	0.0	0.0	11.9	0.0	9.8	0.0	0.0	8.5	10.4	11.3
	9:45 AM	0.0	0.0	20.0	0.0	4.5	0.0	13.0	25.0	0.0	12.3	9.1	18.2	0.0	0.0	13.6	0.0	5.7	0.0	0.0	5.4	9.6	11.0
Midday Peak Period	10:00 AM	0.0	16.0	0.0	0.0	12.9	0.0	10.9	0.0	0.0	9.6	0.0	10.0	0.0	0.0	9.1	33.3	20.0	33.3	0.0	22.2	13.5	12.1
	10:15 AM	0.0	14.3	0.0	0.0	11.1	0.0	10.7	0.0	0.0	8.8	0.0	22.2	0.0	0.0	18.7	50.0	8.8	0.0	0.0	10.3	12.1	10.5
	10:30 AM	0.0	10.5	0.0	0.0	8.7	0.0	12.5	0.0	0.0	11.1	0.0	8.0	0.0	0.0	5.6	25.0	9.1	0.0	0.0	10.3	9.1	10.3
	10:45 AM	0.0	10.0	0.0	0.0	8.7	50.0	10.5	14.3	0.0	12.8	0.0	16.7	0.0	0.0	14.3	0.0	19.4	0.0	0.0	17.5	13.8	10.4
	11:00 AM	0.0	6.5	0.0	0.0	4.9	0.0	7.3	0.0	0.0	6.7	0.0	8.0	0.0	0.0	6.5	0.0	12.5	0.0	0.0	12.2	7.6	10.7
	11:15 AM	0.0	7.1	0.0	0.0	6.1	14.3	11.8	14.3	0.0	12.3	0.0	12.0	0.0	0.0	10.7	0.0	15.8	0.0	0.0	13.6	11.2	11.5
	11:30 AM	0.0	12.5	0.0	0.0	9.7	0.0	10.4	0.0	0.0	9.1	0.0	6.9	0.0	0.0	5.6	0.0	13.9	0.0	0.0	12.5	9.3	11.0
	11:45 AM	0.0	28.6	20.0	0.0	24.1	0.0	15.7	20.0	0.0	15.3	0.0	3.3	0.0	0.0	2.7	0.0	19.0	0.0	0.0	16.7	14.5	10.2
	12:00 PM	0.0	17.2	0.0	0.0	14.3	0.0	7.0	0.0	0.0	5.6	0.0	6.7	0.0	0.0	3.7	83.3	10.9	0.0	0.0	17.9	11.0	8.9
	12:15 PM	33.3	7.7	0.0	0.0	9.5	0.0	10.9	0.0	0.0	8.1	0.0	11.1	0.0	0.0	8.6	0.0	11.1	0.0	0.0	10.0	8.9	9.2
	12:30 PM	0.0	4.0	50.0	0.0	6.7	0.0	4.4	14.3	0.0	5.3	0.0	4.3	0.0	0.0	3.4	0.0	8.7	0.0	0.0	8.0	6.0	9.0
	12:45 PM	0.0	11.5	0.0	0.0	9.4	0.0	7.9	33.3	0.0	10.2	0.0	12.0	0.0	0.0	8.8	0.0	9.8	14.3	0.0	10.2	9.8	9.5
	1:00 PM	0.0	23.8	25.0	0.0	21.4	0.0	11.1	0.0	0.0	9.3	0.0	19.0	0.0	0.0	14.8	0.0	6.2	50.0	0.0	8.6	12.5	9.5
	1:15 PM	0.0	5.0	50.0	0.0	8.7	12.5	6.4	0.0	0.0	6.2	0.0	5.0	0.0	0.0	4.2	0.0	13.0	0.0	0.0	12.2	8.1	7.5
	1:30 PM	20.0	12.5	0.0	0.0	12.5	14.3	7.8	0.0	0.0	7.8	0.0	0.0	0.0	0.0	0.0	0.0	10.9	50.0	0.0	11.8	8.1	6.9
	1:45 PM	0.0	9.5	0.0	0.0	6.7	0.0	12.7	0.0	0.0	10.6	0.0	2.4	0.0	0.0	1.9	0.0	19.6	0.0	0.0	17.5	9.8	6.8
PM Peak Period	2:00 PM	0.0	3.8	0.0	0.0	3.2	0.0	7.4	0.0	0.0	5.6	7.7	3.3	0.0	0.0	4.4	0.0	2.2	0.0	0.0	2.0	4.1	6.2
	2:15 PM	33.3	4.3	0.0	0.0	6.5	0.0	5.3	0.0	0.0	4.0	9.1	3.6	0.0	0.0	5.9	0.0	9.4	0.0	0.0	8.2	6.0	7.5
	2:30 PM	0.0	0.0	0.0	0.0	0.0	20.0	5.7	0.0	0.0	5.8	0.0	12.9	0.0	0.0	7.5	0.0	14.5	0.0	0.0	14.1	7.5	7.0
	2:45 PM	20.0	0.0	0.0	0.0	2.1	3.6	0.0	12.5	0.0	8.7	0.0	3.1	0.0	0.0	1.9	9.1	16.7	7.1	0.0	12.1	6.8	6.9
	3:00 PM	0.0	6.7	6.2	0.0	6.5	6.9	0.0	12.5	0.0	9.8	0.0	5.9	44.4	0.0	10.7	7.7	11.4	9.5	0.0	9.9	9.1	6.2
	3:15 PM	0.0	7.9	0.0	0.0	5.8	0.0	10.7	0.0	0.0	4.9	0.0	2.2	0.0	0.0	1.5	0.0	7.0	25.0	0.0	6.1	4.5	4.7
	3:30 PM	0.0	4.2	0.0	0.0	3.1	0.0	3.3	20.0	0.0	5.3	5.0	9.7	50.0	0.0	9.4	0.0	10.5	25.0	0.0	11.0	6.8	4.3
	3:45 PM	0.0	4.8	0.0	0.0	3.2	20.0	7.2	0.0	0.0	7.1	0.0	2.7	0.0	0.0	1.7	0.0	4.5	0.0	0.0	4.1	4.3	4.0
	4:00 PM	0.0	2.7	4.5	0.0	3.2	0.0	3.4	0.0	0.0	2.8	0.0	3.0	0.0	0.0	2.2	0.0	3.0	0.0	0.0	2.7	2.8	3.6
	4:15 PM	0.0	5.7	0.0	0.0	3.7	0.0	2.2	8.3	0.0	2.8	0.0	5.4	33.3	0.0	4.8	0.0	1.2	0.0	0.0	1.2	2.9	3.7
	4:30 PM	0.0	1.9	8.3	0.0	2.9	50.0	6.5	20.0	0.0	11.0	8.3	7.1	0.0	0.0	7.0	0.0	3.6	0.0	0.0	3.3	5.8	3.7
	4:45 PM	28.6	4.9	12.5	0.0	8.9	11.1	2.4	0.0	0.0	2.8	5.6	0.0	0.0	0.0	1.9	0.0	1.0	0.0	0.0	0.9	3.0	3.0
	5:00 PM	0.0	2.0	0.0	0.0	1.6	14.3	2.6	16.7	0.0	4.4	0.0	3.6	0.0	0.0	2.2	0.0	4.3	0.0	0.0	4.2	3.4	3.1
	5:15 PM	0.0	4.4	0.0	0.0	3.2	14.3	1.1	5.9	0.0	2.6	0.0	7.1	0.0	0.0	4.3	0.0	1.9	0.0	0.0	1.8	2.7	3.2
	5:30 PM	0.0	2.5	0.0	0.0	1.8	0.0	1.4	0.0	0.0	1.2	15.4	7.1	0.0	0.0	9.1	0.0	1.8	0.0	0.0	1.8	2.7	3.0
	5:45 PM	0.0	3.7	0.0	0.0	2.8	0.0	3.8	0.0	0.0	3.0	0.0	14.3	0.0	0.0	9.8	0.0	1.9	0.0	0.0	1.8	3.6	3.7
	6:00 PM	0.0	6.5	0.0	0.0	5.0	0.0	6.4	0.0	0.0	5.6	0.0	9.1	0.0	0.0	7.5	0.0	0.0	16.7	0.0	1.1	4.0	4.2
	6:15 PM	0.0	0.0	0.0	0.0	0.0	0.0	1.8	0.0	0.0	1.6	0.0	9.4	0.0	0.0	6.5	0.0	0.0	0.0	0.0	0.0	1.9	
	6:30 PM	0.0	7.4	0.0	0.0	6.2	0.0	7.9	0.0	0.0	6.5	0.0	8.7	33.3	0.0	8.6	0.0	2.7	0.0	0.0	2.7	5.3	
	6:45 PM	66.7	0.0	0.0	0.0	9.1	25.0	0.0	0.0	0.0	3.8	0.0	18.7	0.0	0.0	13.6	0.0	4.5	0.0	0.0	4.3	6.0	
	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	
Totals		7.8	7.9	6.0	0.0	7.6	5.3	5.9	7.2	0.0	6.0	2.8	7.0	7.3	0.0	6.1	7.3	7.4	7.7	0.0	7.4	6.7	

Peak Hour Heavy Vehicle Percentages Summary

Hourly Time Period Start Time		From North (↓) CTH H - 105th Street					From East (←) CTH KR - County Line Road					From South (↑) CTH H - 105th Street					From West (→) CTH KR - County Line Road					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	6:30 AM	7.1	8.2	0.0	0.0	7.6	0.0	2.2	4.7	0.0	2.1	3.4	4.3	0.0	0.0	3.9	0.0	6.7	0.0	0.0	6.3	4.3
MD	1:00 PM	8.3	12.8	13.3	0.0	12.4	8.0	9.6	0.0	0.0	8.4	0.0	5.5	0.0	0.0	4.2	0.0	13.1	25.0	0.0	13.0	9.5
PM	6:00 PM	20.0	4.2	0.0	0.0	4.8	11.1	4.0	0.0	0.0	4.2	0.0	10.6	25.0	0.0	8.4	0.0	1.7	12.5	0.0	2.0	4.2

Intersection Traffic Volume Report

Count Basics			Page 11 of 11
Start Date:	Monday, July 24, 2017	Weekday	Schools in Session
Total Number of Hours Counted: 13		Non-Holiday	No Special Events

15-Minute Pedestrian and Bicyclist Data

Pedestrians and Bicyclists

CTH H - 105th Street and CTH KR - County Line Road

15-Minute Pedestrian and Bicyclist Data

	15-Minute	Crossing North Approach			Crossing East Approach			Crossing South Approach			Crossing West Approach				
	Time Period	CTH H - 105th Street			CTH KR - County Line Road			CTH H - 105th Street			CTH KR - County Line Road			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	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	1
	8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	1
	8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	1
	9:00 AM	0	0	0	0	1	1	0	0	0	0	0	0	1	1
	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	1	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/helper dog)	x					
Elderly/Disabled (except wheelchairs)	x					
Wheelchairs/Electric Scooters	x					
Other (None)	x					

Intersection Traffic Volume Report

Count Basics	Version 2013.J4.1		Page 1 of 11
Start Date:	Tuesday, September 5, 2017	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

Intersection of: 72nd Avenue and CTH KR - County Line Road

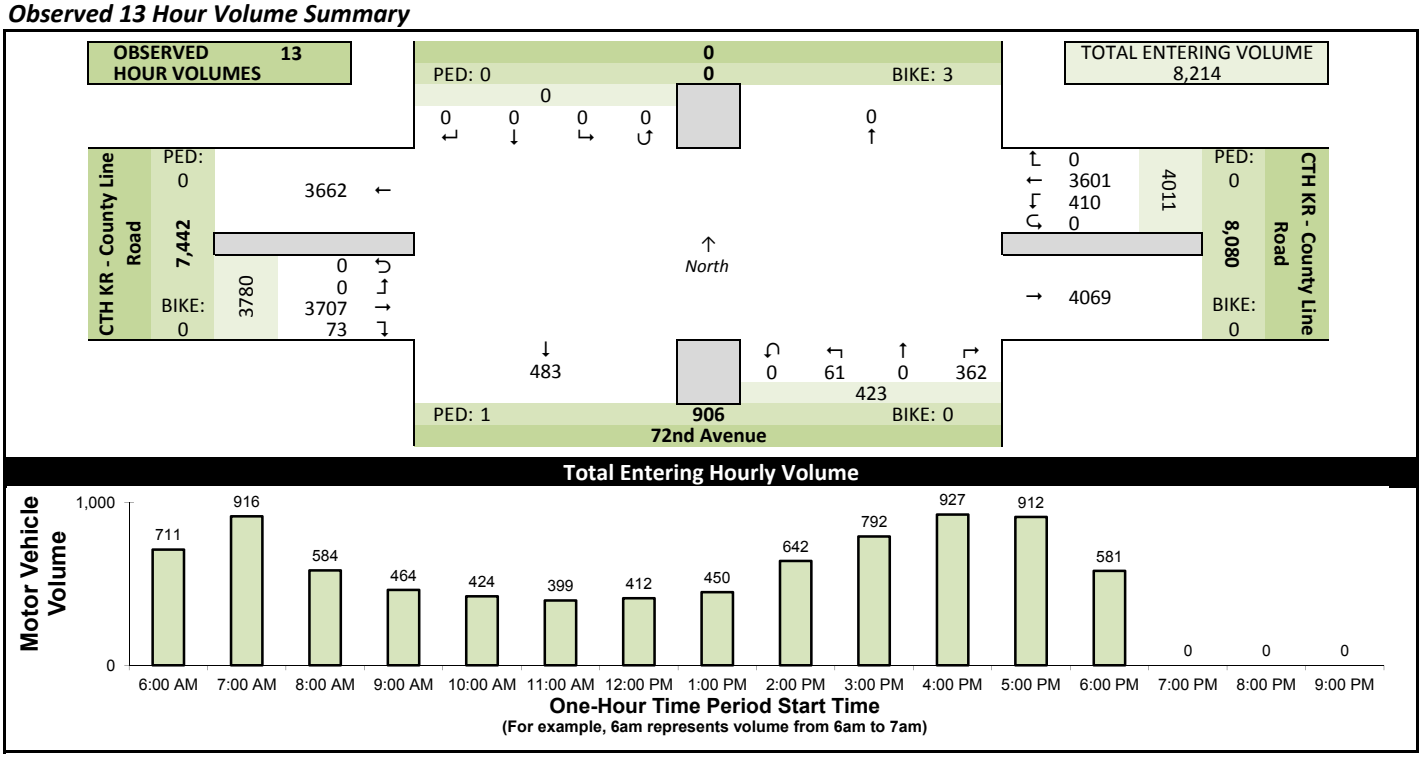
Site Information

Municipality	Village of Mt Pleasant		
County	Racine	WisDOT Region	SE
Traffic Control	Partial Stop Control		
Roadway Names		North Direction	↑
North Leg			
East Leg	CTH KR - County Line Road		
South Leg	72nd Avenue		
West Leg	CTH KR - County Line Road		
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	

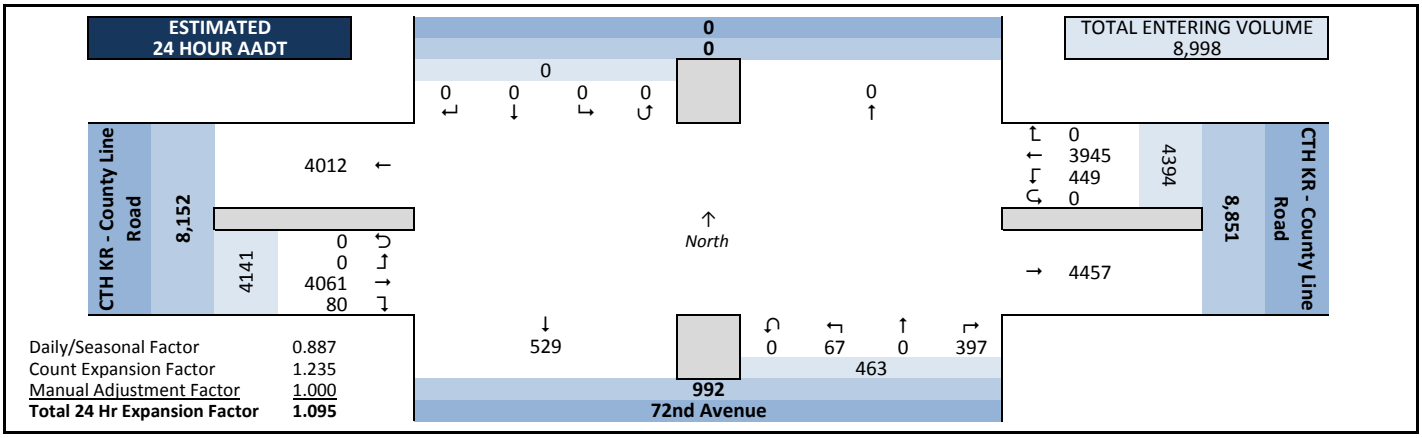
Count Information

Hrs Counted:	6:00 AM-7:00 PM				
1st Day of Count	Tuesday, September 5, 2017			Weather	
AM Peak Period	Thursday, September 7, 2017			Clear & Dry	
Midday Peak Period	Wednesday, September 6, 2017			Clear & Dry	
PM Peak Period	Tuesday, September 5, 2017			Clear & Dry	
Calculated Peak Hours					
AM	6:45-7:45am	MD	1:00-2:00pm	PM	4:30-5:30pm
Peak Hours Selected for Analysis					
AM	6:30-7:30am	MD	1:00-2:00pm	PM	6:00-7:00pm
Daily/Seasonal Adjustment Group	(2) Urban Arterials & Collectors				
Count Expansion Group	(2) Urban Arterials & Collectors				
Daily/Seasonal Adjustment Factor	0.887	Count Expansion Factor	1.235		
Company Name	TADI, Inc.			Manual Adj.	1.000
Observers	AM Peak Period	RP Andryk			
	Midday Peak Period	Larry Numerich			
	PM Peak Period	Larry Numerich			
Comments	2016 DOT Seasonal Factors				

Observed 13 Hour Volume Summary



Estimated 24 Hour AADT



Intersection Traffic Volume Report

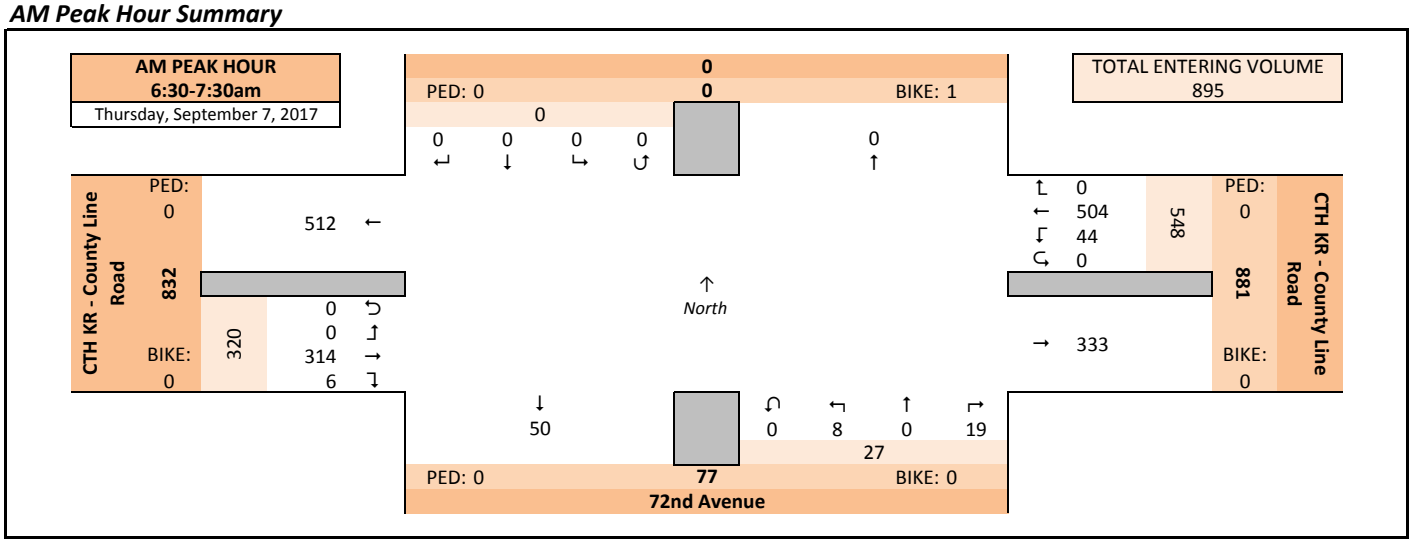
Count Basics			Page 2 of 11
Start Date:	Tuesday, September 5, 2017	Weekday	Schools in Session
Total Number of Hours Counted: 13		Non-Holiday	No Special Events

Peak Hour Volume Graphical Summary

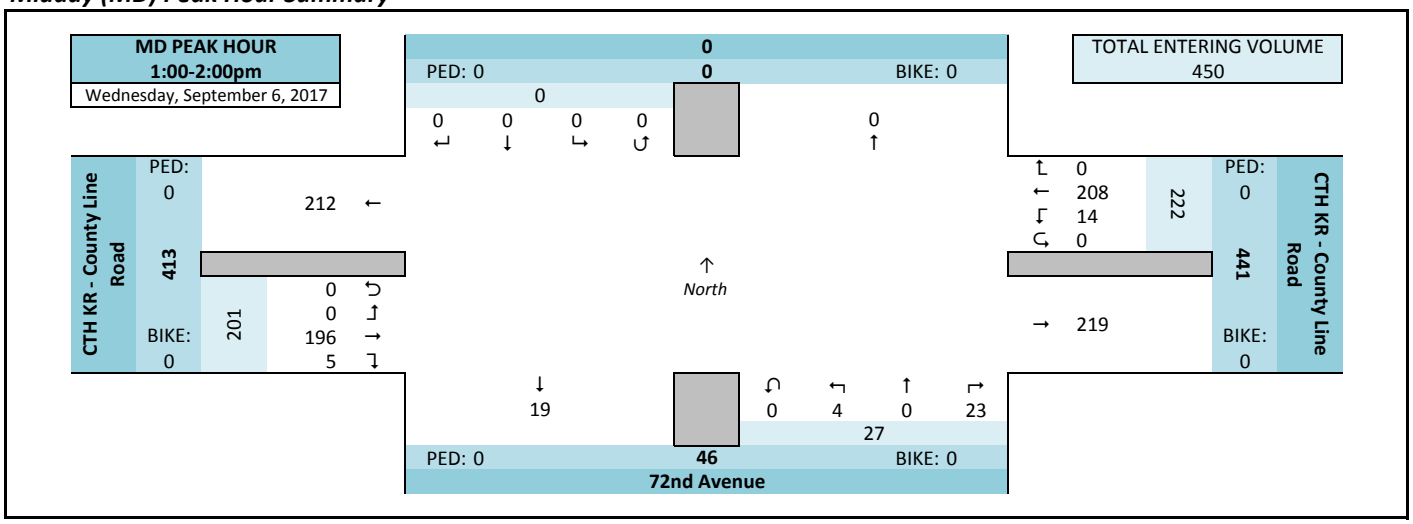
72nd Avenue and CTH KR - County Line Road

All Motor Vehicles

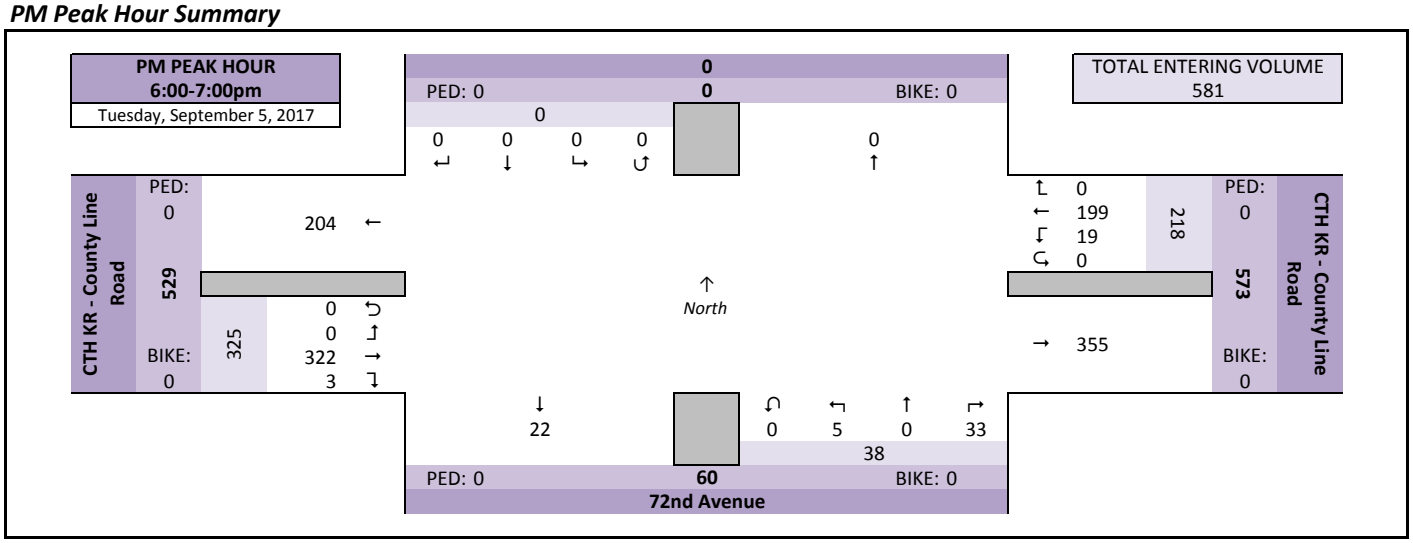
AM Peak Hour Summary



Midday (MD) Peak Hour Summary



PM Peak Hour Summary



Intersection Traffic Volume Report

Count Basics		*Page 3 of 11*
Start Date: Tuesday, September 5, 2017	Weekday	Schools in Session
Total Number of Hours Counted: 13	Non-Holiday	No Special Events

Peak Hour Volume Summary

72nd Avenue and CTH KR - County Line Road

All Motor Vehicles

Peak Hour Volumes, Truck Percentages, and PHFs

Thursday, September 7, 2017		From North					From East					From South					From West					
	AM Peak Hour	0					CTH KR - County Line Road					72nd Avenue					CTH KR - County Line Road					
	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	6:30 AM	0	0	0	0	0	0	127	10	0	137	8	0	3	0	11	1	78	0	0	79	227
	6:45 AM	0	0	0	0	0	0	130	9	0	139	5	0	2	0	7	0	70	0	0	70	216
	7:00 AM	0	0	0	0	0	0	131	17	0	148	2	0	0	0	2	2	68	0	0	70	220
	7:15 AM	0	0	0	0	0	0	116	8	0	124	4	0	3	0	7	3	98	0	0	101	232
	Peak Hour Volume	0	0	0	0	0	0	504	44	0	548	19	0	8	0	27	6	314	0	0	320	895
	Rounded Hourly Volume	0	0	0	0	0	0	505	45	0	550	20	0	10	0	30	5	315	0	0	320	900
	% Single Unit Trucks	0.0	0.0	0.0	0.0	0.0	0.0	1.8	0.0	0.0	1.6	5.3	0.0	0.0	0.0	3.7	0.0	4.5	0.0	0.0	4.4	2.7
	% Heavy Trucks	0.0	0.0	0.0	0.0	0.0	0.0	1.2	0.0	0.0	1.1	0.0	0.0	0.0	0.0	0.0	0.0	2.2	0.0	0.0	2.2	1.5
	% Trucks (Total)	0.0	0.0	0.0	0.0	0.0	0.0	3.0	0.0	0.0	2.7	5.3	0.0	0.0	0.0	3.7	0.0	6.7	0.0	0.0	6.6	4.1
	Peak Hour Factor (PHF)	0.00	0.00	0.00	0.00	0.00	0.00	0.96	0.65	0.00	0.93	0.59	0.00	0.67	0.00	0.61	0.50	0.80	0.00	0.00	0.79	0.96

Wednesday, September 6, 2017		From North					From East					From South					From West					
	MD Peak Hour	0					CTH KR - County Line Road					72nd Avenue					CTH KR - County Line Road					
	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	1:00 PM	0	0	0	0	0	0	58	2	0	60	6	0	1	0	7	2	49	0	0	51	118
	1:15 PM	0	0	0	0	0	0	43	5	0	48	7	0	0	0	7	0	38	0	0	38	93
	1:30 PM	0	0	0	0	0	0	55	3	0	58	5	0	1	0	6	2	62	0	0	64	128
	1:45 PM	0	0	0	0	0	0	52	4	0	56	5	0	2	0	7	1	47	0	0	48	111
	Peak Hour Volume	0	0	0	0	0	0	208	14	0	222	23	0	4	0	27	5	196	0	0	201	450
	Rounded Hourly Volume	0	0	0	0	0	0	210	15	0	225	25	0	5	0	30	5	195	0	0	200	455
	% Single Unit Trucks	0.0	0.0	0.0	0.0	0.0	0.0	5.8	7.1	0.0	5.9	8.7	0.0	0.0	0.0	7.4	0.0	7.1	0.0	0.0	7.0	6.4
	% Heavy Trucks	0.0	0.0	0.0	0.0	0.0	0.0	2.9	0.0	0.0	2.7	0.0	0.0	0.0	0.0	0.0	20.0	1.5	0.0	0.0	2.0	2.2
	% Trucks (Total)	0.0	0.0	0.0	0.0	0.0	0.0	8.7	7.1	0.0	8.6	8.7	0.0	0.0	0.0	7.4	20.0	8.7	0.0	0.0	9.0	8.7
	Peak Hour Factor (PHF)	0.00	0.00	0.00	0.00	0.00	0.00	0.90	0.70	0.00	0.92	0.82	0.00	0.50	0.00	0.96	0.62	0.79	0.00	0.00	0.79	0.88

Tuesday, September 5, 2017		From North					From East					From South					From West					
	PM Peak Hour	0					CTH KR - County Line Road					72nd Avenue					CTH KR - County Line Road					
	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	6:00 PM	0	0	0	0	0	0	75	7	0	82	12	0	1	0	13	1	94	0	0	95	190
	6:15 PM	0	0	0	0	0	0	49	5	0	54	8	0	1	0	9	0	90	0	0	90	153
	6:30 PM	0	0	0	0	0	0	40	3	0	43	7	0	0	0	7	2	72	0	0	74	124
	6:45 PM	0	0	0	0	0	0	35	4	0	39	6	0	3	0	9	0	66	0	0	66	114
	Peak Hour Volume	0	0	0	0	0	0	199	19	0	218	33	0	5	0	38	3	322	0	0	325	581
	Rounded Hourly Volume	0	0	0	0	0	0	200	20	0	220	35	0	5	0	40	5	320	0	0	325	585
	% Single Unit Trucks	0.0	0.0	0.0	0.0	0.0	0.0	3.0	5.3	0.0	3.2	3.0	0.0	0.0	0.0	2.6	0.0	2.2	0.0	0.0	2.2	2.6
	% 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	0.3	0.0	0.0	0.3	0.2
	% Trucks (Total)	0.0	0.0	0.0	0.0	0.0	0.0	3.0	5.3	0.0	3.2	3.0	0.0	0.0	0.0	2.6	0.0	2.5	0.0	0.0	2.5	2.8
	Peak Hour Factor (PHF)	0.00	0.00	0.00	0.00	0.00	0.00	0.66	0.68	0.00	0.66	0.69	0.00	0.42	0.00	0.73	0.37	0.86	0.00	0.00	0.86	0.76

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			CTH KR - County Line Road			72nd Avenue			CTH KR - County Line Road			
	15-Minute Start Time	Pedestrian	Bicyclist	Total	Pedestrian	Bicyclist	Total	Pedestrian	Bicyclist	Total	Pedestrian	Bicyclist	Total	
AM	6:30 AM	0	1	1	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
	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
	Total	0	1	1	0	0	0	0	0	0	0	0	0	1
MD	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
	Total	0	0	0	0	0	0	0	0	0	0	0	0	0
PM	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
	Total	0	0	0	0	0	0	0	0	0	0	0	0	0

Intersection Traffic Volume Report

Count Basics		*Page 4 of 11*
Start Date: Tuesday, September 5, 2017	Weekday	Schools in Session
Total Number of Hours Counted: 13	Non-Holiday	No Special Events

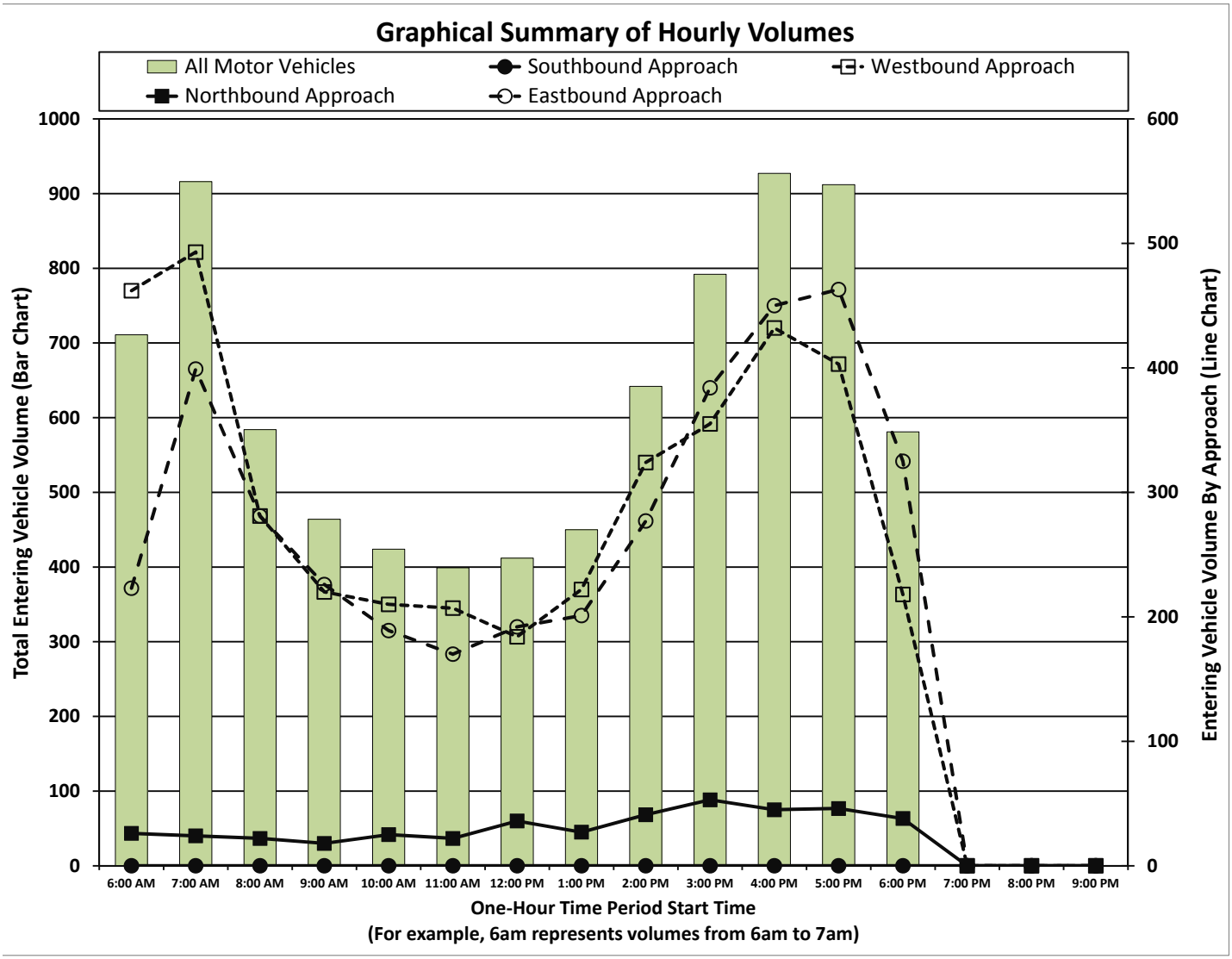
Hourly Volume Summary - Motor Vehicle Data

All Motor Vehicles

72nd Avenue and CTH KR - County Line Road

One-Hour Motor Vehicle Data

One-Hour Time Period Start Time		From North (↓) 0					From East (←) CTH KR - County Line Road					From South (↑) 72nd Avenue					From West (→) CTH KR - County Line Road					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	0	0	0	0	0	433	29	0	462	19	0	7	0	26	2	221	0	0	223	711	685	26
AM	7:00 AM	0	0	0	0	0	0	444	49	0	493	19	0	5	0	24	9	390	0	0	399	916	892	24
AM	8:00 AM	0	0	0	0	0	0	260	21	0	281	16	0	6	0	22	3	278	0	0	281	584	562	22
AM	9:00 AM	0	0	0	0	0	0	198	22	0	220	16	0	2	0	18	4	222	0	0	226	464	446	18
MD	10:00 AM	0	0	0	0	0	0	179	31	0	210	23	0	2	0	25	3	186	0	0	189	424	399	25
MD	11:00 AM	0	0	0	0	0	0	182	25	0	207	18	0	4	0	22	4	166	0	0	170	399	377	22
MD	12:00 PM	0	0	0	0	0	0	162	22	0	184	33	0	3	0	36	2	190	0	0	192	412	376	36
MD	1:00 PM	0	0	0	0	0	0	208	14	0	222	23	0	4	0	27	5	196	0	0	201	450	423	27
PM	2:00 PM	0	0	0	0	0	0	278	46	0	324	36	0	5	0	41	8	269	0	0	277	642	601	41
PM	3:00 PM	0	0	0	0	0	0	316	39	0	355	50	0	3	0	53	7	377	0	0	384	792	739	53
PM	4:00 PM	0	0	0	0	0	0	390	42	0	432	40	0	5	0	45	11	439	0	0	450	927	882	45
PM	5:00 PM	0	0	0	0	0	0	352	51	0	403	36	0	10	0	46	12	451	0	0	463	912	866	46
PM	6:00 PM	0	0	0	0	0	0	199	19	0	218	33	0	5	0	38	3	322	0	0	325	581	543	38
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	0	3601	410	0	4011	362	0	61	0	423	73	3707	0	0	3780	8214	7791	423



Intersection Traffic Volume Report

Count Basics			Page 5 of 11
Start Date:	Tuesday, September 5, 2017	Weekday	Schools in Session
Total Number of Hours Counted: 13		Non-Holiday	No Special Events

15-Minute Motor Vehicle Data

All Motor Vehicles

72nd Avenue and CTH KR - County Line Road

15-Minute Motor Vehicle Data

	15-Minute Time Period Start Time	From North (↓) 0					From East (←) CTH KR - County Line Road					From South (↑) 72nd Avenue					From West (→) CTH KR - County Line Road					15-Min Totals	Hourly Sum	PHF
		Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total			
AM Peak Period	6:00 AM	0	0	0	0	0	0	76	4	0	80	3	0	2	0	5	1	33	0	0	34	119	711	0.78
	6:15 AM	0	0	0	0	0	0	100	6	0	106	3	0	0	0	3	0	40	0	0	40	149	812	0.89
	6:30 AM	0	0	0	0	0	0	127	10	0	137	8	0	3	0	11	1	78	0	0	79	227	895	0.96
	6:45 AM	0	0	0	0	0	0	130	9	0	139	5	0	2	0	7	0	70	0	0	70	216	925	0.90
	7:00 AM	0	0	0	0	0	0	131	17	0	148	2	0	0	0	2	2	68	0	0	70	220	916	0.89
	7:15 AM	0	0	0	0	0	0	116	8	0	124	4	0	3	0	7	3	98	0	0	101	232	847	0.82
	7:30 AM	0	0	0	0	0	0	99	14	0	113	10	0	0	0	10	3	131	0	0	134	257	756	0.74
	7:45 AM	0	0	0	0	0	0	98	10	0	108	3	0	2	0	5	1	93	0	0	94	207	646	0.78
	8:00 AM	0	0	0	0	0	0	66	6	0	72	5	0	1	0	6	1	72	0	0	73	151	584	0.97
	8:15 AM	0	0	0	0	0	0	67	8	0	75	6	0	2	0	8	0	58	0	0	58	141	567	0.96
	8:30 AM	0	0	0	0	0	0	75	5	0	80	2	0	3	0	5	0	62	0	0	62	147	538	0.91
	8:45 AM	0	0	0	0	0	0	52	2	0	54	3	0	0	0	3	2	86	0	0	88	145	518	0.89
	9:00 AM	0	0	0	0	0	0	63	3	0	66	4	0	0	0	4	0	64	0	0	64	134	464	0.87
	9:15 AM	0	0	0	0	0	0	52	3	0	55	6	0	2	0	8	0	49	0	0	49	112	424	0.83
	9:30 AM	0	0	0	0	0	0	48	6	0	54	4	0	0	0	4	0	69	0	0	69	127	415	0.82
	9:45 AM	0	0	0	0	0	0	35	10	0	45	2	0	0	0	2	4	40	0	0	44	91	407	0.86
Midday Peak Period	10:00 AM	0	0	0	0	0	0	32	5	0	37	9	0	0	0	9	1	47	0	0	48	94	424	0.89
	10:15 AM	0	0	0	0	0	0	50	7	0	57	6	0	0	0	6	1	39	0	0	40	103	438	0.92
	10:30 AM	0	0	0	0	0	0	50	7	0	57	5	0	1	0	6	1	55	0	0	56	119	415	0.87
	10:45 AM	0	0	0	0	0	0	47	12	0	59	3	0	1	0	4	0	45	0	0	45	108	390	0.90
	11:00 AM	0	0	0	0	0	0	52	6	0	58	4	0	0	0	4	1	45	0	0	46	108	399	0.85
	11:15 AM	0	0	0	0	0	0	31	4	0	35	8	0	1	0	9	2	34	0	0	36	80	397	0.85
	11:30 AM	0	0	0	0	0	0	40	9	0	49	1	0	1	0	2	0	43	0	0	43	94	419	0.90
	11:45 AM	0	0	0	0	0	0	59	6	0	65	5	0	2	0	7	1	44	0	0	45	117	425	0.91
	12:00 PM	0	0	0	0	0	0	44	9	0	53	10	0	1	0	11	0	42	0	0	42	106	412	0.97
	12:15 PM	0	0	0	0	0	0	40	5	0	45	6	0	1	0	7	2	48	0	0	50	102	424	0.90
	12:30 PM	0	0	0	0	0	0	42	1	0	43	9	0	0	0	9	0	48	0	0	48	100	415	0.88
	12:45 PM	0	0	0	0	0	0	36	7	0	43	8	0	1	0	9	0	52	0	0	52	104	443	0.87
	1:00 PM	0	0	0	0	0	0	58	2	0	60	6	0	1	0	7	2	49	0	0	51	118	450	0.88
	1:15 PM	0	0	0	0	0	0	43	5	0	48	7	0	0	0	7	0	38	0	0	38	93	488	0.78
	1:30 PM	0	0	0	0	0	0	55	3	0	58	5	0	1	0	6	2	62	0	0	64	128	533	0.85
	1:45 PM	0	0	0	0	0	0	52	4	0	56	5	0	2	0	7	1	47	0	0	48	111	570	0.86
PM Peak Period	2:00 PM	0	0	0	0	0	0	57	14	0	71	6	0	0	0	6	2	77	0	0	79	156	642	0.88
	2:15 PM	0	0	0	0	0	0	64	8	0	72	7	0	2	0	9	3	54	0	0	57	138	653	0.89
	2:30 PM	0	0	0	0	0	0	70	11	0	81	10	0	3	0	13	2	69	0	0	71	165	724	0.87
	2:45 PM	0	0	0	0	0	0	87	13	0	100	13	0	0	0	13	1	69	0	0	70	183	764	0.91
	3:00 PM	0	0	0	0	0	0	74	9	0	83	10	0	1	0	11	1	72	0	0	73	167	792	0.94
	3:15 PM	0	0	0	0	0	0	96	9	0	105	15	0	1	0	16	1	87	0	0	88	209	861	0.91
	3:30 PM	0	0	0	0	0	0	73	10	0	83	13	0	1	0	14	2	106	0	0	108	205	866	0.92
	3:45 PM	0	0	0	0	0	0	73	11	0	84	12	0	0	0	12	3	112	0	0	115	211	891	0.94
	4:00 PM	0	0	0	0	0	0	92	15	0	107	13	0	0	0	13	3	113	0	0	116	236	927	0.94
	4:15 PM	0	0	0	0	0	0	97	9	0	106	8	0	0	0	8	3	97	0	0	100	214	927	0.94
	4:30 PM	0	0	0	0	0	0	102	9	0	111	9	0	4	0	13	2	104	0	0	106	230	957	0.97
	4:45 PM	0	0	0	0	0	0	99	9	0	108	10	0	1	0	11	3	125	0	0	128	247	955	0.97
	5:00 PM	0	0	0	0	0	0	95	8	0	103	10	0	4	0	14	4	115	0	0	119	236	912	0.93
	5:15 PM	0	0	0	0	0	0	97	12	0	109	4	0	2	0	6	2	127	0	0	129	244	866	0.89
	5:30 PM	0	0	0	0	0	0	96	13	0	109	13	0	1	0	14	3	102	0	0	105	228	775	0.85
	5:45 PM	0	0	0	0	0	0	64	18	0	82	9	0	3	0	12	3	107	0	0	110	204	671	0.82
	6:00 PM	0	0	0	0	0	0	75	7	0	82	12	0	1	0	13	1	94	0	0	95	190	581	0.76
	6:15 PM	0	0	0	0	0	0	49	5	0	54	8	0	1	0	9	0	90	0	0	90	153		
	6:30 PM	0	0	0	0	0	0	40	3	0	43	7	0	0	0	7	2	72	0	0	74	124		
	6:45 PM	0	0	0	0	0	0	35	4	0	39	6	0	3	0	9	0	66	0	0	66	114		
	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	0	3601	410	0	4011	362	0	61	0	423	73	3707	0	0	3780	8214		

Peak Hour All Vehicle Volume Summary

	Hourly Time Period Start Time	From North (↓) 0					From East (←) CTH KR - County Line Road					From South (↑) 72nd Avenue					From West (→) CTH KR - County Line Road					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	6:30 AM	0	0	0	0	0	0	504	44	0	548	19	0	8	0	27	6	314	0	0	320	895	0.96
MD	1:00 PM	0	0	0	0	0	0	208	14	0	222	23	0	4	0	27	5	196	0	0	201	450	0.88
PM	6:00 PM	0	0	0	0	0	0	199	19	0	218	33	0	5	0	38	3	322	0	0	325	581	0.76

Intersection Traffic Volume Report

Count Basics			*Page 6 of 11*
Start Date:	Tuesday, September 5, 2017	Weekday	Schools in Session
Total Number of Hours Counted: 13		Non-Holiday	No Special Events

15-Minute Automobile Data

Automobiles (Cars, Light Trucks, & Motorcycles)

72nd Avenue and CTH KR - County Line Road

15-Minute Automobile Data

15-Minute Time Period Start Time		From North (↓) 0					From East (←) CTH KR - County Line Road					From South (↑) 72nd Avenue					From West (→) CTH KR - County Line Road					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	71	4	0	75	3	0	2	0	5	1	32	0	0	33	113	677
	6:15 AM	0	0	0	0	0	0	96	6	0	102	3	0	0	0	3	0	34	0	0	34	139	777
	6:30 AM	0	0	0	0	0	0	126	10	0	136	8	0	3	0	11	1	72	0	0	73	220	858
	6:45 AM	0	0	0	0	0	0	126	9	0	135	5	0	2	0	7	0	63	0	0	63	205	879
	7:00 AM	0	0	0	0	0	0	128	17	0	145	2	0	0	0	2	2	64	0	0	66	213	871
	7:15 AM	0	0	0	0	0	0	109	8	0	117	3	0	3	0	6	3	94	0	0	97	220	801
	7:30 AM	0	0	0	0	0	0	90	14	0	104	10	0	0	0	10	3	124	0	0	127	241	714
	7:45 AM	0	0	0	0	0	0	93	10	0	103	3	0	2	0	5	1	88	0	0	89	197	615
	8:00 AM	0	0	0	0	0	0	63	6	0	69	5	0	1	0	6	1	67	0	0	68	143	548
	8:15 AM	0	0	0	0	0	0	64	8	0	72	6	0	2	0	8	0	53	0	0	53	133	521
	8:30 AM	0	0	0	0	0	0	73	5	0	78	2	0	3	0	5	0	59	0	0	59	142	488
	8:45 AM	0	0	0	0	0	0	45	2	0	47	3	0	0	0	3	2	78	0	0	80	130	463
	9:00 AM	0	0	0	0	0	0	55	2	0	57	4	0	0	0	4	0	55	0	0	55	116	414
	9:15 AM	0	0	0	0	0	0	46	3	0	49	6	0	2	0	8	0	43	0	0	43	100	384
	9:30 AM	0	0	0	0	0	0	44	5	0	49	4	0	0	0	4	0	64	0	0	64	117	373
	9:45 AM	0	0	0	0	0	0	31	10	0	41	1	0	0	0	1	3	36	0	0	39	81	362
Midday Peak Period	10:00 AM	0	0	0	0	0	0	32	5	0	37	8	0	0	0	8	1	40	0	0	41	86	385
	10:15 AM	0	0	0	0	0	0	42	7	0	49	6	0	0	0	6	0	34	0	0	34	89	396
	10:30 AM	0	0	0	0	0	0	46	6	0	52	5	0	0	0	5	1	48	0	0	49	106	382
	10:45 AM	0	0	0	0	0	0	44	12	0	56	3	0	1	0	4	0	44	0	0	44	104	368
	11:00 AM	0	0	0	0	0	0	49	6	0	55	4	0	0	0	4	1	37	0	0	38	97	372
	11:15 AM	0	0	0	0	0	0	28	4	0	32	8	0	1	0	9	2	32	0	0	34	75	371
	11:30 AM	0	0	0	0	0	0	40	9	0	49	1	0	1	0	2	0	41	0	0	41	92	391
	11:45 AM	0	0	0	0	0	0	54	6	0	60	5	0	1	0	6	1	41	0	0	42	108	397
	12:00 PM	0	0	0	0	0	0	40	8	0	48	10	0	1	0	11	0	37	0	0	37	96	387
	12:15 PM	0	0	0	0	0	0	36	4	0	40	5	0	1	0	6	2	47	0	0	49	95	399
	12:30 PM	0	0	0	0	0	0	41	1	0	42	9	0	0	0	9	0	47	0	0	47	98	389
	12:45 PM	0	0	0	0	0	0	34	7	0	41	7	0	1	0	8	0	49	0	0	49	98	407
	1:00 PM	0	0	0	0	0	0	53	2	0	55	6	0	1	0	7	1	45	0	0	46	108	411
	1:15 PM	0	0	0	0	0	0	41	4	0	45	5	0	0	0	5	0	35	0	0	35	85	451
	1:30 PM	0	0	0	0	0	0	49	3	0	52	5	0	1	0	6	2	56	0	0	58	116	488
	1:45 PM	0	0	0	0	0	0	47	4	0	51	5	0	2	0	7	1	43	0	0	44	102	526
PM Peak Period	2:00 PM	0	0	0	0	0	0	54	14	0	68	6	0	0	0	6	2	72	0	0	74	148	595
	2:15 PM	0	0	0	0	0	0	57	7	0	64	7	0	2	0	9	3	46	0	0	49	122	604
	2:30 PM	0	0	0	0	0	0	69	11	0	80	10	0	3	0	13	1	60	0	0	61	154	674
	2:45 PM	0	0	0	0	0	0	81	13	0	94	13	0	0	0	13	1	63	0	0	64	171	711
	3:00 PM	0	0	0	0	0	0	68	9	0	77	9	0	0	0	9	1	70	0	0	71	157	739
	3:15 PM	0	0	0	0	0	0	91	8	0	99	13	0	1	0	14	1	78	0	0	79	192	809
	3:30 PM	0	0	0	0	0	0	68	10	0	78	12	0	1	0	13	2	98	0	0	100	191	826
	3:45 PM	0	0	0	0	0	0	71	11	0	82	12	0	0	0	12	2	103	0	0	105	199	855
	4:00 PM	0	0	0	0	0	0	85	15	0	100	13	0	0	0	13	3	111	0	0	114	227	891
	4:15 PM	0	0	0	0	0	0	94	8	0	102	8	0	0	0	8	3	96	0	0	99	209	893
	4:30 PM	0	0	0	0	0	0	98	7	0	105	9	0	4	0	13	1	101	0	0	102	220	922
	4:45 PM	0	0	0	0	0	0	93	8	0	101	9	0	1	0	10	3	121	0	0	124	235	925
	5:00 PM	0	0	0	0	0	0	91	8	0	99	10	0	4	0	14	4	112	0	0	116	229	889
	5:15 PM	0	0	0	0	0	0	94	12	0	106	4	0	2	0	6	1	125	0	0	126	238	845
	5:30 PM	0	0	0	0	0	0	94	12	0	106	12	0	1	0	13	2	102	0	0	104	223	758
	5:45 PM	0	0	0	0	0	0	61	18	0	79	8	0	3	0	11	3	106	0	0	109	199	656
	6:00 PM	0	0	0	0	0	0	74	7	0	81	11	0	1	0	12	1	91	0	0	92	185	565
	6:15 PM	0	0	0	0	0	0	48	4	0	52	8	0	1	0	9	0	90	0	0	90	151	
	6:30 PM	0	0	0	0	0	0	39	3	0	42	7	0	0	0	7	2	70	0	0	72	121	
	6:45 PM	0	0	0	0	0	0	32	4	0	36	6	0	3	0	9	0	63	0	0	63	108	
	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	0	3398	396	0	3794	347	0	58	0	405	65	3480	0	0	3545	7744	

Peak Hour Automobile Volume Summary

Hourly Time Period Start Time		From North (↓) 0					From East (←) CTH KR - County Line Road					From South (↑) 72nd Avenue					From West (→) CTH KR - County Line Road					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	6:30 AM	0	0	0	0	0	0	489	44	0	533	18	0	8	0	26	6	293	0	0	299	858
MD	1:00 PM	0	0	0	0	0	0	190	13	0	203	21	0	4	0	25	4	179	0	0	183	411
PM	6:00 PM	0	0	0	0	0	0	193	18	0	211	32	0	5	0	37	3	314	0	0	317	565

Intersection Traffic Volume Report

Count Basics			*Page 7 of 11*
Start Date:	Tuesday, September 5, 2017	Weekday	Schools in Session
Total Number of Hours Counted: 13		Non-Holiday	No Special Events

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

Single Unit (SU) Trucks & Buses

72nd Avenue and CTH KR - County Line Road

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

15-Minute Time Period Start Time		From North (↓) 0					From East (←) CTH KR - County Line Road					From South (↑) 72nd Avenue					From West (→) CTH KR - County Line Road					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	2	0	0	2	0	0	0	0	0	0	0	0	0	0	2	22
	6:15 AM	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	6	0	0	6	8	23
	6:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	0	0	4	4	24
	6:45 AM	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	6	0	0	6	8	27
	7:00 AM	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	1	0	0	1	3	26
	7:15 AM	0	0	0	0	0	0	5	0	0	5	1	0	0	0	1	0	3	0	0	3	9	29
	7:30 AM	0	0	0	0	0	0	4	0	0	4	0	0	0	0	0	0	3	0	0	3	7	26
	7:45 AM	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	5	0	0	5	7	22
	8:00 AM	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	4	0	0	4	6	25
	8:15 AM	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	0	3	0	0	3	6	32
	8:30 AM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	2	0	0	2	3	35
	8:45 AM	0	0	0	0	0	0	4	0	0	4	0	0	0	0	0	0	6	0	0	6	10	38
	9:00 AM	0	0	0	0	0	0	6	1	0	7	0	0	0	0	0	0	6	0	0	6	13	35
	9:15 AM	0	0	0	0	0	0	4	0	0	4	0	0	0	0	0	0	5	0	0	5	9	26
	9:30 AM	0	0	0	0	0	0	4	1	0	5	0	0	0	0	0	0	1	0	0	1	6	27
	9:45 AM	0	0	0	0	0	0	2	0	0	2	1	0	0	0	1	1	3	0	0	4	7	31
Midday Peak Period	10:00 AM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	3	0	0	3	4	27
	10:15 AM	0	0	0	0	0	0	4	0	0	4	0	0	0	0	0	1	5	0	0	6	10	30
	10:30 AM	0	0	0	0	0	0	4	1	0	5	0	0	1	0	1	0	4	0	0	4	10	21
	10:45 AM	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	1	0	0	1	3	13
	11:00 AM	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	0	4	0	0	4	7	17
	11:15 AM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1	17
	11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	2	21
	11:45 AM	0	0	0	0	0	0	3	0	0	3	0	0	1	0	1	0	3	0	0	3	7	21
	12:00 PM	0	0	0	0	0	0	2	1	0	3	0	0	0	0	0	0	4	0	0	4	7	19
	12:15 PM	0	0	0	0	0	0	2	1	0	3	1	0	0	0	1	0	1	0	0	1	5	17
	12:30 PM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	1	0	0	1	2	20
	12:45 PM	0	0	0	0	0	0	1	0	0	1	1	0	0	0	1	0	3	0	0	3	5	27
	1:00 PM	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	0	2	0	0	2	5	29
	1:15 PM	0	0	0	0	0	0	2	1	0	3	2	0	0	0	2	0	3	0	0	3	8	28
	1:30 PM	0	0	0	0	0	0	4	0	0	4	0	0	0	0	0	0	5	0	0	5	9	29
	1:45 PM	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	0	4	0	0	4	7	29
PM Peak Period	2:00 PM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	3	0	0	3	4	27
	2:15 PM	0	0	0	0	0	0	5	1	0	6	0	0	0	0	0	0	3	0	0	3	9	31
	2:30 PM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1	7	0	0	8	9	36
	2:45 PM	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	0	2	0	0	2	5	39
	3:00 PM	0	0	0	0	0	0	5	0	0	5	1	0	1	0	2	0	1	0	0	1	8	42
	3:15 PM	0	0	0	0	0	0	5	1	0	6	2	0	0	0	2	0	6	0	0	6	14	41
	3:30 PM	0	0	0	0	0	0	5	0	0	5	1	0	0	0	1	0	6	0	0	6	12	32
	3:45 PM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1	6	0	0	7	8	29
	4:00 PM	0	0	0	0	0	0	7	0	0	7	0	0	0	0	0	0	0	0	0	0	7	30
	4:15 PM	0	0	0	0	0	0	3	1	0	4	0	0	0	0	0	0	1	0	0	1	5	29
	4:30 PM	0	0	0	0	0	0	4	2	0	6	0	0	0	0	0	1	2	0	0	3	9	28
	4:45 PM	0	0	0	0	0	0	5	1	0	6	1	0	0	0	1	0	2	0	0	2	9	22
	5:00 PM	0	0	0	0	0	0	4	0	0	4	0	0	0	0	0	0	2	0	0	2	6	16
	5:15 PM	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	1	0	0	0	1	4	15
	5:30 PM	0	0	0	0	0	0	2	1	0	3	0	0	0	0	0	0	0	0	0	0	3	13
	5:45 PM	0	0	0	0	0	0	2	0	0	2	1	0	0	0	1	0	0	0	0	0	3	13
	6:00 PM	0	0	0	0	0	0	1	0	0	1	1	0	0	0	1	0	3	0	0	3	5	15
	6:15 PM	0	0	0	0	0	0	1	1	0	2	0	0	0	0	0	0	0	0	0	0	2	
	6:30 PM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	2	0	0	2	3	
	6:45 PM	0	0	0	0	0	0	3	0	0	3	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	
	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	0	142	14	0	156	14	0	3	0	17	6	151	0	0	157	330	

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

Hourly Time Period Start Time		From North (↓) 0					From East (←) CTH KR - County Line Road					From South (↑) 72nd Avenue					From West (→) CTH KR - County Line Road					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	6:30 AM	0	0	0	0	0	0	9	0	0	9	1	0	0	0	1	0	14	0	0	14	24
MD	1:00 PM	0	0	0	0	0	0	12	1	0	13	2	0	0	0	2	0	14	0	0	14	29
PM	6:00 PM	0	0	0	0	0	0	6	1	0	7	1	0	0	0	1	0	7	0	0	7	15

Intersection Traffic Volume Report

Count Basics			*Page 8 of 11*
Start Date:	Tuesday, September 5, 2017	Weekday	Schools in Session
Total Number of Hours Counted: 13		Non-Holiday	No Special Events

15-Minute Semi-Truck Data

Semi-Trucks

72nd Avenue and CTH KR - County Line Road

15-Minute Semi-Truck Data

15-Minute Time Period Start Time		From North (↓) 0					From East (←) CTH KR - County Line Road					From South (↑) 72nd Avenue					From West (→) CTH KR - County Line Road					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	3	0	0	3	0	0	0	0	0	0	1	0	0	1	4	12
	6:15 AM	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	2	12
	6:30 AM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	2	0	0	2	3	13
	6:45 AM	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	1	0	0	1	3	19
	7:00 AM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	3	0	0	3	4	19
	7:15 AM	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	1	0	0	1	3	17
	7:30 AM	0	0	0	0	0	0	5	0	0	5	0	0	0	0	0	0	4	0	0	4	9	16
	7:45 AM	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	0	0	0	0	0	3	9
	8:00 AM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	1	0	0	1	2	11
	8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	2	14
	8:30 AM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	1	0	0	1	2	15
	8:45 AM	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	0	2	0	0	2	5	17
	9:00 AM	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	3	0	0	3	5	15
	9:15 AM	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	1	0	0	1	3	14
	9:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	0	0	4	4	15
	9:45 AM	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	1	0	0	1	3	14
Midday Peak Period	10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	0	0	4	4	12
	10:15 AM	0	0	0	0	0	0	4	0	0	4	0	0	0	0	0	0	0	0	0	0	4	12
	10:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0	0	3	3	12
	10:45 AM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1	9
	11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	0	0	4	4	10
	11:15 AM	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	2	0	0	2	4	9
	11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	7
	11:45 AM	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	2	7
	12:00 PM	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	1	0	0	1	3	6
	12:15 PM	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	2	8
	12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	6
	12:45 PM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1	9
	1:00 PM	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	1	2	0	0	3	5	10
	1:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	9
	1:30 PM	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	1	0	0	1	3	16
	1:45 PM	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	2	15
PM Peak Period	2:00 PM	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	2	0	0	2	4	20
	2:15 PM	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	5	0	0	5	7	18
	2:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	2	14
	2:45 PM	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	0	4	0	0	4	7	14
	3:00 PM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	1	0	0	1	2	11
	3:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0	0	3	3	11
	3:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	2	8
	3:45 PM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	3	0	0	3	4	7
	4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	2	6
	4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5
	4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1	7
	4:45 PM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	2	0	0	2	3	8
	5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1	7
	5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	2	6
	5:30 PM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	1	0	0	0	1	2	4
	5:45 PM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	1	0	0	1	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	0	0	0	0	0	0	1	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	
Totals		0	0	0	0	0	0	61	0	0	61	1	0	0	0	1	2	76	0	0	78	140	

Peak Hour Semi-Truck Volume Summary

Hourly Time Period Start Time		From North (↓) 0					From East (←) CTH KR - County Line Road					From South (↑) 72nd Avenue					From West (→) CTH KR - County Line Road					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	6:30 AM	0	0	0	0	0	0	9	0	0	9	0	0	0	0	0	0	7	0	0	7	16
MD	1:00 PM	0	0	0	0	0	0	5	0	0	5	0	0	0	0	0	1	2	0	0	3	8
PM	6:00 PM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	6	0	0	6	7

Intersection Traffic Volume Report

Count Basics			*Page 9 of 11*
Start Date:	Tuesday, September 5, 2017	Weekday	Schools in Session
Total Number of Hours Counted: 13		Non-Holiday	No Special Events

15-Minute Heavy Vehicle Data

Heavy Vehicles (Single-Unit Trucks, Buses & Semi-Trucks)

72nd Avenue and CTH KR - County Line Road

15-Minute Heavy Vehicle Data

15-Minute Time Period Start Time		From North (↓) 0					From East (←) CTH KR - County Line Road					From South (↑) 72nd Avenue					From West (→) CTH KR - County Line Road					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	5	0	0	5	0	0	0	0	0	0	1	0	0	1	6	34
	6:15 AM	0	0	0	0	0	0	4	0	0	4	0	0	0	0	0	0	6	0	0	6	10	35
	6:30 AM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	6	0	0	6	7	37
	6:45 AM	0	0	0	0	0	0	4	0	0	4	0	0	0	0	0	0	7	0	0	7	11	46
	7:00 AM	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	0	4	0	0	4	7	45
	7:15 AM	0	0	0	0	0	0	7	0	0	7	1	0	0	0	1	0	4	0	0	4	12	46
	7:30 AM	0	0	0	0	0	0	9	0	0	9	0	0	0	0	0	0	7	0	0	7	16	42
	7:45 AM	0	0	0	0	0	0	5	0	0	5	0	0	0	0	0	0	5	0	0	5	10	31
	8:00 AM	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	0	5	0	0	5	8	36
	8:15 AM	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	0	5	0	0	5	8	46
	8:30 AM	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	3	0	0	3	5	50
	8:45 AM	0	0	0	0	0	0	7	0	0	7	0	0	0	0	0	0	8	0	0	8	15	55
	9:00 AM	0	0	0	0	0	0	8	1	0	9	0	0	0	0	0	0	9	0	0	9	18	50
	9:15 AM	0	0	0	0	0	0	6	0	0	6	0	0	0	0	0	0	6	0	0	6	12	40
	9:30 AM	0	0	0	0	0	0	4	1	0	5	0	0	0	0	0	0	5	0	0	5	10	42
	9:45 AM	0	0	0	0	0	0	4	0	0	4	1	0	0	0	1	1	4	0	0	5	10	45
Midday Peak Period	10:00 AM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	7	0	0	7	8	39
	10:15 AM	0	0	0	0	0	0	8	0	0	8	0	0	0	0	0	1	5	0	0	6	14	42
	10:30 AM	0	0	0	0	0	0	4	1	0	5	0	0	1	0	1	0	7	0	0	7	13	33
	10:45 AM	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	0	1	0	0	1	4	22
	11:00 AM	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	0	8	0	0	8	11	27
	11:15 AM	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	0	2	0	0	2	5	26
	11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	2	28
	11:45 AM	0	0	0	0	0	0	5	0	0	5	0	0	1	0	1	0	3	0	0	3	9	28
	12:00 PM	0	0	0	0	0	0	4	1	0	5	0	0	0	0	0	0	5	0	0	5	10	25
	12:15 PM	0	0	0	0	0	0	4	1	0	5	1	0	0	0	1	0	1	0	0	1	7	25
	12:30 PM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	1	0	0	1	2	26
	12:45 PM	0	0	0	0	0	0	2	0	0	2	1	0	0	0	1	0	3	0	0	3	6	36
	1:00 PM	0	0	0	0	0	0	5	0	0	5	0	0	0	0	0	1	4	0	0	5	10	39
	1:15 PM	0	0	0	0	0	0	2	1	0	3	2	0	0	0	2	0	3	0	0	3	8	37
	1:30 PM	0	0	0	0	0	0	6	0	0	6	0	0	0	0	0	0	6	0	0	6	12	45
	1:45 PM	0	0	0	0	0	0	5	0	0	5	0	0	0	0	0	0	4	0	0	4	9	44
PM Peak Period	2:00 PM	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	0	5	0	0	5	8	47
	2:15 PM	0	0	0	0	0	0	7	1	0	8	0	0	0	0	0	0	8	0	0	8	16	49
	2:30 PM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1	9	0	0	10	11	50
	2:45 PM	0	0	0	0	0	0	6	0	0	6	0	0	0	0	0	0	6	0	0	6	12	53
	3:00 PM	0	0	0	0	0	0	6	0	0	6	1	0	1	0	2	0	2	0	0	2	10	53
	3:15 PM	0	0	0	0	0	0	5	1	0	6	2	0	0	0	2	0	9	0	0	9	17	52
	3:30 PM	0	0	0	0	0	0	5	0	0	5	1	0	0	0	1	0	8	0	0	8	14	40
	3:45 PM	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	1	9	0	0	10	12	36
	4:00 PM	0	0	0	0	0	0	7	0	0	7	0	0	0	0	0	0	2	0	0	2	9	36
	4:15 PM	0	0	0	0	0	0	3	1	0	4	0	0	0	0	0	0	1	0	0	1	5	34
	4:30 PM	0	0	0	0	0	0	4	2	0	6	0	0	0	0	0	1	3	0	0	4	10	35
	4:45 PM	0	0	0	0	0	0	6	1	0	7	1	0	0	0	1	0	4	0	0	4	12	30
	5:00 PM	0	0	0	0	0	0	4	0	0	4	0	0	0	0	0	0	3	0	0	3	7	23
	5:15 PM	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	1	2	0	0	3	6	21
	5:30 PM	0	0	0	0	0	0	2	1	0	3	1	0	0	0	1	1	0	0	0	1	5	17
	5:45 PM	0	0	0	0	0	0	3	0	0	3	1	0	0	0	1	0	1	0	0	1	5	15
	6:00 PM	0	0	0	0	0	0	1	0	0	1	1	0	0	0	1	0	3	0	0	3	5	16
	6:15 PM	0	0	0	0	0	0	1	1	0	2	0	0	0	0	0	0	0	0	0	0	2	
	6:30 PM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	2	0	0	2	3	
	6:45 PM	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	0	3	0	0	3	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		0	0	0	0	0	0	203	14	0	217	15	0	3	0	18	8	227	0	0	235	470	

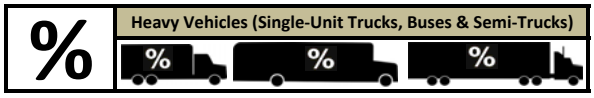
Peak Hour Heavy Vehicle Volume Summary

Hourly Time Period Start Time		From North (↓) 0					From East (←) CTH KR - County Line Road					From South (↑) 72nd Avenue					From West (→) CTH KR - County Line Road					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	6:30 AM	0	0	0	0	0	0	15	0	0	15	1	0	0	0	1	0	21	0	0	21	37
MD	1:00 PM	0	0	0	0	0	0	18	1	0	19	2	0	0	0	2	1	17	0	0	18	39
PM	6:00 PM	0	0	0	0	0	0	6	1	0	7	1	0	0	0	1	0	8	0	0	8	16

Intersection Traffic Volume Report

Count Basics			*Page 10 of 11*
Start Date:	Tuesday, September 5, 2017	Weekday	Schools in Session
Total Number of Hours Counted: 13		Non-Holiday	No Special Events

15-Minute Heavy Vehicle Percentages



72nd Avenue and CTH KR - County Line Road

15-Minute Heavy Vehicle Percentages

	15-Minute	From North (↓)					From East (←)					From South (↑)					From West (→)					Total Heavy	Hourly Heavy
	Time Period	0					CTH KR - County Line Road					72nd Avenue					CTH KR - County Line Road					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	0.0	0.0	0.0	0.0	0.0	0.0	6.6	0.0	0.0	6.2	0.0	0.0	0.0	0.0	0.0	0.0	3.0	0.0	0.0	2.9	5.0	4.8
	6:15 AM	0.0	0.0	0.0	0.0	0.0	0.0	4.0	0.0	0.0	3.8	0.0	0.0	0.0	0.0	0.0	0.0	15.0	0.0	0.0	15.0	6.7	4.3
	6:30 AM	0.0	0.0	0.0	0.0	0.0	0.0	0.8	0.0	0.0	0.7	0.0	0.0	0.0	0.0	0.0	0.0	7.7	0.0	0.0	7.6	3.1	4.1
	6:45 AM	0.0	0.0	0.0	0.0	0.0	0.0	3.1	0.0	0.0	2.9	0.0	0.0	0.0	0.0	0.0	0.0	10.0	0.0	0.0	10.0	5.1	5.0
	7:00 AM	0.0	0.0	0.0	0.0	0.0	0.0	2.3	0.0	0.0	2.0	0.0	0.0	0.0	0.0	0.0	0.0	5.9	0.0	0.0	5.7	3.2	4.9
	7:15 AM	0.0	0.0	0.0	0.0	0.0	0.0	6.0	0.0	0.0	5.6	25.0	0.0	0.0	0.0	14.3	0.0	4.1	0.0	0.0	4.0	5.2	5.4
	7:30 AM	0.0	0.0	0.0	0.0	0.0	0.0	9.1	0.0	0.0	8.0	0.0	0.0	0.0	0.0	0.0	0.0	5.3	0.0	0.0	5.2	6.2	5.6
	7:45 AM	0.0	0.0	0.0	0.0	0.0	0.0	5.1	0.0	0.0	4.6	0.0	0.0	0.0	0.0	0.0	0.0	5.4	0.0	0.0	5.3	4.8	4.8
	8:00 AM	0.0	0.0	0.0	0.0	0.0	0.0	4.5	0.0	0.0	4.2	0.0	0.0	0.0	0.0	0.0	0.0	6.9	0.0	0.0	6.8	5.3	6.2
	8:15 AM	0.0	0.0	0.0	0.0	0.0	0.0	4.5	0.0	0.0	4.0	0.0	0.0	0.0	0.0	0.0	0.0	8.6	0.0	0.0	8.6	5.7	8.1
	8:30 AM	0.0	0.0	0.0	0.0	0.0	0.0	2.7	0.0	0.0	2.5	0.0	0.0	0.0	0.0	0.0	0.0	4.8	0.0	0.0	4.8	3.4	9.3
	8:45 AM	0.0	0.0	0.0	0.0	0.0	0.0	13.5	0.0	0.0	13.0	0.0	0.0	0.0	0.0	0.0	0.0	9.3	0.0	0.0	9.1	10.3	10.6
	9:00 AM	0.0	0.0	0.0	0.0	0.0	0.0	12.7	33.3	0.0	13.6	0.0	0.0	0.0	0.0	0.0	0.0	14.1	0.0	0.0	14.1	13.4	10.8
	9:15 AM	0.0	0.0	0.0	0.0	0.0	0.0	11.5	0.0	0.0	10.9	0.0	0.0	0.0	0.0	0.0	0.0	12.2	0.0	0.0	12.2	10.7	9.4
	9:30 AM	0.0	0.0	0.0	0.0	0.0	0.0	8.3	16.7	0.0	9.3	0.0	0.0	0.0	0.0	0.0	0.0	7.2	0.0	0.0	7.2	7.9	10.1
	9:45 AM	0.0	0.0	0.0	0.0	0.0	0.0	11.4	0.0	0.0	8.9	50.0	0.0	0.0	0.0	50.0	25.0	10.0	0.0	0.0	11.4	11.0	11.1
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	11.1	0.0	0.0	0.0	11.1	0.0	14.9	0.0	0.0	14.6	8.5	9.2
	10:15 AM	0.0	0.0	0.0	0.0	0.0	0.0	16.0	0.0	0.0	14.0	0.0	0.0	0.0	0.0	0.0	100.0	12.8	0.0	0.0	15.0	13.6	9.6
	10:30 AM	0.0	0.0	0.0	0.0	0.0	0.0	8.0	14.3	0.0	8.8	0.0	0.0	100.0	0.0	16.7	0.0	12.7	0.0	0.0	12.5	10.9	8.0
	10:45 AM	0.0	0.0	0.0	0.0	0.0	0.0	6.4	0.0	0.0	5.1	0.0	0.0	0.0	0.0	0.0	0.0	2.2	0.0	0.0	2.2	3.7	5.6
	11:00 AM	0.0	0.0	0.0	0.0	0.0	0.0	5.8	0.0	0.0	5.2	0.0	0.0	0.0	0.0	0.0	0.0	17.8	0.0	0.0	17.4	10.2	6.8
	11:15 AM	0.0	0.0	0.0	0.0	0.0	0.0	9.7	0.0	0.0	8.6	0.0	0.0	0.0	0.0	0.0	0.0	5.9	0.0	0.0	5.6	6.2	6.5
	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	4.7	0.0	0.0	4.7	2.1	6.7
	11:45 AM	0.0	0.0	0.0	0.0	0.0	0.0	8.5	0.0	0.0	7.7	0.0	0.0	50.0	0.0	14.3	0.0	6.8	0.0	0.0	6.7	7.7	6.6
	12:00 PM	0.0	0.0	0.0	0.0	0.0	0.0	9.1	11.1	0.0	9.4	0.0	0.0	0.0	0.0	0.0	0.0	11.9	0.0	0.0	11.9	9.4	6.1
	12:15 PM	0.0	0.0	0.0	0.0	0.0	0.0	10.0	20.0	0.0	11.1	16.7	0.0	0.0	0.0	14.3	0.0	2.1	0.0	0.0	2.0	6.9	5.9
	12:30 PM	0.0	0.0	0.0	0.0	0.0	0.0	2.4	0.0	0.0	2.3	0.0	0.0	0.0	0.0	0.0	0.0	2.1	0.0	0.0	2.1	2.0	6.3
	12:45 PM	0.0	0.0	0.0	0.0	0.0	0.0	5.6	0.0	0.0	4.7	12.5	0.0	0.0	0.0	11.1	0.0	5.8	0.0	0.0	5.8	5.8	8.1
	1:00 PM	0.0	0.0	0.0	0.0	0.0	0.0	8.6	0.0	0.0	8.3	0.0	0.0	0.0	0.0	0.0	50.0	8.2	0.0	0.0	9.8	8.5	8.7
	1:15 PM	0.0	0.0	0.0	0.0	0.0	0.0	4.7	20.0	0.0	6.2	28.6	0.0	0.0	0.0	28.6	0.0	7.9	0.0	0.0	7.9	8.6	7.6
	1:30 PM	0.0	0.0	0.0	0.0	0.0	0.0	10.9	0.0	0.0	10.3	0.0	0.0	0.0	0.0	0.0	0.0	9.7	0.0	0.0	9.4	9.4	8.4
	1:45 PM	0.0	0.0	0.0	0.0	0.0	0.0	9.6	0.0	0.0	8.9	0.0	0.0	0.0	0.0	0.0	0.0	8.5	0.0	0.0	8.3	8.1	7.7
PM Peak Period	2:00 PM	0.0	0.0	0.0	0.0	0.0	0.0	5.3	0.0	0.0	4.2	0.0	0.0	0.0	0.0	0.0	0.0	6.5	0.0	0.0	6.3	5.1	7.3
	2:15 PM	0.0	0.0	0.0	0.0	0.0	0.0	10.9	12.5	0.0	11.1	0.0	0.0	0.0	0.0	0.0	0.0	14.8	0.0	0.0	14.0	11.6	7.5
	2:30 PM	0.0	0.0	0.0	0.0	0.0	0.0	1.4	0.0	0.0	1.2	0.0	0.0	0.0	0.0	0.0	50.0	13.0	0.0	0.0	14.1	6.7	6.9
	2:45 PM	0.0	0.0	0.0	0.0	0.0	0.0	6.9	0.0	0.0	6.0	0.0	0.0	0.0	0.0	0.0	0.0	8.7	0.0	0.0	8.6	6.6	6.9
	3:00 PM	0.0	0.0	0.0	0.0	0.0	0.0	8.1	0.0	0.0	7.2	10.0	0.0	100.0	0.0	18.2	0.0	2.8	0.0	0.0	2.7	6.0	6.7
	3:15 PM	0.0	0.0	0.0	0.0	0.0	0.0	5.2	11.1	0.0	5.7	13.3	0.0	0.0	0.0	12.5	0.0	10.3	0.0	0.0	10.2	8.1	6.0
	3:30 PM	0.0	0.0	0.0	0.0	0.0	0.0	6.8	0.0	0.0	6.0	7.7	0.0	0.0	0.0	7.1	0.0	7.5	0.0	0.0	7.4	6.8	4.6
	3:45 PM	0.0	0.0	0.0	0.0	0.0	0.0	2.7	0.0	0.0	2.4	0.0	0.0	0.0	0.0	0.0	33.3	8.0	0.0	0.0	8.7	5.7	4.0
	4:00 PM	0.0	0.0	0.0	0.0	0.0	0.0	7.6	0.0	0.0	6.5	0.0	0.0	0.0	0.0	0.0	0.0	1.8	0.0	0.0	1.7	3.8	3.9
	4:15 PM	0.0	0.0	0.0	0.0	0.0	0.0	3.1	11.1	0.0	3.8	0.0	0.0	0.0	0.0	0.0	0.0	1.0	0.0	0.0	1.0	2.3	3.7
	4:30 PM	0.0	0.0	0.0	0.0	0.0	0.0	3.9	22.2	0.0	5.4	0.0	0.0	0.0	0.0	0.0	50.0	2.9	0.0	0.0	3.8	4.3	3.7
	4:45 PM	0.0	0.0	0.0	0.0	0.0	0.0	6.1	11.1	0.0	6.5	10.0	0.0	0.0	0.0	9.1	0.0	3.2	0.0	0.0	3.1	4.9	3.1
	5:00 PM	0.0	0.0	0.0	0.0	0.0	0.0	4.2	0.0	0.0	3.9	0.0	0.0	0.0	0.0	0.0	0.0	2.6	0.0	0.0	2.5	3.0	2.5
	5:15 PM	0.0	0.0	0.0	0.0	0.0	0.0	3.1	0.0	0.0	2.8	0.0	0.0	0.0	0.0	0.0	50.0	1.6	0.0	0.0	2.3	2.5	2.4
	5:30 PM	0.0	0.0	0.0	0.0	0.0	0.0	2.1	7.7	0.0	2.8	7.7	0.0	0.0	0.0	7.1	33.3	0.0	0.0	0.0	1.0	2.2	2.2
	5:45 PM	0.0	0.0	0.0	0.0	0.0	0.0	4.7	0.0	0.0	3.7	11.1	0.0	0.0	0.0	8.3	0.0	0.9	0.0	0.0	0.9	2.5	2.2
	6:00 PM	0.0	0.0	0.0	0.0	0.0	0.0	1.3	0.0	0.0	1.2	8.3	0.0	0.0	0.0	7.7	0.0	3.2	0.0	0.0	3.2	2.6	2.8
	6:15 PM	0.0	0.0	0.0	0.0	0.0	0.0	2.0	20.0	0.0	3.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1.3	
	6:30 PM	0.0	0.0	0.0	0.0	0.0	0.0	2.5	0.0	0.0	2.3	0.0	0.0	0.0	0.0	0.0	0.0	2.8	0.0	0.0	2.7	2.4	
	6:45 PM	0.0	0.0	0.0	0.0	0.0	0.0	8.6	0.0	0.0	7.7	0.0	0.0	0.0	0.0	0.0	0.0	4.5	0.0	0.0	4.5	5.3	
	7:00 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	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	0.0	5.6	3.4	0.0	5.4	4.1	0.0	4.9	0.0	4.3	11.0	6.1	0.0	0.0	6.2	5.7	

Peak Hour Heavy Vehicle Percentages Summary

	Hourly	From North (↓)					From East (←)					From South (↑)					From West (→)					Hourly Heavy
	Time Period	0					CTH KR - County Line Road					72nd Avenue					CTH KR - County Line Road					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	6:30 AM	0.0	0.0	0.0	0.0	0.0	0.0	3.0	0.0	0.0	2.7	5.3	0.0	0.0	0.0	3.7	0.0	6.7	0.0	0.0	6.6	4.1
MD	1:00 PM	0.0	0.0	0.0	0.0	0.0	0.0	8.7	7.1	0.0	8.6	8.7	0.0	0.0	0.0	7.4	20.0	8.7	0.0	0.0	9.0	8.7
PM	6:00 PM	0.0	0.0	0.0	0.0	0.0	0.0	3.0	5.3	0.0	3.2	3.0	0.0	0.0	0.0	2.6	0.0	2.5	0.0	0.0	2.5	2.8

Intersection Traffic Volume Report

Count Basics			Page 11 of 11
Start Date:	Tuesday, September 5, 2017	Weekday	Schools in Session
Total Number of Hours Counted: 13		Non-Holiday	No Special Events

15-Minute Pedestrian and Bicyclist Data

Pedestrians and Bicyclists

72nd Avenue and CTH KR - County Line Road

15-Minute Pedestrian and Bicyclist Data

	15-Minute	Crossing North Approach			Crossing East Approach			Crossing South Approach			Crossing West Approach			15-Min	Hourly
	Time Period	0			CTH KR - County Line Road			72nd Avenue			CTH KR - County Line Road			Totals	Sum
	Start Time	Pedestrian	Bicyclist	Total	Pedestrian	Bicyclist	Total	Pedestrian	Bicyclist	Total	Pedestrian	Bicyclist	Total		
AM Peak Period	6:00 AM	0	1	1	0	0	0	0	0	0	0	0	0	1	2
	6:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	1
	6:30 AM	0	1	1	0	0	0	0	0	0	0	0	0	1	1
	6:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	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	1	1	0	0	0	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	1
PM Peak Period	2:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	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	1	0	1	0	0	0	1	1
	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	3	3	0	0	0	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/helper dog)	x					
Elderly/Disabled (except wheelchairs)	x					
Wheelchairs/Electric Scooters	x					
Other (None)	x					

Intersection Traffic Volume Report

Count Basics	Version 2013.J4.1		Page 1 of 11
Start Date:	Tuesday, September 5, 2017	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

Intersection of: 90th Street and CTH KR - County Line Road

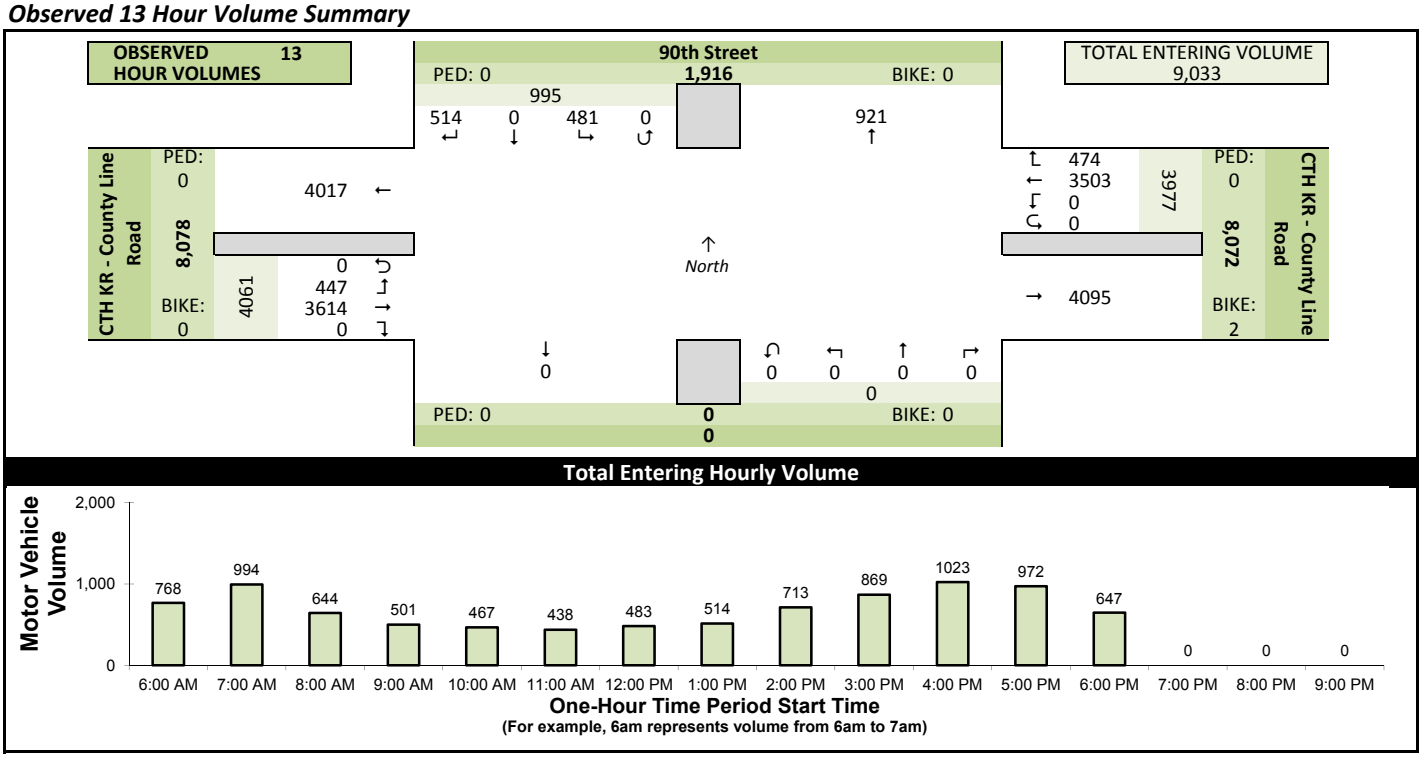
Site Information

Municipality	Village of Mt Pleasant		
County	Racine	WisDOT Region	SE
Traffic Control	Partial Stop Control		
Roadway Names		North Direction	↑
North Leg	90th Street		
East Leg	CTH KR - County Line Road		
South Leg			
West Leg	CTH KR - County Line Road		
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		

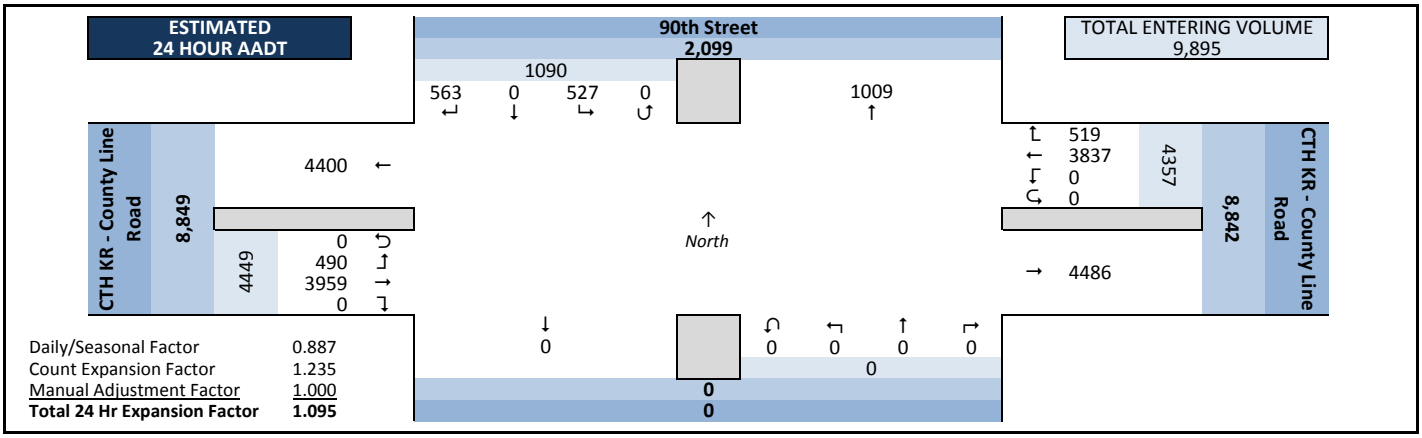
Count Information

Hrs Counted:	6:00 AM-7:00 PM				
1st Day of Count	Tuesday, September 5, 2017			Weather	
AM Peak Period	Thursday, September 7, 2017			Clear & Dry	
Midday Peak Period	Wednesday, September 6, 2017			Clear & Dry	
PM Peak Period	Tuesday, September 5, 2017			Clear & Dry	
Calculated Peak Hours					
AM	6:45-7:45am	MD	12:45-1:45pm	PM	4:30-5:30pm
Peak Hours Selected for Analysis					
AM	6:30-7:30am	MD	12:45-1:45pm	PM	6:00-7:00pm
Daily/Seasonal Adjustment Group	(2) Urban Arterials & Collectors				
Count Expansion Group	(2) Urban Arterials & Collectors				
Daily/Seasonal Adjustment Factor	0.887	Count Expansion Factor	1.235		
Company Name	TADI, Inc.			Manual Adj.	1.000
Observers	AM Peak Period	Jeff Schleif			
	Midday Peak Period	Wendy Picard			
	PM Peak Period	JK Bieberitz			
Comments	2016 DOT Seasonal Factors				

Observed 13 Hour Volume Summary



Estimated 24 Hour AADT



Intersection Traffic Volume Report

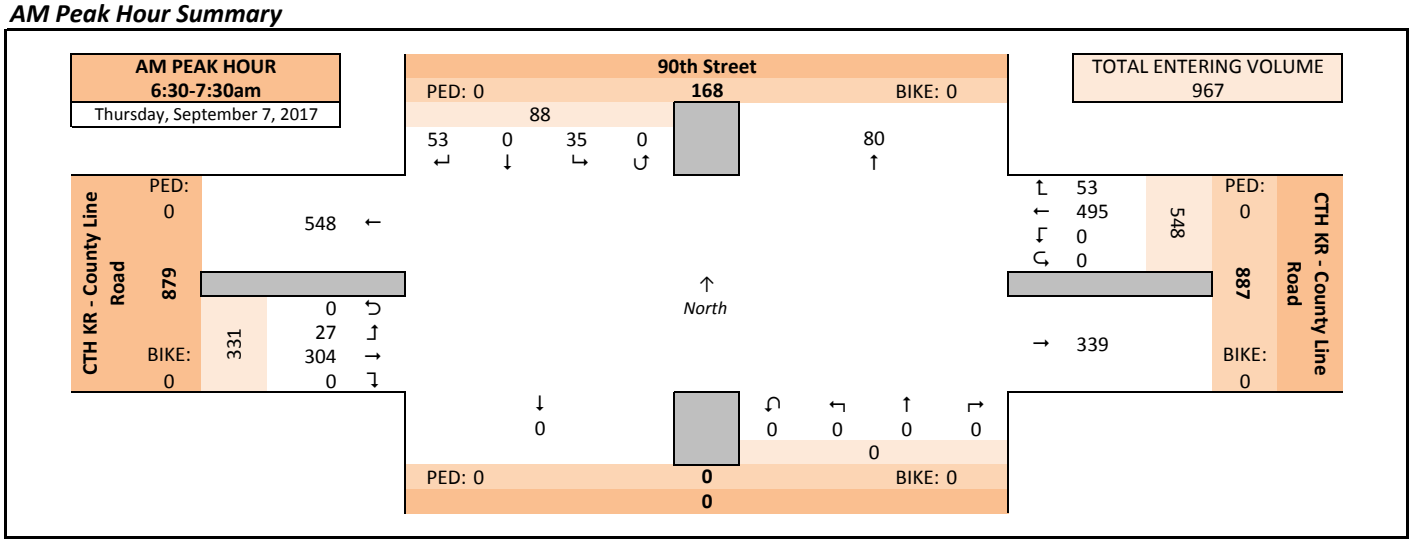
Count Basics			Page 2 of 11
Start Date:	Tuesday, September 5, 2017	Weekday	Schools in Session
Total Number of Hours Counted: 13		Non-Holiday	No Special Events

Peak Hour Volume Graphical Summary

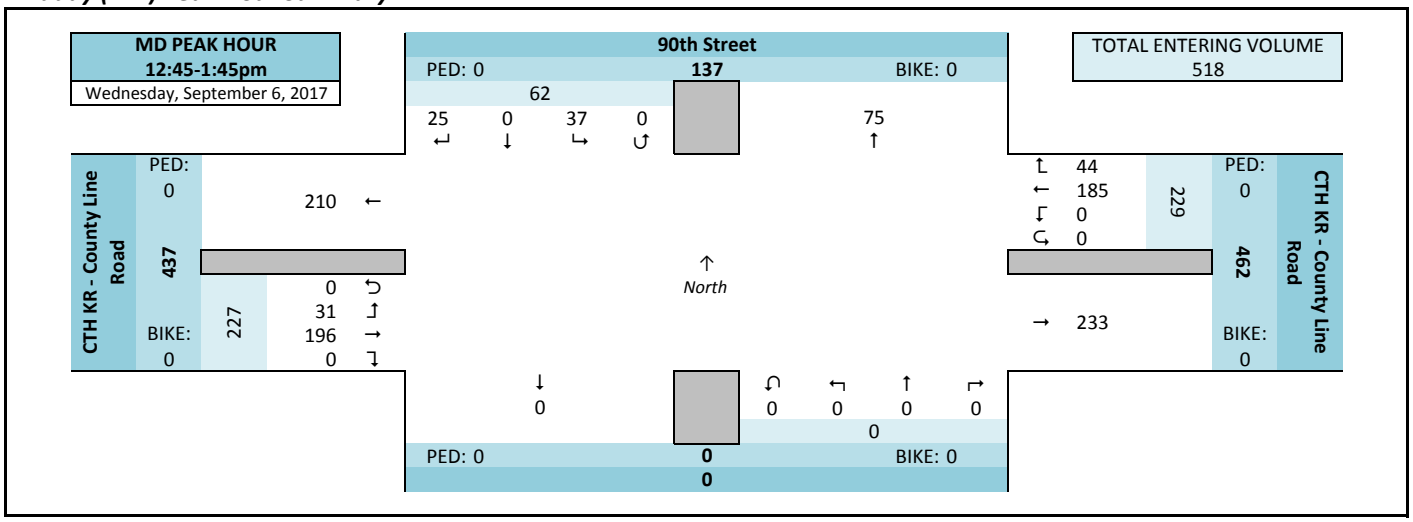
90th Street and CTH KR - County Line Road

All Motor Vehicles

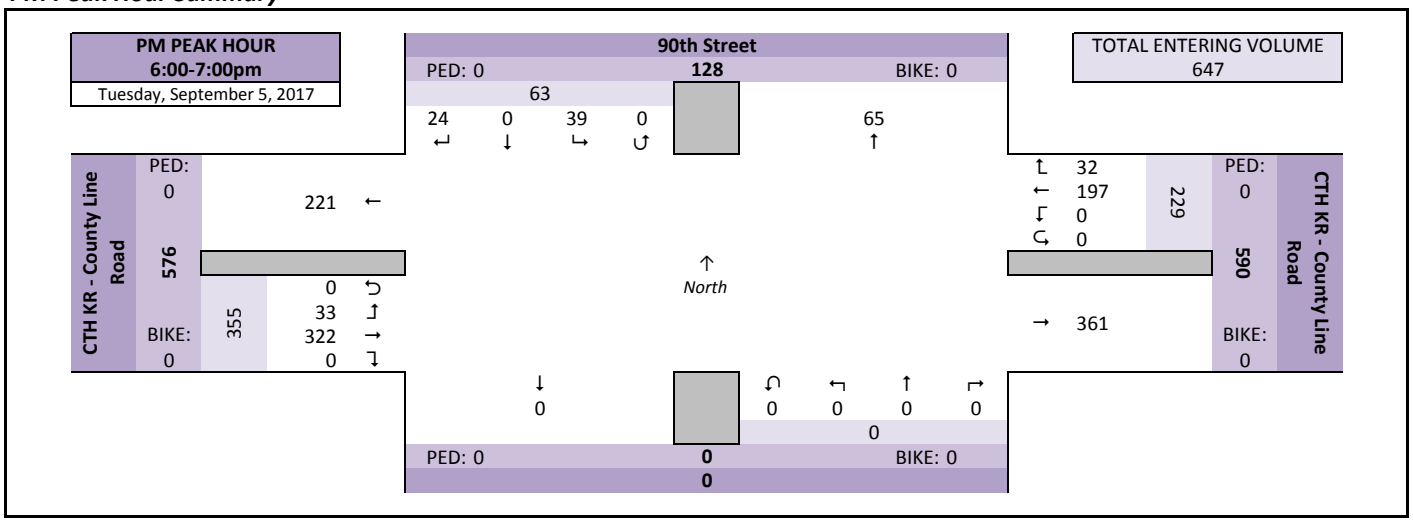
AM Peak Hour Summary



Midday (MD) Peak Hour Summary



PM Peak Hour Summary



Intersection Traffic Volume Report

Count Basics			Page 3 of 11
Start Date:	Tuesday, September 5, 2017	Weekday	Schools in Session
Total Number of Hours Counted: 13		Non-Holiday	No Special Events

Peak Hour Volume Summary

90th Street and CTH KR - County Line Road

All Motor Vehicles

Peak Hour Volumes, Truck Percentages, and PHFs

Thursday, September 7, 2017		From North					From East					From South					From West					
	AM Peak Hour	90th Street					CTH KR - County Line Road					0					CTH KR - County Line Road					
	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	6:30 AM	11	0	12	0	23	19	120	0	0	139	0	0	0	0	0	0	76	9	0	85	247
	6:45 AM	9	0	9	0	18	14	134	0	0	148	0	0	0	0	0	0	68	6	0	74	240
	7:00 AM	19	0	4	0	23	9	133	0	0	142	0	0	0	0	0	0	64	6	0	70	235
	7:15 AM	14	0	10	0	24	11	108	0	0	119	0	0	0	0	0	0	96	6	0	102	245
	Peak Hour Volume	53	0	35	0	88	53	495	0	0	548	0	0	0	0	0	0	304	27	0	331	967
	Rounded Hourly Volume	55	0	35	0	90	55	495	0	0	550	0	0	0	0	0	0	305	25	0	330	970
	% Single Unit Trucks	1.9	0.0	17.1	0.0	8.0	5.7	1.8	0.0	0.0	2.2	0.0	0.0	0.0	0.0	0.0	0.0	4.6	0.0	0.0	4.2	3.4
	% Heavy Trucks	0.0	0.0	0.0	0.0	0.0	0.0	1.2	0.0	0.0	1.1	0.0	0.0	0.0	0.0	0.0	0.0	2.3	0.0	0.0	2.1	1.3
	% Trucks (Total)	1.9	0.0	17.1	0.0	8.0	5.7	3.0	0.0	0.0	3.3	0.0	0.0	0.0	0.0	0.0	0.0	6.9	0.0	0.0	6.3	4.8
	Peak Hour Factor (PHF)	0.70	0.00	0.73	0.00	0.92	0.70	0.92	0.00	0.00	0.93	0.00	0.00	0.00	0.00	0.00	0.00	0.79	0.75	0.00	0.81	0.98

Wednesday, September 6, 2017		From North					From East					From South					From West					
	MD Peak Hour	90th Street					CTH KR - County Line Road					0					CTH KR - County Line Road					
	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	12:45 PM	9	0	10	0	19	9	35	0	0	44	0	0	0	0	0	0	47	12	0	59	122
	1:00 PM	7	0	7	0	14	13	53	0	0	66	0	0	0	0	0	0	51	4	0	55	135
	1:15 PM	6	0	8	0	14	13	42	0	0	55	0	0	0	0	0	0	39	6	0	45	114
	1:30 PM	3	0	12	0	15	9	55	0	0	64	0	0	0	0	0	0	59	9	0	68	147
	Peak Hour Volume	25	0	37	0	62	44	185	0	0	229	0	0	0	0	0	0	196	31	0	227	518
	Rounded Hourly Volume	25	0	35	0	60	45	185	0	0	230	0	0	0	0	0	0	195	30	0	225	515
	% Single Unit Trucks	0.0	0.0	2.7	0.0	1.6	6.8	5.9	0.0	0.0	6.1	0.0	0.0	0.0	0.0	0.0	0.0	6.6	6.5	0.0	6.6	5.8
	% Heavy Trucks	0.0	0.0	0.0	0.0	0.0	0.0	2.2	0.0	0.0	1.7	0.0	0.0	0.0	0.0	0.0	0.0	2.0	0.0	0.0	1.8	1.5
	% Trucks (Total)	0.0	0.0	2.7	0.0	1.6	6.8	8.1	0.0	0.0	7.9	0.0	0.0	0.0	0.0	0.0	0.0	8.7	6.5	0.0	8.4	7.3
	Peak Hour Factor (PHF)	0.69	0.00	0.77	0.00	0.82	0.85	0.84	0.00	0.00	0.87	0.00	0.00	0.00	0.00	0.00	0.00	0.83	0.65	0.00	0.83	0.88

Tuesday, September 5, 2017		From North					From East					From South					From West					
	PM Peak Hour	90th Street					CTH KR - County Line Road					0					CTH KR - County Line Road					
	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	6:00 PM	8	0	13	0	21	6	74	0	0	80	0	0	0	0	0	0	94	10	0	104	205
	6:15 PM	7	0	9	0	16	12	49	0	0	61	0	0	0	0	0	0	91	9	0	100	177
	6:30 PM	6	0	9	0	15	10	36	0	0	46	0	0	0	0	0	0	72	8	0	80	141
	6:45 PM	3	0	8	0	11	4	38	0	0	42	0	0	0	0	0	0	65	6	0	71	124
	Peak Hour Volume	24	0	39	0	63	32	197	0	0	229	0	0	0	0	0	0	322	33	0	355	647
	Rounded Hourly Volume	25	0	40	0	65	30	195	0	0	225	0	0	0	0	0	0	320	35	0	355	645
	% Single Unit Trucks	8.3	0.0	0.0	0.0	3.2	0.0	3.0	0.0	0.0	2.6	0.0	0.0	0.0	0.0	0.0	0.0	2.2	3.0	0.0	2.3	2.5
	% 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	0.3	0.0	0.0	0.3	0.2
	% Trucks (Total)	8.3	0.0	0.0	0.0	3.2	0.0	3.0	0.0	0.0	2.6	0.0	0.0	0.0	0.0	0.0	0.0	2.5	3.0	0.0	2.5	2.6
	Peak Hour Factor (PHF)	0.75	0.00	0.75	0.00	0.75	0.67	0.67	0.00	0.00	0.72	0.00	0.00	0.00	0.00	0.00	0.00	0.86	0.82	0.00	0.85	0.79

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
		90th Street			CTH KR - County Line Road			0			CTH KR - County Line Road			
	15-Minute Start Time	Pedestrian	Bicyclist	Total	Pedestrian	Bicyclist	Total	Pedestrian	Bicyclist	Total	Pedestrian	Bicyclist	Total	
AM	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
	Total	0	0	0	0	0	0	0	0	0	0	0	0	0
MD	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
	Total	0	0	0	0	0	0	0	0	0	0	0	0	0
PM	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
	Total	0	0	0	0	0	0	0	0	0	0	0	0	0

Intersection Traffic Volume Report

Count Basics		*Page 4 of 11*
Start Date: Tuesday, September 5, 2017	Weekday	Schools in Session
Total Number of Hours Counted: 13	Non-Holiday	No Special Events

Hourly Volume Summary - Motor Vehicle Data

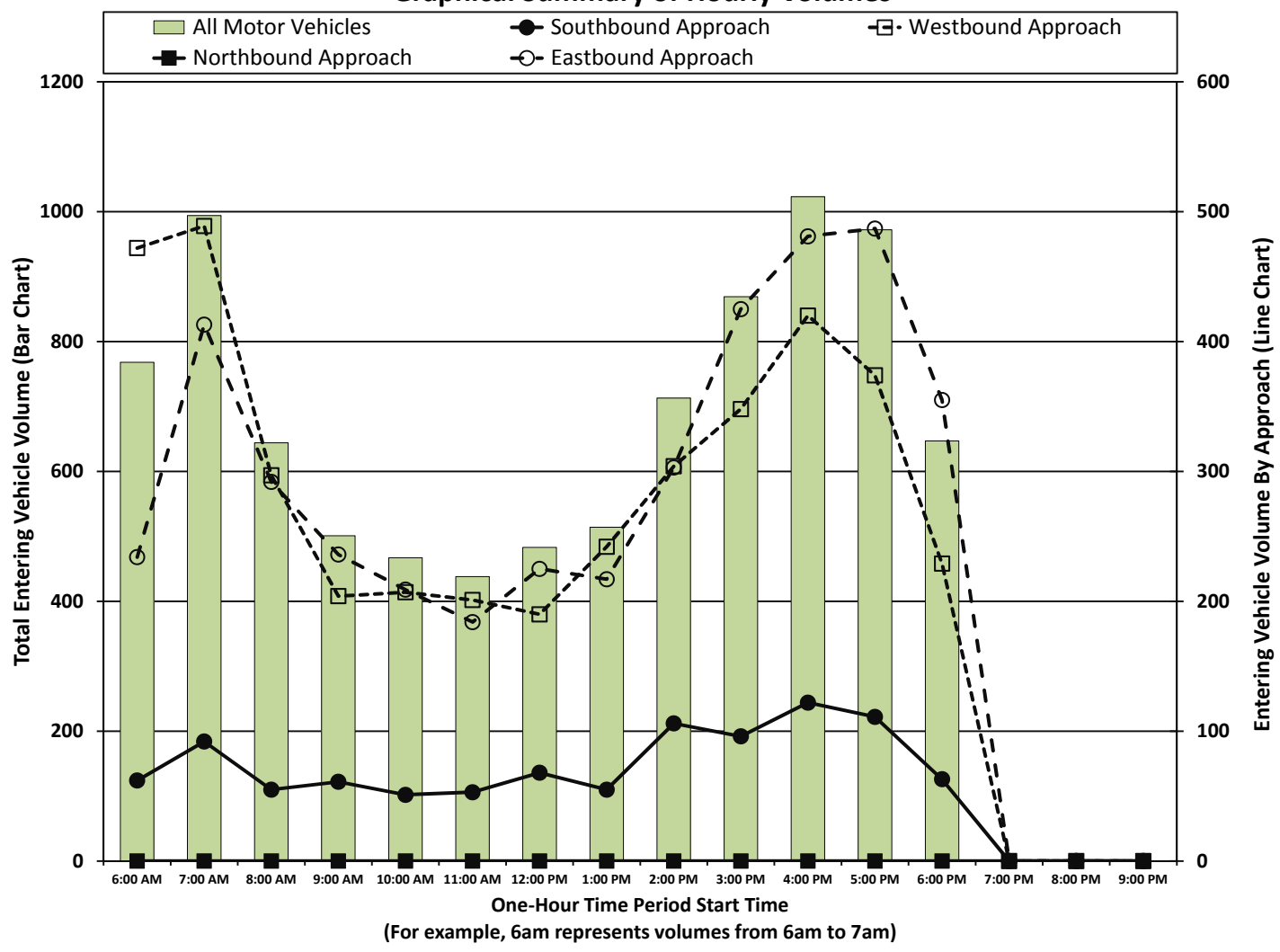
All Motor Vehicles

90th Street and CTH KR - County Line Road

One-Hour Motor Vehicle Data

One-Hour Time Period Start Time		From North (↓) 90th Street					From East (←) CTH KR - County Line Road					From South (↑) 0					From West (→) CTH KR - County Line Road					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	36	0	26	0	62	48	424	0	0	472	0	0	0	0	0	0	212	22	0	234	768	706	62
AM	7:00 AM	57	0	35	0	92	51	438	0	0	489	0	0	0	0	0	0	382	31	0	413	994	902	92
AM	8:00 AM	30	0	25	0	55	44	253	0	0	297	0	0	0	0	0	0	274	18	0	292	644	589	55
AM	9:00 AM	33	0	28	0	61	19	185	0	0	204	0	0	0	0	0	0	212	24	0	236	501	440	61
MD	10:00 AM	23	0	28	0	51	21	186	0	0	207	0	0	0	0	0	0	181	28	0	209	467	416	51
MD	11:00 AM	36	0	17	0	53	30	171	0	0	201	0	0	0	0	0	0	157	27	0	184	438	385	53
MD	12:00 PM	29	0	39	0	68	34	156	0	0	190	0	0	0	0	0	0	184	41	0	225	483	415	68
MD	1:00 PM	20	0	35	0	55	40	202	0	0	242	0	0	0	0	0	0	193	24	0	217	514	459	55
PM	2:00 PM	56	0	50	0	106	35	269	0	0	304	0	0	0	0	0	0	259	44	0	303	713	607	106
PM	3:00 PM	50	0	46	0	96	41	307	0	0	348	0	0	0	0	0	0	365	60	0	425	869	773	96
PM	4:00 PM	60	0	62	0	122	49	371	0	0	420	0	0	0	0	0	0	431	50	0	481	1023	901	122
PM	5:00 PM	60	0	51	0	111	30	344	0	0	374	0	0	0	0	0	0	442	45	0	487	972	861	111
PM	6:00 PM	24	0	39	0	63	32	197	0	0	229	0	0	0	0	0	0	322	33	0	355	647	584	63
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		514	0	481	0	995	474	3503	0	0	3977	0	0	0	0	0	0	3614	447	0	4061	9033	8038	995

Graphical Summary of Hourly Volumes



Intersection Traffic Volume Report

Count Basics		*Page 5 of 11*
Start Date: Tuesday, September 5, 2017	Weekday	Schools in Session
Total Number of Hours Counted: 13	Non-Holiday	No Special Events

15-Minute Motor Vehicle Data

All Motor Vehicles

90th Street and CTH KR - County Line Road

15-Minute Motor Vehicle Data

15-Minute Time Period		From North (↓) 90th Street					From East (←) CTH KR - County Line Road					From South (↑) 0					From West (→) CTH KR - County Line Road					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	7	0	3	0	10	9	71	0	0	80	0	0	0	0	0	0	30	3	0	33	123	768	0.78
	6:15 AM	9	0	2	0	11	6	99	0	0	105	0	0	0	0	0	0	38	4	0	42	158	880	0.89
	6:30 AM	11	0	12	0	23	19	120	0	0	139	0	0	0	0	0	0	76	9	0	85	247	967	0.98
	6:45 AM	9	0	9	0	18	14	134	0	0	148	0	0	0	0	0	0	68	6	0	74	240	1001	0.89
	7:00 AM	19	0	4	0	23	9	133	0	0	142	0	0	0	0	0	0	64	6	0	70	235	994	0.88
	7:15 AM	14	0	10	0	24	11	108	0	0	119	0	0	0	0	0	0	96	6	0	102	245	931	0.83
	7:30 AM	13	0	10	0	23	19	101	0	0	120	0	0	0	0	0	0	124	14	0	138	281	836	0.74
	7:45 AM	11	0	11	0	22	12	96	0	0	108	0	0	0	0	0	0	98	5	0	103	233	715	0.77
	8:00 AM	7	0	7	0	14	17	65	0	0	82	0	0	0	0	0	0	72	4	0	76	172	644	0.94
	8:15 AM	10	0	5	0	15	10	63	0	0	73	0	0	0	0	0	0	57	5	0	62	150	617	0.95
	8:30 AM	11	0	3	0	14	10	73	0	0	83	0	0	0	0	0	0	59	4	0	63	160	589	0.91
	8:45 AM	2	0	10	0	12	7	52	0	0	59	0	0	0	0	0	0	86	5	0	91	162	564	0.87
	9:00 AM	5	0	12	0	17	2	59	0	0	61	0	0	0	0	0	0	65	2	0	67	145	501	0.86
	9:15 AM	11	0	4	0	15	4	45	0	0	49	0	0	0	0	0	0	49	9	0	58	122	459	0.85
	9:30 AM	8	0	6	0	14	9	46	0	0	55	0	0	0	0	0	0	60	6	0	66	135	453	0.84
	9:45 AM	9	0	6	0	15	4	35	0	0	39	0	0	0	0	0	0	38	7	0	45	99	446	0.87
Midday Peak Period	10:00 AM	5	0	4	0	9	6	32	0	0	38	0	0	0	0	0	0	49	7	0	56	103	467	0.91
	10:15 AM	4	0	8	0	12	4	55	0	0	59	0	0	0	0	0	0	39	6	0	45	116	480	0.94
	10:30 AM	4	0	10	0	14	3	51	0	0	54	0	0	0	0	0	0	53	7	0	60	128	455	0.89
	10:45 AM	10	0	6	0	16	8	48	0	0	56	0	0	0	0	0	0	40	8	0	48	120	430	0.90
	11:00 AM	10	0	6	0	16	2	49	0	0	51	0	0	0	0	0	0	43	6	0	49	116	438	0.86
	11:15 AM	4	0	4	0	8	10	31	0	0	41	0	0	0	0	0	0	33	9	0	42	91	448	0.88
	11:30 AM	11	0	2	0	13	9	37	0	0	46	0	0	0	0	0	0	39	5	0	44	103	471	0.92
	11:45 AM	11	0	5	0	16	9	54	0	0	63	0	0	0	0	0	0	42	7	0	49	128	489	0.96
	12:00 PM	9	0	12	0	21	9	44	0	0	53	0	0	0	0	0	0	37	15	0	52	126	483	0.96
	12:15 PM	10	0	9	0	19	4	35	0	0	39	0	0	0	0	0	0	49	7	0	56	114	492	0.91
	12:30 PM	1	0	8	0	9	12	42	0	0	54	0	0	0	0	0	0	51	7	0	58	121	492	0.91
	12:45 PM	9	0	10	0	19	9	35	0	0	44	0	0	0	0	0	0	47	12	0	59	122	518	0.88
	1:00 PM	7	0	7	0	14	13	53	0	0	66	0	0	0	0	0	0	51	4	0	55	135	514	0.87
	1:15 PM	6	0	8	0	14	13	42	0	0	55	0	0	0	0	0	0	39	6	0	45	114	558	0.78
	1:30 PM	3	0	12	0	15	9	55	0	0	64	0	0	0	0	0	0	59	9	0	68	147	592	0.83
	1:45 PM	4	0	8	0	12	5	52	0	0	57	0	0	0	0	0	0	44	5	0	49	118	631	0.85
PM Peak Period	2:00 PM	16	0	11	0	27	13	57	0	0	70	0	0	0	0	0	0	68	14	0	82	179	713	0.89
	2:15 PM	11	0	12	0	23	3	61	0	0	64	0	0	0	0	0	0	50	11	0	61	148	726	0.91
	2:30 PM	12	0	16	0	28	11	69	0	0	80	0	0	0	0	0	0	68	10	0	78	186	814	0.86
	2:45 PM	17	0	11	0	28	8	82	0	0	90	0	0	0	0	0	0	73	9	0	82	200	847	0.90
	3:00 PM	9	0	17	0	26	8	75	0	0	83	0	0	0	0	0	0	74	9	0	83	192	869	0.92
	3:15 PM	17	0	13	0	30	14	90	0	0	104	0	0	0	0	0	0	81	21	0	102	236	942	0.89
	3:30 PM	12	0	7	0	19	11	70	0	0	81	0	0	0	0	0	0	104	15	0	119	219	935	0.88
	3:45 PM	12	0	9	0	21	8	72	0	0	80	0	0	0	0	0	0	106	15	0	121	222	976	0.92
	4:00 PM	21	0	19	0	40	11	85	0	0	96	0	0	0	0	0	0	113	16	0	129	265	1023	0.95
	4:15 PM	9	0	10	0	19	10	96	0	0	106	0	0	0	0	0	0	89	15	0	104	229	1015	0.94
	4:30 PM	18	0	20	0	38	16	94	0	0	110	0	0	0	0	0	0	103	9	0	112	260	1054	0.98
	4:45 PM	12	0	13	0	25	12	96	0	0	108	0	0	0	0	0	0	126	10	0	136	269	1034	0.96
	5:00 PM	10	0	21	0	31	9	94	0	0	103	0	0	0	0	0	0	110	13	0	123	257	972	0.91
	5:15 PM	17	0	13	0	30	14	92	0	0	106	0	0	0	0	0	0	124	8	0	132	268	920	0.86
	5:30 PM	15	0	12	0	27	3	94	0	0	97	0	0	0	0	0	0	100	16	0	116	240	829	0.86
	5:45 PM	18	0	5	0	23	4	64	0	0	68	0	0	0	0	0	0	108	8	0	116	207	730	0.88
	6:00 PM	8	0	13	0	21	6	74	0	0	80	0	0	0	0	0	0	94	10	0	104	205	647	0.79
	6:15 PM	7	0	9	0	16	12	49	0	0	61	0	0	0	0	0	0	91	9	0	100	177		
	6:30 PM	6	0	9	0	15	10	36	0	0	46	0	0	0	0	0	0	72	8	0	80	141		
	6:45 PM	3	0	8	0	11	4	38	0	0	42	0	0	0	0	0	0	65	6	0	71	124		
	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		514	0	481	0	995	474	3503	0	0	3977	0	0	0	0	0	0	3614	447	0	4061	9033		

Peak Hour All Vehicle Volume Summary

Hourly Time Period		From North (↓) 90th Street					From East (←) CTH KR - County Line Road					From South (↑) 0					From West (→) CTH KR - County Line Road					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	6:30 AM	53	0	35	0	88	53	495	0	0	548	0	0	0	0	0	0	304	27	0	331	967	0.98
MD	12:45 PM	25	0	37	0	62	44	185	0	0	229	0	0	0	0	0	0	196	31	0	227	518	0.88
PM	6:00 PM	24	0	39	0	63	32	197	0	0	229	0	0	0	0	0	0	322	33	0	355	647	0.79

Intersection Traffic Volume Report

Count Basics			*Page 6 of 11*
Start Date:	Tuesday, September 5, 2017	Weekday	Schools in Session
Total Number of Hours Counted: 13		Non-Holiday	No Special Events

15-Minute Automobile Data

Automobiles (Cars, Light Trucks, & Motorcycles)

90th Street and CTH KR - County Line Road

15-Minute Automobile Data

15-Minute Time Period		From North (↓) 90th Street					From East (←) CTH KR - County Line Road					From South (↑) 0					From West (→) CTH KR - County Line Road					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	3	0	9	9	67	0	0	76	0	0	0	0	0	0	29	3	0	32	117	727
	6:15 AM	8	0	1	0	9	6	95	0	0	101	0	0	0	0	0	0	33	3	0	36	146	835
	6:30 AM	11	0	9	0	20	19	119	0	0	138	0	0	0	0	0	0	70	9	0	79	237	921
	6:45 AM	9	0	7	0	16	13	130	0	0	143	0	0	0	0	0	0	62	6	0	68	227	946
	7:00 AM	19	0	4	0	23	7	130	0	0	137	0	0	0	0	0	0	59	6	0	65	225	940
	7:15 AM	13	0	9	0	22	11	101	0	0	112	0	0	0	0	0	0	92	6	0	98	232	879
	7:30 AM	13	0	10	0	23	17	92	0	0	109	0	0	0	0	0	0	116	14	0	130	262	789
	7:45 AM	11	0	10	0	21	11	91	0	0	102	0	0	0	0	0	0	94	4	0	98	221	680
	8:00 AM	7	0	7	0	14	17	62	0	0	79	0	0	0	0	0	0	67	4	0	71	164	604
	8:15 AM	10	0	5	0	15	10	60	0	0	70	0	0	0	0	0	0	52	5	0	57	142	567
	8:30 AM	11	0	3	0	14	8	71	0	0	79	0	0	0	0	0	0	56	4	0	60	153	534
	8:45 AM	2	0	9	0	11	6	45	0	0	51	0	0	0	0	0	0	78	5	0	83	145	506
	9:00 AM	4	0	10	0	14	2	52	0	0	54	0	0	0	0	0	0	57	2	0	59	127	450
	9:15 AM	9	0	4	0	13	4	40	0	0	44	0	0	0	0	0	0	43	9	0	52	109	417
	9:30 AM	6	0	6	0	12	9	43	0	0	52	0	0	0	0	0	0	55	6	0	61	125	411
	9:45 AM	9	0	6	0	15	4	30	0	0	34	0	0	0	0	0	0	35	5	0	40	89	402
Midday Peak Period	10:00 AM	5	0	4	0	9	5	32	0	0	37	0	0	0	0	0	0	42	6	0	48	94	428
	10:15 AM	4	0	8	0	12	4	47	0	0	51	0	0	0	0	0	0	34	6	0	40	103	439
	10:30 AM	4	0	10	0	14	3	46	0	0	49	0	0	0	0	0	0	46	7	0	53	116	422
	10:45 AM	10	0	6	0	16	7	45	0	0	52	0	0	0	0	0	0	39	8	0	47	115	404
	11:00 AM	10	0	6	0	16	2	46	0	0	48	0	0	0	0	0	0	35	6	0	41	105	409
	11:15 AM	4	0	4	0	8	10	28	0	0	38	0	0	0	0	0	0	31	9	0	40	86	419
	11:30 AM	11	0	2	0	13	7	36	0	0	43	0	0	0	0	0	0	38	4	0	42	98	440
	11:45 AM	11	0	5	0	16	9	49	0	0	58	0	0	0	0	0	0	39	7	0	46	120	458
	12:00 PM	9	0	11	0	20	9	39	0	0	48	0	0	0	0	0	0	32	15	0	47	115	452
	12:15 PM	9	0	9	0	18	4	31	0	0	35	0	0	0	0	0	0	48	6	0	54	107	464
	12:30 PM	1	0	7	0	8	10	41	0	0	51	0	0	0	0	0	0	50	7	0	57	116	463
	12:45 PM	9	0	9	0	18	8	33	0	0	41	0	0	0	0	0	0	44	11	0	55	114	480
	1:00 PM	7	0	7	0	14	13	49	0	0	62	0	0	0	0	0	0	47	4	0	51	127	474
	1:15 PM	6	0	8	0	14	13	39	0	0	52	0	0	0	0	0	0	35	5	0	40	106	516
	1:30 PM	3	0	12	0	15	7	49	0	0	56	0	0	0	0	0	0	53	9	0	62	133	541
	1:45 PM	4	0	8	0	12	5	46	0	0	51	0	0	0	0	0	0	40	5	0	45	108	583
PM Peak Period	2:00 PM	16	0	11	0	27	11	54	0	0	65	0	0	0	0	0	0	63	14	0	77	169	660
	2:15 PM	11	0	11	0	22	3	53	0	0	56	0	0	0	0	0	0	42	11	0	53	131	672
	2:30 PM	12	0	15	0	27	11	68	0	0	79	0	0	0	0	0	0	59	10	0	69	175	759
	2:45 PM	17	0	11	0	28	5	76	0	0	81	0	0	0	0	0	0	67	9	0	76	185	788
	3:00 PM	9	0	17	0	26	6	69	0	0	75	0	0	0	0	0	0	72	8	0	80	181	813
	3:15 PM	16	0	12	0	28	14	85	0	0	99	0	0	0	0	0	0	73	18	0	91	218	886
	3:30 PM	12	0	7	0	19	10	65	0	0	75	0	0	0	0	0	0	95	15	0	110	204	892
	3:45 PM	12	0	9	0	21	8	69	0	0	77	0	0	0	0	0	0	97	15	0	112	210	937
	4:00 PM	21	0	17	0	38	11	78	0	0	89	0	0	0	0	0	0	111	16	0	127	254	981
	4:15 PM	8	0	10	0	18	10	93	0	0	103	0	0	0	0	0	0	88	15	0	103	224	977
	4:30 PM	16	0	19	0	35	16	89	0	0	105	0	0	0	0	0	0	100	9	0	109	249	1016
	4:45 PM	11	0	11	0	22	12	89	0	0	101	0	0	0	0	0	0	121	10	0	131	254	1002
	5:00 PM	9	0	21	0	30	9	91	0	0	100	0	0	0	0	0	0	107	13	0	120	250	950
	5:15 PM	17	0	13	0	30	14	89	0	0	103	0	0	0	0	0	0	122	8	0	130	263	899
	5:30 PM	15	0	12	0	27	2	91	0	0	93	0	0	0	0	0	0	100	15	0	115	235	811
	5:45 PM	18	0	5	0	23	4	61	0	0	65	0	0	0	0	0	0	106	8	0	114	202	714
	6:00 PM	7	0	13	0	20	6	73	0	0	79	0	0	0	0	0	0	91	9	0	100	199	630
	6:15 PM	7	0	9	0	16	12	47	0	0	59	0	0	0	0	0	0	91	9	0	100	175	
	6:30 PM	5	0	9	0	14	10	36	0	0	46	0	0	0	0	0	0	70	8	0	78	138	
	6:45 PM	3	0	8	0	11	4	35	0	0	39	0	0	0	0	0	0	62	6	0	68	118	
	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		497	0	459	0	956	447	3295	0	0	3742	0	0	0	0	0	0	3388	432	0	3820	8518	

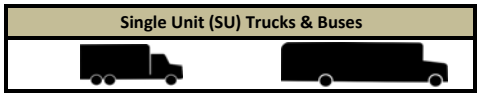
Peak Hour Automobile Volume Summary

Hourly Time Period		From North (↓) 90th Street					From East (←) CTH KR - County Line Road					From South (↑) 0					From West (→) CTH KR - County Line Road					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	6:30 AM	52	0	29	0	81	50	480	0	0	530	0	0	0	0	0	0	283	27	0	310	921
MD	12:45 PM	25	0	36	0	61	41	170	0	0	211	0	0	0	0	0	0	179	29	0	208	480
PM	6:00 PM	22	0	39	0	61	32	191	0	0	223	0	0	0	0	0	0	314	32	0	346	630

Intersection Traffic Volume Report

Count Basics			*Page 7 of 11*
Start Date:	Tuesday, September 5, 2017	Weekday	Schools in Session
Total Number of Hours Counted: 13		Non-Holiday	No Special Events

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



90th Street and CTH KR - County Line Road

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

15-Minute Time Period		From North (↓) 90th Street					From East (←) CTH KR - County Line Road					From South (↑) 0					From West (→) CTH KR - County Line Road					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	1	0	0	1	0	0	0	0	0	0	0	0	0	0	2	30
	6:15 AM	1	0	1	0	2	0	2	0	0	2	0	0	0	0	0	0	5	1	0	6	10	33
	6:30 AM	0	0	3	0	3	0	0	0	0	0	0	0	0	0	0	0	4	0	0	4	7	33
	6:45 AM	0	0	2	0	2	1	2	0	0	3	0	0	0	0	0	0	6	0	0	6	11	36
	7:00 AM	0	0	0	0	0	2	2	0	0	4	0	0	0	0	0	0	1	0	0	1	5	34
	7:15 AM	1	0	1	0	2	0	5	0	0	5	0	0	0	0	0	0	3	0	0	3	10	35
	7:30 AM	0	0	0	0	0	2	4	0	0	6	0	0	0	0	0	0	4	0	0	4	10	31
	7:45 AM	0	0	1	0	1	1	2	0	0	3	0	0	0	0	0	0	4	1	0	5	9	26
	8:00 AM	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	4	0	0	4	6	30
	8:15 AM	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	0	3	0	0	3	6	37
	8:30 AM	0	0	0	0	0	2	1	0	0	3	0	0	0	0	0	0	2	0	0	2	5	41
	8:45 AM	0	0	1	0	1	1	4	0	0	5	0	0	0	0	0	0	7	0	0	7	13	42
	9:00 AM	1	0	2	0	3	0	5	0	0	5	0	0	0	0	0	0	5	0	0	5	13	36
	9:15 AM	2	0	0	0	2	0	3	0	0	3	0	0	0	0	0	0	5	0	0	5	10	28
	9:30 AM	2	0	0	0	2	0	3	0	0	3	0	0	0	0	0	0	1	0	0	1	6	26
	9:45 AM	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	0	2	2	0	4	7	29
Midday Peak Period	10:00 AM	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	3	1	0	4	5	26
	10:15 AM	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	0	5	0	0	5	8	26
	10:30 AM	0	0	0	0	0	0	5	0	0	5	0	0	0	0	0	0	4	0	0	4	9	19
	10:45 AM	0	0	0	0	0	1	2	0	0	3	0	0	0	0	0	0	1	0	0	1	4	15
	11:00 AM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	4	0	0	4	5	17
	11:15 AM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1	20
	11:30 AM	0	0	0	0	0	2	1	0	0	3	0	0	0	0	0	0	1	1	0	2	5	24
	11:45 AM	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	0	3	0	0	3	6	24
	12:00 PM	0	0	1	0	1	0	3	0	0	3	0	0	0	0	0	0	4	0	0	4	8	24
	12:15 PM	1	0	0	0	1	0	2	0	0	2	0	0	0	0	0	0	1	1	0	2	5	21
	12:30 PM	0	0	1	0	1	2	1	0	0	3	0	0	0	0	0	0	1	0	0	1	5	24
	12:45 PM	0	0	1	0	1	1	1	0	0	2	0	0	0	0	0	0	2	1	0	3	6	30
	1:00 PM	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	0	2	0	0	2	5	32
	1:15 PM	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	0	4	1	0	5	8	33
	1:30 PM	0	0	0	0	0	2	4	0	0	6	0	0	0	0	0	0	5	0	0	5	11	35
	1:45 PM	0	0	0	0	0	0	4	0	0	4	0	0	0	0	0	0	4	0	0	4	8	33
PM Peak Period	2:00 PM	0	0	0	0	0	2	1	0	0	3	0	0	0	0	0	0	3	0	0	3	6	33
	2:15 PM	0	0	1	0	1	0	6	0	0	6	0	0	0	0	0	0	3	0	0	3	10	36
	2:30 PM	0	0	1	0	1	0	1	0	0	1	0	0	0	0	0	0	7	0	0	7	9	41
	2:45 PM	0	0	0	0	0	3	3	0	0	6	0	0	0	0	0	0	2	0	0	2	8	45
	3:00 PM	0	0	0	0	0	2	5	0	0	7	0	0	0	0	0	0	1	1	0	2	9	45
	3:15 PM	1	0	1	0	2	0	5	0	0	5	0	0	0	0	0	0	5	3	0	8	15	45
	3:30 PM	0	0	0	0	0	1	5	0	0	6	0	0	0	0	0	0	7	0	0	7	13	35
	3:45 PM	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	6	0	0	6	8	32
	4:00 PM	0	0	2	0	2	0	7	0	0	7	0	0	0	0	0	0	0	0	0	0	9	36
	4:15 PM	1	0	0	0	1	0	3	0	0	3	0	0	0	0	0	0	1	0	0	1	5	33
	4:30 PM	2	0	1	0	3	0	5	0	0	5	0	0	0	0	0	0	2	0	0	2	10	31
	4:45 PM	1	0	2	0	3	0	6	0	0	6	0	0	0	0	0	0	3	0	0	3	12	25
	5:00 PM	1	0	0	0	1	0	3	0	0	3	0	0	0	0	0	0	2	0	0	2	6	16
	5:15 PM	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	0	0	0	0	0	3	16
	5:30 PM	0	0	0	0	0	1	2	0	0	3	0	0	0	0	0	0	0	1	0	1	4	15
	5:45 PM	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	1	0	0	1	3	14
	6:00 PM	1	0	0	0	1	0	1	0	0	1	0	0	0	0	0	0	3	1	0	4	6	16
	6:15 PM	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	2	
	6:30 PM	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	3	
	6:45 PM	0	0	0	0	0	0	3	0	0	3	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	
	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	0	22	0	39	27	144	0	0	171	0	0	0	0	0	0	150	15	0	165	375	

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

Hourly Time Period		From North (↓) 90th Street					From East (←) CTH KR - County Line Road					From South (↑) 0					From West (→) CTH KR - County Line Road					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	6:30 AM	1	0	6	0	7	3	9	0	0	12	0	0	0	0	0	0	14	0	0	14	33
MD	12:45 PM	0	0	1	0	1	3	11	0	0	14	0	0	0	0	0	0	13	2	0	15	30
PM	6:00 PM	2	0	0	0	2	0	6	0	0	6	0	0	0	0	0	0	7	1	0	8	16

Intersection Traffic Volume Report

Count Basics			*Page 8 of 11*
Start Date:	Tuesday, September 5, 2017	Weekday	Schools in Session
Total Number of Hours Counted: 13		Non-Holiday	No Special Events

15-Minute Semi-Truck Data

Semi-Trucks

90th Street and CTH KR - County Line Road

15-Minute Semi-Truck Data

15-Minute Time Period		From North (↓) 90th Street					From East (←) CTH KR - County Line Road					From South (↑) 0					From West (→) CTH KR - County Line Road					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	0	3	0	0	3	0	0	0	0	0	0	1	0	0	1	4	11
	6:15 AM	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	2	12
	6:30 AM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	2	0	0	2	3	13
	6:45 AM	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	2	19
	7:00 AM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	4	0	0	4	5	20
	7:15 AM	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	1	0	0	1	3	17
	7:30 AM	0	0	0	0	0	0	5	0	0	5	0	0	0	0	0	0	4	0	0	4	9	16
	7:45 AM	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	0	0	0	0	0	3	9
	8:00 AM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	1	0	0	1	2	10
	8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	2	13
	8:30 AM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	1	0	0	1	2	14
	8:45 AM	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	0	1	0	0	1	4	16
	9:00 AM	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	3	0	0	3	5	15
	9:15 AM	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	1	0	0	1	3	14
	9:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	0	0	4	4	16
	9:45 AM	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	1	0	0	1	3	15
Midday Peak Period	10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	0	0	4	4	13
	10:15 AM	0	0	0	0	0	0	5	0	0	5	0	0	0	0	0	0	0	0	0	0	5	15
	10:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0	0	3	3	14
	10:45 AM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1	11
	11:00 AM	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	4	0	0	4	6	12
	11:15 AM	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	2	0	0	2	4	9
	11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	7
	11:45 AM	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	2	7
	12:00 PM	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	1	0	0	1	3	7
	12:15 PM	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	2	7
	12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5
	12:45 PM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	1	0	0	1	2	8
	1:00 PM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	2	0	0	2	3	8
	1:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	9
	1:30 PM	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	1	0	0	1	3	16
	1:45 PM	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	2	15
PM Peak Period	2:00 PM	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	2	0	0	2	4	20
	2:15 PM	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	5	0	0	5	7	18
	2:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	2	14
	2:45 PM	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	0	4	0	0	4	7	14
	3:00 PM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	1	0	0	1	2	11
	3:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0	0	3	3	11
	3:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	2	8
	3:45 PM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	3	0	0	3	4	7
	4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	2	6
	4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5
	4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1	7
	4:45 PM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	2	0	0	2	3	7
	5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1	6
	5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	2	5
	5:30 PM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1	3
	5:45 PM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	1	0	0	1	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	0	0	0	0	0	0	1	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	
Totals		0	0	0	0	0	0	64	0	0	64	0	0	0	0	0	0	76	0	0	76	140	

Peak Hour Semi-Truck Volume Summary

Hourly Time Period		From North (↓) 90th Street					From East (←) CTH KR - County Line Road					From South (↑) 0					From West (→) CTH KR - County Line Road					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	6:30 AM	0	0	0	0	0	0	9	0	0	9	0	0	0	0	0	0	7	0	0	7	16
MD	12:45 PM	0	0	0	0	0	0	4	0	0	4	0	0	0	0	0	0	3	0	0	3	7
PM	6:00 PM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	6	0	0	6	7

Intersection Traffic Volume Report

Count Basics			*Page 9 of 11*
Start Date:	Tuesday, September 5, 2017	Weekday	Schools in Session
Total Number of Hours Counted: 13		Non-Holiday	No Special Events

15-Minute Heavy Vehicle Data

90th Street and CTH KR - County Line Road

15-Minute Heavy Vehicle Data

15-Minute Time Period		From North (↓) 90th Street					From East (←) CTH KR - County Line Road					From South (↑) 0					From West (→) CTH KR - County Line Road					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	4	0	0	4	0	0	0	0	0	0	1	0	0	1	6	41
	6:15 AM	1	0	1	0	2	0	4	0	0	4	0	0	0	0	0	0	5	1	0	6	12	45
	6:30 AM	0	0	3	0	3	0	1	0	0	1	0	0	0	0	0	0	6	0	0	6	10	46
	6:45 AM	0	0	2	0	2	1	4	0	0	5	0	0	0	0	0	0	6	0	0	6	13	55
	7:00 AM	0	0	0	0	0	2	3	0	0	5	0	0	0	0	0	0	5	0	0	5	10	54
	7:15 AM	1	0	1	0	2	0	7	0	0	7	0	0	0	0	0	0	4	0	0	4	13	52
	7:30 AM	0	0	0	0	0	2	9	0	0	11	0	0	0	0	0	0	8	0	0	8	19	47
	7:45 AM	0	0	1	0	1	1	5	0	0	6	0	0	0	0	0	0	4	1	0	5	12	35
	8:00 AM	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	0	5	0	0	5	8	40
	8:15 AM	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	0	5	0	0	5	8	50
	8:30 AM	0	0	0	0	0	2	2	0	0	4	0	0	0	0	0	0	3	0	0	3	7	55
	8:45 AM	0	0	1	0	1	1	7	0	0	8	0	0	0	0	0	0	8	0	0	8	17	58
	9:00 AM	1	0	2	0	3	0	7	0	0	7	0	0	0	0	0	0	8	0	0	8	18	51
	9:15 AM	2	0	0	0	2	0	5	0	0	5	0	0	0	0	0	0	6	0	0	6	13	42
	9:30 AM	2	0	0	0	2	0	3	0	0	3	0	0	0	0	0	0	5	0	0	5	10	42
	9:45 AM	0	0	0	0	0	0	5	0	0	5	0	0	0	0	0	0	3	2	0	5	10	44
Midday Peak Period	10:00 AM	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	7	1	0	8	9	39
	10:15 AM	0	0	0	0	0	0	8	0	0	8	0	0	0	0	0	0	5	0	0	5	13	41
	10:30 AM	0	0	0	0	0	0	5	0	0	5	0	0	0	0	0	0	7	0	0	7	12	33
	10:45 AM	0	0	0	0	0	1	3	0	0	4	0	0	0	0	0	0	1	0	0	1	5	26
	11:00 AM	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	0	8	0	0	8	11	29
	11:15 AM	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	0	2	0	0	2	5	29
	11:30 AM	0	0	0	0	0	2	1	0	0	3	0	0	0	0	0	0	1	1	0	2	5	31
	11:45 AM	0	0	0	0	0	0	5	0	0	5	0	0	0	0	0	0	3	0	0	3	8	31
	12:00 PM	0	0	1	0	1	0	5	0	0	5	0	0	0	0	0	0	5	0	0	5	11	31
	12:15 PM	1	0	0	0	1	0	4	0	0	4	0	0	0	0	0	0	1	1	0	2	7	28
	12:30 PM	0	0	1	0	1	2	1	0	0	3	0	0	0	0	0	0	1	0	0	1	5	29
	12:45 PM	0	0	1	0	1	1	2	0	0	3	0	0	0	0	0	0	3	1	0	4	8	38
	1:00 PM	0	0	0	0	0	0	4	0	0	4	0	0	0	0	0	0	4	0	0	4	8	40
	1:15 PM	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	0	4	1	0	5	8	42
	1:30 PM	0	0	0	0	0	2	6	0	0	8	0	0	0	0	0	0	6	0	0	6	14	51
	1:45 PM	0	0	0	0	0	0	6	0	0	6	0	0	0	0	0	0	4	0	0	4	10	48
PM Peak Period	2:00 PM	0	0	0	0	0	2	3	0	0	5	0	0	0	0	0	0	5	0	0	5	10	53
	2:15 PM	0	0	1	0	1	0	8	0	0	8	0	0	0	0	0	0	8	0	0	8	17	54
	2:30 PM	0	0	1	0	1	0	1	0	0	1	0	0	0	0	0	0	9	0	0	9	11	55
	2:45 PM	0	0	0	0	0	3	6	0	0	9	0	0	0	0	0	0	6	0	0	6	15	59
	3:00 PM	0	0	0	0	0	2	6	0	0	8	0	0	0	0	0	0	2	1	0	3	11	56
	3:15 PM	1	0	1	0	2	0	5	0	0	5	0	0	0	0	0	0	8	3	0	11	18	56
	3:30 PM	0	0	0	0	0	1	5	0	0	6	0	0	0	0	0	0	9	0	0	9	15	43
	3:45 PM	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	0	9	0	0	9	12	39
	4:00 PM	0	0	2	0	2	0	7	0	0	7	0	0	0	0	0	0	2	0	0	2	11	42
	4:15 PM	1	0	0	0	1	0	3	0	0	3	0	0	0	0	0	0	1	0	0	1	5	38
	4:30 PM	2	0	1	0	3	0	5	0	0	5	0	0	0	0	0	0	3	0	0	3	11	38
	4:45 PM	1	0	2	0	3	0	7	0	0	7	0	0	0	0	0	0	5	0	0	5	15	32
	5:00 PM	1	0	0	0	1	0	3	0	0	3	0	0	0	0	0	0	3	0	0	3	7	22
	5:15 PM	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	0	2	0	0	2	5	21
	5:30 PM	0	0	0	0	0	1	3	0	0	4	0	0	0	0	0	0	0	1	0	1	5	18
	5:45 PM	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	0	2	0	0	2	5	16
	6:00 PM	1	0	0	0	1	0	1	0	0	1	0	0	0	0	0	0	3	1	0	4	6	17
	6:15 PM	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	2	
	6:30 PM	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	3	
	6:45 PM	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	0	3	0	0	3	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		17	0	22	0	39	27	208	0	0	235	0	0	0	0	0	0	226	15	0	241	515	

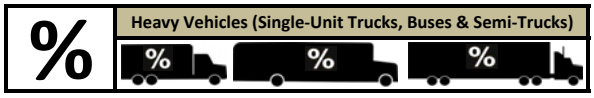
Peak Hour Heavy Vehicle Volume Summary

Hourly Time Period		From North (↓) 90th Street					From East (←) CTH KR - County Line Road					From South (↑) 0					From West (→) CTH KR - County Line Road					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	6:30 AM	1	0	6	0	7	3	15	0	0	18	0	0	0	0	0	0	21	0	0	21	46
MD	12:45 PM	0	0	1	0	1	3	15	0	0	18	0	0	0	0	0	0	17	2	0	19	38
PM	6:00 PM	2	0	0	0	2	0	6	0	0	6	0	0	0	0	0	0	8	1	0	9	17

Intersection Traffic Volume Report

Count Basics			*Page 10 of 11*
Start Date:	Tuesday, September 5, 2017	Weekday	Schools in Session
Total Number of Hours Counted: 13		Non-Holiday	No Special Events

15-Minute Heavy Vehicle Percentages



90th Street and CTH KR - County Line Road

15-Minute Heavy Vehicle Percentages

15-Minute Time Period Start Time		From North (↓) 90th Street					From East (←) CTH KR - County Line Road					From South (↑) 0					From West (→) CTH KR - County Line Road					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	14.3	0.0	0.0	0.0	10.0	0.0	5.6	0.0	0.0	5.0	0.0	0.0	0.0	0.0	0.0	0.0	3.3	0.0	0.0	3.0	4.9	5.3
	6:15 AM	11.1	0.0	50.0	0.0	18.2	0.0	4.0	0.0	0.0	3.8	0.0	0.0	0.0	0.0	0.0	0.0	13.2	25.0	0.0	14.3	7.6	5.1
	6:30 AM	0.0	0.0	25.0	0.0	13.0	0.0	0.8	0.0	0.0	0.7	0.0	0.0	0.0	0.0	0.0	0.0	7.9	0.0	0.0	7.1	4.0	4.8
	6:45 AM	0.0	0.0	22.2	0.0	11.1	7.1	3.0	0.0	0.0	3.4	0.0	0.0	0.0	0.0	0.0	0.0	8.8	0.0	0.0	8.1	5.4	5.5
	7:00 AM	0.0	0.0	0.0	0.0	0.0	22.2	2.3	0.0	0.0	3.5	0.0	0.0	0.0	0.0	0.0	0.0	7.8	0.0	0.0	7.1	4.3	5.4
	7:15 AM	7.1	0.0	10.0	0.0	8.3	0.0	6.5	0.0	0.0	5.9	0.0	0.0	0.0	0.0	0.0	0.0	4.2	0.0	0.0	3.9	5.3	5.6
	7:30 AM	0.0	0.0	0.0	0.0	0.0	10.5	8.9	0.0	0.0	9.2	0.0	0.0	0.0	0.0	0.0	0.0	6.5	0.0	0.0	5.8	6.8	5.6
	7:45 AM	0.0	0.0	9.1	0.0	4.5	8.3	5.2	0.0	0.0	5.6	0.0	0.0	0.0	0.0	0.0	0.0	4.1	20.0	0.0	4.9	5.2	4.9
	8:00 AM	0.0	0.0	0.0	0.0	0.0	0.0	4.6	0.0	0.0	3.7	0.0	0.0	0.0	0.0	0.0	0.0	6.9	0.0	0.0	6.6	4.7	6.2
	8:15 AM	0.0	0.0	0.0	0.0	0.0	0.0	4.8	0.0	0.0	4.1	0.0	0.0	0.0	0.0	0.0	0.0	8.8	0.0	0.0	8.1	5.3	8.1
	8:30 AM	0.0	0.0	0.0	0.0	0.0	20.0	2.7	0.0	0.0	4.8	0.0	0.0	0.0	0.0	0.0	0.0	5.1	0.0	0.0	4.8	4.4	9.3
	8:45 AM	0.0	0.0	10.0	0.0	8.3	14.3	13.5	0.0	0.0	13.6	0.0	0.0	0.0	0.0	0.0	0.0	9.3	0.0	0.0	8.8	10.5	10.3
	9:00 AM	20.0	0.0	16.7	0.0	17.6	0.0	11.9	0.0	0.0	11.5	0.0	0.0	0.0	0.0	0.0	0.0	12.3	0.0	0.0	11.9	12.4	10.2
	9:15 AM	18.2	0.0	0.0	0.0	13.3	0.0	11.1	0.0	0.0	10.2	0.0	0.0	0.0	0.0	0.0	0.0	12.2	0.0	0.0	10.3	10.7	9.2
	9:30 AM	25.0	0.0	0.0	0.0	14.3	0.0	6.5	0.0	0.0	5.5	0.0	0.0	0.0	0.0	0.0	0.0	8.3	0.0	0.0	7.6	7.4	9.3
	9:45 AM	0.0	0.0	0.0	0.0	0.0	0.0	14.3	0.0	0.0	12.8	0.0	0.0	0.0	0.0	0.0	0.0	7.9	28.6	0.0	11.1	10.1	9.9
Midday Peak Period	10:00 AM	0.0	0.0	0.0	0.0	0.0	16.7	0.0	0.0	0.0	2.6	0.0	0.0	0.0	0.0	0.0	0.0	14.3	14.3	0.0	14.3	8.7	8.4
	10:15 AM	0.0	0.0	0.0	0.0	0.0	0.0	14.5	0.0	0.0	13.6	0.0	0.0	0.0	0.0	0.0	0.0	12.8	0.0	0.0	11.1	11.2	8.5
	10:30 AM	0.0	0.0	0.0	0.0	0.0	0.0	9.8	0.0	0.0	9.3	0.0	0.0	0.0	0.0	0.0	0.0	13.2	0.0	0.0	11.7	9.4	7.3
	10:45 AM	0.0	0.0	0.0	0.0	0.0	12.5	6.2	0.0	0.0	7.1	0.0	0.0	0.0	0.0	0.0	0.0	2.5	0.0	0.0	2.1	4.2	6.0
	11:00 AM	0.0	0.0	0.0	0.0	0.0	0.0	6.1	0.0	0.0	5.9	0.0	0.0	0.0	0.0	0.0	0.0	18.6	0.0	0.0	16.3	9.5	6.6
	11:15 AM	0.0	0.0	0.0	0.0	0.0	0.0	9.7	0.0	0.0	7.3	0.0	0.0	0.0	0.0	0.0	0.0	6.1	0.0	0.0	4.8	5.5	6.5
	11:30 AM	0.0	0.0	0.0	0.0	0.0	22.2	2.7	0.0	0.0	6.5	0.0	0.0	0.0	0.0	0.0	0.0	2.6	20.0	0.0	4.5	4.9	6.6
	11:45 AM	0.0	0.0	0.0	0.0	0.0	0.0	9.3	0.0	0.0	7.9	0.0	0.0	0.0	0.0	0.0	0.0	7.1	0.0	0.0	6.1	6.2	6.3
	12:00 PM	0.0	0.0	8.3	0.0	4.8	0.0	11.4	0.0	0.0	9.4	0.0	0.0	0.0	0.0	0.0	0.0	13.5	0.0	0.0	9.6	8.7	6.4
	12:15 PM	10.0	0.0	0.0	0.0	5.3	0.0	11.4	0.0	0.0	10.3	0.0	0.0	0.0	0.0	0.0	0.0	2.0	14.3	0.0	3.6	6.1	5.7
	12:30 PM	0.0	0.0	12.5	0.0	11.1	16.7	2.4	0.0	0.0	5.6	0.0	0.0	0.0	0.0	0.0	0.0	2.0	0.0	0.0	1.7	4.1	5.9
	12:45 PM	0.0	0.0	10.0	0.0	5.3	11.1	5.7	0.0	0.0	6.8	0.0	0.0	0.0	0.0	0.0	0.0	6.4	8.3	0.0	6.8	6.6	7.3
	1:00 PM	0.0	0.0	0.0	0.0	0.0	0.0	7.5	0.0	0.0	6.1	0.0	0.0	0.0	0.0	0.0	0.0	7.8	0.0	0.0	7.3	5.9	7.8
	1:15 PM	0.0	0.0	0.0	0.0	0.0	0.0	7.1	0.0	0.0	5.5	0.0	0.0	0.0	0.0	0.0	0.0	10.3	16.7	0.0	11.1	7.0	7.5
	1:30 PM	0.0	0.0	0.0	0.0	0.0	22.2	10.9	0.0	0.0	12.5	0.0	0.0	0.0	0.0	0.0	0.0	10.2	0.0	0.0	8.8	9.5	8.6
	1:45 PM	0.0	0.0	0.0	0.0	0.0	0.0	11.5	0.0	0.0	10.5	0.0	0.0	0.0	0.0	0.0	0.0	9.1	0.0	0.0	8.2	8.5	7.6
PM Peak Period	2:00 PM	0.0	0.0	0.0	0.0	0.0	15.4	5.3	0.0	0.0	7.1	0.0	0.0	0.0	0.0	0.0	0.0	7.4	0.0	0.0	6.1	5.6	7.4
	2:15 PM	0.0	0.0	8.3	0.0	4.3	0.0	13.1	0.0	0.0	12.5	0.0	0.0	0.0	0.0	0.0	0.0	16.0	0.0	0.0	13.1	11.5	7.4
	2:30 PM	0.0	0.0	6.2	0.0	3.6	0.0	1.4	0.0	0.0	1.2	0.0	0.0	0.0	0.0	0.0	0.0	13.2	0.0	0.0	11.5	5.9	6.8
	2:45 PM	0.0	0.0	0.0	0.0	0.0	37.5	7.3	0.0	0.0	10.0	0.0	0.0	0.0	0.0	0.0	0.0	8.2	0.0	0.0	7.3	7.5	7.0
	3:00 PM	0.0	0.0	0.0	0.0	0.0	25.0	8.0	0.0	0.0	9.6	0.0	0.0	0.0	0.0	0.0	0.0	2.7	11.1	0.0	3.6	5.7	6.4
	3:15 PM	5.9	0.0	7.7	0.0	6.7	0.0	5.6	0.0	0.0	4.8	0.0	0.0	0.0	0.0	0.0	0.0	9.9	14.3	0.0	10.8	7.6	5.9
	3:30 PM	0.0	0.0	0.0	0.0	0.0	9.1	7.1	0.0	0.0	7.4	0.0	0.0	0.0	0.0	0.0	0.0	8.7	0.0	0.0	7.6	6.8	4.6
	3:45 PM	0.0	0.0	0.0	0.0	0.0	0.0	4.2	0.0	0.0	3.7	0.0	0.0	0.0	0.0	0.0	0.0	8.5	0.0	0.0	7.4	5.4	4.0
	4:00 PM	0.0	0.0	10.5	0.0	5.0	0.0	8.2	0.0	0.0	7.3	0.0	0.0	0.0	0.0	0.0	0.0	1.8	0.0	0.0	1.6	4.2	4.1
	4:15 PM	11.1	0.0	0.0	0.0	5.3	0.0	3.1	0.0	0.0	2.8	0.0	0.0	0.0	0.0	0.0	0.0	1.1	0.0	0.0	1.0	2.2	3.7
	4:30 PM	11.1	0.0	5.0	0.0	7.9	0.0	5.3	0.0	0.0	4.5	0.0	0.0	0.0	0.0	0.0	0.0	2.9	0.0	0.0	2.7	4.2	3.6
	4:45 PM	8.3	0.0	15.4	0.0	12.0	0.0	7.3	0.0	0.0	6.5	0.0	0.0	0.0	0.0	0.0	0.0	4.0	0.0	0.0	3.7	5.6	3.1
	5:00 PM	10.0	0.0	0.0	0.0	3.2	0.0	3.2	0.0	0.0	2.9	0.0	0.0	0.0	0.0	0.0	0.0	2.7	0.0	0.0	2.4	2.7	2.3
	5:15 PM	0.0	0.0	0.0	0.0	0.0	0.0	3.3	0.0	0.0	2.8	0.0	0.0	0.0	0.0	0.0	0.0	1.6	0.0	0.0	1.5	1.9	2.3
	5:30 PM	0.0	0.0	0.0	0.0	0.0	33.3	3.2	0.0	0.0	4.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	6.2	0.0	0.9	2.1	2.2
	5:45 PM	0.0	0.0	0.0	0.0	0.0	0.0	4.7	0.0	0.0	4.4	0.0	0.0	0.0	0.0	0.0	0.0	1.9	0.0	0.0	1.7	2.4	2.2
	6:00 PM	12.5	0.0	0.0	0.0	4.8	0.0	1.4	0.0	0.0	1.2	0.0	0.0	0.0	0.0	0.0	0.0	3.2	10.0	0.0	3.8	2.9	2.6
	6:15 PM	0.0	0.0	0.0	0.0	0.0	0.0	4.1	0.0	0.0	3.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1.1	
	6:30 PM	16.7	0.0	0.0	0.0	6.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2.8	0.0	0.0	2.5	2.1	
	6:45 PM	0.0	0.0	0.0	0.0	0.0	0.0	7.9	0.0	0.0	7.1	0.0	0.0	0.0	0.0	0.0	0.0	4.6	0.0	0.0	4.2	4.8	
	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	
	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		3.3	0.0	4.6	0.0	3.9	5.7	5.9	0.0	0.0	5.9	0.0	0.0	0.0	0.0	0.0	0.0	6.3	3.4	0.0	5.9	5.7	

Peak Hour Heavy Vehicle Percentages Summary

Hourly Time Period Start Time		From North (↓) 90th Street					From East (←) CTH KR - County Line Road					From South (↑) 0					From West (→) CTH KR - County Line Road					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	6:30 AM	1.9	0.0	17.1	0.0	8.0	5.7	3.0	0.0	0.0	3.3	0.0	0.0	0.0	0.0	0.0	0.0	6.9	0.0	0.0	6.3	4.8
MD	12:45 PM	0.0	0.0	2.7	0.0	1.6	6.8	8.1	0.0	0.0	7.9	0.0	0.0	0.0	0.0	0.0	0.0	8.7	6.5	0.0	8.4	7.3
PM	6:00 PM	8.3	0.0	0.0	0.0	3.2	0.0	3.0	0.0	0.0	2.6	0.0	0.0	0.0	0.0	0.0	0.0	2.5	3.0	0.0	2.5	2.6

Intersection Traffic Volume Report

Count Basics			Page 11 of 11
Start Date:	Tuesday, September 5, 2017	Weekday	Schools in Session
Total Number of Hours Counted: 13		Non-Holiday	No Special Events

15-Minute Pedestrian and Bicyclist Data

Pedestrians and Bicyclists

90th Street and CTH KR - County Line Road

15-Minute Pedestrian and Bicyclist Data

	15-Minute Time Period	Crossing North Approach: 90th Street			Crossing East Approach: CTH KR - County Line Road			Crossing South Approach: 0			Crossing West Approach: CTH KR - County Line Road			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	1
	3:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1
	3:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1
	4:00 PM	0	0	0	0	1	1	0	0	0	0	0	0	1	1
	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	1
	5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1
	5:15 PM	0	0	0	0	1	1	0	0	0	0	0	0	1	1
	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**	**2**	**2**	**0**	**0**	**0**	**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/helper dog)	x					
Elderly/Disabled (except wheelchairs)	x					
Wheelchairs/Electric Scooters	x					
Other (None)	x					

APPENDIX A

Trip Generation & Distribution Tables Year 2020 Phase One

Trip Generation Table
Foxconn Phase One, Non-Professional Staff - No Braun I/C

Land Use	ITE Code	Proposed Size	Weekday Daily	AM Peak In	AM Peak Out	AM Peak Total	PM Peak In	PM Peak Out	PM Peak Total
Foxconn Non-Professional Staff	140/ TADI	1,900 Employees	3,570 FCE	395 (50%)	395 (50%)	790 (0.42)	395 (50%)	395 (50%)	790 (0.42)
Total New Trips			**3,570**	**395**	**395**	**790**	**395**	**395**	**790**

1,900 Non-Professional Staff over four shifts = 475 per shift.
Shifts are assumed within 6:30am to 7:30am and 6:00pm to 7:00pm hours.
Shifts overlap to allow workers from one shift to hand over controls to next shift.
Assumed vehicle occupancy: 1.20 persons per vehicle under phase one.
AM/PM Rates = 1 / (2 * 1.2); Daily Rate = ITE 140 FCE

TRIP DISTRIBUTION

North on IH 41/94, STH 11	30%	1070	120	120	120	120	
North on IH 41/94, CTH KR	0%	0	0	0	0	0	
South on IH 41/94, STH 11	0%	0	0	0	0	0	
South on IH 41/94, CTH KR	30%	1070	120	120	120	120	
West on STH 11	3%	110	10	10	10	10	
East on STH 11	15%	530	60	60	60	60	
West on Braun	2%	70	5	5	5	5	
East on Braun	5%	180	20	20	20	20	
West on CTH KR	5%	180	20	20	20	20	
East on CTH KR	5%	180	20	20	20	20	
North on CTH H	3%	110	10	10	10	10	
South on CTH H	2%	70	10	10	10	10	
	100%	***3570***	***395***	***395***	***395***	***395***	

Trip Generation Table
Foxconn Phase One, Professional Staff - No Braun I/C

Land Use	ITE Code	Proposed Size	Weekday Daily	AM Peak In	AM Peak Out	AM Peak Total	PM Peak In	PM Peak Out	PM Peak Total
Foxconn Professional Staff	140/ TADI	2,000 Employees	3,750 FCE	1,165 (70%)	500 (30%)	1,665 (0.83)	500 (30%)	1,165 (70%)	1,665 (0.83)
Total New Trips			**3,750**	**1,165**	**500**	**1,665**	**500**	**1,165**	**1,665**

2,000 Professional Staff over two shifts with 70% day shift, 30% night shift.
Shifts are assumed within 6:30am to 7:30am and 6:00pm to 7:00pm hours.
Assumed vehicle occupancy: 1.20 persons per vehicle under phase one.
AM/PM Rates = 1 / 1.2; Daily Rate = ITE 140 FCE

TRIP DISTRIBUTION

North on IH 41/94, Braun	30%	1130	350	150	150	350	
North on IH 41/94, CTH KR	0%	0	0	0	0	0	
South on IH 41/94, STH 11	0%	0	0	0	0	0	
North on IH 41/94, Braun	30%	1130	350	150	150	350	
West on STH 11	3%	110	35	15	15	35	
East on STH 11	15%	560	175	75	75	175	
West on Braun	2%	70	20	10	10	20	
East on Braun	5%	190	60	25	25	60	
West on CTH KR	5%	190	60	25	25	60	
East on CTH KR	5%	190	60	25	25	60	
North on CTH H	3%	110	35	15	15	35	
South on CTH H	2%	70	20	10	10	20	
	100%	***3750***	***1165***	***500***	***500***	***1165***	

Trip Generation Table
North Area Phase One - No Braun I/C

Land Use	ITE Code	Proposed Size	Weekday Daily	AM Peak In	AM Peak Out	AM Peak Total	PM Peak In	PM Peak Out	PM Peak Total
Industrial Park	130	240 Acres	8,450	1,000	205	1,205	230	875	1,105
			Ratio	(83%)	(17%)	FCE	(21%)	(79%)	FCE
Total New Trips			**8,450**	**1,000**	**205**	**1,205**	**230**	**875**	**1,105**

Daily volume = (ITE 130 Daily Rate / (ITE 130 AM Rate + ITE 130 PM Rate)) * (AM volume + PM volume)

TRIP DISTRIBUTION

North on IH 41/94, STH 11	30%	2540	300	60	75	260	
North on IH 41/94, CTH KR	0%	0	0	0	0	0	
South on IH 41/94, STH 11	15%	1270	150	30	35	130	
South on IH 41/94, CTH KR	15%	1270	150	30	35	130	
West on STH 11	7%	590	70	15	15	60	
East on STH 11	20%	1690	200	40	45	175	
West on Braun	1%	80	10	5	0	10	
East on Braun	3%	250	30	5	5	25	
West on CTH KR	2%	170	20	5	5	20	
East on CTH KR	2%	170	20	5	5	20	
North on CTH H	3%	250	30	5	5	25	
South on CTH H	2%	170	20	5	5	20	
	100%	***8450***	***1000***	***205***	***230***	***875***	

Trip Generation Table
Southwest Area Phase One - No Braun I/C

Land Use	ITE Code	Proposed Size	Weekday Daily	AM Peak In	AM Peak Out	AM Peak Total	PM Peak In	PM Peak Out	PM Peak Total
Hospital	610	125 Beds	3,130 FCE	120 (72%)	45 (28%)	165 (1.32)	60 (33%)	120 (67%)	180 (1.42)
Corporate Office	714	200 x 1,000 SF	1,590 FCE	275 (93%)	20 (7%)	295 FCE	30 (10%)	250 (90%)	280 FCE
Total New Trips			**4,720**	**395**	**65**	**460**	**90**	**370**	**460**

TRIP DISTRIBUTION

North on IH 41/94, STH 11	10%	470	40	5	10	40	
North on IH 41/94, CTH KR	20%	950	80	15	20	75	
South on IH 41/94, STH 11	0%	0	0	0	0	0	
South on IH 41/94, CTH KR	30%	1420	120	20	30	115	
West on STH 11	7%	330	25	5	5	25	
East on STH 11	20%	950	80	15	15	75	
West on Braun	1%	50	5	0	0	5	
East on Braun	3%	140	10	5	5	10	
West on CTH KR	2%	90	5	0	0	5	
East on CTH KR	2%	90	10	0	0	5	
North on CTH H	3%	140	10	0	5	10	
South on CTH H	2%	90	10	0	0	5	
	100%	***4720***	***395***	***65***	***90***	***370***	

APPENDIX A

Trip Generation & Distribution Tables Year 2030 Interim Build

Trip Generation Table
Foxconn Interim, Non-Professional Staff - No Braun I/C

Land Use	ITE Code	Proposed Size	Weekday Daily	AM Peak In	AM Peak Out	AM Peak Total	PM Peak In	PM Peak Out	PM Peak Total
Foxconn Non-Professional Staff	140/ TADI	5,900 Employees	10,570 FCE	1,230 (50%)	1,230 (50%)	2,460 (0.42)	1,230 (50%)	1,230 (50%)	2,460 (0.42)
Total Trips			**10,570**	**1,230**	**1,230**	**2,460**	**1,230**	**1,230**	**2,460**
Minus Linked w/ NW Area		*10% In/10% Out*	*1,060*	--	--	--	--	--	--
Minus Linked w/ NW Area		*2% In/10% Out*	--	*25*	*125*	*150*	--	--	--
Minus Linked w/ NW Area		*10% In/8% Out*	--	--	--	--	*125*	*100*	*225*
Total New Trips			**9,510**	**1,205**	**1,105**	**2,310**	**1,105**	**1,130**	**2,235**

5,900 Non-Professional Staff over four shifts = 1475 per shift.
Shifts are assumed within 6:30am to 7:30am and 6:00pm to 7:00pm hours.
Shifts overlap to allow workers from one shift to hand over controls to next shift.
Assumed vehicle occupancy: 1.20 persons per vehicle under interim build
AM/PM Rates = 1 / (2 * 1.2); Daily Rate = ITE 140 FCE

TRIP DISTRIBUTION

North on IH 41/94, STH 11	30%	2850	360	330	330	340	
North on IH 41/94, CTH KR	0%	0	0	0	0	0	
South on IH 41/94, STH 11	0%	0	0	0	0	0	
South on IH 41/94, CTH KR	30%	2850	360	330	330	340	
West on STH 11	3%	280	35	35	35	35	
East on STH 11	15%	1430	185	165	165	170	
West on Braun	2%	190	25	20	20	25	
East on Braun	5%	480	60	55	55	55	
West on CTH KR	5%	480	60	55	55	55	
East on CTH KR	5%	480	60	55	55	55	
North on CTH H	3%	280	35	35	35	35	
South on CTH H	2%	190	25	25	25	20	
	100%	***9510***	***1205***	***1105***	***1105***	***1130***	

Trip Generation Table
Foxconn Interim, Professional Staff - No Braun I/C

Land Use	ITE Code	Proposed Size	Weekday Daily	AM Peak In	AM Peak Out	AM Peak Total	PM Peak In	PM Peak Out	PM Peak Total
Foxconn Professional Staff	140/ TADI	2,100 Employees	3,920 FCE	1,225 (70%)	525 (30%)	1,750 (0.83)	525 (30%)	1,225 (70%)	1,750 (0.83)
Total Trips			**3,920**	**1,225**	**525**	**1,750**	**525**	**1,225**	**1,750**
Minus Linked w/ NW Area	*10% In/10% Out*		*390*	--	--	--	--	--	--
Minus Linked w/ NW Area	*2% In/10% Out*		--	*25*	*55*	*80*	--	--	--
Minus Linked w/ NW Area	*10% In/8% Out*		--	--	--	--	*55*	*100*	*155*
Total New Trips			**3,530**	**1,200**	**470**	**1,670**	**470**	**1,125**	**1,595**

2,100 Professional Staff over two shifts with 70% day shift, 30% night shift.
Shifts are assumed within 6:30am to 7:30am and 6:00pm to 7:00pm hours.
Assumed vehicle occupancy: 1.20 persons per vehicle under interim build.
AM/PM Rates = 1 / 1.2; Daily Rate = ITE 140 FCE

TRIP DISTRIBUTION

North on IH 41/94, STH 11	30%	1060	360	140	140	335	
North on IH 41/94, CTH KR	0%	0	0	0	0	0	
South on IH 41/94, STH 11	0%	0	0	0	0	0	
South on IH 41/94, CTH KR	30%	1060	360	140	140	335	
West on STH 11	3%	100	35	15	15	35	
East on STH 11	15%	530	180	70	70	170	
West on Braun	2%	70	25	10	10	25	
East on Braun	5%	180	60	25	25	55	
West on CTH KR	5%	180	60	25	25	55	
East on CTH KR	5%	180	60	20	20	55	
North on CTH H	3%	100	35	15	15	35	
South on CTH H	2%	70	25	10	10	25	
	100%	***3530***	***1200***	***470***	***470***	***1125***	

Trip Generation Table
North Area Interim - No Braun I/C

Land Use	ITE Code	Proposed Size	Weekday Daily	AM Peak In	AM Peak Out	AM Peak Total	PM Peak In	PM Peak Out	PM Peak Total
Industrial Park	130	480 Acres	14,200 Ratio	1,720 (83%)	350 (17%)	2,070 FCE	380 (21%)	1,435 (79%)	1,815 FCE
Total Trips			**14,200**	**1,720**	**350**	**2,070**	**380**	**1,435**	**1,815**
Minus Linked w/ NW Area		*10% In/10% Out*	*1,420*	--	--	--	--	--	--
Minus Linked w/ NW Area		*2% In/10% Out*	--	*35*	*35*	*70*	--	--	--
Minus Linked w/ NW Area		*10% In/8% Out*	--	--	--	--	*40*	*115*	*155*
Total New Trips			**12,780**	**1,685**	**315**	**2,000**	**340**	**1,320**	**1,660**

Daily volume = (ITE 130 Daily Rate / (ITE 130 AM Rate + ITE 130 PM Rate)) * (AM volume + PM volume)

TRIP DISTRIBUTION

North on IH 41/94, STH 11	30%	3830	505	95	105	395	
North on IH 41/94, CTH KR	0%	0	0	0	0	0	
South on IH 41/94, STH 11	15%	1920	250	50	55	200	
South on IH 41/94, CTH KR	15%	1910	255	45	50	195	
West on STH 11	7%	890	120	20	25	95	
East on STH 11	20%	2560	335	65	65	265	
West on Braun	1%	130	15	5	5	15	
East on Braun	3%	380	50	10	10	40	
West on CTH KR	2%	260	35	5	5	25	
East on CTH KR	2%	260	35	5	5	25	
North on CTH H	3%	380	50	10	10	40	
South on CTH H	2%	260	35	5	5	25	
	100%	***12780***	***1685***	***315***	***340***	***1320***	

Trip Generation Table
Southwest Area Interim - No Braun I/C

Land Use	ITE Code	Proposed Size	Weekday Daily	AM Peak In	AM Peak Out	AM Peak Total	PM Peak In	PM Peak Out	PM Peak Total
Hospital	610	125 Beds	3,130 FCE	120 (72%)	45 (28%)	165 (1.32)	60 (33%)	120 (67%)	180 (1.42)
Corporate Office	714	200 x 1,000 SF	1,590 FCE	275 (93%)	20 (7%)	295 FCE	30 (10%)	250 (90%)	280 FCE
Total Trips			**4,720**	**395**	**65**	**460**	**90**	**370**	**460**
Minus Linked w/ NW Area		*5% In/5% Out*	*240*	--	--	--	--	--	--
Minus Linked w/ NW Area		*2% In/5% Out*	--	*10*	*5*	*15*	--	--	--
Minus Linked w/ NW Area		*5% In/5% Out*	--	--	--	--	*5*	*20*	*25*
Total New Trips			**4,480**	**385**	**60**	**445**	**85**	**350**	**435**

TRIP DISTRIBUTION

North on IH 41/94, STH 11	10%	450	40	5		10	35
North on IH 41/94, CTH KR	20%	890	75	15		15	75
South on IH 41/94, STH 11	0%	0	0	0		0	0
South on IH 41/94, CTH KR	30%	1340	115	20		25	105
West on STH 11	7%	310	25	5		5	25
East on STH 11	20%	900	75	15		20	70
West on Braun	1%	40	5	0		0	5
East on Braun	3%	140	10	0		5	10
West on CTH KR	2%	90	10	0		0	5
East on CTH KR	2%	90	10	0		0	5
North on CTH H	3%	140	10	0		5	10
South on CTH H	2%	90	10	0		0	5
	100%	***4480***	***385***	***60***		***85***	***350***

Trip Generation Table
Northwest Area Interim - No Braun I/C

Land Use	ITE Code	Proposed Size	Weekday Daily	AM Peak In	AM Peak Out	AM Peak Total	PM Peak In	PM Peak Out	PM Peak Total
Hotel	310	200 Rooms	1,630 (8.17)	60 (59%)	45 (41%)	105 (0.53)	60 (51%)	60 (49%)	120 (0.60)
Shopping Center	820	500 x 1,000 SF	19,330 FCE	255 (62%)	160 (38%)	415 FCE	845 (48%)	915 (52%)	1,760 FCE
Total Trips			**20,960**	**315**	**205**	**520**	**905**	**975**	**1,880**
Minus Linked w/ FoxConn Professional			*390*	*55*	*25*	*80*	*100*	*55*	*155*
Minus Linked w/ FoxConn Non-Prof.			*1,060*	*125*	*25*	*150*	*100*	*125*	*225*
Minus Linked w/ Area North			*1,420*	*35*	*35*	*70*	*115*	*40*	*155*
Minus Linked w/ Southwest Area			*240*	*5*	*10*	*15*	*20*	*5*	*25*
Total New Trips			**17,850**	**95**	**110**	**205**	**570**	**750**	**1,320**

TRIP DISTRIBUTION

North on IH 41/94, STH 11	30%	5350	30	35	175	225	
North on IH 41/94, CTH KR	0%	0	0	0	0	0	
South on IH 41/94, STH 11	20%	3570	20	25	115	150	
South on IH 41/94, CTH KR	10%	1780	10	10	60	75	
West on STH 11	7%	1250	5	10	40	55	
East on STH 11	20%	3570	20	20	115	150	
West on Braun	1%	180	0	0	5	10	
East on Braun	3%	540	5	5	15	20	
West on CTH KR	2%	360	0	0	10	15	
East on CTH KR	2%	360	0	0	10	15	
North on CTH H	3%	530	5	5	15	20	
South on CTH H	2%	360	0	0	10	15	
	100%	***17850***	***95***	***110***	***570***	***750***	

APPENDIX A

Trip Generation & Distribution Tables Year 2040 Full Build

Trip Generation Table
Foxconn Full Build, Non-Professional Staff - With Braun I/C

Land Use	ITE Code	Proposed Size	Weekday Daily	AM Peak In	AM Peak Out	AM Peak Total	PM Peak In	PM Peak Out	PM Peak Total
Foxconn Non-Professional Staff	140/ TADI	9,700 Employees	17,220 FCE	1,865 (50%)	1,865 (50%)	3,730 (0.38)	1,865 (50%)	1,865 (50%)	3,730 (0.38)
Total Trips			**17,220**	**1,865**	**1,865**	**3,730**	**1,865**	**1,865**	**3,730**
Minus Linked w/ NW Area		*10% In/10% Out*	*1,720*	--	--	--	--	--	--
Minus Linked w/ NW Area		*1% In/9% Out*	--	*20*	*170*	*190*	--	--	--
Minus Linked w/ NW Area		*10% In/8% Out*	--	--	--	--	*185*	*150*	*335*
Total New Trips			**15,500**	**1,845**	**1,695**	**3,540**	**1,680**	**1,715**	**3,395**

9,700 Non-Professional Staff over four shifts = 2425 per shift.
Shifts are assumed within 6:30am to 7:30am and 6:00pm to 7:00pm hours.
Shifts overlap to allow workers from one shift to hand over controls to next shift.
Assumed vehicle occupancy: 1.30 persons per vehicle under full build
AM/PM Rates = 1 / (2 * 1.2); Daily Rate = ITE 140 FCE

TRIP DISTRIBUTION

North on IH 41/94, STH 11	5%	780	90	85	85	85	
North on IH 41/94, Braun	25%	3870	460	425	415	435	
North on IH 41/94, CTH KR	0%	0	0	0	0	0	
South on IH 41/94, STH 11	0%	0	0	0	0	0	
South on IH 41/94, Braun	20%	3100	365	340	335	345	
South on IH 41/94, CTH KR	10%	1550	185	170	165	170	
West on STH 11	3%	470	55	50	50	50	
East on STH 11	15%	2330	275	255	250	255	
West on Braun	2%	310	35	30	35	35	
East on Braun	5%	770	95	85	85	85	
West on CTH KR	5%	770	95	85	85	85	
East on CTH KR	5%	770	95	85	85	85	
North on CTH H	3%	470	55	50	50	50	
South on CTH H	2%	310	40	35	40	35	
	100%	***15500***	***1845***	***1695***	***1680***	***1715***	

Trip Generation Table
FoxconnFull Build, Professional Staff - With Braun I/C

Land Use	ITE Code	Proposed Size	Weekday Daily	AM Peak In	AM Peak Out	AM Peak Total	PM Peak In	PM Peak Out	PM Peak Total
Foxconn Professional Staff	140/ TADI	3,300 Employees	6,020 FCE	1,780 (70%)	760 (30%)	2,540 (0.77)	760 (30%)	1,780 (70%)	2,540 (0.77)
Total Trips			**6,020**	**1,780**	**760**	**2,540**	**760**	**1,780**	**2,540**
Minus Linked w/ NW Area	*10% In/10% Out*		*600*	--	--	--	--	--	--
Minus Linked w/ NW Area	*1% In/9% Out*		--	*20*	*70*	*90*	--	--	--
Minus Linked w/ NW Area	*10% In/8% Out*		--	--	--	--	*75*	*140*	*215*
Total New Trips			**5,420**	**1,760**	**690**	**2,450**	**685**	**1,640**	**2,325**

3,300 Professional Staff over two shifts with 70% day shift, 30% night shift.
Shifts are assumed within 6:30am to 7:30am and 6:00pm to 7:00pm hours.
Assumed vehicle occupancy: 1.30 persons per vehicle under full build.
AM/PM Rates = 1 / 1.2; Daily Rate = ITE 140 FCE

TRIP DISTRIBUTION

North on IH 41/94, STH 11	5%	270	90	35	35	80	
North on IH 41/94, Braun	25%	1360	440	170	170	410	
North on IH 41/94, CTH KR	0%	0	0	0	0	0	
South on IH 41/94, STH 11	0%	0	0	0	0	0	
South on IH 41/94, Braun	20%	1090	355	135	135	325	
South on IH 41/94, CTH KR	10%	540	175	70	70	165	
West on STH 11	3%	160	55	20	20	50	
East on STH 11	15%	810	265	105	100	245	
West on Braun	2%	110	35	15	15	35	
East on Braun	5%	270	85	35	35	80	
West on CTH KR	5%	270	85	35	35	80	
East on CTH KR	5%	270	85	35	35	85	
North on CTH H	3%	160	55	20	20	50	
South on CTH H	2%	110	35	15	15	35	
	100%	***5420***	***1760***	***690***	***685***	***1640***	

Trip Generation Table
East Area Full Build - With Braun I/C

Land Use	ITE Code	Proposed Size	Weekday Daily	AM Peak In	AM Peak Out	AM Peak Total	PM Peak In	PM Peak Out	PM Peak Total
Industrial Park	130	628 Acres	17,400 Ratio	2,120 (83%)	435 (17%)	2,555 FCE	465 (21%)	1,740 (79%)	2,205 FCE
Total Trips			**17,400**	**2,120**	**435**	**2,555**	**465**	**1,740**	**2,205**
Minus Linked w/ NW Area	*10% In/10% Out*		*1,740*	--	--	--	--	--	--
Minus Linked w/ NW Area	*1% In/9% Out*		--	*20*	*40*	*60*	--	--	--
Minus Linked w/ NW Area	*10% In/8% Out*		--	--	--	--	*45*	*140*	*185*
Total New Trips			**15,660**	**2,100**	**395**	**2,495**	**420**	**1,600**	**2,020**

Daily volume = (ITE 130 Daily Rate / (ITE 130 AM Rate + ITE 130 PM Rate)) * (AM volume + PM volume)

TRIP DISTRIBUTION

North on IH 41/94, STH 11	0%	0	0	0	0	0	
North on IH 41/94, Braun	15%	2350	315	60	65	240	
North on IH 41/94, CTH KR	15%	2350	315	60	65	240	
South on IH 41/94, STH 11	0%	0	0	0	0	0	
South on IH 41/94, Braun	15%	2350	315	60	65	240	
South on IH 41/94, CTH KR	15%	2350	315	60	65	240	
West on STH 11	3%	470	65	10	10	50	
East on STH 11	15%	2350	315	60	60	240	
West on Braun	2%	310	40	5	10	30	
East on Braun	5%	780	105	20	20	80	
West on CTH KR	5%	780	105	20	20	80	
East on CTH KR	5%	780	105	20	20	80	
North on CTH H	3%	470	65	10	10	50	
South on CTH H	2%	320	40	10	10	30	
	100%	***15660***	***2100***	***395***	***420***	***1600***	

Trip Generation Table
North Area Full Build - With Braun I/C

Land Use	ITE Code	Proposed Size	Weekday Daily	AM Peak In	AM Peak Out	AM Peak Total	PM Peak In	PM Peak Out	PM Peak Total
Industrial Park	130	960 Acres	23,950 Ratio	2,950 (83%)	605 (17%)	3,555 FCE	630 (21%)	2,365 (79%)	2,995 FCE
Total Trips			**23,950**	**2,950**	**605**	**3,555**	**630**	**2,365**	**2,995**
Minus Linked w/ NW Area	*10% In/10% Out*		*2,400*	--	--	--	--	--	--
Minus Linked w/ NW Area	*1% In/9% Out*		--	*30*	*55*	*85*	--	--	--
Minus Linked w/ NW Area	*10% In/8% Out*		--	--	--	--	*65*	*190*	*255*
Total New Trips			**21,550**	**2,920**	**550**	**3,470**	**565**	**2,175**	**2,740**

Daily volume = (ITE 130 Daily Rate / (ITE 130 AM Rate + ITE 130 PM Rate)) * (AM volume + PM volume)

TRIP DISTRIBUTION

North on IH 41/94, STH 11	20%	4310	585	110	115	435	
North on IH 41/94, Braun	10%	2150	290	55	55	220	
North on IH 41/94, CTH KR	0%	0	0	0	0	0	
South on IH 41/94, STH 11	10%	2150	290	55	55	215	
South on IH 41/94, Braun	20%	4310	585	110	115	435	
South on IH 41/94, CTH KR	0%	0	0	0	0	0	
West on STH 11	7%	1510	205	40	40	150	
East on STH 11	20%	4310	585	110	115	435	
West on Braun	1%	220	30	5	5	20	
East on Braun	3%	650	85	20	20	65	
West on CTH KR	2%	430	60	10	10	45	
East on CTH KR	2%	430	60	10	10	45	
North on CTH H	3%	650	85	15	15	65	
South on CTH H	2%	430	60	10	10	45	
	100%	***21550***	***2920***	***550***	***565***	***2175***	

Trip Generation Table
Southwest Area Full Build - With Braun I/C

Land Use	ITE Code	Proposed Size	Weekday Daily	AM Peak In	AM Peak Out	AM Peak Total	PM Peak In	PM Peak Out	PM Peak Total
Hospital	610	125 Beds	3,130 FCE	120 (72%)	45 (28%)	165 (1.32)	60 (33%)	120 (67%)	180 (1.42)
Corporate Office	714	200 x 1,000 SF	1,590 FCE	275 (93%)	20 (7%)	295 FCE	30 (10%)	250 (90%)	280 FCE
Total Trips			**4,720**	**395**	**65**	**460**	**90**	**370**	**460**
Minus Linked w/ NW Area		*5% In/5% Out*	*240*	--	--	--	--	--	--
Minus Linked w/ NW Area		*1% In/5% Out*	--	*5*	*5*	*10*	--	--	--
Minus Linked w/ NW Area		*5% In/5% Out*	--	--	--	--	*5*	*20*	*25*
Total New Trips			**4,480**	**390**	**60**	**450**	**85**	**350**	**435**

TRIP DISTRIBUTION

North on IH 41/94, STH 11	0%	0	0	0		0	0
North on IH 41/94, Braun	25%	1120	95	15		20	90
North on IH 41/94, CTH KR	5%	220	20	5		5	20
South on IH 41/94, STH 11	0%	0	0	0		0	0
South on IH 41/94, Braun	5%	220	20	5		5	20
South on IH 41/94, CTH KR	25%	1120	95	15		20	85
West on STH 11	7%	310	25	5		5	25
East on STH 11	20%	900	80	15		20	70
West on Braun	1%	40	5	0		0	5
East on Braun	3%	140	10	0		5	10
West on CTH KR	2%	90	10	0		0	5
East on CTH KR	2%	90	10	0		0	5
North on CTH H	3%	140	10	0		5	10
South on CTH H	2%	90	10	0		0	5
	100%	***4480***	***390***	***60***		***85***	***350***

Trip Generation Table
Northwest Area Full Build - With Braun I/C

Land Use	ITE Code	Proposed Size	Weekday Daily	AM Peak In	AM Peak Out	AM Peak Total	PM Peak In	PM Peak Out	PM Peak Total
Hotel	310	200 Rooms	1,630 (8.17)	60 (59%)	45 (41%)	105 (0.53)	60 (51%)	60 (49%)	120 (0.60)
Shopping Center	820	1000 x 1,000 SF	30,330 FCE	395 (62%)	240 (38%)	635 FCE	1,345 (48%)	1,455 (52%)	2,800 FCE
Total Trips			**31,960**	**455**	**285**	**740**	**1,405**	**1,515**	**2,920**
Minus Linked w/ FoxConn Professional			*600*	*70*	*20*	*90*	*140*	*75*	*215*
Minus Linked w/ FoxConn Non-Prof.			*1,720*	*170*	*20*	*190*	*150*	*185*	*335*
Minus Linked w/ Area East			*1,740*	*40*	*20*	*60*	*140*	*45*	*185*
Minus Linked w/ Area North			*2,400*	*55*	*30*	*85*	*190*	*65*	*255*
Minus Linked w/ Southwest Area			*240*	*5*	*5*	*10*	*20*	*5*	*25*
Total New Trips			**25,260**	**115**	**190**	**305**	**765**	**1,140**	**1,905**

TRIP DISTRIBUTION

North on IH 41/94, STH 11	25%	6310	30	45	190	285	
North on IH 41/94, Braun	5%	1260	5	10	40	55	
North on IH 41/94, CTH KR	0%	0	0	0	0	0	
South on IH 41/94, STH 11	5%	1260	5	10	40	55	
South on IH 41/94, Braun	25%	6310	30	45	190	285	
South on IH 41/94, CTH KR	0%	0	0	0	0	0	
West on STH 11	7%	1770	10	15	55	80	
East on STH 11	20%	5050	25	40	155	225	
West on Braun	1%	250	0	0	10	10	
East on Braun	3%	760	5	5	20	35	
West on CTH KR	2%	510	0	5	15	25	
East on CTH KR	2%	510	0	5	15	25	
North on CTH H	3%	760	5	5	20	35	
South on CTH H	2%	510	0	5	15	25	
	100%	***25260***	***115***	***190***	***765***	***1140***	

APPENDIX B

YEAR 2020 PHASE ONE TOTAL TRAFFIC PEAK HOUR ANALYSIS OUTPUTS

Lanes, Volumes, Timings
300: W. FRONTAGE RD & STH 11

12/14/2017

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	25	525	5	5	220	60	5	10	5	85	5	10
Future Volume (vph)	25	525	5	5	220	60	5	10	5	85	5	10
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)	290		240	260		240	0		0	0		0
Storage Lanes	1		1	1		1	0		1	0		1
Taper Length (ft)	100			100			100			100		
Link Speed (mph)		45			45			60			60	
Link Distance (ft)		3032			463			1739			983	
Travel Time (s)		45.9			7.0			19.8			11.2	
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%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	5%	5%	5%	5%	5%	5%	5%	5%	5%	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)	27	559	5	5	234	64	0	16	5	0	95	11
Sign Control		Free			Free			Stop			Stop	

Intersection Summary	
Area Type:	Other
Control Type: Unsignalized	

HCM 2010 TWSC
300: W. FRONTAGE RD & STH 11

12/14/2017

Intersection	
Int Delay, s/veh	1.9

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	25	525	5	5	220	60	5	10	5	85	5	10
Future Vol, veh/h	25	525	5	5	220	60	5	10	5	85	5	10
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	290	-	240	260	-	240	-	-	0	-	-	0
Veh in Median Storage, #	-	0	-	-	0	-	-	2	-	-	2	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	94	94	94	94	94	94	94	94	94	94	94	94
Heavy Vehicles, %	5	5	5	5	5	5	5	5	5	5	5	5
Mvmt Flow	27	559	5	5	234	64	5	11	5	90	5	11

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	298	0	0	564	0	0	743	921	280	583	862	117
Stage 1	-	-	-	-	-	-	613	613	-	244	244	-
Stage 2	-	-	-	-	-	-	130	308	-	339	618	-
Critical Hdwy	4.2	-	-	4.2	-	-	7.6	6.6	7	7.6	6.6	7
Critical Hdwy Stg 1	-	-	-	-	-	-	6.6	5.6	-	6.6	5.6	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.6	5.6	-	6.6	5.6	-
Follow-up Hdwy	2.25	-	-	2.25	-	-	3.55	4.05	3.35	3.55	4.05	3.35
Pot Cap-1 Maneuver	1239	-	-	983	-	-	298	264	708	389	286	903
Stage 1	-	-	-	-	-	-	439	474	-	729	695	-
Stage 2	-	-	-	-	-	-	851	651	-	641	472	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1239	-	-	983	-	-	286	257	708	371	278	903
Mov Cap-2 Maneuver	-	-	-	-	-	-	400	407	-	525	414	-
Stage 1	-	-	-	-	-	-	429	464	-	713	692	-
Stage 2	-	-	-	-	-	-	830	648	-	608	462	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0.4	0.2	13.3	13.1
HCM LOS			B	B

Minor Lane/Major Mvmt	NBLn1	NBLn2	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	405	708	1239	-	-	983	-	-	517	903
HCM Lane V/C Ratio	0.039	0.008	0.021	-	-	0.005	-	-	0.185	0.012
HCM Control Delay (s)	14.3	10.1	8	-	-	8.7	-	-	13.5	9
HCM Lane LOS	B	B	A	-	-	A	-	-	B	A
HCM 95th %tile Q(veh)	0.1	0	0.1	-	-	0	-	-	0.7	0

Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	530	85	150	255	30	955
Future Volume (vph)	530	85	150	255	30	955
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)		200	610		175	0
Storage Lanes		1	1		1	2
Taper Length (ft)			100		100	
Right Turn on Red		Yes				Yes
Link Speed (mph)	45			45	35	
Link Distance (ft)	463			1378	1333	
Travel Time (s)	7.0			20.9	26.0	
Confl. Peds. (#/hr)						
Confl. Bikes (#/hr)						
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94
Growth Factor	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	5%	5%	5%	5%	5%	5%
Bus Blockages (#/hr)	0	0	0	0	0	0
Parking (#/hr)						
Mid-Block Traffic (%)	0%			0%	0%	
Shared Lane Traffic (%)						
Lane Group Flow (vph)	564	90	160	271	32	1016
Turn Type	NA	Perm	D.P+P	NA	Prot	pt+ov
Protected Phases	6		5	2	8	8 5
Permitted Phases		6	6			
Detector Phase	6	6	5	2	8	8 5
Switch Phase						
Minimum Initial (s)	12.0	12.0	8.0	12.0	10.0	
Minimum Split (s)	18.0	18.0	12.5	18.0	16.0	
Total Split (s)	35.0	35.0	30.0	65.0	25.0	
Total Split (%)	38.9%	38.9%	33.3%	72.2%	27.8%	
Maximum Green (s)	29.0	29.0	25.5	59.0	19.0	
Yellow Time (s)	4.0	4.0	3.5	4.0	4.0	
All-Red Time (s)	2.0	2.0	1.0	2.0	2.0	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	
Total Lost Time (s)	6.0	6.0	4.5	6.0	6.0	
Lead/Lag	Lag	Lag	Lead			
Lead-Lag Optimize?	Yes	Yes	Yes			
Vehicle Extension (s)	5.0	5.0	2.0	5.0	2.0	
Minimum Gap (s)	2.0	2.0	2.0	2.0	2.0	
Time Before Reduce (s)	25.0	25.0	0.0	25.0	0.0	
Time To Reduce (s)	15.0	15.0	0.0	15.0	0.0	
Recall Mode	C-Max	C-Max	None	C-Max	None	
Walk Time (s)						
Flash Dont Walk (s)						
Pedestrian Calls (#/hr)						
v/c Ratio	0.37	0.12	0.26	0.12	0.09	0.75
Control Delay	18.7	4.9	3.5	4.6	29.4	20.7

Lanes, Volumes, Timings
310: IH 41/94 SB Ramps & STH 11 12/14/2017

Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	18.7	4.9	3.5	4.6	29.4	20.7
Queue Length 50th (ft)	107	0	5	14	15	204
Queue Length 95th (ft)	177	31	21	33	39	228
Internal Link Dist (ft)	383			1298	1253	
Turn Bay Length (ft)		200	610		175	
Base Capacity (vph)	1532	735	764	2253	362	1683
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	0.37	0.12	0.21	0.12	0.09	0.60

Intersection Summary	
Area Type:	Other
Cycle Length: 90	
Actuated Cycle Length: 90	
Offset: 57 (63%), Referenced to phase 2:WBT and 6:EBWB, Start of 1st Green	
Natural Cycle: 50	
Control Type: Actuated-Coordinated	

Splits and Phases: 310: IH 41/94 SB Ramps & STH 11

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Synchro 10 Report

HCM 2010 Signalized Intersection Summary
310: IH 41/94 SB Ramps & STH 11

12/14/2017

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (veh/h)	530	85	150	255	30	955
Future Volume (veh/h)	530	85	150	255	30	955
Number	6	16	5	2	3	18
Initial Q (Qb), veh	0	0	0	0	0	0
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
Adj Sat Flow, veh/h/ln	1810	1810	1810	1810	1810	1810
Adj Flow Rate, veh/h	564	47	160	271	32	713
Adj No. of Lanes	2	1	1	2	1	2
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94
Percent Heavy Veh, %	5	5	5	5	5	5
Cap, veh/h	1782	797	563	2254	364	872
Arrive On Green	0.52	0.52	0.17	1.00	0.21	0.21
Sat Flow, veh/h	3529	1538	1723	3529	1723	2922
Grp Volume(v), veh/h	564	47	160	271	32	713
Grp Sat Flow(s),veh/h/ln	1719	1538	1723	1719	1723	1461
Q Serve(g_s), s	8.5	1.4	3.7	0.0	1.3	19.0
Cycle Q Clear(g_c), s	8.5	1.4	3.7	0.0	1.3	19.0
Prop In Lane		1.00	1.00		1.00	1.00
Lane Grp Cap(c), veh/h	1782	797	563	2254	364	872
V/C Ratio(X)	0.32	0.06	0.28	0.12	0.09	0.82
Avail Cap(c_a), veh/h	1782	797	901	2254	364	872
HCM Platoon Ratio	1.00	1.00	2.00	2.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	0.99	0.99	1.00	1.00
Uniform Delay (d), s/veh	12.5	10.8	7.4	0.0	28.5	29.3
Incr Delay (d2), s/veh	0.5	0.1	0.1	0.1	0.0	5.8
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	7.4	1.1	3.0	0.1	1.2	13.8
LnGrp Delay(d),s/veh	13.0	10.9	7.5	0.1	28.6	35.1
LnGrp LOS	B	B	A	A	C	D
Approach Vol, veh/h	611			431	745	
Approach Delay, s/veh	12.8			2.9	34.8	
Approach LOS	B			A	C	

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2			5	6		8
Phs Duration (G+Y+Rc), s		65.0			12.4	52.6		25.0
Change Period (Y+Rc), s		6.0			4.5	6.0		6.0
Max Green Setting (Gmax), s		59.0			25.5	29.0		19.0
Max Q Clear Time (g_c+I1), s		2.0			5.7	10.5		21.0
Green Ext Time (p_c), s		3.5			0.2	6.1		0.0

Intersection Summary	
HCM 2010 Ctrl Delay	19.6
HCM 2010 LOS	B

Lanes, Volumes, Timings
320: IH 41/94 NB Ramps & STH 11

12/14/2017

Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	1425	60	605	375	30	355
Future Volume (vph)	1425	60	605	375	30	355
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)		500	500		500	0
Storage Lanes		1	0		1	1
Taper Length (ft)			100		100	
Right Turn on Red		Yes				Yes
Link Speed (mph)	45			45	35	
Link Distance (ft)	1378			484	1387	
Travel Time (s)	20.9			7.3	27.0	
Confl. Peds. (#/hr)						
Confl. Bikes (#/hr)						
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94
Growth Factor	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	5%	5%	5%	5%	5%	5%
Bus Blockages (#/hr)	0	0	0	0	0	0
Parking (#/hr)						
Mid-Block Traffic (%)	0%			0%	0%	
Shared Lane Traffic (%)						
Lane Group Flow (vph)	1516	64	644	399	32	378
Turn Type	NA	Perm	Prot	NA	Prot	pt+ov
Protected Phases	6		5	2	4	4 5
Permitted Phases		6				
Detector Phase	6	6	5	2	4	4 5
Switch Phase						
Minimum Initial (s)	12.0	12.0	8.0	12.0	10.0	
Minimum Split (s)	18.0	18.0	12.5	18.0	16.0	
Total Split (s)	51.0	51.0	23.0	74.0	16.0	
Total Split (%)	56.7%	56.7%	25.6%	82.2%	17.8%	
Maximum Green (s)	45.0	45.0	18.5	68.0	10.0	
Yellow Time (s)	4.0	4.0	3.5	4.0	4.0	
All-Red Time (s)	2.0	2.0	1.0	2.0	2.0	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	
Total Lost Time (s)	6.0	6.0	4.5	6.0	6.0	
Lead/Lag	Lead	Lead	Lag			
Lead-Lag Optimize?	Yes	Yes	Yes			
Vehicle Extension (s)	5.0	5.0	2.0	5.0	2.0	
Minimum Gap (s)	2.0	2.0	2.0	2.0	2.0	
Time Before Reduce (s)	25.0	25.0	0.0	25.0	0.0	
Time To Reduce (s)	15.0	15.0	0.0	15.0	0.0	
Recall Mode	C-Max	C-Max	None	C-Max	None	
Walk Time (s)						
Flash Dont Walk (s)						
Pedestrian Calls (#/hr)						
v/c Ratio	0.88	0.08	0.94	0.15	0.17	0.66
Control Delay	21.4	12.2	52.9	2.4	38.7	29.3

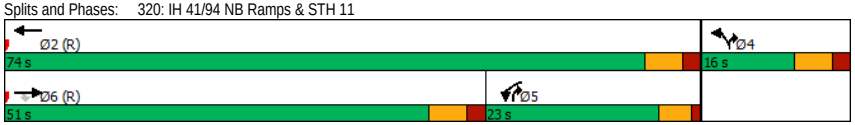
Lanes, Volumes, Timings
320: IH 41/94 NB Ramps & STH 11

12/14/2017

Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	21.4	12.2	52.9	2.4	38.7	29.3
Queue Length 50th (ft)	239	22	195	16	17	169
Queue Length 95th (ft)	#342	63	#286	36	44	270
Internal Link Dist (ft)	1298			404	1307	
Turn Bay Length (ft)		500	500		500	
Base Capacity (vph)	1719	801	685	2597	191	574
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	0.88	0.08	0.94	0.15	0.17	0.66

Intersection Summary	
Area Type:	Other
Cycle Length: 90	
Actuated Cycle Length: 90	
Offset: 35 (39%), Referenced to phase 2:WBT and 6:EBT, Start of 1st Green	
Natural Cycle: 90	
Control Type: Actuated-Coordinated	
# 95th percentile volume exceeds capacity, queue may be longer.	
Queue shown is maximum after two cycles.	

Splits and Phases: 320: IH 41/94 NB Ramps & STH 11



HCM 2010 Signalized Intersection Summary
320: IH 41/94 NB Ramps & STH 11

12/14/2017

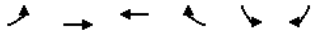
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (veh/h)	1425	60	605	375	30	355
Future Volume (veh/h)	1425	60	605	375	30	355
Number	6	16	5	2	7	14
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)		1.00	1.00		1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1810	1810	1810	1810	1810	1810
Adj Flow Rate, veh/h	1516	32	644	399	32	192
Adj No. of Lanes	2	1	2	2	1	1
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94
Percent Heavy Veh, %	5	5	5	5	5	5
Cap, veh/h	1719	769	850	2822	191	561
Arrive On Green	0.34	0.34	0.42	1.00	0.11	0.11
Sat Flow, veh/h	3529	1538	3343	3529	1723	1538
Grp Volume(v), veh/h	1516	32	644	399	32	192
Grp Sat Flow(s),veh/h/ln	1719	1538	1672	1719	1723	1538
Q Serve(g_s), s	37.5	1.3	14.7	0.0	1.5	0.0
Cycle Q Clear(g_c), s	37.5	1.3	14.7	0.0	1.5	0.0
Prop In Lane		1.00	1.00		1.00	1.00
Lane Grp Cap(c), veh/h	1719	769	850	2822	191	561
V/C Ratio(X)	0.88	0.04	0.76	0.14	0.17	0.34
Avail Cap(c_a), veh/h	1719	769	850	2822	191	562
HCM Platoon Ratio	0.67	0.67	1.67	1.67	1.00	1.00
Upstream Filter(I)	0.75	0.75	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	27.4	15.4	23.5	0.0	36.3	20.7
Incr Delay (d2), s/veh	5.3	0.1	3.6	0.1	0.2	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	25.3	1.0	11.5	0.1	1.3	8.3
LnGrp Delay(d),s/veh	32.8	15.5	27.1	0.1	36.4	20.9
LnGrp LOS	C	B	C	A	D	C
Approach Vol, veh/h	1548			1043	224	
Approach Delay, s/veh	32.4			16.8	23.1	
Approach LOS	C			B	C	

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2		4	5	6		
Phs Duration (G+Y+Rc), s		79.9		16.0	28.9	51.0		
Change Period (Y+Rc), s		6.0		6.0	6.0	* 6		
Max Green Setting (Gmax), s		68.0		10.0	18.5	* 45		
Max Q Clear Time (g_c+I1), s		2.0		3.5	16.7	39.5		
Green Ext Time (p_c), s		5.4		0.2	0.3	5.0		

Intersection Summary	
HCM 2010 Ctrl Delay	25.9
HCM 2010 LOS	C

Notes

* HCM 2010 computational engine requires equal clearance times for the phases crossing the barrier.



Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	50	1730	970	95	30	10
Future Volume (vph)	50	1730	970	95	30	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)	250			250	0	0
Storage Lanes	1			1	1	1
Taper Length (ft)	100				100	
Link Speed (mph)		45	45		40	
Link Distance (ft)		484	568		724	
Travel Time (s)		7.3	8.6		12.3	
Confl. Peds. (#/hr)						
Confl. Bikes (#/hr)						
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94
Growth Factor	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	5%	5%	5%	5%	5%	5%
Bus Blockages (#/hr)	0	0	0	0	0	0
Parking (#/hr)						
Mid-Block Traffic (%)		0%	0%		0%	
Shared Lane Traffic (%)						
Lane Group Flow (vph)	53	1840	1032	101	32	11
Sign Control		Free	Free		Stop	

Intersection Summary	
Area Type:	Other
Control Type: Unsignalized	

HCM 2010 TWSC
323: STH 11 & East Frontage Road 12/14/2017

Intersection	
Int Delay, s/veh	0.4

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	50	1730	970	95	30	10
Future Vol, veh/h	50	1730	970	95	30	10
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	250	-	-	250	0	0
Veh in Median Storage, #	-	0	0	-	2	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	94	94	94	94	94	94
Heavy Vehicles, %	5	5	5	5	5	5
Mvmt Flow	53	1840	1032	101	32	11

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	1133	0	-	0	2058	516
Stage 1	-	-	-	-	1032	-
Stage 2	-	-	-	-	1026	-
Critical Hdwy	4.2	-	-	-	6.9	7
Critical Hdwy Stg 1	-	-	-	-	5.9	-
Critical Hdwy Stg 2	-	-	-	-	5.9	-
Follow-up Hdwy	2.25	-	-	-	3.55	3.35
Pot Cap-1 Maneuver	936	-	-	-	*105	*695
Stage 1	-	-	-	-	*656	-
Stage 2	-	-	-	-	*338	-
Platoon blocked, %	1	-	-	-	1	1
Mov Cap-1 Maneuver	936	-	-	-	*99	*695
Mov Cap-2 Maneuver	-	-	-	-	*255	-
Stage 1	-	-	-	-	*619	-
Stage 2	-	-	-	-	*338	-

Approach	EB	WB	SB
HCM Control Delay, s	0.3	0	18.4
HCM LOS			C

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	936	-	-	-	255	695
HCM Lane V/C Ratio	0.057	-	-	-	0.125	0.015
HCM Control Delay (s)	9.1	-	-	-	21.1	10.3
HCM Lane LOS	A	-	-	-	C	B
HCM 95th %tile Q(veh)	0.2	-	-	-	0.4	0

Notes			
~: Volume exceeds capacity	$: Delay exceeds 300s	+: Computation Not Defined	*: All major volume in platoon

Lanes, Volumes, Timings
327: Wisconn Valley Way & STH 11 12/14/2017

Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	1250	510	100	835	230	20
Future Volume (vph)	1250	510	100	835	230	20
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)		500	500		500	500
Storage Lanes		1	1		0	1
Taper Length (ft)			100		100	
Right Turn on Red		Yes				Yes
Link Speed (mph)	45			45	40	
Link Distance (ft)	568			1226	1642	
Travel Time (s)	8.6			18.6	28.0	
Confl. Peds. (#/hr)						
Confl. Bikes (#/hr)						
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94
Growth Factor	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	5%	5%	5%	5%	5%	5%
Bus Blockages (#/hr)	0	0	0	0	0	0
Parking (#/hr)						
Mid-Block Traffic (%)	0%			0%	0%	
Shared Lane Traffic (%)						
Lane Group Flow (vph)	1330	543	106	888	245	21
Turn Type	NA	pm+ov	D.P+P	NA	Prot	pt+ov
Protected Phases	6	3	5	2	3	3 5
Permitted Phases		6	6			
Detector Phase	6	3	5	2	3	3 5
Switch Phase						
Minimum Initial (s)	12.0	8.0	6.0	12.0	8.0	
Minimum Split (s)	18.0	12.5	10.5	18.0	12.5	
Total Split (s)	54.0	22.0	14.0	68.0	22.0	
Total Split (%)	60.0%	24.4%	15.6%	75.6%	24.4%	
Maximum Green (s)	48.0	17.5	9.5	62.0	17.5	
Yellow Time (s)	4.0	3.5	3.5	4.0	3.5	
All-Red Time (s)	2.0	1.0	1.0	2.0	1.0	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	
Total Lost Time (s)	6.0	4.5	4.5	6.0	4.5	
Lead/Lag	Lead		Lag			
Lead-Lag Optimize?	Yes		Yes			
Vehicle Extension (s)	5.0	2.0	2.0	5.0	2.0	
Minimum Gap (s)	2.0	2.0	2.0	2.0	2.0	
Time Before Reduce (s)	25.0	0.0	0.0	25.0	0.0	
Time To Reduce (s)	15.0	0.0	0.0	15.0	0.0	
Recall Mode	C-Max	None	None	C-Max	None	
Walk Time (s)						
Flash Dont Walk (s)						
Pedestrian Calls (#/hr)						
v/c Ratio	0.64	0.40	0.33	0.35	0.71	0.05
Control Delay	5.5	0.5	8.4	3.3	47.8	8.6

Lanes, Volumes, Timings
327: Wisconn Valley Way & STH 11

12/14/2017

Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	5.5	0.5	8.4	3.3	47.8	8.6
Queue Length 50th (ft)	87	0	12	53	103	0
Queue Length 95th (ft)	m100	m0	23	52	156	15
Internal Link Dist (ft)	488			1146	1562	
Turn Bay Length (ft)		500	500		500	500
Base Capacity (vph)	2081	1361	333	2509	434	551
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	0.64	0.40	0.32	0.35	0.56	0.04

Intersection Summary	
Area Type:	Other
Cycle Length: 90	
Actuated Cycle Length: 90	
Offset: 48 (53%), Referenced to phase 2:WBT and 6:EBWB, Start of 1st Green	
Natural Cycle: 60	
Control Type: Actuated-Coordinated	
m Volume for 95th percentile queue is metered by upstream signal.	

Splits and Phases: 327: Wisconn Valley Way & STH 11

HCM 2010 Signalized Intersection Summary
327: Wisconn Valley Way & STH 11

12/14/2017

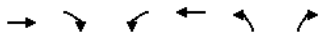
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (veh/h)	1250	510	100	835	230	20
Future Volume (veh/h)	1250	510	100	835	230	20
Number	6	16	5	2	3	18
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)		1.00	1.00		1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1810	1810	1810	1810	1810	1810
Adj Flow Rate, veh/h	1330	272	106	888	245	10
Adj No. of Lanes	2	1	1	2	2	1
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94
Percent Heavy Veh, %	5	5	5	5	5	5
Cap, veh/h	1834	1022	506	2585	294	436
Arrive On Green	1.00	1.00	0.15	0.75	0.13	0.13
Sat Flow, veh/h	3529	1538	1723	3529	2240	1538
Grp Volume(v), veh/h	1330	272	106	888	245	10
Grp Sat Flow(s),veh/h/ln	1719	1538	1723	1719	1120	1538
Q Serve(g_s), s	0.0	0.0	0.0	7.8	9.6	0.0
Cycle Q Clear(g_c), s	0.0	0.0	0.0	7.8	9.6	0.0
Prop In Lane		1.00	1.00		1.00	1.00
Lane Grp Cap(c), veh/h	1834	1022	506	2585	294	436
V/C Ratio(X)	0.73	0.27	0.21	0.34	0.83	0.02
Avail Cap(c_a), veh/h	1834	1022	506	2585	436	533
HCM Platoon Ratio	2.00	2.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	0.0	0.0	6.8	3.7	38.1	23.3
Incr Delay (d2), s/veh	2.5	0.6	0.1	0.4	5.5	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	1.2	0.3	2.2	6.7	5.7	0.3
LnGrp Delay(d),s/veh	2.5	0.6	6.9	4.1	43.7	23.3
LnGrp LOS	A	A	A	A	D	C
Approach Vol, veh/h	1602			994	255	
Approach Delay, s/veh	2.2			4.4	42.9	
Approach LOS	A			A	D	

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2			5	6		8
Phs Duration (G+Y+Rc), s		73.7			19.7	54.0		16.3
Change Period (Y+Rc), s		6.0			6.0	* 6		4.5
Max Green Setting (Gmax), s		62.0			9.5	* 48		17.5
Max Q Clear Time (g_c+I1), s		9.8			2.0	2.0		11.6
Green Ext Time (p_c), s		14.7			0.1	28.6		0.2

Intersection Summary	
HCM 2010 Ctrl Delay	6.6
HCM 2010 LOS	A

Notes

* HCM 2010 computational engine requires equal clearance times for the phases crossing the barrier.



Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	1060	210	90	890	45	15
Future Volume (vph)	1060	210	90	890	45	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)		160	260		270	0
Storage Lanes		1	1		1	1
Taper Length (ft)			100		100	
Link Speed (mph)	45			45	25	
Link Distance (ft)	1032			3962	724	
Travel Time (s)	15.6			60.0	19.7	
Confl. Peds. (#/hr)						
Confl. Bikes (#/hr)						
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94
Growth Factor	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	5%	5%	5%	5%	5%	5%
Bus Blockages (#/hr)	0	0	0	0	0	0
Parking (#/hr)						
Mid-Block Traffic (%)	0%			0%	0%	
Shared Lane Traffic (%)						
Lane Group Flow (vph)	1128	223	96	947	48	16
Sign Control	Free			Free	Stop	

Intersection Summary	
Area Type:	Other
Control Type: Unsignalized	

Intersection	
Int Delay, s/veh	1.3

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	1060	210	90	890	45	15
Future Vol, veh/h	1060	210	90	890	45	15
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	160	260	-	270	0
Veh in Median Storage, #	0	-	-	0	2	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	94	94	94	94	94	94
Heavy Vehicles, %	5	5	5	5	5	5
Mvmt Flow	1128	223	96	947	48	16

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	1351	0	1794	564
Stage 1	-	-	-	-	1128	-
Stage 2	-	-	-	-	666	-
Critical Hdwy	-	-	4.2	-	6.9	7
Critical Hdwy Stg 1	-	-	-	-	5.9	-
Critical Hdwy Stg 2	-	-	-	-	5.9	-
Follow-up Hdwy	-	-	2.25	-	3.55	3.35
Pot Cap-1 Maneuver	-	-	490	-	69	461
Stage 1	-	-	-	-	265	-
Stage 2	-	-	-	-	464	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	490	-	55	461
Mov Cap-2 Maneuver	-	-	-	-	180	-
Stage 1	-	-	-	-	213	-
Stage 2	-	-	-	-	464	-

Approach	EB	WB	NB
HCM Control Delay, s	0	1.3	27.4
HCM LOS			D

Minor Lane/Major Mvmt	NBLn1	NBLn2	EBT	EBR	WBL	WBT
Capacity (veh/h)	180	461	-	-	490	-
HCM Lane V/C Ratio	0.266	0.035	-	-	0.195	-
HCM Control Delay (s)	32.1	13.1	-	-	14.1	-
HCM Lane LOS	D	B	-	-	B	-
HCM 95th %tile Q(veh)	1	0.1	-	-	0.7	-

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	50	845	205	95	915	50	40	200	20	50	200	50
Future Volume (vph)	50	845	205	95	915	50	40	200	20	50	200	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)	200		150	295		125	295		140	125		125
Storage Lanes	1		1	1		1	1		1	1		1
Taper Length (ft)	100			100			100			100		
Right Turn on Red			Yes			Yes			Yes			Yes
Link Speed (mph)		45			45			25			40	
Link Distance (ft)		3962			2707			852			628	
Travel Time (s)		60.0			41.0			23.2			10.7	
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%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	5%	5%	5%	5%	5%	5%	5%	5%	5%	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)	53	899	218	101	973	53	43	213	21	53	213	53
Turn Type	Perm	NA	Perm	D.P+P	NA	Perm	Perm	NA	Perm	Perm	NA	Perm
Protected Phases		6		5	2			8			4	
Permitted Phases	6		6	6		2	8		8	4		4
Detector Phase	6	6	6	5	2	2	8	8	8	4	4	4
Switch Phase												
Minimum Initial (s)	12.0	12.0	12.0	6.0	12.0	12.0	10.0	10.0	10.0	10.0	10.0	10.0
Minimum Split (s)	18.0	18.0	18.0	10.5	18.0	18.0	16.0	16.0	16.0	16.0	16.0	16.0
Total Split (s)	50.0	50.0	50.0	15.0	65.0	65.0	25.0	25.0	25.0	25.0	25.0	25.0
Total Split (%)	55.6%	55.6%	55.6%	16.7%	72.2%	72.2%	27.8%	27.8%	27.8%	27.8%	27.8%	27.8%
Maximum Green (s)	44.0	44.0	44.0	10.5	59.0	59.0	19.0	19.0	19.0	19.0	19.0	19.0
Yellow Time (s)	4.0	4.0	4.0	3.5	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0	2.0	1.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.0	6.0	6.0	4.5	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0
Lead/Lag	Lead	Lead	Lead	Lag								
Lead-Lag Optimize?	Yes	Yes	Yes	Yes								
Vehicle Extension (s)	5.0	5.0	5.0	2.0	5.0	5.0	2.0	2.0	2.0	2.0	2.0	2.0
Minimum Gap (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Time Before Reduce (s)	25.0	25.0	25.0	0.0	25.0	25.0	0.0	0.0	0.0	0.0	0.0	0.0
Time To Reduce (s)	15.0	15.0	15.0	0.0	15.0	15.0	0.0	0.0	0.0	0.0	0.0	0.0
Recall Mode	C-Max	C-Max	C-Max	None	C-Max	C-Max	None	None	None	None	None	None
Walk Time (s)												
Flash Dont Walk (s)												
Pedestrian Calls (#/hr)												
v/c Ratio	0.17	0.43	0.21	0.21	0.38	0.05	0.32	0.51	0.07	0.39	0.51	0.19
Control Delay	2.5	2.6	0.9	2.0	2.0	0.2	42.4	41.4	0.5	45.1	41.4	1.8

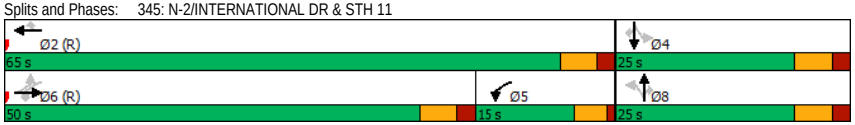
Lanes, Volumes, Timings
345: N-2/INTERNATIONAL DR & STH 11

12/14/2017

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	0.0	0.0
Total Delay	2.5	2.6	0.9	2.0	2.0	0.2	42.4	41.4	0.5	45.1	41.4	1.8
Queue Length 50th (ft)	2	40	3	2	9	0	23	61	0	29	61	0
Queue Length 95th (ft)	m3	41	5	9	36	m0	54	94	0	64	94	3
Internal Link Dist (ft)		3882			2627			772			548	
Turn Bay Length (ft)	200		150	295		125	295		140	125		125
Base Capacity (vph)	308	2104	1026	503	2563	1160	236	725	410	236	725	410
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.17	0.43	0.21	0.20	0.38	0.05	0.18	0.29	0.05	0.22	0.29	0.13

Intersection Summary	
Area Type:	Other
Cycle Length: 90	
Actuated Cycle Length: 90	
Offset: 65 (72%), Referenced to phase 2:WBT and 6:EBWB, Start of 1st Green	
Natural Cycle: 50	
Control Type: Actuated-Coordinated	
m Volume for 95th percentile queue is metered by upstream signal.	

Splits and Phases: 345: N-2/INTERNATIONAL DR & STH 11



HCM 2010 Signalized Intersection Summary
345: N-2/INTERNATIONAL DR & STH 11

12/14/2017

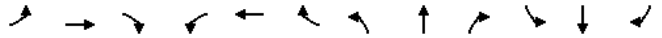
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	50	845	205	95	915	50	40	200	20	50	200	50
Future Volume (veh/h)	50	845	205	95	915	50	40	200	20	50	200	50
Number	1	6	16	5	2	12	3	8	18	7	4	14
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1810	1810	1810	1810	1810	1810	1810	1810	1810	1810	1810	1810
Adj Flow Rate, veh/h	53	899	112	101	973	26	43	213	10	53	213	26
Adj No. of Lanes	1	2	1	1	2	1	1	2	1	1	2	1
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, %	5	5	5	5	5	5	5	5	5	5	5	5
Cap, veh/h	347	1681	752	555	2526	1130	162	454	203	164	454	203
Arrive On Green	0.49	0.49	0.49	0.36	1.00	1.00	0.13	0.13	0.13	0.13	0.13	0.13
Sat Flow, veh/h	546	3438	1538	1723	3438	1538	1104	3438	1538	1120	3438	1538
Grp Volume(v), veh/h	53	899	112	101	973	26	43	213	10	53	213	26
Grp Sat Flow(s),veh/h/ln	546	1719	1538	1723	1719	1538	1104	1719	1538	1120	1719	1538
Q Serve(g_s), s	4.9	16.3	3.6	0.0	0.0	0.0	3.4	5.2	0.5	4.1	5.2	1.3
Cycle Q Clear(g_c), s	4.9	16.3	3.6	0.0	0.0	0.0	8.5	5.2	0.5	9.3	5.2	1.3
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	347	1681	752	555	2526	1130	162	454	203	164	454	203
V/C Ratio(X)	0.15	0.53	0.15	0.18	0.39	0.02	0.26	0.47	0.05	0.32	0.47	0.13
Avail Cap(c_a), veh/h	347	1681	752	555	2526	1130	250	726	325	252	726	325
HCM Platoon Ratio	1.00	1.00	1.00	2.00	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	0.86	0.86	0.86	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	13.0	15.9	12.7	10.8	0.0	0.0	40.1	36.1	34.1	40.4	36.1	34.5
Incr Delay (d2), s/veh	0.9	1.2	0.4	0.1	0.4	0.0	0.3	0.3	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	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	1.5	12.5	2.9	2.1	0.2	0.0	1.9	4.5	0.4	2.3	4.5	1.0
LnGrp Delay(d),s/veh	14.0	17.1	13.1	10.9	0.4	0.0	40.4	36.4	34.2	40.9	36.4	34.6
LnGrp LOS	B	B	B	B	A	A	D	D	C	D	D	C
Approach Vol, veh/h		1064			1100			266			292	
Approach Delay, s/veh		16.6			1.3			37.0			37.1	
Approach LOS		B			A			D			D	

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2		4	5	6		8
Phs Duration (G+Y+Rc), s		72.1		17.9	22.1	50.0		17.9
Change Period (Y+Rc), s		6.0		6.0	6.0	* 6		6.0
Max Green Setting (Gmax), s		59.0		19.0	10.5	* 44		19.0
Max Q Clear Time (g_c+I1), s		2.0		11.3	2.0	18.3		10.5
Green Ext Time (p_c), s		17.5		0.6	0.1	13.3		0.7

Intersection Summary	
HCM 2010 Ctrl Delay	14.6
HCM 2010 LOS	B

Notes

User approved pedestrian interval to be less than phase max green.
* HCM 2010 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)	115	500	250	320	760	75	180	190	195	25	150	70
Future Volume (vph)	115	500	250	320	760	75	180	190	195	25	150	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)	285		125	415		125	230		365	250		125
Storage Lanes	1		1	1		1	1		1	1		1
Taper Length (ft)	100			100			100			100		
Right Turn on Red			Yes			Yes			Yes			Yes
Link Speed (mph)		45			45			40			40	
Link Distance (ft)		2707			2688			2632			2362	
Travel Time (s)		41.0			40.7			44.9			40.3	
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%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	5%	5%	5%	5%	5%	5%	5%	5%	5%	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)	122	532	266	340	809	80	191	202	207	27	160	74
Turn Type	D.P+P	NA	Perm	D.P+P	NA	Perm	Perm	NA	pm+ov	Perm	NA	Perm
Protected Phases	1	6		5	2			8	5		4	
Permitted Phases	2		6	6		2	8		8	4		4
Detector Phase	1	6	6	5	2	2	8	8	5	4	4	4
Switch Phase												
Minimum Initial (s)	8.0	12.0	12.0	8.0	12.0	12.0	10.0	10.0	8.0	10.0	10.0	10.0
Minimum Split (s)	12.5	18.0	18.0	12.5	18.0	18.0	16.0	16.0	12.5	16.0	16.0	16.0
Total Split (s)	13.0	31.0	31.0	26.0	44.0	44.0	33.0	33.0	26.0	33.0	33.0	33.0
Total Split (%)	14.4%	34.4%	34.4%	28.9%	48.9%	48.9%	36.7%	36.7%	28.9%	36.7%	36.7%	36.7%
Maximum Green (s)	8.5	25.0	25.0	21.5	38.0	38.0	27.0	27.0	21.5	27.0	27.0	27.0
Yellow Time (s)	3.5	4.0	4.0	3.5	4.0	4.0	4.0	4.0	3.5	4.0	4.0	4.0
All-Red Time (s)	1.0	2.0	2.0	1.0	2.0	2.0	2.0	2.0	1.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.5	6.0	6.0	4.5	6.0	6.0	6.0	6.0	4.5	6.0	6.0	6.0
Lead/Lag	Lead	Lead	Lead	Lag	Lag	Lag			Lag			
Lead-Lag Optimize?												
Vehicle Extension (s)	1.5	3.7	3.7	3.0	3.7	3.7	1.5	1.5	3.0	1.5	1.5	1.5
Minimum Gap (s)	1.5	3.5	3.5	3.0	3.5	3.5	1.5	1.5	3.0	1.5	1.5	1.5
Time Before Reduce (s)	20.0	24.0	24.0	0.0	24.0	24.0	30.0	30.0	0.0	30.0	30.0	30.0
Time To Reduce (s)	0.0	16.0	16.0	0.0	16.0	16.0	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 Dont Walk (s)												
Pedestrian Calls (#/hr)												
v/c Ratio	0.28	0.42	0.36	0.49	0.45	0.09	0.79	0.29	0.25	0.12	0.23	0.17
Control Delay	3.6	13.7	2.3	14.8	15.8	3.2	55.3	29.7	6.4	27.0	28.8	0.8

Lanes, Volumes, Timings
350: CTH H & STH 11

12/14/2017

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	0.0	0.0
Total Delay	3.6	13.7	2.3	14.8	15.8	3.2	55.3	29.7	6.4	27.0	28.8	0.8
Queue Length 50th (ft)	5	43	3	68	143	0	104	51	33	13	40	0
Queue Length 95th (ft)	8	88	21	145	235	22	161	72	56	31	59	0
Internal Link Dist (ft)		2627			2608			2552			2282	
Turn Bay Length (ft)	285		125	415		125	230		365	250		125
Base Capacity (vph)	446	1278	739	687	1789	844	353	1031	830	339	1031	576
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.27	0.42	0.36	0.49	0.45	0.09	0.54	0.20	0.25	0.08	0.16	0.13

Intersection Summary	
Area Type:	Other
Cycle Length: 90	
Actuated Cycle Length: 90	
Offset: 12 (13%), Referenced to phase 2:EBWB and 6:EBWB, Start of 1st Green	
Natural Cycle: 55	
Control Type: Actuated-Coordinated	

Splits and Phases: 350: CTH H & STH 11

HCM 2010 Signalized Intersection Summary
350: CTH H & STH 11

12/14/2017

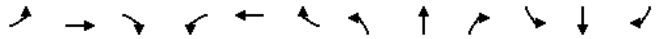
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	115	500	250	320	760	75	180	190	195	25	150	70
Future Volume (veh/h)	115	500	250	320	760	75	180	190	195	25	150	70
Number	1	6	16	5	2	12	3	8	18	7	4	14
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1810	1810	1810	1810	1810	1810	1810	1810	1810	1810	1810	1810
Adj Flow Rate, veh/h	122	532	133	340	809	43	191	202	106	27	160	37
Adj No. of Lanes	1	2	1	1	2	1	1	2	1	1	2	1
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, %	5	5	5	5	5	5	5	5	5	5	5	5
Cap, veh/h	445	955	427	718	1728	773	300	788	803	268	788	353
Arrive On Green	0.17	0.56	0.56	0.29	0.50	0.50	0.23	0.23	0.23	0.23	0.23	0.23
Sat Flow, veh/h	1723	3438	1538	1723	3438	1538	1147	3438	1538	1037	3438	1538
Grp Volume(v), veh/h	122	532	133	340	809	43	191	202	106	27	160	37
Grp Sat Flow(s),veh/h/ln	1723	1719	1538	1723	1719	1538	1147	1719	1538	1037	1719	1538
Q Serve(g_s), s	2.8	9.0	4.2	1.8	13.8	1.3	14.5	4.3	0.0	2.0	3.4	1.7
Cycle Q Clear(g_c), s	2.8	9.0	4.2	1.8	13.8	1.3	17.9	4.3	0.0	6.3	3.4	1.7
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	445	955	427	718	1728	773	300	788	803	268	788	353
V/C Ratio(X)	0.27	0.56	0.31	0.47	0.47	0.06	0.64	0.26	0.13	0.10	0.20	0.10
Avail Cap(c_a), veh/h	462	955	427	718	1728	773	381	1031	912	341	1031	461
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)	0.91	0.91	0.91	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	8.6	16.4	15.4	19.4	14.6	11.4	35.3	28.4	11.0	31.0	28.0	27.4
Incr Delay (d2), s/veh	0.1	2.1	1.7	0.5	0.9	0.1	0.9	0.1	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	2.4	7.7	3.4	10.3	11.0	1.0	8.2	3.7	2.4	1.0	2.9	1.3
LnGrp Delay(d),s/veh	8.7	18.6	17.1	19.9	15.5	11.6	36.1	28.5	11.1	31.0	28.1	27.4
LnGrp LOS	A	B	B	B	B	B	D	C	B	C	C	C
Approach Vol, veh/h		787			1192			499			224	
Approach Delay, s/veh		16.8			16.6			27.7			28.3	
Approach LOS		B			B			C			C	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2		4	5	6		8
Phs Duration (G+Y+Rc), s	12.1	51.2		26.6	32.4	31.0		26.6
Change Period (Y+Rc), s	4.5	6.0		6.0	6.0	* 6		6.0
Max Green Setting (Gmax), s	8.5	38.0		27.0	21.5	* 25		27.0
Max Q Clear Time (g_c+I1), s	4.8	15.8		8.3	3.8	11.0		19.9
Green Ext Time (p_c), s	0.0	7.1		0.6	0.9	4.0		0.7

Intersection Summary		
HCM 2010 Ctrl Delay	19.7	
HCM 2010 LOS	B	

Notes

* HCM 2010 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)	1	50	5	5	25	5	1	5	1	5	1	5
Future Volume (vph)	1	50	5	5	25	5	1	5	1	5	1	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)	150		0	150		0	0		0	0		0
Storage Lanes	1		0	1		0	0		0	0		0
Taper Length (ft)	100			100			100			100		
Link Speed (mph)		40			40			60			60	
Link Distance (ft)		4191			297			1501			1323	
Travel Time (s)		71.4			5.1			17.1			15.0	
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%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	5%	5%	5%	5%	5%	5%	5%	5%	5%	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)	1	58	0	5	32	0	0	7	0	0	11	0
Sign Control		Free			Free			Stop			Stop	

Intersection Summary	
Area Type:	Other
Control Type: Unsignalized	

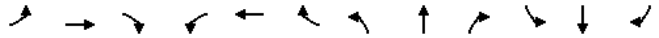
Intersection	
Int Delay, s/veh	1.9

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	1	50	5	5	25	5	1	5	1	5	1	5
Future Vol, veh/h	1	50	5	5	25	5	1	5	1	5	1	5
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	150	-	-	150	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	2	-	-	2	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	94	94	94	94	94	94	94	94	94	94	94	94
Heavy Vehicles, %	5	5	5	5	5	5	5	5	5	5	5	5
Mvmt Flow	1	53	5	5	27	5	1	5	1	5	1	5

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	32	0	0	58	0	0	101	100	56	101	100	30
Stage 1	-	-	-	-	-	-	58	58	-	40	40	-
Stage 2	-	-	-	-	-	-	43	42	-	61	60	-
Critical Hdwy	4.15	-	-	4.15	-	-	7.15	6.55	6.25	7.15	6.55	6.25
Critical Hdwy Stg 1	-	-	-	-	-	-	6.15	5.55	-	6.15	5.55	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.15	5.55	-	6.15	5.55	-
Follow-up Hdwy	2.245	-	-	2.245	-	-	3.545	4.045	3.345	3.545	4.045	3.345
Pot Cap-1 Maneuver	1561	-	-	1527	-	-	873	784	1002	873	784	1036
Stage 1	-	-	-	-	-	-	946	841	-	967	856	-
Stage 2	-	-	-	-	-	-	964	854	-	943	839	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1561	-	-	1527	-	-	865	781	1002	865	781	1036
Mov Cap-2 Maneuver	-	-	-	-	-	-	874	781	-	870	779	-
Stage 1	-	-	-	-	-	-	945	840	-	966	853	-
Stage 2	-	-	-	-	-	-	955	851	-	935	838	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0.1	1.1	9.4	8.9
HCM LOS			A	A

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	819	1561	-	-	1527	-	-	928
HCM Lane V/C Ratio	0.009	0.001	-	-	0.003	-	-	0.013
HCM Control Delay (s)	9.4	7.3	-	-	7.4	-	-	8.9
HCM Lane LOS	A	A	-	-	A	-	-	A
HCM 95th %tile Q(veh)	0	0	-	-	0	-	-	0



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	1	50	5	115	35	1	1	1	25	1	1	1
Future Volume (vph)	1	50	5	115	35	1	1	1	25	1	1	1
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)	150		0	150		150	0		150	0		0
Storage Lanes	1		0	1		1	0		1	0		0
Taper Length (ft)	100			100			100			100		
Link Speed (mph)		40			40			35			35	
Link Distance (ft)		297			1150			2474			2062	
Travel Time (s)		5.1			19.6			48.2			40.2	
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%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	5%	5%	5%	5%	5%	5%	5%	5%	5%	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)	1	58	0	122	37	1	0	2	27	0	3	0
Sign Control		Free			Free			Stop			Stop	

Intersection Summary	
Area Type:	Other
Control Type: Unsignalized	

HCM 2010 TWSC
420: Old East Frontage & BRAUN RD 12/14/2017

Intersection	
Int Delay, s/veh	4.9

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	1	50	5	115	35	1	1	1	25	1	1	1
Future Vol, veh/h	1	50	5	115	35	1	1	1	25	1	1	1
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	150	-	-	150	-	150	-	-	150	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	2	-	-	2	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	94	94	94	94	94	94	94	94	94	94	94	94
Heavy Vehicles, %	5	5	5	5	5	5	5	5	5	5	5	5
Mvmt Flow	1	53	5	122	37	1	1	1	27	1	1	1

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	38	0	0	58	0	0	341	340	56	353	341	37
Stage 1	-	-	-	-	-	-	58	58	-	281	281	-
Stage 2	-	-	-	-	-	-	283	282	-	72	60	-
Critical Hdwy	4.15	-	-	4.15	-	-	7.15	6.55	6.25	7.15	6.55	6.25
Critical Hdwy Stg 1	-	-	-	-	-	-	6.15	5.55	-	6.15	5.55	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.15	5.55	-	6.15	5.55	-
Follow-up Hdwy	2.245	-	-	2.245	-	-	3.545	4.045	3.345	3.545	4.045	3.345
Pot Cap-1 Maneuver	1553	-	-	1527	-	-	607	577	1002	596	576	1027
Stage 1	-	-	-	-	-	-	946	841	-	719	673	-
Stage 2	-	-	-	-	-	-	718	672	-	930	839	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1553	-	-	1527	-	-	568	530	1002	544	529	1027
Mov Cap-2 Maneuver	-	-	-	-	-	-	621	581	-	642	576	-
Stage 1	-	-	-	-	-	-	945	840	-	718	619	-
Stage 2	-	-	-	-	-	-	659	618	-	904	838	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0.1	5.8	8.9	10.1
HCM LOS			A	B

Minor Lane/Major Mvmt	NBLn1	NBLn2	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	600	1002	1553	-	-	1527	-	-	703
HCM Lane V/C Ratio	0.004	0.027	0.001	-	-	0.08	-	-	0.005
HCM Control Delay (s)	11	8.7	7.3	-	-	7.6	-	-	10.1
HCM Lane LOS	B	A	A	-	-	A	-	-	B
HCM 95th %tile Q(veh)	0	0.1	0	-	-	0.3	-	-	0

Lanes, Volumes, Timings
430: Wisconn Valley Way & BRAUN RD 12/14/2017

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	20	50	5	230	40	190	20	45	445	310	70	90
Future Volume (vph)	20	50	5	230	40	190	20	45	445	310	70	90
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)	350		350	350		350	350		350	350		350
Storage Lanes	1		1	1		0	1		1	1		1
Taper Length (ft)	100			100			100			100		
Right Turn on Red			Yes			Yes			Yes			Yes
Link Speed (mph)		40			40			40			40	
Link Distance (ft)		1150			1793			1753			1357	
Travel Time (s)		19.6			30.6			29.9			23.1	
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%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	5%	5%	5%	5%	5%	5%	5%	5%	5%	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)	21	53	5	245	43	202	21	48	473	330	74	96
Turn Type	Perm	NA	Perm	D.P+P	NA	pm+ov	Perm	NA	pm+ov	D.P+P	NA	Perm
Protected Phases		4		3	8	5		6	3	5	2	
Permitted Phases	4		4	4		8	6		6	6		2
Detector Phase	4	4	4	3	8	5	6	6	3	5	2	2
Switch Phase												
Minimum Initial (s)	10.0	10.0	10.0	6.0	12.0	6.0	12.0	12.0	6.0	6.0	12.0	12.0
Minimum Split (s)	16.0	16.0	16.0	10.5	18.0	10.5	18.0	18.0	10.5	10.5	18.0	18.0
Total Split (s)	18.0	18.0	18.0	22.0	40.0	22.0	18.0	18.0	22.0	22.0	40.0	40.0
Total Split (%)	22.5%	22.5%	22.5%	27.5%	50.0%	27.5%	22.5%	22.5%	27.5%	27.5%	50.0%	50.0%
Maximum Green (s)	12.0	12.0	12.0	17.5	34.0	17.5	12.0	12.0	17.5	17.5	34.0	34.0
Yellow Time (s)	4.0	4.0	4.0	3.5	4.0	3.5	4.0	4.0	3.5	3.5	4.0	4.0
All-Red Time (s)	2.0	2.0	2.0	1.0	2.0	1.0	2.0	2.0	1.0	1.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.0	6.0	6.0	4.5	6.0	4.5	6.0	6.0	4.5	4.5	6.0	6.0
Lead/Lag	Lag	Lag	Lag	Lead		Lead	Lag	Lag	Lead	Lead		
Lead-Lag Optimize?	Yes	Yes	Yes	Yes		Yes	Yes	Yes	Yes	Yes		
Vehicle Extension (s)	2.0	2.0	2.0	3.0	2.0	2.0	5.0	5.0	3.0	2.0	5.0	5.0
Minimum Gap (s)	2.0	2.0	2.0	3.0	2.0	2.0	2.0	2.0	3.0	2.0	2.0	2.0
Time Before Reduce (s)	0.0	0.0	0.0	0.0	0.0	0.0	25.0	25.0	0.0	0.0	25.0	25.0
Time To Reduce (s)	0.0	0.0	0.0	0.0	0.0	0.0	15.0	15.0	0.0	0.0	15.0	15.0
Recall Mode	C-Max	C-Max	C-Max	None	C-Max	None	None	None	None	None	None	None
Walk Time (s)												
Flash Dont Walk (s)												
Pedestrian Calls (#/hr)												
v/c Ratio	0.05	0.09	0.01	0.35	0.04	0.15	0.11	0.09	0.61	0.69	0.07	0.17
Control Delay	28.0	27.3	0.0	14.9	15.5	0.3	31.1	29.9	5.2	28.1	15.5	3.7

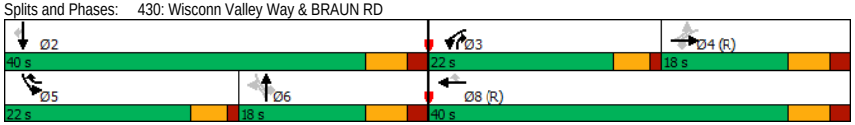
Lanes, Volumes, Timings
430: Wisconn Valley Way & BRAUN RD

12/14/2017

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	0.0	0.0
Total Delay	28.0	27.3	0.0	14.9	15.5	0.3	31.1	29.9	5.2	28.1	15.5	3.7
Queue Length 50th (ft)	8	21	0	62	11	0	9	11	1	115	11	0
Queue Length 95th (ft)	29	55	0	136	m34	0	30	26	52	176	23	24
Internal Link Dist (ft)		1070			1713			1673			1277	
Turn Bay Length (ft)	350		350	350		350	350		350	350		350
Base Capacity (vph)	422	579	604	783	960	1303	191	515	848	509	1461	712
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.05	0.09	0.01	0.31	0.04	0.16	0.11	0.09	0.56	0.65	0.05	0.13

Intersection Summary	
Area Type:	Other
Cycle Length: 80	
Actuated Cycle Length: 80	
Offset: 79 (99%), Referenced to phase 4:EBWB and 8:WBT, Start of 1st Green	
Natural Cycle: 55	
Control Type: Actuated-Coordinated	
m Volume for 95th percentile queue is metered by upstream signal.	

Splits and Phases: 430: Wisconn Valley Way & BRAUN RD



HCM 2010 Signalized Intersection Summary
430: Wisconn Valley Way & BRAUN RD

12/14/2017

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	20	50	5	230	40	190	20	45	445	310	70	90
Future Volume (veh/h)	20	50	5	230	40	190	20	45	445	310	70	90
Number	7	4	14	3	8	18	1	6	16	5	2	12
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1810	1810	1810	1810	1810	1810	1810	1810	1810	1810	1810	1810
Adj Flow Rate, veh/h	21	53	0	245	43	101	21	48	239	330	74	48
Adj No. of Lanes	1	1	1	1	1	1	1	2	1	1	2	1
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, %	5	5	5	5	5	5	5	5	5	5	5	5
Cap, veh/h	420	497	422	642	831	990	274	516	428	554	1344	601
Arrive On Green	0.27	0.27	0.00	0.13	0.46	0.46	0.15	0.15	0.15	0.18	0.39	0.39
Sat Flow, veh/h	1204	1810	1538	1723	1810	1538	1228	3438	1538	1723	3438	1538
Grp Volume(v), veh/h	21	53	0	245	43	101	21	48	239	330	74	48
Grp Sat Flow(s),veh/h/ln	1204	1810	1538	1723	1810	1538	1228	1719	1538	1723	1719	1538
Q Serve(g_s), s	1.0	1.8	0.0	7.9	1.1	2.0	1.2	1.0	10.6	12.6	1.1	1.6
Cycle Q Clear(g_c), s	1.0	1.8	0.0	7.9	1.1	2.0	1.2	1.0	10.6	12.6	1.1	1.6
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	420	497	422	642	831	990	274	516	428	554	1344	601
V/C Ratio(X)	0.05	0.11	0.00	0.38	0.05	0.10	0.08	0.09	0.56	0.60	0.06	0.08
Avail Cap(c_a), veh/h	420	497	422	797	831	990	274	516	428	613	1461	654
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	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	21.4	21.7	0.0	16.6	12.0	5.4	29.4	29.3	24.7	21.9	15.2	15.3
Incr Delay (d2), s/veh	0.2	0.4	0.0	0.4	0.1	0.2	0.3	0.2	2.7	0.7	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	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	0.7	1.7	0.0	6.7	1.0	1.6	0.8	0.8	8.4	10.0	0.9	1.2
LnGrp Delay(d),s/veh	21.7	22.1	0.0	17.0	12.1	5.6	29.7	29.5	27.4	22.6	15.2	15.4
LnGrp LOS	C	C		B	B	A	C	C	C	C	B	B
Approach Vol, veh/h		74			389			308			452	
Approach Delay, s/veh		22.0			13.5			27.9			20.7	
Approach LOS		C			B			C			C	

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2	3	4	5	6		8
Phs Duration (G+Y+Rc), s		37.3	14.8	28.0	19.3	18.0		42.7
Change Period (Y+Rc), s		6.0	4.5	6.0	4.5	6.0		6.0
Max Green Setting (Gmax), s		34.0	17.5	12.0	17.5	12.0		34.0
Max Q Clear Time (g_c+I1), s		3.6	9.9	3.8	14.6	12.6		4.0
Green Ext Time (p_c), s		1.1	0.4	0.1	0.2	0.0		0.3

Intersection Summary	
HCM 2010 Ctrl Delay	20.3
HCM 2010 LOS	C

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	50	435	320	135	265	20	185	1	80	5	1	10
Future Volume (vph)	50	435	320	135	265	20	185	1	80	5	1	10
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)	200		200	200		200	0		0	0		0
Storage Lanes	1		1	1		1	1		1	1		1
Taper Length (ft)	100			100			100			100		
Right Turn on Red			Yes			Yes			Yes			Yes
Link Speed (mph)		40			40			25			25	
Link Distance (ft)		1318			2538			651			891	
Travel Time (s)		22.5			43.3			17.8			24.3	
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%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	5%	5%	5%	5%	5%	5%	5%	5%	5%	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)	53	463	340	144	282	21	197	1	85	5	1	11
Turn Type	Perm	NA	Perm	D.P+P	NA	Perm	Perm	NA	Perm	Perm	NA	Perm
Protected Phases		6		5	2			8			4	
Permitted Phases	6		6	6		2	8		8	4		4
Detector Phase	6	6	6	5	2	2	8	8	8	4	4	4
Switch Phase												
Minimum Initial (s)	12.0	12.0	12.0	8.0	12.0	12.0	10.0	10.0	10.0	10.0	10.0	10.0
Minimum Split (s)	18.0	18.0	18.0	12.5	18.0	18.0	16.0	16.0	16.0	16.0	16.0	16.0
Total Split (s)	35.0	35.0	35.0	15.0	50.0	50.0	30.0	30.0	30.0	30.0	30.0	30.0
Total Split (%)	43.8%	43.8%	43.8%	18.8%	62.5%	62.5%	37.5%	37.5%	37.5%	37.5%	37.5%	37.5%
Maximum Green (s)	29.0	29.0	29.0	10.5	44.0	44.0	24.0	24.0	24.0	24.0	24.0	24.0
Yellow Time (s)	4.0	4.0	4.0	3.5	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0	2.0	1.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.0	6.0	6.0	4.5	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0
Lead/Lag	Lag	Lag	Lag	Lead								
Lead-Lag Optimize?	Yes	Yes	Yes	Yes								
Vehicle Extension (s)	5.0	5.0	5.0	2.0	5.0	5.0	2.0	2.0	2.0	2.0	2.0	2.0
Minimum Gap (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Time Before Reduce (s)	25.0	25.0	25.0	0.0	25.0	25.0	0.0	0.0	0.0	0.0	0.0	0.0
Time To Reduce (s)	15.0	15.0	15.0	0.0	15.0	15.0	0.0	0.0	0.0	0.0	0.0	0.0
Recall Mode	C-Max	C-Max	C-Max	None	C-Max	C-Max	None	None	None	None	None	None
Walk Time (s)												
Flash Dont Walk (s)												
Pedestrian Calls (#/hr)												
v/c Ratio	0.10	0.28	0.37	0.23	0.13	0.02	0.72	0.00	0.22	0.02	0.00	0.03
Control Delay	9.2	8.8	1.2	6.9	6.3	1.2	43.9	22.0	5.2	22.4	22.0	0.1

Lanes, Volumes, Timings
435: FC-1/N-3 & BRAUN RD 12/14/2017

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	0.0	0.0
Total Delay	9.2	8.8	1.2	6.9	6.3	1.2	43.9	22.0	5.2	22.4	22.0	0.1
Queue Length 50th (ft)	9	44	0	22	24	0	93	0	0	2	0	0
Queue Length 95th (ft)	m18	71	0	55	50	5	147	4	25	10	4	0
Internal Link Dist (ft)		1238			2458			571			811	
Turn Bay Length (ft)	200		200	200		200						
Base Capacity (vph)	511	1677	924	666	2231	1012	411	543	532	411	543	532
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.10	0.28	0.37	0.22	0.13	0.02	0.48	0.00	0.16	0.01	0.00	0.02

Intersection Summary	
Area Type:	Other
Cycle Length: 80	
Actuated Cycle Length: 80	
Offset: 0 (0%), Referenced to phase 2:WBT and 6:EBWB, Start of 1st Green	
Natural Cycle: 50	
Control Type: Actuated-Coordinated	
m Volume for 95th percentile queue is metered by upstream signal.	

Splits and Phases: 435: FC-1/N-3 & BRAUN RD

TADI
2020_NOBraun_171211_AM.syn
Synchro 10 Report

HCM 2010 Signalized Intersection Summary
435: FC-1/N-3 & BRAUN RD

12/14/2017

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	50	435	320	135	265	20	185	1	80	5	1	10
Future Volume (veh/h)	50	435	320	135	265	20	185	1	80	5	1	10
Number	1	6	16	5	2	12	3	8	18	7	4	14
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1810	1810	1810	1810	1810	1810	1810	1810	1810	1810	1810	1810
Adj Flow Rate, veh/h	53	463	170	144	282	10	197	1	42	5	1	6
Adj No. of Lanes	1	2	1	1	2	1	1	1	1	1	1	1
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, %	5	5	5	5	5	5	5	5	5	5	5	5
Cap, veh/h	646	1818	814	605	2342	1048	320	306	260	312	306	260
Arrive On Green	0.53	0.53	0.53	0.10	0.68	0.68	0.17	0.17	0.17	0.17	0.17	0.17
Sat Flow, veh/h	1052	3438	1538	1723	3438	1538	1363	1810	1538	1319	1810	1538
Grp Volume(v), veh/h	53	463	170	144	282	10	197	1	42	5	1	6
Grp Sat Flow(s),veh/h/ln	1052	1719	1538	1723	1719	1538	1363	1810	1538	1319	1810	1538
Q Serve(g_s), s	2.0	5.9	4.7	2.7	2.3	0.2	11.2	0.0	1.9	0.3	0.0	0.3
Cycle Q Clear(g_c), s	2.0	5.9	4.7	2.7	2.3	0.2	11.3	0.0	1.9	0.3	0.0	0.3
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	646	1818	814	605	2342	1048	320	306	260	312	306	260
V/C Ratio(X)	0.08	0.25	0.21	0.24	0.12	0.01	0.62	0.00	0.16	0.02	0.00	0.02
Avail Cap(c_a), veh/h	646	1818	814	666	2342	1048	498	543	461	485	543	461
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	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	9.3	10.3	10.0	6.4	4.4	4.1	32.3	27.6	28.4	27.8	27.6	27.7
Incr Delay (d2), s/veh	0.2	0.3	0.6	0.1	0.1	0.0	0.7	0.0	0.1	0.0	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	1.1	5.1	3.8	2.3	2.0	0.1	7.7	0.0	1.4	0.2	0.0	0.2
LnGrp Delay(d),s/veh	9.6	10.6	10.6	6.5	4.5	4.1	33.1	27.6	28.5	27.8	27.6	27.7
LnGrp LOS	A	B	B	A	A	A	C	C	C	C	C	C
Approach Vol, veh/h		686			436			240			12	
Approach Delay, s/veh		10.5			5.2			32.2			27.7	
Approach LOS		B			A			C			C	

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2		4	5	6		8
Phs Duration (G+Y+Rc), s		60.5		19.5	12.2	48.3		19.5
Change Period (Y+Rc), s		6.0		6.0	4.5	6.0		6.0
Max Green Setting (Gmax), s		44.0		24.0	10.5	29.0		24.0
Max Q Clear Time (g_c+I1), s		4.3		2.3	4.7	7.9		13.3
Green Ext Time (p_c), s		3.7		0.0	0.1	6.9		0.3

Intersection Summary	
HCM 2010 Ctrl Delay	12.8
HCM 2010 LOS	B

Lanes, Volumes, Timings
440: FC-2/N-4 & BRAUN RD

12/14/2017

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	40	465	15	5	400	30	10	1	1	5	1	10
Future Volume (vph)	40	465	15	5	400	30	10	1	1	5	1	10
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)	200		200	200		200	0		0	0		0
Storage Lanes	1		1	1		1	0		1	0		1
Taper Length (ft)	100			100			100			100		
Link Speed (mph)		40			40			25			25	
Link Distance (ft)		2538			1725			716			880	
Travel Time (s)		43.3			29.4			19.5			24.0	
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%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	5%	5%	5%	5%	5%	5%	5%	5%	5%	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)	43	495	16	5	426	32	0	12	1	0	6	11
Sign Control		Free			Free			Stop			Stop	

Intersection Summary	
Area Type:	Other
Control Type: Unsignalized	

HCM 2010 TWSC
440: FC-2/N-4 & BRAUN RD 12/14/2017

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	40	465	15	5	400	30	10	1	1	5	1	10
Future Vol, veh/h	40	465	15	5	400	30	10	1	1	5	1	10
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	200	-	200	200	-	200	-	-	0	-	-	0
Veh in Median Storage, #	-	0	-	-	0	-	-	2	-	-	2	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	94	94	94	94	94	94	94	94	94	94	94	94
Heavy Vehicles, %	5	5	5	5	5	5	5	5	5	5	5	5
Mvmt Flow	43	495	16	5	426	32	11	1	1	5	1	11

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	458	0	0	511	0	0	805	1049	248	770	1033	213
Stage 1	-	-	-	-	-	-	581	581	-	436	436	-
Stage 2	-	-	-	-	-	-	224	468	-	334	597	-
Critical Hdwy	4.2	-	-	4.2	-	-	7.6	6.6	7	7.6	6.6	7
Critical Hdwy Stg 1	-	-	-	-	-	-	6.6	5.6	-	6.6	5.6	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.6	5.6	-	6.6	5.6	-
Follow-up Hdwy	2.25	-	-	2.25	-	-	3.55	4.05	3.35	3.55	4.05	3.35
Pot Cap-1 Maneuver	1078	-	-	1030	-	-	269	221	743	285	226	783
Stage 1	-	-	-	-	-	-	459	490	-	561	571	-
Stage 2	-	-	-	-	-	-	750	552	-	645	482	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1078	-	-	1030	-	-	256	211	743	274	216	783
Mov Cap-2 Maneuver	-	-	-	-	-	-	399	375	-	447	384	-
Stage 1	-	-	-	-	-	-	441	470	-	539	568	-
Stage 2	-	-	-	-	-	-	735	549	-	617	463	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0.7	0.1	13.9	11.1
HCM LOS			B	B

Minor Lane/Major Mvmt	NBLn1	NBLn2	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	397	743	1078	-	-	1030	-	-	435	783
HCM Lane V/C Ratio	0.029	0.001	0.039	-	-	0.005	-	-	0.015	0.014
HCM Control Delay (s)	14.3	9.9	8.5	-	-	8.5	-	-	13.4	9.7
HCM Lane LOS	B	A	A	-	-	A	-	-	B	A
HCM 95th %tile Q(veh)	0.1	0	0.1	-	-	0	-	-	0	0

Lanes, Volumes, Timings
445: FC-3/N-5 & BRAUN RD 12/14/2017

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	30	120	320	140	240	30	185	1	80	5	1	10
Future Volume (vph)	30	120	320	140	240	30	185	1	80	5	1	10
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)	200		200	200		200	0		0	0		0
Storage Lanes	1		1	1		1	0		1	0		1
Taper Length (ft)	100			100			100			100		
Link Speed (mph)		40			40			25			25	
Link Distance (ft)		1725			1726			580			904	
Travel Time (s)		29.4			29.4			15.8			24.7	
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%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	5%	5%	5%	5%	5%	5%	5%	5%	5%	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)	32	128	340	149	255	32	0	198	85	0	6	11
Sign Control		Free			Free			Stop			Stop	

Intersection Summary	
Area Type:	Other
Control Type: Unsignalized	

Intersection	
Int Delay, s/veh	5.4

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	30	120	320	140	240	30	185	1	80	5	1	10
Future Vol, veh/h	30	120	320	140	240	30	185	1	80	5	1	10
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	200	-	200	200	-	200	-	-	0	-	-	0
Veh in Median Storage, #	-	0	-	-	0	-	-	2	-	-	2	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	94	94	94	94	94	94	94	94	94	94	94	94
Heavy Vehicles, %	5	5	5	5	5	5	5	5	5	5	5	5
Mvmt Flow	32	128	340	149	255	32	197	1	85	5	1	11

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	287	0	0	468	0	0	618	777	64	682	1085	128
Stage 1	-	-	-	-	-	-	192	192	-	553	553	-
Stage 2	-	-	-	-	-	-	426	585	-	129	532	-
Critical Hdwy	4.2	-	-	4.2	-	-	7.6	6.6	7	7.6	6.6	7
Critical Hdwy Stg 1	-	-	-	-	-	-	6.6	5.6	-	6.6	5.6	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.6	5.6	-	6.6	5.6	-
Follow-up Hdwy	2.25	-	-	2.25	-	-	3.55	4.05	3.35	3.55	4.05	3.35
Pot Cap-1 Maneuver	1250	-	-	1069	-	-	367	321	977	330	211	889
Stage 1	-	-	-	-	-	-	783	733	-	477	505	-
Stage 2	-	-	-	-	-	-	569	488	-	852	516	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1250	-	-	1069	-	-	317	269	977	263	177	889
Mov Cap-2 Maneuver	-	-	-	-	-	-	420	362	-	407	299	-
Stage 1	-	-	-	-	-	-	763	714	-	465	435	-
Stage 2	-	-	-	-	-	-	483	420	-	757	503	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0.5	3	17.4	11.1
HCM LOS			C	B

Minor Lane/Major Mvmt	NBLn1	NBLn2	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	420	977	1250	-	-	1069	-	-	384	889
HCM Lane V/C Ratio	0.471	0.087	0.026	-	-	0.139	-	-	0.017	0.012
HCM Control Delay (s)	21	9	8	-	-	8.9	-	-	14.5	9.1
HCM Lane LOS	C	A	A	-	-	A	-	-	B	A
HCM 95th %tile Q(veh)	2.5	0.3	0.1	-	-	0.5	-	-	0.1	0

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	100	50	65	60	100	65	135	405	30	25	455	175
Future Volume (vph)	100	50	65	60	100	65	135	405	30	25	455	175
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)	210		125	165		190	400		200	365		215
Storage Lanes	1		0	1		1	1		1	1		1
Taper Length (ft)	100			100			100			100		
Right Turn on Red			Yes			Yes			Yes			Yes
Link Speed (mph)		40			40			40			40	
Link Distance (ft)		1726			1167			1320			2631	
Travel Time (s)		29.4			19.9			22.5			44.8	
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%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	5%	5%	5%	5%	5%	5%	5%	5%	5%	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)	106	53	69	64	106	69	144	431	32	27	484	186
Turn Type	Perm	NA	Perm	Perm	NA	Perm	D.P+P	NA	Perm	Perm	NA	Perm
Protected Phases		4			8		1	6			2	
Permitted Phases	4		4	8		8	2		6	2		2
Detector Phase	4	4	4	8	8	8	1	6	6	2	2	2
Switch Phase												
Minimum Initial (s)	12.0	12.0	12.0	12.0	12.0	12.0	8.0	10.0	10.0	10.0	10.0	10.0
Minimum Split (s)	18.0	18.0	18.0	18.0	18.0	18.0	12.5	16.0	16.0	16.0	16.0	16.0
Total Split (s)	25.0	25.0	25.0	25.0	25.0	25.0	16.0	50.0	50.0	34.0	34.0	34.0
Total Split (%)	33.3%	33.3%	33.3%	33.3%	33.3%	33.3%	21.3%	66.7%	66.7%	45.3%	45.3%	45.3%
Maximum Green (s)	19.0	19.0	19.0	19.0	19.0	19.0	11.5	44.0	44.0	28.0	28.0	28.0
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	3.5	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	1.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.0	6.0	6.0	6.0	6.0	6.0	4.5	6.0	6.0	6.0	6.0	6.0
Lead/Lag							Lead			Lag	Lag	Lag
Lead-Lag Optimize?												
Vehicle Extension (s)	3.0	3.0	3.0	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	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	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	0.0	0.0	0.0
Recall Mode	None	None	None	None	None	None	None	C-Max	C-Max	C-Max	C-Max	C-Max
Walk Time (s)												
Flash Dont Walk (s)												
Pedestrian Calls (#/hr)												
v/c Ratio	0.48	0.17	0.19	0.28	0.33	0.19	0.21	0.17	0.03	0.06	0.26	0.20
Control Delay	35.0	26.6	3.4	29.3	29.4	3.4	3.5	3.0	0.3	11.9	11.6	2.9

Lanes, Volumes, Timings
450: CTH H & BRAUN RD

12/14/2017

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	0.0	0.0
Total Delay	35.0	26.6	3.4	29.3	29.4	3.4	3.5	3.0	0.3	11.9	11.6	2.9
Queue Length 50th (ft)	46	22	0	27	45	0	11	20	0	6	62	0
Queue Length 95th (ft)	87	47	15	57	82	15	27	36	2	22	112	34
Internal Link Dist (ft)		1646			1087			1240			2551	
Turn Bay Length (ft)	210		125	165		190	400		200	365		215
Base Capacity (vph)	315	458	471	330	458	471	742	2496	1128	486	1845	911
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.34	0.12	0.15	0.19	0.23	0.15	0.19	0.17	0.03	0.06	0.26	0.20

Intersection Summary	
Area Type:	Other
Cycle Length: 75	
Actuated Cycle Length: 75	
Offset: 12 (16%), Referenced to phase 2:NBSB and 6:NBT, Start of 1st Green	
Natural Cycle: 50	
Control Type: Actuated-Coordinated	

Splits and Phases: 450: CTH H & BRAUN RD

HCM 2010 Signalized Intersection Summary
450: CTH H & BRAUN RD

12/14/2017

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	100	50	65	60	100	65	135	405	30	25	455	175
Future Volume (veh/h)	100	50	65	60	100	65	135	405	30	25	455	175
Number	7	4	14	3	8	18	1	6	16	5	2	12
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1810	1810	1810	1810	1810	1810	1810	1810	1810	1810	1810	1810
Adj Flow Rate, veh/h	106	53	37	64	106	37	144	431	16	27	484	96
Adj No. of Lanes	1	1	1	1	1	1	1	2	1	1	2	1
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, %	5	5	5	5	5	5	5	5	5	5	5	5
Cap, veh/h	237	305	259	277	305	259	618	2309	1033	562	1754	785
Arrive On Green	0.17	0.17	0.17	0.17	0.17	0.17	0.13	0.89	0.89	0.51	0.51	0.51
Sat Flow, veh/h	1205	1810	1538	1264	1810	1538	1723	3438	1538	912	3438	1538
Grp Volume(v), veh/h	106	53	37	64	106	37	144	431	16	27	484	96
Grp Sat Flow(s),veh/h/ln	1205	1810	1538	1264	1810	1538	1723	1719	1538	912	1719	1538
Q Serve(g_s), s	6.4	1.9	1.5	3.4	3.9	1.5	2.6	1.2	0.1	1.1	6.0	2.4
Cycle Q Clear(g_c), s	10.3	1.9	1.5	5.3	3.9	1.5	2.6	1.2	0.1	1.1	6.0	2.4
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	237	305	259	277	305	259	618	2309	1033	562	1754	785
V/C Ratio(X)	0.45	0.17	0.14	0.23	0.35	0.14	0.23	0.19	0.02	0.05	0.28	0.12
Avail Cap(c_a), veh/h	339	458	390	385	458	390	707	2309	1033	562	1754	785
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.33	1.33	1.33	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	0.97	0.97	0.97	1.00	1.00	1.00
Uniform Delay (d), s/veh	32.1	26.7	26.6	29.0	27.5	26.6	6.2	1.4	1.3	9.3	10.5	9.6
Incr Delay (d2), s/veh	1.3	0.3	0.3	0.4	0.7	0.3	0.2	0.2	0.0	0.2	0.4	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	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	4.0	1.7	1.2	2.2	3.6	1.2	2.2	1.0	0.1	0.5	5.3	2.0
LnGrp Delay(d),s/veh	33.4	27.0	26.8	29.4	28.2	26.8	6.4	1.6	1.3	9.4	10.9	9.9
LnGrp LOS	C	C	C	C	C	C	A	A	A	A	B	A
Approach Vol, veh/h		196			207			591			607	
Approach Delay, s/veh		30.4			28.3			2.7			10.6	
Approach LOS		C			C			A			B	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2		4		6		8
Phs Duration (G+Y+Rc), s	12.1	44.3		18.6		56.4		18.6
Change Period (Y+Rc), s	4.5	6.0		6.0		6.0		6.0
Max Green Setting (Gmax), s	11.5	28.0		19.0		44.0		19.0
Max Q Clear Time (g_c+I1), s	4.6	8.0		12.3		3.2		7.3
Green Ext Time (p_c), s	0.2	3.4		0.4		3.0		0.6

Intersection Summary	
HCM 2010 Ctrl Delay	12.4
HCM 2010 LOS	B

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	5	85	5	5	175	20	5	80	1	15	85	40
Future Volume (vph)	5	85	5	5	175	20	5	80	1	15	85	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)	150		150	150		150	150		150	150		150
Storage Lanes	1		0	1		0	0		0	0		1
Taper Length (ft)	100			100			100			100		
Link Speed (mph)		40			40			40			40	
Link Distance (ft)		1497			2104			2628			2696	
Travel Time (s)		25.5			35.9			44.8			46.0	
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%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	5%	5%	5%	5%	5%	5%	5%	5%	5%	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)	5	95	0	5	207	0	0	91	0	0	106	43
Sign Control		Free			Free			Stop			Stop	

Intersection Summary	
Area Type:	Other
Control Type: Unsignalized	

Intersection	
Int Delay, s/veh	5.3

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	5	85	5	5	175	20	5	80	1	15	85	40
Future Vol, veh/h	5	85	5	5	175	20	5	80	1	15	85	40
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	150	-	-	150	-	-	-	-	-	-	-	150
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	94	94	94	94	94	94	94	94	94	94	94	94
Heavy Vehicles, %	5	5	5	5	5	5	5	5	5	5	5	5
Mvmt Flow	5	90	5	5	186	21	5	85	1	16	90	43

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	207	0	0	95	0	0	376	320	93	353	312	197
Stage 1	-	-	-	-	-	-	103	103	-	207	207	-
Stage 2	-	-	-	-	-	-	273	217	-	146	105	-
Critical Hdwy	4.15	-	-	4.15	-	-	7.15	6.55	6.25	7.15	6.55	6.25
Critical Hdwy Stg 1	-	-	-	-	-	-	6.15	5.55	-	6.15	5.55	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.15	5.55	-	6.15	5.55	-
Follow-up Hdwy	2.245	-	-	2.245	-	-	3.545	4.045	3.345	3.545	4.045	3.345
Pot Cap-1 Maneuver	1346	-	-	1480	-	-	576	592	956	596	598	837
Stage 1	-	-	-	-	-	-	896	804	-	788	725	-
Stage 2	-	-	-	-	-	-	726	718	-	850	803	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1346	-	-	1480	-	-	480	588	956	526	594	837
Mov Cap-2 Maneuver	-	-	-	-	-	-	480	588	-	526	594	-
Stage 1	-	-	-	-	-	-	892	801	-	785	723	-
Stage 2	-	-	-	-	-	-	601	716	-	756	800	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0.4	0.2	12.3	11.6
HCM LOS			B	B

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	583	1346	-	-	1480	-	-	583	837
HCM Lane V/C Ratio	0.157	0.004	-	-	0.004	-	-	0.182	0.051
HCM Control Delay (s)	12.3	7.7	-	-	7.4	-	-	12.5	9.5
HCM Lane LOS	B	A	-	-	A	-	-	B	A
HCM 95th %tile Q(veh)	0.6	0	-	-	0	-	-	0.7	0.2

Lanes, Volumes, Timings
500: W. FRONTAGE RD & CTH KR

12/14/2017

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	5	290	1	1	145	5	5	5	1	5	5	5
Future Volume (vph)	5	290	1	1	145	5	5	5	1	5	5	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)	325		130	305		135	0		190	0		130
Storage Lanes	1		1	1		1	0		1	0		1
Taper Length (ft)	100			100			100			100		
Link Speed (mph)		40			40			60			60	
Link Distance (ft)		3127			1061			2031			2356	
Travel Time (s)		53.3			18.1			23.1			26.8	
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%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	5%	5%	5%	5%	5%	5%	5%	5%	5%	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)	5	309	1	1	154	5	0	10	1	0	10	5
Sign Control		Free			Free			Stop			Stop	

Intersection Summary	
Area Type:	Other
Control Type: Unsignalized	

HCM 2010 TWSC
500: W. FRONTAGE RD & CTH KR

12/14/2017

Intersection	
Int Delay, s/veh	0.7

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	5	290	1	1	145	5	5	5	1	5	5	5
Future Vol, veh/h	5	290	1	1	145	5	5	5	1	5	5	5
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	325	-	130	305	-	135	-	-	190	-	-	130
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	94	94	94	94	94	94	94	94	94	94	94	94
Heavy Vehicles, %	5	5	5	5	5	5	5	5	5	5	5	5
Mvmt Flow	5	309	1	1	154	5	5	5	1	5	5	5

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	159	0	0	310	0	0	483	480	309	479	476	154
Stage 1	-	-	-	-	-	-	319	319	-	156	156	-
Stage 2	-	-	-	-	-	-	164	161	-	323	320	-
Critical Hdwy	4.15	-	-	4.15	-	-	7.15	6.55	6.25	7.15	6.55	6.25
Critical Hdwy Stg 1	-	-	-	-	-	-	6.15	5.55	-	6.15	5.55	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.15	5.55	-	6.15	5.55	-
Follow-up Hdwy	2.245	-	-	2.245	-	-	3.545	4.045	3.345	3.545	4.045	3.345
Pot Cap-1 Maneuver	1402	-	-	1234	-	-	489	481	724	492	483	884
Stage 1	-	-	-	-	-	-	686	648	-	839	763	-
Stage 2	-	-	-	-	-	-	831	759	-	683	647	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1402	-	-	1234	-	-	480	479	724	486	481	884
Mov Cap-2 Maneuver	-	-	-	-	-	-	480	479	-	486	481	-
Stage 1	-	-	-	-	-	-	683	645	-	836	762	-
Stage 2	-	-	-	-	-	-	820	758	-	674	644	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0.1	0.1	12.5	11.4
HCM LOS			B	B

Minor Lane/Major Mvmt	NBLn1	NBLn2	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	479	724	1402	-	-	1234	-	-	483	884
HCM Lane V/C Ratio	0.022	0.001	0.004	-	-	0.001	-	-	0.022	0.006
HCM Control Delay (s)	12.7	10	7.6	-	-	7.9	-	-	12.6	9.1
HCM Lane LOS	B	B	A	-	-	A	-	-	B	A
HCM 95th %tile Q(veh)	0.1	0	0	-	-	0	-	-	0.1	0

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	240	55	510	135	0	0	0	0	150	5	15
Future Volume (vph)	0	240	55	510	135	0	0	0	0	150	5	15
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		500	300		0	0		0	500		500
Storage Lanes	0		1	0		0	0		0	0		1
Taper Length (ft)	100			100			100			100		
Right Turn on Red			Yes			Yes			Yes			Yes
Link Speed (mph)		40			40			35			35	
Link Distance (ft)		1061			316			612			963	
Travel Time (s)		18.1			5.4			11.9			18.8	
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%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	5%	5%	5%	5%	5%	5%	5%	5%	5%	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)	0	255	59	543	144	0	0	0	0	0	165	16
Turn Type		NA	Perm	D.P+P	NA					Split	NA	Perm
Protected Phases		6		5	2					4	4	
Permitted Phases			6	6								4
Detector Phase		6	6	5	2					4	4	4
Switch Phase												
Minimum Initial (s)		10.0	10.0	12.0	12.0					10.0	10.0	10.0
Minimum Split (s)		16.0	16.0	16.5	18.0					16.0	16.0	16.0
Total Split (s)		25.0	25.0	50.0	75.0					25.0	25.0	25.0
Total Split (%)		25.0%	25.0%	50.0%	75.0%					25.0%	25.0%	25.0%
Maximum Green (s)		19.0	19.0	45.5	69.0					19.0	19.0	19.0
Yellow Time (s)		4.0	4.0	3.5	4.0					4.0	4.0	4.0
All-Red Time (s)		2.0	2.0	1.0	2.0					2.0	2.0	2.0
Lost Time Adjust (s)		0.0	0.0	0.0	0.0						0.0	0.0
Total Lost Time (s)		6.0	6.0	4.5	6.0						6.0	6.0
Lead/Lag		Lead	Lead	Lag								
Lead-Lag Optimize?												
Vehicle Extension (s)		5.0	5.0	2.0	5.0					2.0	2.0	2.0
Minimum Gap (s)		2.0	2.0	2.0	2.0					2.0	2.0	2.0
Time Before Reduce (s)		25.0	25.0	0.0	25.0					0.0	0.0	0.0
Time To Reduce (s)		15.0	15.0	0.0	15.0					0.0	0.0	0.0
Recall Mode		C-Max	C-Max	None	C-Max					None	None	None
Walk Time (s)												
Flash Dont Walk (s)												
Pedestrian Calls (#/hr)												
v/c Ratio		0.31	0.13	0.52	0.14						0.68	0.05
Control Delay		33.5	3.1	6.1	5.0						54.5	0.3

Lanes, Volumes, Timings
510: IH 41/94 SB Ramps & CTH KR 12/14/2017

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Queue Delay		0.0	0.0	0.1	0.0						0.0	0.0
Total Delay		33.5	3.1	6.3	5.0						54.5	0.3
Queue Length 50th (ft)		70	0	136	28						102	0
Queue Length 95th (ft)		112	15	251	46						162	0
Internal Link Dist (ft)		981			236			532			883	
Turn Bay Length (ft)			500	300								500
Base Capacity (vph)		820	442	1053	1042						327	371
Starvation Cap Reductn		0	0	73	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		0.31	0.13	0.55	0.14						0.50	0.04

Intersection Summary	
Area Type:	Other
Cycle Length: 100	
Actuated Cycle Length: 100	
Offset: 33 (33%), Referenced to phase 2:WBT and 6:EBWB, Start of 1st Green	
Natural Cycle: 60	
Control Type: Actuated-Coordinated	

Splits and Phases: 510: IH 41/94 SB Ramps & CTH KR

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Synchro 10 Report

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	240	55	510	135	0	0	0	0	150	5	15
Future Volume (veh/h)	0	240	55	510	135	0	0	0	0	150	5	15
Number	1	6	16	5	2	12				7	4	14
Initial Q (Qb), veh	0	0	0	0	0	0				0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00				1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	0	1810	1810	1810	1810	0				1900	1810	1810
Adj Flow Rate, veh/h	0	255	27	543	144	0				160	5	11
Adj No. of Lanes	0	2	1	1	1	0				0	1	1
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	5	5	5	5	0				5	5	5
Cap, veh/h	0	653	292	1091	1079	0				194	6	178
Arrive On Green	0.00	0.19	0.19	0.86	1.00	0.00				0.12	0.12	0.12
Sat Flow, veh/h	0	3529	1538	1723	1810	0				1674	52	1538
Grp Volume(v), veh/h	0	255	27	543	144	0				165	0	11
Grp Sat Flow(s),veh/h/ln	0	1719	1538	1723	1411	0				1726	0	1538
Q Serve(g_s), s	0.0	6.5	1.4	0.0	0.0	0.0				9.3	0.0	0.6
Cycle Q Clear(g_c), s	0.0	6.5	1.4	0.0	0.0	0.0				9.3	0.0	0.6
Prop In Lane	0.00		1.00	1.00		0.00				0.97		1.00
Lane Grp Cap(c), veh/h	0	653	292	1091	1079	0				200	0	178
V/C Ratio(X)	0.00	0.39	0.09	0.50	0.13	0.00				0.83	0.00	0.06
Avail Cap(c_a), veh/h	0	653	292	1091	1079	0				328	0	292
HCM Platoon Ratio	1.00	1.00	1.00	1.67	1.67	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	35.4	33.4	2.2	0.0	0.0				43.2	0.0	39.4
Incr Delay (d2), s/veh	0.0	1.8	0.6	0.1	0.2	0.0				3.5	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	0.0	5.8	1.2	3.4	0.1	0.0				8.2	0.0	0.5
LnGrp Delay(d),s/veh	0.0	37.2	34.0	2.3	0.2	0.0				46.7	0.0	39.4
LnGrp LOS		D	C	A	A					D		D
Approach Vol, veh/h		282			687						176	
Approach Delay, s/veh		36.9			1.9						46.3	
Approach LOS		D			A						D	

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2		4	5	6		
Phs Duration (G+Y+Rc), s		82.4		17.6	57.4	25.0		
Change Period (Y+Rc), s		6.0		6.0	6.0	* 6		
Max Green Setting (Gmax), s		69.0		19.0	45.5	* 19		
Max Q Clear Time (g_c+I1), s		2.0		11.3	2.0	8.5		
Green Ext Time (p_c), s		1.7		0.3	0.8	1.9		

Intersection Summary	
HCM 2010 Ctrl Delay	17.3
HCM 2010 LOS	B

Notes

HCM 2010 Signalized Intersection Summary
510: IH 41/94 SB Ramps & CTH KR 12/14/2017

* HCM 2010 computational engine requires equal clearance times for the phases crossing the barrier.

TADI Synchro 10 Report
2020_NOBraun_171211_AM.syn

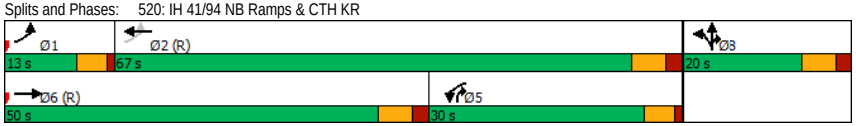
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	35	355	0	0	615	205	30	5	850	0	0	0
Future Volume (vph)	35	355	0	0	615	205	30	5	850	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	300		0	0		0	500		500	0		0
Storage Lanes	1		0	0		1	0		2	0		0
Taper Length (ft)	100			100			100			100		
Right Turn on Red			Yes			Yes			Yes			Yes
Link Speed (mph)		40			40			35			35	
Link Distance (ft)		316			405			646			966	
Travel Time (s)		5.4			6.9			12.6			18.8	
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%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	5%	5%	5%	5%	5%	5%	5%	5%	5%	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)	37	378	0	0	654	218	0	37	904	0	0	0
Turn Type	D.P+P	NA			NA	Free	Split	NA	pt+ov			
Protected Phases	1	6		5	2		8	8	5 8			
Permitted Phases	2					Free						
Detector Phase	1	6		5	2		8	8	5 8			
Switch Phase												
Minimum Initial (s)	6.0	12.0		6.0	12.0		10.0	10.0				
Minimum Split (s)	10.5	18.0		10.5	18.0		16.0	16.0				
Total Split (s)	13.0	50.0		30.0	67.0		20.0	20.0				
Total Split (%)	13.0%	50.0%		30.0%	67.0%		20.0%	20.0%				
Maximum Green (s)	8.5	44.0		25.5	61.0		14.0	14.0				
Yellow Time (s)	3.5	4.0		3.5	4.0		4.0	4.0				
All-Red Time (s)	1.0	2.0		1.0	2.0		2.0	2.0				
Lost Time Adjust (s)	0.0	0.0			0.0			0.0				
Total Lost Time (s)	4.5	6.0			6.0			6.0				
Lead/Lag	Lead	Lead		Lag	Lag							
Lead-Lag Optimize?				Yes								
Vehicle Extension (s)	2.0	5.0		2.0	5.0		2.0	2.0				
Minimum Gap (s)	2.0	2.0		2.0	2.0		2.0	2.0				
Time Before Reduce (s)	0.0	25.0		0.0	25.0		0.0	0.0				
Time To Reduce (s)	0.0	15.0		0.0	15.0		0.0	0.0				
Recall Mode	None	C-Max		None	C-Max		None	None				
Walk Time (s)												
Flash Dont Walk (s)												
Pedestrian Calls (#/hr)												
v/c Ratio	0.09	0.23			0.42	0.14		0.21	0.60			
Control Delay	2.1	1.0			3.4	0.2		43.7	7.9			

Lanes, Volumes, Timings
520: IH 41/94 NB Ramps & CTH KR 12/14/2017

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	2.1	1.0			3.4	0.2		43.7	7.9			
Queue Length 50th (ft)	1	0			37	0		22	63			
Queue Length 95th (ft)	9	0			52	0		52	124			
Internal Link Dist (ft)		236			325			566			886	
Turn Bay Length (ft)	300								500			
Base Capacity (vph)	457	1636			1547	1538		242	1575			
Starvation Cap Reductn	0	0			0	0		0	0			
Spillback Cap Reductn	0	0			36	0		0	0			
Storage Cap Reductn	0	0			0	0		0	0			
Reduced v/c Ratio	0.08	0.23			0.43	0.14		0.15	0.57			

Intersection Summary	
Area Type:	Other
Cycle Length: 100	
Actuated Cycle Length: 100	
Offset: 21 (21%), Referenced to phase 2:EBWB and 6:EBT, Start of 1st Green	
Natural Cycle: 55	
Control Type: Actuated-Coordinated	

Splits and Phases: 520: IH 41/94 NB Ramps & CTH KR



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Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	35	355	0	0	615	205	30	5	850	0	0	0
Future Volume (veh/h)	35	355	0	0	615	205	30	5	850	0	0	0
Number	1	6	16	5	2	12	3	8	18			
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0			
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00			
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Adj Sat Flow, veh/h/ln	1810	1810	0	1900	1810	1810	1900	1810	1810			
Adj Flow Rate, veh/h	37	378	0	0	654	0	32	5	585			
Adj No. of Lanes	1	2	0	0	2	1	0	1	2			
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94			
Percent Heavy Veh, %	5	5	0	5	5	5	5	5	5			
Cap, veh/h	663	1513	0	0	1512	1071	150	23	1029			
Arrive On Green	0.08	0.88	0.00	0.00	1.00	0.00	0.10	0.10	0.10			
Sat Flow, veh/h	1723	3529	0	0	2171	1538	1500	234	2707			
Grp Volume(v), veh/h	37	378	0	0	654	0	37	0	585			
Grp Sat Flow(s),veh/h/ln	1723	1719	0	0	1086	1538	1735	0	1354			
Q Serve(g_s), s	0.6	1.7	0.0	0.0	0.0	0.0	2.0	0.0	0.0			
Cycle Q Clear(g_c), s	0.6	1.7	0.0	0.0	0.0	0.0	2.0	0.0	0.0			
Prop In Lane	1.00		0.00	0.00		1.00	0.86		1.00			
Lane Grp Cap(c), veh/h	663	1513	0	0	1512	1071	173	0	1029			
V/C Ratio(X)	0.06	0.25	0.00	0.00	0.43	0.00	0.21	0.00	0.57			
Avail Cap(c_a), veh/h	743	1513	0	0	1512	1071	243	0	1137			
HCM Platoon Ratio	2.00	2.00	1.00	2.00	2.00	2.00	1.00	1.00	1.00			
Upstream Filter(I)	0.96	0.96	0.00	0.00	1.00	0.00	1.00	0.00	1.00			
Uniform Delay (d), s/veh	3.4	3.5	0.0	0.0	0.0	0.0	41.4	0.0	24.5			
Incr Delay (d2), s/veh	0.0	0.4	0.0	0.0	0.9	0.0	0.2	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	0.5	1.5	0.0	0.0	0.3	0.0	1.7	0.0	10.5			
LnGrp Delay(d),s/veh	3.5	3.8	0.0	0.0	0.9	0.0	41.6	0.0	24.8			
LnGrp LOS	A	A			A		D		C			
Approach Vol, veh/h		415			654			622				
Approach Delay, s/veh		3.8			0.9			25.8				
Approach LOS		A			A			C				

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2			5	6		8
Phs Duration (G+Y+Rc), s	8.4	75.6			34.0	50.0		16.0
Change Period (Y+Rc), s	4.5	6.0			6.0	* 6		6.0
Max Green Setting (Gmax), s	8.5	61.0			25.5	* 44		14.0
Max Q Clear Time (g_c+I1), s	2.6	2.0			0.0	3.7		4.0
Green Ext Time (p_c), s	0.0	10.2			0.0	5.0		1.2

Intersection Summary	
HCM 2010 Ctrl Delay	10.8
HCM 2010 LOS	B

Notes

HCM 2010 Signalized Intersection Summary
520: IH 41/94 NB Ramps & CTH KR 12/14/2017

* HCM 2010 computational engine requires equal clearance times for the phases crossing the barrier.

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Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	1200	5	15	805	15	5
Future Volume (vph)	1200	5	15	805	15	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	200		0	0
Storage Lanes		1	1		1	0
Taper Length (ft)			100		100	
Link Speed (mph)	40			40	60	
Link Distance (ft)	405			1895	473	
Travel Time (s)	6.9			32.3	5.4	
Confl. Peds. (#/hr)						
Confl. Bikes (#/hr)						
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94
Growth Factor	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	5%	5%	5%	5%	5%	5%
Bus Blockages (#/hr)	0	0	0	0	0	0
Parking (#/hr)						
Mid-Block Traffic (%)	0%			0%	0%	
Shared Lane Traffic (%)						
Lane Group Flow (vph)	1277	5	16	856	21	0
Sign Control	Free			Free	Stop	

Intersection Summary	
Area Type:	Other
Control Type: Unsignalized	

Intersection	
Int Delay, s/veh	0.2

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	1200	5	15	805	15	5
Future Vol, veh/h	1200	5	15	805	15	5
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	200	-	0	-
Veh in Median Storage, #	0	-	-	0	2	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	94	94	94	94	94	94
Heavy Vehicles, %	5	5	5	5	5	5
Mvmt Flow	1277	5	16	856	16	5

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	1282	0	1737	639
Stage 1	-	-	-	-	1277	-
Stage 2	-	-	-	-	460	-
Critical Hdwy	-	-	4.2	-	6.9	7
Critical Hdwy Stg 1	-	-	-	-	5.9	-
Critical Hdwy Stg 2	-	-	-	-	5.9	-
Follow-up Hdwy	-	-	2.25	-	3.55	3.35
Pot Cap-1 Maneuver	-	-	*866	-	*256	*581
Stage 1	-	-	-	-	*549	-
Stage 2	-	-	-	-	*720	-
Platoon blocked, %	-	-	1	-	1	1
Mov Cap-1 Maneuver	-	-	*866	-	*252	*581
Mov Cap-2 Maneuver	-	-	-	-	*458	-
Stage 1	-	-	-	-	*539	-
Stage 2	-	-	-	-	*720	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0.2	12.8
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	484	-	-	* 866	-
HCM Lane V/C Ratio	0.044	-	-	0.018	-
HCM Control Delay (s)	12.8	-	-	9.2	-
HCM Lane LOS	B	-	-	A	-
HCM 95th %tile Q(veh)	0.1	-	-	0.1	-

Notes			
~: Volume exceeds capacity	$: Delay exceeds 300s	+: Computation Not Defined	*: All major volume in platoon

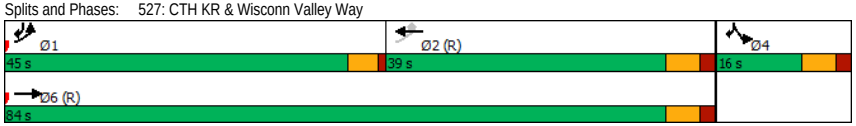
Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	680	525	555	25	1	265
Future Volume (vph)	680	525	555	25	1	265
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12
Grade (%)		0%	0%		0%	
Storage Length (ft)	500			500	500	500
Storage Lanes	1			1	1	0
Taper Length (ft)	100				100	
Right Turn on Red				Yes		Yes
Link Speed (mph)		40	40		40	
Link Distance (ft)		1895	1499		1652	
Travel Time (s)		32.3	25.6		28.2	
Confl. Peds. (#/hr)						
Confl. Bikes (#/hr)						
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94
Growth Factor	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	5%	5%	5%	5%	5%	5%
Bus Blockages (#/hr)	0	0	0	0	0	0
Parking (#/hr)						
Mid-Block Traffic (%)		0%	0%		0%	
Shared Lane Traffic (%)						
Lane Group Flow (vph)	723	559	590	27	1	282
Turn Type	D.P+P	NA	NA	Perm	Prot	pt+ov
Protected Phases	1	6	2		4	4 1
Permitted Phases	2			2		
Detector Phase	1	6	2	2	4	4 1
Switch Phase						
Minimum Initial (s)	6.0	12.0	12.0	12.0	10.0	
Minimum Split (s)	10.5	18.0	18.0	18.0	16.0	
Total Split (s)	45.0	84.0	39.0	39.0	16.0	
Total Split (%)	45.0%	84.0%	39.0%	39.0%	16.0%	
Maximum Green (s)	40.5	78.0	33.0	33.0	10.0	
Yellow Time (s)	3.5	4.0	4.0	4.0	4.0	
All-Red Time (s)	1.0	2.0	2.0	2.0	2.0	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	
Total Lost Time (s)	4.5	6.0	6.0	6.0	6.0	
Lead/Lag	Lead		Lag	Lag		
Lead-Lag Optimize?	Yes		Yes	Yes		
Vehicle Extension (s)	2.0	5.0	5.0	5.0	2.0	
Minimum Gap (s)	2.0	2.0	2.0	2.0	2.0	
Time Before Reduce (s)	0.0	25.0	25.0	25.0	0.0	
Time To Reduce (s)	0.0	15.0	15.0	15.0	0.0	
Recall Mode	None	C-Max	C-Max	C-Max	None	
Walk Time (s)						
Flash Dont Walk (s)						
Pedestrian Calls (#/hr)						
v/c Ratio	0.84	0.21	0.46	0.05	0.01	0.28
Control Delay	18.4	2.1	25.9	8.8	41.0	7.6

Lanes, Volumes, Timings
527: CTH KR & Wisconn Valley Way 12/14/2017

Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	18.4	2.1	25.9	8.8	41.0	7.6
Queue Length 50th (ft)	202	26	153	0	1	39
Queue Length 95th (ft)	325	34	215	19	6	70
Internal Link Dist (ft)		1815	1419		1572	
Turn Bay Length (ft)	500			500	500	500
Base Capacity (vph)	928	2681	1289	599	171	1105
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	0.21	0.46	0.05	0.01	0.26

Intersection Summary	
Area Type:	Other
Cycle Length: 100	
Actuated Cycle Length: 100	
Offset: 54 (54%), Referenced to phase 2:EBWB and 6:EBT, Start of 1st Green	
Natural Cycle: 70	
Control Type: Actuated-Coordinated	

Splits and Phases: 527: CTH KR & Wisconn Valley Way



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2020_NOBraun_171211_AM.syn
Synchro 10 Report

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (veh/h)	680	525	555	25	1	265
Future Volume (veh/h)	680	525	555	25	1	265
Number	1	6	2	12	7	14
Initial Q (Qb), veh	0	0	0	0	0	0
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
Adj Sat Flow, veh/h/ln	1810	1810	1810	1810	1810	1810
Adj Flow Rate, veh/h	723	559	590	16	1	197
Adj No. of Lanes	1	2	2	1	1	2
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94
Percent Heavy Veh, %	5	5	5	5	5	5
Cap, veh/h	836	2683	1493	675	172	756
Arrive On Green	0.50	1.00	0.44	0.44	0.10	0.10
Sat Flow, veh/h	1723	3529	3510	1538	1723	1907
Grp Volume(v), veh/h	723	559	590	16	1	197
Grp Sat Flow(s),veh/h/ln	1723	1719	1701	1538	1723	954
Q Serve(g_s), s	26.6	0.0	11.8	0.6	0.1	7.0
Cycle Q Clear(g_c), s	26.6	0.0	11.8	0.6	0.1	7.0
Prop In Lane	1.00			1.00	1.00	1.00
Lane Grp Cap(c), veh/h	836	2683	1493	675	172	756
V/C Ratio(X)	0.86	0.21	0.40	0.02	0.01	0.26
Avail Cap(c_a), veh/h	1023	2683	1493	675	172	756
HCM Platoon Ratio	1.67	1.67	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	6.5	0.0	19.0	15.9	40.6	20.3
Incr Delay (d2), s/veh	5.8	0.2	0.8	0.1	0.0	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	19.0	0.1	9.6	0.5	0.0	7.8
LnGrp Delay(d),s/veh	12.3	0.2	19.8	16.0	40.6	20.4
LnGrp LOS	B	A	B	B	D	C
Approach Vol, veh/h		1282	606		198	
Approach Delay, s/veh		7.0	19.7		20.5	
Approach LOS		A	B		C	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2		4		6		
Phs Duration (G+Y+Rc), s	34.2	49.9		16.0		84.0		
Change Period (Y+Rc), s	4.5	6.0		6.0		6.0		
Max Green Setting (Gmax), s	40.5	33.0		10.0		78.0		
Max Q Clear Time (g_c+I1), s	28.6	13.8		9.0		2.0		
Green Ext Time (p_c), s	1.0	6.5		0.0		8.4		

Intersection Summary	
HCM 2010 Ctrl Delay	12.0
HCM 2010 LOS	B

Notes

HCM 2010 Signalized Intersection Summary
527: CTH KR & Wisconn Valley Way 12/14/2017

User approved changes to right turn type.

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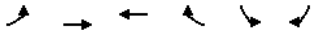
Synchro 10 Report



Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	1	525	580	1	1	1
Future Volume (vph)	1	525	580	1	1	1
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)	200			200	0	0
Storage Lanes	1			1	1	0
Taper Length (ft)	100				100	
Link Speed (mph)		40	40		25	
Link Distance (ft)		2376	2280		765	
Travel Time (s)		40.5	38.9		20.9	
Confl. Peds. (#/hr)						
Confl. Bikes (#/hr)						
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94
Growth Factor	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	5%	5%	5%	5%	5%	5%
Bus Blockages (#/hr)	0	0	0	0	0	0
Parking (#/hr)						
Mid-Block Traffic (%)		0%	0%		0%	
Shared Lane Traffic (%)						
Lane Group Flow (vph)	1	559	617	1	2	0
Sign Control		Free	Free		Stop	

Intersection Summary	
Area Type:	Other
Control Type: Unsignalized	

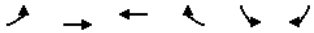
Intersection	
Int Delay, s/veh	0

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	1	525	580	1	1	1
Future Vol, veh/h	1	525	580	1	1	1
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	200	-	-	200	0	-
Veh in Median Storage, #	-	0	0	-	2	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	94	94	94	94	94	94
Heavy Vehicles, %	5	5	5	5	5	5
Mvmt Flow	1	559	617	1	1	1

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	618	0	-	0	899	309
Stage 1	-	-	-	-	617	-
Stage 2	-	-	-	-	282	-
Critical Hdwy	4.2	-	-	-	6.9	7
Critical Hdwy Stg 1	-	-	-	-	5.9	-
Critical Hdwy Stg 2	-	-	-	-	5.9	-
Follow-up Hdwy	2.25	-	-	-	3.55	3.35
Pot Cap-1 Maneuver	938	-	-	-	273	678
Stage 1	-	-	-	-	492	-
Stage 2	-	-	-	-	732	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	938	-	-	-	273	678
Mov Cap-2 Maneuver	-	-	-	-	439	-
Stage 1	-	-	-	-	492	-
Stage 2	-	-	-	-	732	-

Approach	EB	WB	SB
HCM Control Delay, s	0	0	11.8
HCM LOS			B

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	938	-	-	-	533
HCM Lane V/C Ratio	0.001	-	-	-	0.004
HCM Control Delay (s)	8.8	-	-	-	11.8
HCM Lane LOS	A	-	-	-	B
HCM 95th %tile Q(veh)	0	-	-	-	0



Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	1	525	580	1	1	1
Future Volume (vph)	1	525	580	1	1	1
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)	200			200	0	0
Storage Lanes	1			1	1	0
Taper Length (ft)	100				100	
Link Speed (mph)		40	40		25	
Link Distance (ft)		2280	1316		751	
Travel Time (s)		38.9	22.4		20.5	
Confl. Peds. (#/hr)						
Confl. Bikes (#/hr)						
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94
Growth Factor	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	5%	5%	5%	5%	5%	5%
Bus Blockages (#/hr)	0	0	0	0	0	0
Parking (#/hr)						
Mid-Block Traffic (%)		0%	0%		0%	
Shared Lane Traffic (%)						
Lane Group Flow (vph)	1	559	617	1	2	0
Sign Control		Free	Free		Stop	

Intersection Summary	
Area Type:	Other
Control Type: Unsignalized	

Intersection	
Int Delay, s/veh	0

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	1	525	580	1	1	1
Future Vol, veh/h	1	525	580	1	1	1
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	200	-	-	200	0	-
Veh in Median Storage, #	-	0	0	-	2	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	94	94	94	94	94	94
Heavy Vehicles, %	5	5	5	5	5	5
Mvmt Flow	1	559	617	1	1	1

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	618	0	-	0	899	309
Stage 1	-	-	-	-	617	-
Stage 2	-	-	-	-	282	-
Critical Hdwy	4.2	-	-	-	6.9	7
Critical Hdwy Stg 1	-	-	-	-	5.9	-
Critical Hdwy Stg 2	-	-	-	-	5.9	-
Follow-up Hdwy	2.25	-	-	-	3.55	3.35
Pot Cap-1 Maneuver	938	-	-	-	273	678
Stage 1	-	-	-	-	492	-
Stage 2	-	-	-	-	732	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	938	-	-	-	273	678
Mov Cap-2 Maneuver	-	-	-	-	439	-
Stage 1	-	-	-	-	492	-
Stage 2	-	-	-	-	732	-

Approach	EB	WB	SB
HCM Control Delay, s	0	0	11.8
HCM LOS			B

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	938	-	-	-	533
HCM Lane V/C Ratio	0.001	-	-	-	0.004
HCM Control Delay (s)	8.8	-	-	-	11.8
HCM Lane LOS	A	-	-	-	B
HCM 95th %tile Q(veh)	0	-	-	-	0

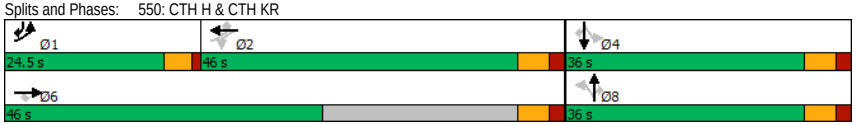
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	270	260	5	45	405	155	20	190	30	60	160	145
Future Volume (vph)	270	260	5	45	405	155	20	190	30	60	160	145
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	385		200	235		200	300		275	315		315
Storage Lanes	1		0	1		1	1		1	1		0
Taper Length (ft)	100			100			100			100		
Right Turn on Red			Yes			Yes			Yes			Yes
Link Speed (mph)		40			40			40			40	
Link Distance (ft)		1316			1024			1873			1350	
Travel Time (s)		22.4			17.5			31.9			23.0	
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%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	5%	5%	5%	5%	5%	5%	5%	5%	5%	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)	287	277	5	48	431	165	21	202	32	64	170	154
Turn Type	D.P+P	NA	Perm	Perm	NA	Perm	Perm	NA	Perm	Perm	NA	pm+ov
Protected Phases	1	6			2			8			4	1
Permitted Phases	2		6	2		2	8		8	4		4
Detector Phase	1	6	6	2	2	2	8	8	8	4	4	1
Switch Phase												
Minimum Initial (s)	8.0	12.0	12.0	12.0	12.0	12.0	10.0	10.0	10.0	10.0	10.0	8.0
Minimum Split (s)	12.5	18.0	18.0	18.0	18.0	18.0	16.0	16.0	16.0	16.0	16.0	12.5
Total Split (s)	24.5	46.0	46.0	46.0	46.0	46.0	36.0	36.0	36.0	36.0	36.0	24.5
Total Split (%)	23.0%	43.2%	43.2%	43.2%	43.2%	43.2%	33.8%	33.8%	33.8%	33.8%	33.8%	23.0%
Maximum Green (s)	20.0	40.0	40.0	40.0	40.0	40.0	30.0	30.0	30.0	30.0	30.0	20.0
Yellow Time (s)	3.5	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	3.5
All-Red Time (s)	1.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.5	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	4.5
Lead/Lag	Lead			Lag	Lag	Lag						Lead
Lead-Lag Optimize?												
Vehicle Extension (s)	3.0	3.0	3.0	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	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	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	0.0	0.0	0.0
Recall Mode	None	None	None	None	None	None	None	None	None	None	None	None
Walk Time (s)												
Flash Dont Walk (s)												
Pedestrian Calls (#/hr)												
v/c Ratio	0.55	0.37	0.01	0.15	0.70	0.26	0.08	0.51	0.08	0.26	0.43	0.19
Control Delay	10.5	8.8	0.0	16.8	25.4	4.2	25.0	29.9	0.6	27.5	28.3	3.0

Lanes, Volumes, Timings
550: CTH H & CTH KR 12/14/2017

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	0.0	0.0
Total Delay	10.5	8.8	0.0	16.8	25.4	4.2	25.0	29.9	0.6	27.5	28.3	3.0
Queue Length 50th (ft)	42	67	0	12	135	0	6	67	0	20	56	0
Queue Length 95th (ft)	99	161	0	40	283	37	29	166	2	65	141	31
Internal Link Dist (ft)		1236			944			1793			1270	
Turn Bay Length (ft)	385		200	235		200	300		275	315		315
Base Capacity (vph)	739	1169	1421	622	1178	1058	574	883	790	544	883	1040
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.39	0.24	0.00	0.08	0.37	0.16	0.04	0.23	0.04	0.12	0.19	0.15

Intersection Summary	
Area Type:	Other
Cycle Length: 106.5	
Actuated Cycle Length: 64.7	
Natural Cycle: 60	
Control Type: Actuated-Uncoordinated	

Splits and Phases: 550: CTH H & CTH KR



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2020_NOBraun_171211_AM.syn
Synchro 10 Report

HCM 2010 Signalized Intersection Summary
550: CTH H & CTH KR

12/14/2017

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	270	260	5	45	405	155	20	190	30	60	160	145
Future Volume (veh/h)	270	260	5	45	405	155	20	190	30	60	160	145
Number	1	6	16	5	2	12	3	8	18	7	4	14
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1810	1810	1810	1810	1810	1810	1810	1810	1810	1810	1810	1810
Adj Flow Rate, veh/h	287	277	5	48	431	85	21	202	16	64	170	80
Adj No. of Lanes	1	1	1	1	1	1	1	1	1	1	1	1
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, %	5	5	5	5	5	5	5	5	5	5	5	5
Cap, veh/h	489	702	852	470	566	481	285	389	331	270	389	569
Arrive On Green	0.15	0.55	0.55	0.31	0.31	0.31	0.22	0.22	0.22	0.22	0.22	0.22
Sat Flow, veh/h	1723	1267	1538	1061	1810	1538	1093	1810	1538	1125	1810	1538
Grp Volume(v), veh/h	287	277	5	48	431	85	21	202	16	64	170	80
Grp Sat Flow(s),veh/h/ln	1723	1267	1538	1061	1810	1538	1093	1810	1538	1125	1810	1538
Q Serve(g_s), s	5.5	6.5	0.1	1.7	11.2	2.1	0.9	5.1	0.4	2.8	4.2	1.8
Cycle Q Clear(g_c), s	5.5	6.5	0.1	1.7	11.2	2.1	5.1	5.1	0.4	7.9	4.2	1.8
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	489	702	852	470	566	481	285	389	331	270	389	569
V/C Ratio(X)	0.59	0.39	0.01	0.10	0.76	0.18	0.07	0.52	0.05	0.24	0.44	0.14
Avail Cap(c_a), veh/h	885	974	1183	954	1391	1183	680	1043	887	676	1043	1125
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	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	10.6	6.6	5.2	12.9	16.1	13.0	19.9	18.0	16.2	21.5	17.7	10.9
Incr Delay (d2), s/veh	1.1	0.4	0.0	0.1	2.2	0.2	0.1	1.1	0.1	0.4	0.8	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	4.9	4.1	0.1	0.9	9.8	1.6	0.5	4.8	0.3	1.6	4.0	1.4
LnGrp Delay(d),s/veh	11.8	7.0	5.2	13.0	18.3	13.2	20.0	19.1	16.3	22.0	18.5	11.0
LnGrp LOS	B	A	A	B	B	B	C	B	B	C	B	B
Approach Vol, veh/h		569			564			239			314	
Approach Delay, s/veh		9.4			17.1			19.0			17.3	
Approach LOS		A			B			B			B	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2		4		6		8
Phs Duration (G+Y+Rc), s	12.6	22.3		17.2		34.8		17.2
Change Period (Y+Rc), s	4.5	6.0		6.0		6.0		6.0
Max Green Setting (Gmax), s	20.0	40.0		30.0		40.0		30.0
Max Q Clear Time (g_c+I1), s	7.5	13.2		9.9		8.5		7.1
Green Ext Time (p_c), s	0.7	3.1		1.3		1.6		1.1

Intersection Summary	
HCM 2010 Ctrl Delay	14.8
HCM 2010 LOS	B

Lanes, Volumes, Timings
565: 72nd Ave & CTH KR

12/14/2017

Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	355	5	45	605	10	20
Future Volume (vph)	355	5	45	605	10	20
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)		200	125		0	125
Storage Lanes		1	0		1	0
Taper Length (ft)			100		100	
Link Speed (mph)	40			40	60	
Link Distance (ft)	1330			280	1528	
Travel Time (s)	22.7			4.8	17.4	
Confl. Peds. (#/hr)						
Confl. Bikes (#/hr)						
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94
Growth Factor	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	5%	5%	5%	5%	5%	5%
Bus Blockages (#/hr)	0	0	0	0	0	0
Parking (#/hr)						
Mid-Block Traffic (%)	0%			0%	0%	
Shared Lane Traffic (%)						
Lane Group Flow (vph)	378	5	48	644	32	0
Sign Control	Free			Free	Stop	

Intersection Summary	
Area Type:	Other
Control Type: Unsignalized	

Intersection	
Int Delay, s/veh	0.8

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	355	5	45	605	10	20
Future Vol, veh/h	355	5	45	605	10	20
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	200	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	94	94	94	94	94	94
Heavy Vehicles, %	5	5	5	5	5	5
Mvmt Flow	378	5	48	644	11	21

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	383	0	1118	378
Stage 1	-	-	-	-	378	-
Stage 2	-	-	-	-	740	-
Critical Hdwy	-	-	4.15	-	6.45	6.25
Critical Hdwy Stg 1	-	-	-	-	5.45	-
Critical Hdwy Stg 2	-	-	-	-	5.45	-
Follow-up Hdwy	-	-	2.245	-	3.545	3.345
Pot Cap-1 Maneuver	-	-	1159	-	226	662
Stage 1	-	-	-	-	686	-
Stage 2	-	-	-	-	466	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1159	-	217	662
Mov Cap-2 Maneuver	-	-	-	-	217	-
Stage 1	-	-	-	-	658	-
Stage 2	-	-	-	-	466	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0.6	15
HCM LOS			C

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	393	-	-	1159	-
HCM Lane V/C Ratio	0.081	-	-	0.041	-
HCM Control Delay (s)	15	-	-	8.2	-
HCM Lane LOS	C	-	-	A	-
HCM 95th %tile Q(veh)	0.3	-	-	0.1	-

Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	25	350	595	55	35	55
Future Volume (vph)	25	350	595	55	35	55
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			200	0	100
Storage Lanes	1			1	1	1
Taper Length (ft)	100				100	
Link Speed (mph)		40	40		40	
Link Distance (ft)		280	1974		716	
Travel Time (s)		4.8	33.6		12.2	
Confl. Peds. (#/hr)						
Confl. Bikes (#/hr)						
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94
Growth Factor	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	5%	5%	5%	5%	5%	5%
Bus Blockages (#/hr)	0	0	0	0	0	0
Parking (#/hr)						
Mid-Block Traffic (%)		0%	0%		0%	
Shared Lane Traffic (%)						
Lane Group Flow (vph)	27	372	633	59	37	59
Sign Control		Free	Free		Stop	

Intersection Summary	
Area Type:	Other
Control Type: Unsignalized	

Intersection	
Int Delay, s/veh	1.6

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	25	350	595	55	35	55
Future Vol, veh/h	25	350	595	55	35	55
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	200	0	100
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	94	94	94	94	94	94
Heavy Vehicles, %	5	5	5	5	5	5
Mvmt Flow	27	372	633	59	37	59

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	692	0	-	0	1059	633
Stage 1	-	-	-	-	633	-
Stage 2	-	-	-	-	426	-
Critical Hdwy	4.15	-	-	-	6.45	6.25
Critical Hdwy Stg 1	-	-	-	-	5.45	-
Critical Hdwy Stg 2	-	-	-	-	5.45	-
Follow-up Hdwy	2.245	-	-	-	3.545	3.345
Pot Cap-1 Maneuver	889	-	-	-	245	474
Stage 1	-	-	-	-	523	-
Stage 2	-	-	-	-	652	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	889	-	-	-	238	474
Mov Cap-2 Maneuver	-	-	-	-	238	-
Stage 1	-	-	-	-	507	-
Stage 2	-	-	-	-	652	-

Approach	EB	WB	SB
HCM Control Delay, s	0.6	0	17.3
HCM LOS			C

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	889	-	-	-	238	474
HCM Lane V/C Ratio	0.03	-	-	-	0.156	0.123
HCM Control Delay (s)	9.2	-	-	-	22.9	13.7
HCM Lane LOS	A	-	-	-	C	B
HCM 95th %tile Q(veh)	0.1	-	-	-	0.5	0.4

Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	5	20	225	30	105	465
Future Volume (vph)	5	20	225	30	105	465
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)	200	200		200	200	
Storage Lanes	1	0		1	1	
Taper Length (ft)	100				100	
Link Speed (mph)	25		40			40
Link Distance (ft)	1097		1660			1642
Travel Time (s)	29.9		28.3			28.0
Confl. Peds. (#/hr)						
Confl. Bikes (#/hr)						
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94
Growth Factor	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	5%	5%	5%	5%	5%	5%
Bus Blockages (#/hr)	0	0	0	0	0	0
Parking (#/hr)						
Mid-Block Traffic (%)	0%		0%			0%
Shared Lane Traffic (%)						
Lane Group Flow (vph)	5	21	239	32	112	495
Sign Control	Stop		Free			Free

Intersection Summary	
Area Type:	Other
Control Type: Unsignalized	

HCM 2010 TWSC
725: Wisconn Valley Way & N-6 12/14/2017

Intersection	
Int Delay, s/veh	1.3

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	5	20	225	30	105	465
Future Vol, veh/h	5	20	225	30	105	465
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	200	-	-	200	200	-
Veh in Median Storage, #	2	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	94	94	94	94	94	94
Heavy Vehicles, %	5	5	5	5	5	5
Mvmt Flow	5	21	239	32	112	495

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	711	120	0	0	271	0
Stage 1	239	-	-	-	-	-
Stage 2	472	-	-	-	-	-
Critical Hdwy	6.9	7	-	-	4.2	-
Critical Hdwy Stg 1	5.9	-	-	-	-	-
Critical Hdwy Stg 2	5.9	-	-	-	-	-
Follow-up Hdwy	3.55	3.35	-	-	2.25	-
Pot Cap-1 Maneuver	361	899	-	-	1268	-
Stage 1	769	-	-	-	-	-
Stage 2	585	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	329	899	-	-	1268	-
Mov Cap-2 Maneuver	436	-	-	-	-	-
Stage 1	701	-	-	-	-	-
Stage 2	585	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	10	0	1.5
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	WBLn2	SBL	SBT
Capacity (veh/h)	-	-	436	899	1268	-
HCM Lane V/C Ratio	-	-	0.012	0.024	0.088	-
HCM Control Delay (s)	-	-	13.4	9.1	8.1	-
HCM Lane LOS	-	-	B	A	A	-
HCM 95th %tile Q(veh)	-	-	0	0.1	0.3	-

Lanes, Volumes, Timings
750: Wisconn Valley Way & SW-1 12/14/2017

Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	10	30	205	500	235	70
Future Volume (vph)	10	30	205	500	235	70
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	200			200
Storage Lanes	1	1	1			1
Taper Length (ft)	100		100			
Link Speed (mph)	25			40	40	
Link Distance (ft)	938			1652	2249	
Travel Time (s)	25.6			28.2	38.3	
Confl. Peds. (#/hr)						
Confl. Bikes (#/hr)						
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94
Growth Factor	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	5%	5%	5%	5%	5%	5%
Bus Blockages (#/hr)	0	0	0	0	0	0
Parking (#/hr)						
Mid-Block Traffic (%)	0%			0%	0%	
Shared Lane Traffic (%)						
Lane Group Flow (vph)	11	32	218	532	250	74
Sign Control	Stop			Free	Free	

Intersection Summary	
Area Type:	Other
Control Type: Unsignalized	

HCM 2010 TWSC
750: Wisconn Valley Way & SW-1 12/14/2017

Intersection	
Int Delay, s/veh	2.2

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	10	30	205	500	235	70
Future Vol, veh/h	10	30	205	500	235	70
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	0	200	-	-	200
Veh in Median Storage, #	2	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	94	94	94	94	94	94
Heavy Vehicles, %	5	5	5	5	5	5
Mvmt Flow	11	32	218	532	250	74

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	952	125	324	0	-	0
Stage 1	250	-	-	-	-	-
Stage 2	702	-	-	-	-	-
Critical Hdwy	6.9	7	4.2	-	-	-
Critical Hdwy Stg 1	5.9	-	-	-	-	-
Critical Hdwy Stg 2	5.9	-	-	-	-	-
Follow-up Hdwy	3.55	3.35	2.25	-	-	-
Pot Cap-1 Maneuver	252	893	1211	-	-	-
Stage 1	760	-	-	-	-	-
Stage 2	445	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	207	893	1211	-	-	-
Mov Cap-2 Maneuver	215	-	-	-	-	-
Stage 1	623	-	-	-	-	-
Stage 2	445	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	12.6	2.5	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	EBLn2	SBT	SBR
Capacity (veh/h)	1211	-	215	893	-	-
HCM Lane V/C Ratio	0.18	-	0.049	0.036	-	-
HCM Control Delay (s)	8.6	-	22.6	9.2	-	-
HCM Lane LOS	A	-	C	A	-	-
HCM 95th %tile Q(veh)	0.7	-	0.2	0.1	-	-

Lanes, Volumes, Timings
830: CTH H & N-7 12/14/2017

Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	10	5	20	555	675	45
Future Volume (vph)	10	5	20	555	675	45
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)	210	0	200			200
Storage Lanes	1	1	1			1
Taper Length (ft)	100		100			
Link Speed (mph)	25			40	40	
Link Distance (ft)	1043			2631	2632	
Travel Time (s)	28.4			44.8	44.9	
Confl. Peds. (#/hr)						
Confl. Bikes (#/hr)						
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94
Growth Factor	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	5%	5%	5%	5%	5%	5%
Bus Blockages (#/hr)	0	0	0	0	0	0
Parking (#/hr)						
Mid-Block Traffic (%)	0%			0%	0%	
Shared Lane Traffic (%)						
Lane Group Flow (vph)	11	5	21	590	718	48
Sign Control	Stop			Free	Free	

Intersection Summary	
Area Type:	Other
Control Type: Unsignalized	

Intersection	
Int Delay, s/veh	0.3

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	10	5	20	555	675	45
Future Vol, veh/h	10	5	20	555	675	45
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	210	0	200	-	-	200
Veh in Median Storage, #	2	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	94	94	94	94	94	94
Heavy Vehicles, %	5	5	5	5	5	5
Mvmt Flow	11	5	21	590	718	48

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	1055	359	766	0	-	0
Stage 1	718	-	-	-	-	-
Stage 2	337	-	-	-	-	-
Critical Hdwy	6.9	7	4.2	-	-	-
Critical Hdwy Stg 1	5.9	-	-	-	-	-
Critical Hdwy Stg 2	5.9	-	-	-	-	-
Follow-up Hdwy	3.55	3.35	2.25	-	-	-
Pot Cap-1 Maneuver	216	629	824	-	-	-
Stage 1	436	-	-	-	-	-
Stage 2	686	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	211	629	824	-	-	-
Mov Cap-2 Maneuver	377	-	-	-	-	-
Stage 1	425	-	-	-	-	-
Stage 2	686	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	13.5	0.3	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	EBLn2	SBT	SBR
Capacity (veh/h)	824	-	377	629	-	-
HCM Lane V/C Ratio	0.026	-	0.028	0.008	-	-
HCM Control Delay (s)	9.5	-	14.8	10.8	-	-
HCM Lane LOS	A	-	B	B	-	-
HCM 95th %tile Q(veh)	0.1	-	0.1	0	-	-

Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	205	150	260	365	215	365
Future Volume (vph)	205	150	260	365	215	365
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)	200	0	200			200
Storage Lanes	2	1	1			1
Taper Length (ft)	100		100			
Right Turn on Red		Yes				Yes
Link Speed (mph)	25			40	40	
Link Distance (ft)	867			1320	1320	
Travel Time (s)	23.6			22.5	22.5	
Confl. Peds. (#/hr)						
Confl. Bikes (#/hr)						
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94
Growth Factor	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	5%	5%	5%	5%	5%	5%
Bus Blockages (#/hr)	0	0	0	0	0	0
Parking (#/hr)						
Mid-Block Traffic (%)	0%			0%	0%	
Shared Lane Traffic (%)						
Lane Group Flow (vph)	218	160	277	388	229	388
Turn Type	Prot	Perm	D.P+P	NA	NA	pm+ov
Protected Phases	4		1	6	2	4
Permitted Phases		4	2			2
Detector Phase	4	4	1	6	2	4
Switch Phase						
Minimum Initial (s)	10.0	10.0	8.0	12.0	12.0	10.0
Minimum Split (s)	24.0	24.0	12.5	24.0	24.0	24.0
Total Split (s)	27.0	27.0	18.0	48.0	30.0	27.0
Total Split (%)	36.0%	36.0%	24.0%	64.0%	40.0%	36.0%
Maximum Green (s)	21.0	21.0	13.5	42.0	24.0	21.0
Yellow Time (s)	4.0	4.0	3.5	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0	1.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.0	6.0	4.5	6.0	6.0	6.0
Lead/Lag			Lead		Lag	
Lead-Lag Optimize?			Yes		Yes	
Vehicle Extension (s)	2.0	2.0	2.0	5.0	5.0	2.0
Minimum Gap (s)	2.0	2.0	2.0	2.0	2.0	2.0
Time Before Reduce (s)	0.0	0.0	0.0	25.0	25.0	0.0
Time To Reduce (s)	0.0	0.0	0.0	15.0	15.0	0.0
Recall Mode	None	None	None	C-Max	C-Max	None
Walk Time (s)						
Flash Dont Walk (s)						
Pedestrian Calls (#/hr)						
v/c Ratio	0.46	0.45	0.35	0.16	0.13	0.31
Control Delay	32.6	9.6	5.2	4.2	6.2	1.7

Lanes, Volumes, Timings
840: CTH H & FC-6

12/14/2017

Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	32.6	9.6	5.2	4.2	6.2	1.7
Queue Length 50th (ft)	49	0	33	25	13	0
Queue Length 95th (ft)	77	48	68	45	23	42
Internal Link Dist (ft)	787			1240	1240	
Turn Bay Length (ft)	200		200			200
Base Capacity (vph)	933	545	890	2397	1767	1393
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	0.23	0.29	0.31	0.16	0.13	0.28

Intersection Summary	
Area Type:	Other
Cycle Length: 75	
Actuated Cycle Length: 75	
Offset: 30 (40%), Referenced to phase 2:NBSB and 6:NBT, Start of 1st Green	
Natural Cycle: 65	
Control Type: Actuated-Coordinated	

Splits and Phases: 840: CTH H & FC-6

HCM 2010 Signalized Intersection Summary
840: CTH H & FC-6

12/14/2017

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	205	150	260	365	215	365
Future Volume (veh/h)	205	150	260	365	215	365
Number	7	14	1	6	2	12
Initial Q (Qb), veh	0	0	0	0	0	0
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
Adj Sat Flow, veh/h/ln	1810	1810	1810	1810	1810	1810
Adj Flow Rate, veh/h	218	80	277	388	229	197
Adj No. of Lanes	2	1	1	2	2	1
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94
Percent Heavy Veh, %	5	5	5	5	5	5
Cap, veh/h	445	205	730	2431	1859	1036
Arrive On Green	0.13	0.13	0.11	0.71	0.18	0.18
Sat Flow, veh/h	3343	1538	1723	3529	3529	1538
Grp Volume(v), veh/h	218	80	277	388	229	197
Grp Sat Flow(s),veh/h/ln	1672	1538	1723	1719	1719	1538
Q Serve(g_s), s	4.5	3.6	5.1	2.8	4.2	5.9
Cycle Q Clear(g_c), s	4.5	3.6	5.1	2.8	4.2	5.9
Prop In Lane	1.00	1.00	1.00			1.00
Lane Grp Cap(c), veh/h	445	205	730	2431	1859	1036
V/C Ratio(X)	0.49	0.39	0.38	0.16	0.12	0.19
Avail Cap(c_a), veh/h	936	431	857	2431	1859	1036
HCM Platoon Ratio	1.00	1.00	1.00	1.00	0.33	0.33
Upstream Filter(I)	1.00	1.00	1.00	1.00	0.98	0.98
Uniform Delay (d), s/veh	30.2	29.7	5.7	3.6	15.9	8.9
Incr Delay (d2), s/veh	0.3	0.5	0.1	0.1	0.1	0.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	3.8	5.6	4.2	2.4	3.7	6.5
LnGrp Delay(d),s/veh	30.5	30.2	5.9	3.8	16.0	9.2
LnGrp LOS	C	C	A	A	B	A
Approach Vol, veh/h	298			665	426	
Approach Delay, s/veh	30.4			4.6	12.9	
Approach LOS	C			A	B	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2		4		6		
Phs Duration (G+Y+Rc), s	12.5	46.5		16.0		59.0		
Change Period (Y+Rc), s	4.5	6.0		6.0		6.0		
Max Green Setting (Gmax), s	13.5	24.0		21.0		42.0		
Max Q Clear Time (g_c+I1), s	7.1	7.9		6.5		4.8		
Green Ext Time (p_c), s	0.2	3.4		0.5		5.0		

Intersection Summary		
HCM 2010 Ctrl Delay	12.7	
HCM 2010 LOS	B	

Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	1	1	1	625	365	1
Future Volume (vph)	1	1	1	625	365	1
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	200			200
Storage Lanes	1	0	1			1
Taper Length (ft)	100		100			
Link Speed (mph)	25			40	40	
Link Distance (ft)	850			1350	1323	
Travel Time (s)	23.2			23.0	22.6	
Confl. Peds. (#/hr)						
Confl. Bikes (#/hr)						
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94
Growth Factor	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	5%	5%	5%	5%	5%	5%
Bus Blockages (#/hr)	0	0	0	0	0	0
Parking (#/hr)						
Mid-Block Traffic (%)	0%			0%	0%	
Shared Lane Traffic (%)						
Lane Group Flow (vph)	2	0	1	665	388	1
Sign Control	Stop			Free	Free	

Intersection Summary	
Area Type:	Other
Control Type: Unsignalized	

Intersection	
Int Delay, s/veh	0

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	1	1	1	625	365	1
Future Vol, veh/h	1	1	1	625	365	1
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	-	200	-	-	200
Veh in Median Storage, #	2	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	94	94	94	94	94	94
Heavy Vehicles, %	5	5	5	5	5	5
Mvmt Flow	1	1	1	665	388	1

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	723	194	389	0	-	0
Stage 1	388	-	-	-	-	-
Stage 2	335	-	-	-	-	-
Critical Hdwy	6.9	7	4.2	-	-	-
Critical Hdwy Stg 1	5.9	-	-	-	-	-
Critical Hdwy Stg 2	5.9	-	-	-	-	-
Follow-up Hdwy	3.55	3.35	2.25	-	-	-
Pot Cap-1 Maneuver	355	805	1145	-	-	-
Stage 1	646	-	-	-	-	-
Stage 2	688	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	355	805	1145	-	-	-
Mov Cap-2 Maneuver	532	-	-	-	-	-
Stage 1	645	-	-	-	-	-
Stage 2	688	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	10.6	0	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1145	-	641	-	-
HCM Lane V/C Ratio	0.001	-	0.003	-	-
HCM Control Delay (s)	8.1	-	10.6	-	-
HCM Lane LOS	A	-	B	-	-
HCM 95th %tile Q(veh)	0	-	0	-	-

Lanes, Volumes, Timings
300: W. FRONTAGE RD & STH 11

12/14/2017

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	1	230	1	5	335	25	5	1	5	25	5	10
Future Volume (vph)	1	230	1	5	335	25	5	1	5	25	5	10
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)	290		240	260		240	0		0	0		0
Storage Lanes	1		1	1		1	0		1	0		1
Taper Length (ft)	100			100			100			100		
Link Speed (mph)		45			45			60			60	
Link Distance (ft)		3032			463			1739			983	
Travel Time (s)		45.9			7.0			19.8			11.2	
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%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	5%	5%	5%	5%	5%	5%	5%	5%	5%	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)	1	245	1	5	356	27	0	6	5	0	32	11
Sign Control		Free			Free			Stop			Stop	

Intersection Summary	
Area Type:	Other
Control Type: Unsignalized	

HCM 2010 TWSC
300: W. FRONTAGE RD & STH 11

12/14/2017

Intersection	
Int Delay, s/veh	0.9

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	1	230	1	5	335	25	5	1	5	25	5	10
Future Vol, veh/h	1	230	1	5	335	25	5	1	5	25	5	10
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	290	-	240	260	-	240	-	-	0	-	-	0
Veh in Median Storage, #	-	0	-	-	0	-	-	2	-	-	2	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	94	94	94	94	94	94	94	94	94	94	94	94
Heavy Vehicles, %	5	5	5	5	5	5	5	5	5	5	5	5
Mvmt Flow	1	245	1	5	356	27	5	1	5	27	5	11

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	383	0	0	246	0	0	438	640	123	491	614	178
Stage 1	-	-	-	-	-	-	247	247	-	366	366	-
Stage 2	-	-	-	-	-	-	191	393	-	125	248	-
Critical Hdwy	4.2	-	-	4.2	-	-	7.6	6.6	7	7.6	6.6	7
Critical Hdwy Stg 1	-	-	-	-	-	-	6.6	5.6	-	6.6	5.6	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.6	5.6	-	6.6	5.6	-
Follow-up Hdwy	2.25	-	-	2.25	-	-	3.55	4.05	3.35	3.55	4.05	3.35
Pot Cap-1 Maneuver	1151	-	-	1295	-	-	495	386	895	454	399	825
Stage 1	-	-	-	-	-	-	726	693	-	618	614	-
Stage 2	-	-	-	-	-	-	784	597	-	857	693	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1151	-	-	1295	-	-	483	384	895	449	397	825
Mov Cap-2 Maneuver	-	-	-	-	-	-	622	521	-	568	532	-
Stage 1	-	-	-	-	-	-	725	692	-	617	612	-
Stage 2	-	-	-	-	-	-	764	595	-	850	692	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0	0.1	10.1	11.2
HCM LOS			B	B

Minor Lane/Major Mvmt	NBLn1	NBLn2	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	603	895	1151	-	-	1295	-	-	562	825
HCM Lane V/C Ratio	0.011	0.006	0.001	-	-	0.004	-	-	0.057	0.013
HCM Control Delay (s)	11	9	8.1	-	-	7.8	-	-	11.8	9.4
HCM Lane LOS	B	A	A	-	-	A	-	-	B	A
HCM 95th %tile Q(veh)	0	0	0	-	-	0	-	-	0.2	0

TADI
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Synchro 10 Report

Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	235	25	215	340	25	485
Future Volume (vph)	235	25	215	340	25	485
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)		200	610		175	0
Storage Lanes		1	1		1	2
Taper Length (ft)			100		100	
Right Turn on Red		Yes				Yes
Link Speed (mph)	45			45	35	
Link Distance (ft)	463			1378	1333	
Travel Time (s)	7.0			20.9	26.0	
Confl. Peds. (#/hr)						
Confl. Bikes (#/hr)						
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94
Growth Factor	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	5%	5%	5%	5%	5%	5%
Bus Blockages (#/hr)	0	0	0	0	0	0
Parking (#/hr)						
Mid-Block Traffic (%)	0%			0%	0%	
Shared Lane Traffic (%)						
Lane Group Flow (vph)	250	27	229	362	27	516
Turn Type	NA	Perm	D.P+P	NA	Prot	pt+ov
Protected Phases	6		5	2	8	8 5
Permitted Phases		6	6			
Detector Phase	6	6	5	2	8	8 5
Switch Phase						
Minimum Initial (s)	12.0	12.0	8.0	12.0	10.0	
Minimum Split (s)	18.0	18.0	12.5	18.0	16.0	
Total Split (s)	35.0	35.0	30.0	65.0	25.0	
Total Split (%)	38.9%	38.9%	33.3%	72.2%	27.8%	
Maximum Green (s)	29.0	29.0	25.5	59.0	19.0	
Yellow Time (s)	4.0	4.0	3.5	4.0	4.0	
All-Red Time (s)	2.0	2.0	1.0	2.0	2.0	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	
Total Lost Time (s)	6.0	6.0	4.5	6.0	6.0	
Lead/Lag	Lag	Lag	Lead			
Lead-Lag Optimize?	Yes	Yes	Yes			
Vehicle Extension (s)	5.0	5.0	2.0	5.0	2.0	
Minimum Gap (s)	2.0	2.0	2.0	2.0	2.0	
Time Before Reduce (s)	25.0	25.0	0.0	25.0	0.0	
Time To Reduce (s)	15.0	15.0	0.0	15.0	0.0	
Recall Mode	C-Max	C-Max	None	C-Max	None	
Walk Time (s)						
Flash Dont Walk (s)						
Pedestrian Calls (#/hr)						
v/c Ratio	0.12	0.03	0.27	0.14	0.14	0.48
Control Delay	7.8	3.1	5.4	4.1	38.0	4.1

Lanes, Volumes, Timings
310: IH 41/94 SB Ramps & STH 11 12/14/2017

Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	7.8	3.1	5.4	4.1	38.0	4.1
90th %ile Green (s)	52.3	52.3	10.8	67.6	10.4	
90th %ile Term Code	Coord	Coord	Gap	Coord	Gap	
70th %ile Green (s)	55.1	55.1	8.4	68.0	10.0	
70th %ile Term Code	Coord	Coord	Gap	Coord	Min	
50th %ile Green (s)	55.5	55.5	8.0	68.0	10.0	
50th %ile Term Code	Coord	Coord	Min	Coord	Min	
30th %ile Green (s)	55.5	55.5	8.0	68.0	10.0	
30th %ile Term Code	Coord	Coord	Min	Coord	Min	
10th %ile Green (s)	55.5	55.5	8.0	68.0	10.0	
10th %ile Term Code	Coord	Coord	Min	Coord	Min	
Queue Length 50th (ft)	27	0	57	38	14	0
Queue Length 95th (ft)	48	10	48	29	39	39
Internal Link Dist (ft)	383			1298	1253	
Turn Bay Length (ft)		200	610		175	
Base Capacity (vph)	2092	946	1014	2594	362	1491
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	0.12	0.03	0.23	0.14	0.07	0.35

Intersection Summary	
Area Type:	Other
Cycle Length: 90	
Actuated Cycle Length: 90	
Offset: 5 (6%), Referenced to phase 2:WBT and 6:EBWB, Start of 1st Green	
Natural Cycle: 50	
Control Type: Actuated-Coordinated	

Splits and Phases: 310: IH 41/94 SB Ramps & STH 11

TADI Synchro 10 Report
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HCM 2010 Signalized Intersection Summary
310: IH 41/94 SB Ramps & STH 11

12/14/2017

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (veh/h)	235	25	215	340	25	485
Future Volume (veh/h)	235	25	215	340	25	485
Number	6	16	5	2	3	18
Initial Q (Qb), veh	0	0	0	0	0	0
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
Adj Sat Flow, veh/h/ln	1810	1810	1810	1810	1810	1810
Adj Flow Rate, veh/h	250	16	229	362	27	362
Adj No. of Lanes	2	1	1	2	1	2
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94
Percent Heavy Veh, %	5	5	5	5	5	5
Cap, veh/h	2001	895	824	2478	252	635
Arrive On Green	0.58	0.58	0.18	1.00	0.15	0.15
Sat Flow, veh/h	3529	1538	1723	3529	1723	2707
Grp Volume(v), veh/h	250	16	229	362	27	362
Grp Sat Flow(s),veh/h/ln	1719	1538	1723	1719	1723	1354
Q Serve(g_s), s	2.9	0.4	4.8	0.0	1.2	10.6
Cycle Q Clear(g_c), s	2.9	0.4	4.8	0.0	1.2	10.6
Prop In Lane		1.00	1.00		1.00	1.00
Lane Grp Cap(c), veh/h	2001	895	824	2478	252	635
V/C Ratio(X)	0.12	0.02	0.28	0.15	0.11	0.57
Avail Cap(c_a), veh/h	2001	895	1160	2478	364	811
HCM Platoon Ratio	1.00	1.00	2.00	2.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	0.99	0.99	1.00	1.00
Uniform Delay (d), s/veh	8.5	7.9	5.2	0.0	33.3	30.4
Incr Delay (d2), s/veh	0.1	0.0	0.1	0.1	0.1	0.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	2.6	0.3	3.9	0.1	1.1	7.2
LnGrp Delay(d),s/veh	8.6	8.0	5.2	0.1	33.4	30.7
LnGrp LOS	A	A	A	A	C	C
Approach Vol, veh/h	266			591	389	
Approach Delay, s/veh	8.6			2.1	30.9	
Approach LOS	A			A	C	

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2			5	6		8
Phs Duration (G+Y+Rc), s		70.9			12.5	58.4		19.1
Change Period (Y+Rc), s		6.0			4.5	6.0		6.0
Max Green Setting (Gmax), s		59.0			25.5	29.0		19.0
Max Q Clear Time (g_c+I1), s		2.0			6.8	4.9		12.6
Green Ext Time (p_c), s		4.8			0.3	2.7		0.5

Intersection Summary	
HCM 2010 Ctrl Delay	12.5
HCM 2010 LOS	B

Lanes, Volumes, Timings
320: IH 41/94 NB Ramps & STH 11

12/14/2017

Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	700	20	850	525	30	135
Future Volume (vph)	700	20	850	525	30	135
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)		500	500		500	0
Storage Lanes		1	0		1	1
Taper Length (ft)			100		100	
Right Turn on Red		Yes				Yes
Link Speed (mph)	45			45	35	
Link Distance (ft)	1378			484	1387	
Travel Time (s)	20.9			7.3	27.0	
Confl. Peds. (#/hr)						
Confl. Bikes (#/hr)						
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94
Growth Factor	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	5%	5%	5%	5%	5%	5%
Bus Blockages (#/hr)	0	0	0	0	0	0
Parking (#/hr)						
Mid-Block Traffic (%)	0%			0%	0%	
Shared Lane Traffic (%)						
Lane Group Flow (vph)	745	21	904	559	32	144
Turn Type	NA	Perm	Prot	NA	Prot	pt+ov
Protected Phases	6		5	2	4	4 5
Permitted Phases		6				
Detector Phase	6	6	5	2	4	4 5
Switch Phase						
Minimum Initial (s)	12.0	12.0	8.0	12.0	10.0	
Minimum Split (s)	18.0	18.0	12.5	18.0	16.0	
Total Split (s)	34.0	34.0	40.0	74.0	16.0	
Total Split (%)	37.8%	37.8%	44.4%	82.2%	17.8%	
Maximum Green (s)	28.0	28.0	35.5	68.0	10.0	
Yellow Time (s)	4.0	4.0	3.5	4.0	4.0	
All-Red Time (s)	2.0	2.0	1.0	2.0	2.0	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	
Total Lost Time (s)	6.0	6.0	4.5	6.0	6.0	
Lead/Lag	Lead	Lead	Lag			
Lead-Lag Optimize?	Yes	Yes	Yes			
Vehicle Extension (s)	5.0	5.0	2.0	5.0	2.0	
Minimum Gap (s)	2.0	2.0	2.0	2.0	2.0	
Time Before Reduce (s)	25.0	25.0	0.0	25.0	0.0	
Time To Reduce (s)	15.0	15.0	0.0	15.0	0.0	
Recall Mode	C-Max	C-Max	None	C-Max	None	
Walk Time (s)						
Flash Dont Walk (s)						
Pedestrian Calls (#/hr)						
v/c Ratio	0.70	0.04	0.69	0.22	0.17	0.16
Control Delay	28.9	6.3	22.8	1.3	38.7	7.2

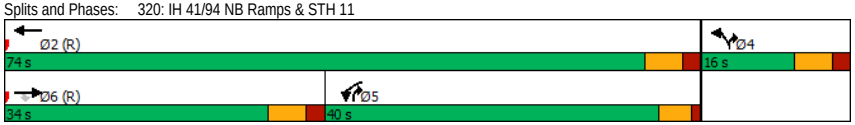
Lanes, Volumes, Timings
320: IH 41/94 NB Ramps & STH 11

12/14/2017

Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	28.9	6.3	22.8	1.3	38.7	7.2
90th %ile Green (s)	28.0	28.0	35.5	68.0	10.0	
90th %ile Term Code	Coord	Coord	Hold	Coord	Max	
70th %ile Green (s)	28.0	28.0	35.5	68.0	10.0	
70th %ile Term Code	Coord	Coord	Hold	Coord	Max	
50th %ile Green (s)	28.0	28.0	35.5	68.0	10.0	
50th %ile Term Code	Coord	Coord	Hold	Coord	Max	
30th %ile Green (s)	28.0	28.0	35.5	68.0	10.0	
30th %ile Term Code	Coord	Coord	Hold	Coord	Max	
10th %ile Green (s)	28.0	28.0	35.5	68.0	10.0	
10th %ile Term Code	Coord	Coord	Hold	Coord	Max	
Queue Length 50th (ft)	160	0	263	8	17	25
Queue Length 95th (ft)	221	7	252	11	44	54
Internal Link Dist (ft)	1298			404	1307	
Turn Bay Length (ft)		500	500		500	
Base Capacity (vph)	1069	492	1315	2597	191	874
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	0.70	0.04	0.69	0.22	0.17	0.16

Intersection Summary	
Area Type:	Other
Cycle Length: 90	
Actuated Cycle Length: 90	
Offset: 21 (23%), Referenced to phase 2:WBT and 6:EBT, Start of 1st Green	
Natural Cycle: 60	
Control Type: Actuated-Coordinated	

Splits and Phases: 320: IH 41/94 NB Ramps & STH 11



HCM 2010 Signalized Intersection Summary
320: IH 41/94 NB Ramps & STH 11

12/14/2017

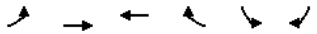
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (veh/h)	700	20	850	525	30	135
Future Volume (veh/h)	700	20	850	525	30	135
Number	6	16	5	2	7	14
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)		1.00	1.00		1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1810	1810	1810	1810	1810	1810
Adj Flow Rate, veh/h	745	10	904	559	32	64
Adj No. of Lanes	2	1	2	2	1	1
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94
Percent Heavy Veh, %	5	5	5	5	5	5
Cap, veh/h	1070	479	1297	2632	174	752
Arrive On Green	0.62	0.62	0.65	1.00	0.10	0.10
Sat Flow, veh/h	3529	1538	3343	3529	1723	1538
Grp Volume(v), veh/h	745	10	904	559	32	64
Grp Sat Flow(s),veh/h/ln	1719	1538	1672	1719	1723	1538
Q Serve(g_s), s	13.0	0.2	15.6	0.0	1.5	0.0
Cycle Q Clear(g_c), s	13.0	0.2	15.6	0.0	1.5	0.0
Prop In Lane		1.00	1.00		1.00	1.00
Lane Grp Cap(c), veh/h	1070	479	1297	2632	174	752
V/C Ratio(X)	0.70	0.02	0.70	0.21	0.18	0.09
Avail Cap(c_a), veh/h	1070	479	1319	2632	191	767
HCM Platoon Ratio	2.00	2.00	1.67	1.67	1.00	1.00
Upstream Filter(I)	0.94	0.94	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	14.2	11.8	12.5	0.0	37.1	12.3
Incr Delay (d2), s/veh	3.5	0.1	1.3	0.2	0.2	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	10.6	0.2	11.5	0.1	1.3	2.9
LnGrp Delay(d),s/veh	17.7	11.8	13.8	0.2	37.2	12.3
LnGrp LOS	B	B	B	A	D	B
Approach Vol, veh/h	755			1463	96	
Approach Delay, s/veh	17.6			8.6	20.6	
Approach LOS	B			A	C	

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2		4	5	6		
Phs Duration (G+Y+Rc), s		74.9		15.1	40.9	34.0		
Change Period (Y+Rc), s		6.0		6.0	6.0	* 6		
Max Green Setting (Gmax), s		68.0		10.0	35.5	* 28		
Max Q Clear Time (g_c+I1), s		2.0		3.5	17.6	15.0		
Green Ext Time (p_c), s		8.1		0.1	1.7	6.3		

Intersection Summary	
HCM 2010 Ctrl Delay	12.0
HCM 2010 LOS	B

Notes

* HCM 2010 computational engine requires equal clearance times for the phases crossing the barrier.



Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	5	830	1370	25	25	5
Future Volume (vph)	5	830	1370	25	25	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)	250			250	0	0
Storage Lanes	1			1	1	1
Taper Length (ft)	100				100	
Link Speed (mph)		45	45		40	
Link Distance (ft)		484	568		723	
Travel Time (s)		7.3	8.6		12.3	
Confl. Peds. (#/hr)						
Confl. Bikes (#/hr)						
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94
Growth Factor	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	5%	5%	5%	5%	5%	5%
Bus Blockages (#/hr)	0	0	0	0	0	0
Parking (#/hr)						
Mid-Block Traffic (%)		0%	0%		0%	
Shared Lane Traffic (%)						
Lane Group Flow (vph)	5	883	1457	27	27	5
Sign Control		Free	Free		Stop	

Intersection Summary	
Area Type:	Other
Control Type: Unsignalized	

Intersection	
Int Delay, s/veh	0.2

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	5	830	1370	25	25	5
Future Vol, veh/h	5	830	1370	25	25	5
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	250	-	-	250	0	0
Veh in Median Storage, #	-	0	0	-	2	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	94	94	94	94	94	94
Heavy Vehicles, %	5	5	5	5	5	5
Mvmt Flow	5	883	1457	27	27	5

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	1484	0	-	0	1909	729
Stage 1	-	-	-	-	1457	-
Stage 2	-	-	-	-	452	-
Critical Hdwy	4.2	-	-	-	6.9	7
Critical Hdwy Stg 1	-	-	-	-	5.9	-
Critical Hdwy Stg 2	-	-	-	-	5.9	-
Follow-up Hdwy	2.25	-	-	-	3.55	3.35
Pot Cap-1 Maneuver	*785	-	-	-	*262	*527
Stage 1	-	-	-	-	*497	-
Stage 2	-	-	-	-	*720	-
Platoon blocked, %	1	-	-	-	1	1
Mov Cap-1 Maneuver	*785	-	-	-	*261	*527
Mov Cap-2 Maneuver	-	-	-	-	*436	-
Stage 1	-	-	-	-	*494	-
Stage 2	-	-	-	-	*720	-

Approach	EB	WB	SB
HCM Control Delay, s	0.1	0	13.5
HCM LOS			B

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	* 785	-	-	-	436	527
HCM Lane V/C Ratio	0.007	-	-	-	0.061	0.01
HCM Control Delay (s)	9.6	-	-	-	13.8	11.9
HCM Lane LOS	A	-	-	-	B	B
HCM 95th %tile Q(veh)	0	-	-	-	0.2	0

Notes

~: Volume exceeds capacity $: Delay exceeds 300s +: Computation Not Defined *: All major volume in platoon

Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	630	225	20	915	480	80
Future Volume (vph)	630	225	20	915	480	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)		500	500		500	500
Storage Lanes		1	1		0	1
Taper Length (ft)			100		100	
Right Turn on Red		Yes				Yes
Link Speed (mph)	45			45	40	
Link Distance (ft)	568			1226	1642	
Travel Time (s)	8.6			18.6	28.0	
Confl. Peds. (#/hr)						
Confl. Bikes (#/hr)						
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94
Growth Factor	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	5%	5%	5%	5%	5%	5%
Bus Blockages (#/hr)	0	0	0	0	0	0
Parking (#/hr)						
Mid-Block Traffic (%)	0%			0%	0%	
Shared Lane Traffic (%)						
Lane Group Flow (vph)	670	239	21	973	511	85
Turn Type	NA	pm+ov	D.P+P	NA	Prot	pt+ov
Protected Phases	6	3	5	2	3	3 5
Permitted Phases		6	6			
Detector Phase	6	3	5	2	3	3 5
Switch Phase						
Minimum Initial (s)	12.0	8.0	6.0	12.0	8.0	
Minimum Split (s)	18.0	12.5	10.5	18.0	12.5	
Total Split (s)	38.0	40.0	12.0	50.0	40.0	
Total Split (%)	42.2%	44.4%	13.3%	55.6%	44.4%	
Maximum Green (s)	32.0	35.5	7.5	44.0	35.5	
Yellow Time (s)	4.0	3.5	3.5	4.0	3.5	
All-Red Time (s)	2.0	1.0	1.0	2.0	1.0	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	
Total Lost Time (s)	6.0	4.5	4.5	6.0	4.5	
Lead/Lag	Lead		Lag			
Lead-Lag Optimize?	Yes		Yes			
Vehicle Extension (s)	5.0	2.0	2.0	5.0	2.0	
Minimum Gap (s)	2.0	2.0	2.0	2.0	2.0	
Time Before Reduce (s)	25.0	0.0	0.0	25.0	0.0	
Time To Reduce (s)	15.0	0.0	0.0	15.0	0.0	
Recall Mode	C-Max	None	None	C-Max	None	
Walk Time (s)						
Flash Dont Walk (s)						
Pedestrian Calls (#/hr)						
v/c Ratio	0.40	0.18	0.05	0.47	0.81	0.13
Control Delay	4.9	0.2	8.3	10.5	39.9	3.5

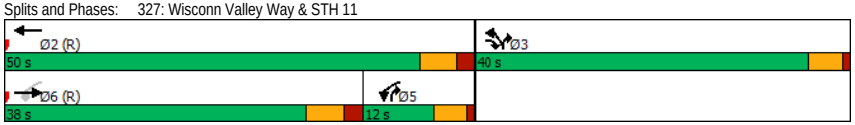
Lanes, Volumes, Timings
327: Wisconn Valley Way & STH 11

12/14/2017

Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	4.9	0.2	8.3	10.5	39.9	3.5
90th %ile Green (s)	34.4	33.1	7.5	46.4	33.1	
90th %ile Term Code	Coord	Gap	Hold	Coord	Gap	
70th %ile Green (s)	39.0	28.5	7.5	51.0	28.5	
70th %ile Term Code	Coord	Gap	Hold	Coord	Gap	
50th %ile Green (s)	41.9	25.6	7.5	53.9	25.6	
50th %ile Term Code	Coord	Gap	Hold	Coord	Gap	
30th %ile Green (s)	45.1	22.4	7.5	57.1	22.4	
30th %ile Term Code	Coord	Gap	Hold	Coord	Gap	
10th %ile Green (s)	61.6	17.9	0.0	61.6	17.9	
10th %ile Term Code	Coord	Gap	Skip	Coord	Gap	
Queue Length 50th (ft)	26	0	4	151	206	0
Queue Length 95th (ft)	42	m0	m12	169	261	22
Internal Link Dist (ft)	488			1146	1562	
Turn Bay Length (ft)		500	500		500	500
Base Capacity (vph)	1696	1341	454	2062	881	851
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	0.40	0.18	0.05	0.47	0.58	0.10

Intersection Summary	
Area Type:	Other
Cycle Length: 90	
Actuated Cycle Length: 90	
Offset: 40 (44%), Referenced to phase 2:WBT and 6:EBWB, Start of 1st Green	
Natural Cycle: 50	
Control Type: Actuated-Coordinated	
m Volume for 95th percentile queue is metered by upstream signal.	

Splits and Phases: 327: Wisconn Valley Way & STH 11



HCM 2010 Signalized Intersection Summary
327: Wisconn Valley Way & STH 11

12/14/2017

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (veh/h)	630	225	20	915	480	80
Future Volume (veh/h)	630	225	20	915	480	80
Number	6	16	5	2	3	18
Initial Q (Qb), veh	0	0	0	0	0	0
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
Adj Sat Flow, veh/h/ln	1810	1810	1810	1810	1810	1810
Adj Flow Rate, veh/h	670	122	21	973	511	42
Adj No. of Lanes	2	1	1	2	2	1
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94
Percent Heavy Veh, %	5	5	5	5	5	5
Cap, veh/h	1222	936	613	2166	567	709
Arrive On Green	0.71	0.71	0.21	0.63	0.25	0.25
Sat Flow, veh/h	3529	1538	1723	3529	2240	1538
Grp Volume(v), veh/h	670	122	21	973	511	42
Grp Sat Flow(s),veh/h/ln	1719	1538	1723	1719	1120	1538
Q Serve(g_s), s	8.3	0.0	0.0	13.1	19.9	0.0
Cycle Q Clear(g_c), s	8.3	0.0	0.0	13.1	19.9	0.0
Prop In Lane		1.00	1.00		1.00	1.00
Lane Grp Cap(c), veh/h	1222	936	613	2166	567	709
V/C Ratio(X)	0.55	0.13	0.03	0.45	0.90	0.06
Avail Cap(c_a), veh/h	1222	936	613	2166	884	926
HCM Platoon Ratio	2.00	2.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	9.6	3.2	13.0	8.6	32.5	13.4
Incr Delay (d2), s/veh	1.8	0.3	0.0	0.7	5.7	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	7.2	1.1	0.5	10.6	10.8	1.0
LnGrp Delay(d),s/veh	11.3	3.5	13.0	9.3	38.2	13.4
LnGrp LOS	B	A	B	A	D	B
Approach Vol, veh/h	792			994	553	
Approach Delay, s/veh	10.1			9.3	36.4	
Approach LOS	B			A	D	

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2			5	6		8
Phs Duration (G+Y+Rc), s		62.7			24.7	38.0		27.3
Change Period (Y+Rc), s		6.0			6.0	* 6		4.5
Max Green Setting (Gmax), s		44.0			7.5	* 32		35.5
Max Q Clear Time (g_c+I1), s		15.1			2.0	10.3		21.9
Green Ext Time (p_c), s		13.3			0.0	8.5		0.9

Intersection Summary	
HCM 2010 Ctrl Delay	16.0
HCM 2010 LOS	B

Notes

* HCM 2010 computational engine requires equal clearance times for the phases crossing the barrier.

Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	660	50	20	755	180	80
Future Volume (vph)	660	50	20	755	180	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)		160	260		270	0
Storage Lanes		1	1		1	1
Taper Length (ft)			100		100	
Link Speed (mph)	45			45	25	
Link Distance (ft)	1032			3962	724	
Travel Time (s)	15.6			60.0	19.7	
Confl. Peds. (#/hr)						
Confl. Bikes (#/hr)						
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94
Growth Factor	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	5%	5%	5%	5%	5%	5%
Bus Blockages (#/hr)	0	0	0	0	0	0
Parking (#/hr)						
Mid-Block Traffic (%)	0%			0%	0%	
Shared Lane Traffic (%)						
Lane Group Flow (vph)	702	53	21	803	191	85
Sign Control	Free			Free	Stop	

Intersection Summary	
Area Type:	Other
Control Type: Unsignalized	

Intersection	
Int Delay, s/veh	3.2

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	660	50	20	755	180	80
Future Vol, veh/h	660	50	20	755	180	80
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	160	260	-	270	0
Veh in Median Storage, #	0	-	-	0	2	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	94	94	94	94	94	94
Heavy Vehicles, %	5	5	5	5	5	5
Mvmt Flow	702	53	21	803	191	85

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	755	0	1146	351
Stage 1	-	-	-	-	702	-
Stage 2	-	-	-	-	444	-
Critical Hdwy	-	-	4.2	-	6.9	7
Critical Hdwy Stg 1	-	-	-	-	5.9	-
Critical Hdwy Stg 2	-	-	-	-	5.9	-
Follow-up Hdwy	-	-	2.25	-	3.55	3.35
Pot Cap-1 Maneuver	-	-	832	-	~ 188	637
Stage 1	-	-	-	-	445	-
Stage 2	-	-	-	-	605	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	832	-	~ 183	637
Mov Cap-2 Maneuver	-	-	-	-	366	-
Stage 1	-	-	-	-	434	-
Stage 2	-	-	-	-	605	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0.2	20.9
HCM LOS			C

Minor Lane/Major Mvmt	NBLn1	NBLn2	EBT	EBR	WBL	WBT
Capacity (veh/h)	366	637	-	-	832	-
HCM Lane V/C Ratio	0.523	0.134	-	-	0.026	-
HCM Control Delay (s)	25.1	11.5	-	-	9.4	-
HCM Lane LOS	D	B	-	-	A	-
HCM 95th %tile Q(veh)	2.9	0.5	-	-	0.1	-

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)	50	710	50	20	620	50	180	200	80	50	200	50
Future Volume (vph)	50	710	50	20	620	50	180	200	80	50	200	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)	200		150	295		125	295		140	125		125
Storage Lanes	1		1	1		1	1		1	1		1
Taper Length (ft)	100			100			100			100		
Right Turn on Red			Yes			Yes			Yes			Yes
Link Speed (mph)		45			45			25			40	
Link Distance (ft)		3962			2707			852			628	
Travel Time (s)		60.0			41.0			23.2			10.7	
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%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	5%	5%	5%	5%	5%	5%	5%	5%	5%	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)	53	755	53	21	660	53	191	213	85	53	213	53
Turn Type	Perm	NA	Perm	D.P+P	NA	Perm	Perm	NA	Perm	Perm	NA	Perm
Protected Phases		6		5	2			8			4	
Permitted Phases	6		6	6		2	8		8	4		4
Detector Phase	6	6	6	5	2	2	8	8	8	4	4	4
Switch Phase												
Minimum Initial (s)	12.0	12.0	12.0	6.0	12.0	12.0	10.0	10.0	10.0	10.0	10.0	10.0
Minimum Split (s)	18.0	18.0	18.0	10.5	18.0	18.0	16.0	16.0	16.0	16.0	16.0	16.0
Total Split (s)	46.0	46.0	46.0	12.0	58.0	58.0	32.0	32.0	32.0	32.0	32.0	32.0
Total Split (%)	51.1%	51.1%	51.1%	13.3%	64.4%	64.4%	35.6%	35.6%	35.6%	35.6%	35.6%	35.6%
Maximum Green (s)	40.0	40.0	40.0	7.5	52.0	52.0	26.0	26.0	26.0	26.0	26.0	26.0
Yellow Time (s)	4.0	4.0	4.0	3.5	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0	2.0	1.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.0	6.0	6.0	4.5	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0
Lead/Lag	Lead	Lead	Lead	Lag								
Lead-Lag Optimize?	Yes	Yes	Yes	Yes								
Vehicle Extension (s)	5.0	5.0	5.0	2.0	5.0	5.0	2.0	2.0	2.0	2.0	2.0	2.0
Minimum Gap (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Time Before Reduce (s)	25.0	25.0	25.0	0.0	25.0	25.0	0.0	0.0	0.0	0.0	0.0	0.0
Time To Reduce (s)	15.0	15.0	15.0	0.0	15.0	15.0	0.0	0.0	0.0	0.0	0.0	0.0
Recall Mode	C-Max	C-Max	C-Max	None	C-Max	C-Max	None	None	None	None	None	None
Walk Time (s)												
Flash Dont Walk (s)												
Pedestrian Calls (#/hr)												
v/c Ratio	0.13	0.37	0.05	0.04	0.29	0.05	0.80	0.29	0.20	0.22	0.29	0.13
Control Delay	5.0	5.6	0.4	5.5	7.3	1.9	56.1	29.2	4.3	28.9	29.2	0.9

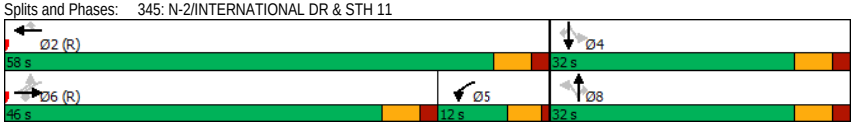
Lanes, Volumes, Timings
345: N-2/INTERNATIONAL DR & STH 11

12/14/2017

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	0.0	0.0
Total Delay	5.0	5.6	0.4	5.5	7.3	1.9	56.1	29.2	4.3	28.9	29.2	0.9
90th %ile Green (s)	40.0	40.0	40.0	7.5	52.0	52.0	26.0	26.0	26.0	26.0	26.0	26.0
90th %ile Term Code	Coord	Coord	Coord	Hold	Coord	Coord	Max	Max	Max	Hold	Hold	Hold
70th %ile Green (s)	41.9	41.9	41.9	7.5	53.9	53.9	24.1	24.1	24.1	24.1	24.1	24.1
70th %ile Term Code	Coord	Coord	Coord	Hold	Coord	Coord	Gap	Gap	Gap	Hold	Hold	Hold
50th %ile Green (s)	58.2	58.2	58.2	0.0	58.2	58.2	19.8	19.8	19.8	19.8	19.8	19.8
50th %ile Term Code	Coord	Coord	Coord	Skip	Coord	Coord	Gap	Gap	Gap	Hold	Hold	Hold
30th %ile Green (s)	61.9	61.9	61.9	0.0	61.9	61.9	16.1	16.1	16.1	16.1	16.1	16.1
30th %ile Term Code	Coord	Coord	Coord	Skip	Coord	Coord	Gap	Gap	Gap	Hold	Hold	Hold
10th %ile Green (s)	67.3	67.3	67.3	0.0	67.3	67.3	10.7	10.7	10.7	10.7	10.7	10.7
10th %ile Term Code	Coord	Coord	Coord	Skip	Coord	Coord	Gap	Gap	Gap	Hold	Hold	Hold
Queue Length 50th (ft)	4	43	0	2	87	0	103	53	0	25	53	0
Queue Length 95th (ft)	12	102	0	m6	165	m2	167	77	23	52	77	3
Internal Link Dist (ft)		3882			2627			772			548	
Turn Bay Length (ft)	200		150	295		125	295		140	125		125
Base Capacity (vph)	421	2057	964	480	2240	1021	322	993	521	322	993	521
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.13	0.37	0.05	0.04	0.29	0.05	0.59	0.21	0.16	0.16	0.21	0.10

Intersection Summary	
Area Type:	Other
Cycle Length: 90	
Actuated Cycle Length: 90	
Offset: 47 (52%), Referenced to phase 2:WBT and 6:EBWB, Start of 1st Green	
Natural Cycle: 60	
Control Type: Actuated-Coordinated	
m Volume for 95th percentile queue is metered by upstream signal.	

Splits and Phases: 345: N-2/INTERNATIONAL DR & STH 11



HCM 2010 Signalized Intersection Summary
345: N-2/INTERNATIONAL DR & STH 11

12/14/2017

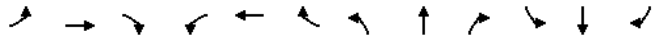
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	50	710	50	20	620	50	180	200	80	50	200	50
Future Volume (veh/h)	50	710	50	20	620	50	180	200	80	50	200	50
Number	1	6	16	5	2	12	3	8	18	7	4	14
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1810	1810	1810	1810	1810	1810	1810	1810	1810	1810	1810	1810
Adj Flow Rate, veh/h	53	755	26	21	660	26	191	213	42	53	213	26
Adj No. of Lanes	1	2	1	1	2	1	1	2	1	1	2	1
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, %	5	5	5	5	5	5	5	5	5	5	5	5
Cap, veh/h	405	1528	684	459	2129	953	298	850	380	295	850	380
Arrive On Green	0.44	0.44	0.44	0.22	1.00	1.00	0.25	0.25	0.25	0.25	0.25	0.25
Sat Flow, veh/h	731	3438	1538	1723	3438	1538	1104	3438	1538	1088	3438	1538
Grp Volume(v), veh/h	53	755	26	21	660	26	191	213	42	53	213	26
Grp Sat Flow(s),veh/h/ln	731	1719	1538	1723	1719	1538	1104	1719	1538	1088	1719	1538
Q Serve(g_s), s	3.9	14.1	0.9	0.0	0.0	0.0	15.1	4.5	1.9	3.7	4.5	1.2
Cycle Q Clear(g_c), s	3.9	14.1	0.9	0.0	0.0	0.0	19.6	4.5	1.9	8.2	4.5	1.2
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	405	1528	684	459	2129	953	298	850	380	295	850	380
V/C Ratio(X)	0.13	0.49	0.04	0.05	0.31	0.03	0.64	0.25	0.11	0.18	0.25	0.07
Avail Cap(c_a), veh/h	405	1528	684	459	2129	953	344	993	444	340	993	444
HCM Platoon Ratio	1.00	1.00	1.00	2.00	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	0.91	0.91	0.91	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	15.0	17.8	14.1	14.8	0.0	0.0	35.0	27.2	26.2	30.5	27.2	25.9
Incr Delay (d2), s/veh	0.7	1.1	0.1	0.0	0.3	0.0	1.9	0.1	0.0	0.1	0.1	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	1.5	11.1	0.7	0.5	0.2	0.0	8.4	3.8	1.5	2.0	3.8	0.9
LnGrp Delay(d),s/veh	15.6	18.9	14.2	14.8	0.3	0.0	37.0	27.2	26.3	30.6	27.2	26.0
LnGrp LOS	B	B	B	B	A	A	D	C	C	C	C	C
Approach Vol, veh/h		834			707			446			292	
Approach Delay, s/veh		18.6			0.8			31.3			27.7	
Approach LOS		B			A			C			C	

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2		4	5	6		8
Phs Duration (G+Y+Rc), s		61.7		28.3	15.7	46.0		28.3
Change Period (Y+Rc), s		6.0		6.0	6.0	* 6		6.0
Max Green Setting (Gmax), s		52.0		26.0	7.5	* 40		26.0
Max Q Clear Time (g_c+I1), s		2.0		10.2	2.0	16.1		21.6
Green Ext Time (p_c), s		10.0		0.8	0.0	10.0		0.7

Intersection Summary	
HCM 2010 Ctrl Delay	16.7
HCM 2010 LOS	B

Notes

User approved pedestrian interval to be less than phase max green.
* HCM 2010 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)	45	590	155	185	390	20	220	150	315	50	100	30
Future Volume (vph)	45	590	155	185	390	20	220	150	315	50	100	30
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)	285		125	415		125	230		365	250		125
Storage Lanes	1		1	1		1	1		1	1		1
Taper Length (ft)	100			100			100			100		
Right Turn on Red			Yes			Yes			Yes			Yes
Link Speed (mph)		45			45			40			40	
Link Distance (ft)		2707			2688			2632			2362	
Travel Time (s)		41.0			40.7			44.9			40.3	
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%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	5%	5%	5%	5%	5%	5%	5%	5%	5%	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)	48	628	165	197	415	21	234	160	335	53	106	32
Turn Type	D.P+P	NA	Perm	D.P+P	NA	Perm	Perm	NA	pm+ov	Perm	NA	Perm
Protected Phases	1	6		5	2			8	5		4	
Permitted Phases	2		6	6		2	8		8	4		4
Detector Phase	1	6	6	5	2	2	8	8	5	4	4	4
Switch Phase												
Minimum Initial (s)	8.0	12.0	12.0	8.0	12.0	12.0	10.0	10.0	8.0	10.0	10.0	10.0
Minimum Split (s)	12.5	18.0	18.0	12.5	18.0	18.0	16.0	16.0	12.5	16.0	16.0	16.0
Total Split (s)	13.0	37.0	37.0	18.0	42.0	42.0	35.0	35.0	18.0	35.0	35.0	35.0
Total Split (%)	14.4%	41.1%	41.1%	20.0%	46.7%	46.7%	38.9%	38.9%	20.0%	38.9%	38.9%	38.9%
Maximum Green (s)	8.5	31.0	31.0	13.5	36.0	36.0	29.0	29.0	13.5	29.0	29.0	29.0
Yellow Time (s)	3.5	4.0	4.0	3.5	4.0	4.0	4.0	4.0	3.5	4.0	4.0	4.0
All-Red Time (s)	1.0	2.0	2.0	1.0	2.0	2.0	2.0	2.0	1.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.5	6.0	6.0	4.5	6.0	6.0	6.0	6.0	4.5	6.0	6.0	6.0
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag			Lead			
Lead-Lag Optimize?												
Vehicle Extension (s)	1.5	3.7	3.7	3.0	3.7	3.7	1.5	1.5	3.0	1.5	1.5	1.5
Minimum Gap (s)	1.5	3.5	3.5	3.0	3.5	3.5	1.5	1.5	3.0	1.5	1.5	1.5
Time Before Reduce (s)	20.0	24.0	24.0	0.0	24.0	24.0	30.0	30.0	0.0	30.0	30.0	30.0
Time To Reduce (s)	0.0	16.0	16.0	0.0	16.0	16.0	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 Dont Walk (s)												
Pedestrian Calls (#/hr)												
v/c Ratio	0.07	0.39	0.20	0.38	0.22	0.02	0.82	0.20	0.49	0.19	0.13	0.07
Control Delay	2.1	7.0	1.2	9.8	13.2	0.1	53.8	26.7	14.6	26.8	25.6	0.3

Lanes, Volumes, Timings
350: CTH H & STH 11

12/14/2017

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	0.0	0.0
Total Delay	2.1	7.0	1.2	9.8	13.2	0.1	53.8	26.7	14.6	26.8	25.6	0.3
90th %ile Green (s)	8.0	31.0	31.0	13.5	36.5	36.5	29.0	29.0	13.5	29.0	29.0	29.0
90th %ile Term Code	Min	Coord	Coord	Max	Coord	Coord	Max	Max	Max	Hold	Hold	Hold
70th %ile Green (s)	8.0	37.5	37.5	11.3	40.8	40.8	24.7	24.7	11.3	24.7	24.7	24.7
70th %ile Term Code	Min	Coord	Coord	Gap	Coord	Coord	Gap	Gap	Gap	Hold	Hold	Hold
50th %ile Green (s)	8.0	42.9	42.9	9.5	44.4	44.4	21.1	21.1	9.5	21.1	21.1	21.1
50th %ile Term Code	Min	Coord	Coord	Gap	Coord	Coord	Gap	Gap	Gap	Hold	Hold	Hold
30th %ile Green (s)	0.0	48.0	48.0	8.1	60.6	60.6	17.4	17.4	8.1	17.4	17.4	17.4
30th %ile Term Code	Skip	Coord	Coord	Gap	Coord	Coord	Gap	Gap	Gap	Hold	Hold	Hold
10th %ile Green (s)	0.0	53.5	53.5	8.0	66.0	66.0	12.0	12.0	8.0	12.0	12.0	12.0
10th %ile Term Code	Skip	Coord	Coord	Min	Coord	Coord	Gap	Gap	Min	Hold	Hold	Hold
Queue Length 50th (ft)	4	30	0	40	68	0	126	38	95	24	25	0
Queue Length 95th (ft)	7	190	10	88	116	0	189	57	128	49	41	0
Internal Link Dist (ft)		2627			2608			2552			2282	
Turn Bay Length (ft)	285		125	415		125	230		365	250		125
Base Capacity (vph)	651	1626	814	581	1897	889	399	1107	742	379	1107	593
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.07	0.39	0.20	0.34	0.22	0.02	0.59	0.14	0.45	0.14	0.10	0.05

Intersection Summary	
Area Type:	Other
Cycle Length: 90	
Actuated Cycle Length: 90	
Offset: 0 (0%), Referenced to phase 2:EBWB and 6:EBWB, Start of 1st Green	
Natural Cycle: 55	
Control Type: Actuated-Coordinated	

Splits and Phases: 350: CTH H & STH 11

HCM 2010 Signalized Intersection Summary
350: CTH H & STH 11

12/14/2017

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	45	590	155	185	390	20	220	150	315	50	100	30
Future Volume (veh/h)	45	590	155	185	390	20	220	150	315	50	100	30
Number	1	6	16	5	2	12	3	8	18	7	4	14
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1810	1810	1810	1810	1810	1810	1810	1810	1810	1810	1810	1810
Adj Flow Rate, veh/h	48	628	85	197	415	10	234	160	170	53	106	16
Adj No. of Lanes	1	2	1	1	2	1	1	2	1	1	2	1
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, %	5	5	5	5	5	5	5	5	5	5	5	5
Cap, veh/h	605	1682	752	465	1771	792	344	823	504	285	823	368
Arrive On Green	0.02	0.16	0.16	0.09	0.52	0.52	0.24	0.24	0.24	0.24	0.24	0.24
Sat Flow, veh/h	1723	3438	1538	1723	3438	1538	1228	3438	1538	1016	3438	1538
Grp Volume(v), veh/h	48	628	85	197	415	10	234	160	170	53	106	16
Grp Sat Flow(s),veh/h/ln	1723	1719	1538	1723	1719	1538	1228	1719	1538	1016	1719	1538
Q Serve(g_s), s	1.1	14.7	4.2	4.9	6.0	0.3	16.6	3.3	7.5	4.0	2.2	0.7
Cycle Q Clear(g_c), s	1.1	14.7	4.2	4.9	6.0	0.3	18.8	3.3	7.5	7.3	2.2	0.7
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	605	1682	752	465	1771	792	344	823	504	285	823	368
V/C Ratio(X)	0.08	0.37	0.11	0.42	0.23	0.01	0.68	0.19	0.34	0.19	0.13	0.04
Avail Cap(c_a), veh/h	660	1682	752	571	1771	792	446	1108	631	370	1108	496
HCM Platoon Ratio	0.33	0.33	0.33	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	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	8.9	25.4	21.1	10.7	12.0	10.6	34.2	27.3	22.9	30.2	26.9	26.3
Incr Delay (d2), s/veh	0.0	0.6	0.3	0.6	0.3	0.0	1.4	0.0	0.1	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	0.9	11.4	3.4	4.2	5.2	0.2	9.7	2.8	5.8	2.0	1.9	0.6
LnGrp Delay(d),s/veh	8.9	26.0	21.4	11.3	12.3	10.7	35.6	27.4	23.0	30.3	26.9	26.3
LnGrp LOS	A	C	C	B	B	B	D	C	C	C	C	C
Approach Vol, veh/h		761			622			564			175	
Approach Delay, s/veh		24.4			12.0			29.5			27.9	
Approach LOS		C			B			C			C	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2		4	5	6		8
Phs Duration (G+Y+Rc), s	10.1	52.4		27.5	12.4	50.0		27.5
Change Period (Y+Rc), s	4.5	6.0		6.0	4.5	6.0		6.0
Max Green Setting (Gmax), s	8.5	36.0		29.0	13.5	31.0		29.0
Max Q Clear Time (g_c+I1), s	3.1	8.0		9.3	6.9	16.7		20.8
Green Ext Time (p_c), s	0.0	3.5		0.4	0.3	4.6		0.7

Intersection Summary		
HCM 2010 Ctrl Delay	22.4	
HCM 2010 LOS	C	

Lanes, Volumes, Timings
400: W. FRONTAGE RD & BRAUN RD 12/14/2017

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	1	25	5	5	50	5	1	5	5	5	1	5
Future Volume (vph)	1	25	5	5	50	5	1	5	5	5	1	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)	150		0	150		0	0		0	0		0
Storage Lanes	1		0	1		0	0		0	0		0
Taper Length (ft)	100			100			100			100		
Link Speed (mph)		40			40			60			60	
Link Distance (ft)		4191			297			1501			1323	
Travel Time (s)		71.4			5.1			17.1			15.0	
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%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	5%	5%	5%	5%	5%	5%	5%	5%	5%	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)	1	32	0	5	58	0	0	11	0	0	11	0
Sign Control		Free			Free			Stop			Stop	

Intersection Summary	
Area Type:	Other
Control Type: Unsignalized	

HCM 2010 TWSC
400: W. FRONTAGE RD & BRAUN RD 12/14/2017

Intersection	
Int Delay, s/veh	2.1

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	1	25	5	5	50	5	1	5	5	5	1	5
Future Vol, veh/h	1	25	5	5	50	5	1	5	5	5	1	5
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	150	-	-	150	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	2	-	-	2	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	94	94	94	94	94	94	94	94	94	94	94	94
Heavy Vehicles, %	5	5	5	5	5	5	5	5	5	5	5	5
Mvmt Flow	1	27	5	5	53	5	1	5	5	5	1	5

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	58	0	0	32	0	0	101	100	30	103	100	56
Stage 1	-	-	-	-	-	-	32	32	-	66	66	-
Stage 2	-	-	-	-	-	-	69	68	-	37	34	-
Critical Hdwy	4.15	-	-	4.15	-	-	7.15	6.55	6.25	7.15	6.55	6.25
Critical Hdwy Stg 1	-	-	-	-	-	-	6.15	5.55	-	6.15	5.55	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.15	5.55	-	6.15	5.55	-
Follow-up Hdwy	2.245	-	-	2.245	-	-	3.545	4.045	3.345	3.545	4.045	3.345
Pot Cap-1 Maneuver	1527	-	-	1561	-	-	873	784	1036	870	784	1002
Stage 1	-	-	-	-	-	-	977	862	-	937	834	-
Stage 2	-	-	-	-	-	-	934	832	-	971	861	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1527	-	-	1561	-	-	865	781	1036	859	781	1002
Mov Cap-2 Maneuver	-	-	-	-	-	-	868	778	-	869	778	-
Stage 1	-	-	-	-	-	-	976	861	-	936	831	-
Stage 2	-	-	-	-	-	-	925	830	-	959	860	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0.2	0.6	9.1	9
HCM LOS			A	A

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	887	1527	-	-	1561	-	-	914
HCM Lane V/C Ratio	0.013	0.001	-	-	0.003	-	-	0.013
HCM Control Delay (s)	9.1	7.4	-	-	7.3	-	-	9
HCM Lane LOS	A	A	-	-	A	-	-	A
HCM 95th %tile Q(veh)	0	0	-	-	0	-	-	0

Lanes, Volumes, Timings
420: Old East Frontage & BRAUN RD

12/14/2017

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	1	35	1	30	55	1	5	1	115	1	1	1
Future Volume (vph)	1	35	1	30	55	1	5	1	115	1	1	1
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)	150		0	150		150	0		150	0		0
Storage Lanes	1		0	1		1	0		1	0		0
Taper Length (ft)	100			100			100			100		
Link Speed (mph)		40			40			35			35	
Link Distance (ft)		297			1150			2474			2062	
Travel Time (s)		5.1			19.6			48.2			40.2	
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%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	5%	5%	5%	5%	5%	5%	5%	5%	5%	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)	1	38	0	32	59	1	0	6	122	0	3	0
Sign Control		Free			Free			Stop			Stop	

Intersection Summary	
Area Type:	Other
Control Type: Unsignalized	

HCM 2010 TWSC
420: Old East Frontage & BRAUN RD

12/14/2017

Intersection	
Int Delay, s/veh	5.5

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	1	35	1	30	55	1	5	1	115	1	1	1
Future Vol, veh/h	1	35	1	30	55	1	5	1	115	1	1	1
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	150	-	-	150	-	150	-	-	150	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	2	-	-	2	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	94	94	94	94	94	94	94	94	94	94	94	94
Heavy Vehicles, %	5	5	5	5	5	5	5	5	5	5	5	5
Mvmt Flow	1	37	1	32	59	1	5	1	122	1	1	1

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	60	0	0	38	0	0	165	164	38	224	163	59
Stage 1	-	-	-	-	-	-	40	40	-	123	123	-
Stage 2	-	-	-	-	-	-	125	124	-	101	40	-
Critical Hdwy	4.15	-	-	4.15	-	-	7.15	6.55	6.25	7.15	6.55	6.25
Critical Hdwy Stg 1	-	-	-	-	-	-	6.15	5.55	-	6.15	5.55	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.15	5.55	-	6.15	5.55	-
Follow-up Hdwy	2.245	-	-	2.245	-	-	3.545	4.045	3.345	3.545	4.045	3.345
Pot Cap-1 Maneuver	1525	-	-	1553	-	-	793	723	1025	725	724	998
Stage 1	-	-	-	-	-	-	967	856	-	874	788	-
Stage 2	-	-	-	-	-	-	872	788	-	898	856	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1525	-	-	1553	-	-	779	707	1025	627	708	998
Mov Cap-2 Maneuver	-	-	-	-	-	-	801	724	-	699	722	-
Stage 1	-	-	-	-	-	-	966	855	-	873	771	-
Stage 2	-	-	-	-	-	-	852	771	-	789	855	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0.2	2.6	9	9.6
HCM LOS			A	A

Minor Lane/Major Mvmt	NBLn1	NBLn2	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	787	1025	1525	-	-	1553	-	-	786
HCM Lane V/C Ratio	0.008	0.119	0.001	-	-	0.021	-	-	0.004
HCM Control Delay (s)	9.6	9	7.4	-	-	7.4	-	-	9.6
HCM Lane LOS	A	A	A	-	-	A	-	-	A
HCM 95th %tile Q(veh)	0	0.4	0	-	-	0.1	-	-	0

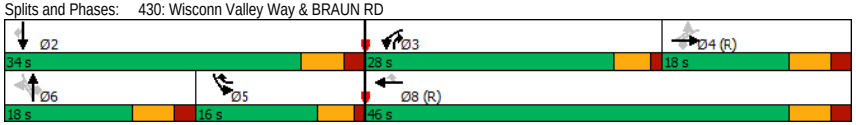
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	85	40	25	435	55	315	10	65	225	180	45	20
Future Volume (vph)	85	40	25	435	55	315	10	65	225	180	45	20
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	350		350	350		350	350		350	350		350
Storage Lanes	1		1	1		0	1		1	1		1
Taper Length (ft)	100			100			100			100		
Right Turn on Red			Yes			Yes			Yes			Yes
Link Speed (mph)		40			40			40			40	
Link Distance (ft)		1150			1793			1753			1357	
Travel Time (s)		19.6			30.6			29.9			23.1	
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%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	5%	5%	5%	5%	5%	5%	5%	5%	5%	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)	90	43	27	463	59	335	11	69	239	191	48	21
Turn Type	Perm	NA	Perm	D.P+P	NA	pm+ov	Perm	NA	pm+ov	D.P+P	NA	Perm
Protected Phases		4		3	8	5		6	3	5	2	
Permitted Phases	4		4	4		8	6		6	6		2
Detector Phase	4	4	4	3	8	5	6	6	3	5	2	2
Switch Phase												
Minimum Initial (s)	10.0	10.0	10.0	6.0	12.0	6.0	12.0	12.0	6.0	6.0	12.0	12.0
Minimum Split (s)	16.0	16.0	16.0	10.5	18.0	10.5	18.0	18.0	10.5	10.5	18.0	18.0
Total Split (s)	18.0	18.0	18.0	28.0	46.0	16.0	18.0	18.0	28.0	16.0	34.0	34.0
Total Split (%)	22.5%	22.5%	22.5%	35.0%	57.5%	20.0%	22.5%	22.5%	35.0%	20.0%	42.5%	42.5%
Maximum Green (s)	12.0	12.0	12.0	23.5	40.0	11.5	12.0	12.0	23.5	11.5	28.0	28.0
Yellow Time (s)	4.0	4.0	4.0	3.5	4.0	3.5	4.0	4.0	3.5	3.5	4.0	4.0
All-Red Time (s)	2.0	2.0	2.0	1.0	2.0	1.0	2.0	2.0	1.0	1.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.0	6.0	6.0	4.5	6.0	4.5	6.0	6.0	4.5	4.5	6.0	6.0
Lead/Lag	Lag	Lag	Lag	Lead		Lag	Lead	Lead	Lead	Lag		
Lead-Lag Optimize?	Yes	Yes	Yes	Yes		Yes	Yes	Yes	Yes	Yes		
Vehicle Extension (s)	2.0	2.0	2.0	3.0	2.0	2.0	5.0	5.0	3.0	2.0	5.0	5.0
Minimum Gap (s)	2.0	2.0	2.0	3.0	2.0	2.0	2.0	2.0	3.0	2.0	2.0	2.0
Time Before Reduce (s)	0.0	0.0	0.0	0.0	0.0	0.0	25.0	25.0	0.0	0.0	25.0	25.0
Time To Reduce (s)	0.0	0.0	0.0	0.0	0.0	0.0	15.0	15.0	0.0	0.0	15.0	15.0
Recall Mode	C-Max	C-Max	C-Max	None	C-Max	None	None	None	None	None	None	None
Walk Time (s)												
Flash Dont Walk (s)												
Pedestrian Calls (#/hr)												
v/c Ratio	0.23	0.08	0.05	0.57	0.06	0.26	0.06	0.13	0.34	0.55	0.05	0.04
Control Delay	27.8	25.9	0.2	11.2	6.5	0.9	30.1	30.3	2.3	30.3	20.4	0.1

Lanes, Volumes, Timings
430: Wisconn Valley Way & BRAUN RD 12/14/2017

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	0.0	0.0
Total Delay	27.8	25.9	0.2	11.2	6.5	0.9	30.1	30.3	2.3	30.3	20.4	0.1
90th %ile Green (s)	12.0	12.0	12.0	26.4	42.9	8.6	12.0	12.0	26.4	8.6	25.1	25.1
90th %ile Term Code	Coord	Coord	Coord	Max	Coord	Gap	Max	Max	Max	Gap	Hold	Hold
70th %ile Green (s)	19.5	19.5	19.5	21.5	45.5	6.0	12.0	12.0	21.5	6.0	22.5	22.5
70th %ile Term Code	Coord	Coord	Coord	Gap	Coord	Min	Max	Max	Gap	Min	Hold	Hold
50th %ile Green (s)	23.4	23.4	23.4	17.6	45.5	6.0	12.0	12.0	17.6	6.0	22.5	22.5
50th %ile Term Code	Coord	Coord	Coord	Gap	Coord	Min	Max	Max	Gap	Min	Hold	Hold
30th %ile Green (s)	26.0	26.0	26.0	15.0	45.5	6.0	12.0	12.0	15.0	6.0	22.5	22.5
30th %ile Term Code	Coord	Coord	Coord	Gap	Coord	Min	Max	Max	Gap	Min	Hold	Hold
10th %ile Green (s)	41.7	41.7	41.7	9.8	56.0	13.5	0.0	0.0	9.8	13.5	12.0	12.0
10th %ile Term Code	Coord	Coord	Coord	Gap	Coord	Hold	Skip	Skip	Gap	Hold	Hold	Hold
Queue Length 50th (ft)	34	16	0	121	13	7	5	15	0	75	8	0
Queue Length 95th (ft)	88	47	0	166	m21	7	19	34	16	125	20	0
Internal Link Dist (ft)		1070			1713			1673			1277	
Turn Bay Length (ft)	350		350	350		350	350		350	350		350
Base Capacity (vph)	398	554	599	898	1065	1262	196	515	805	428	1203	604
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.23	0.08	0.05	0.52	0.06	0.27	0.06	0.13	0.30	0.45	0.04	0.03

Intersection Summary	
Area Type:	Other
Cycle Length: 80	
Actuated Cycle Length: 80	
Offset: 76 (95%), Referenced to phase 4:EBWB and 8:WBT, Start of 1st Green	
Natural Cycle: 60	
Control Type: Actuated-Coordinated	
m Volume for 95th percentile queue is metered by upstream signal.	

Splits and Phases: 430: Wisconn Valley Way & BRAUN RD



TADI Synchro 10 Report
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Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	85	40	25	435	55	315	10	65	225	180	45	20
Future Volume (veh/h)	85	40	25	435	55	315	10	65	225	180	45	20
Number	7	4	14	3	8	18	1	6	16	5	2	12
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1810	1810	1810	1810	1810	1810	1810	1810	1810	1810	1810	1810
Adj Flow Rate, veh/h	90	43	16	463	59	170	11	69	122	191	48	10
Adj No. of Lanes	1	1	1	1	1	1	1	2	1	1	2	1
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, %	5	5	5	5	5	5	5	5	5	5	5	5
Cap, veh/h	395	496	421	805	998	962	272	514	571	370	1026	459
Arrive On Green	0.27	0.27	0.27	0.22	0.55	0.55	0.15	0.15	0.15	0.07	0.30	0.30
Sat Flow, veh/h	1114	1810	1538	1723	1810	1538	1301	3438	1538	1723	3438	1538
Grp Volume(v), veh/h	90	43	16	463	59	170	11	69	122	191	48	10
Grp Sat Flow(s),veh/h/ln	1114	1810	1538	1723	1810	1538	1301	1719	1538	1723	1719	1538
Q Serve(g_s), s	5.1	1.4	0.6	14.8	1.2	0.0	0.6	1.4	2.4	0.0	0.8	0.4
Cycle Q Clear(g_c), s	5.1	1.4	0.6	14.8	1.2	0.0	1.4	1.4	2.4	0.0	0.8	0.4
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	395	496	421	805	998	962	272	514	571	370	1026	459
V/C Ratio(X)	0.23	0.09	0.04	0.58	0.06	0.18	0.04	0.13	0.21	0.52	0.05	0.02
Avail Cap(c_a), veh/h	395	496	421	929	998	962	272	516	571	490	1203	538
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	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	22.9	21.6	21.3	14.0	8.3	6.3	29.9	29.5	6.3	30.1	20.0	19.8
Incr Delay (d2), s/veh	1.3	0.3	0.2	0.7	0.1	0.4	0.1	0.3	0.4	0.4	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	3.1	1.4	0.5	11.3	1.1	2.9	0.4	1.2	1.9	7.1	0.7	0.3
LnGrp Delay(d),s/veh	24.3	21.9	21.5	14.6	8.4	6.7	30.0	29.8	6.6	30.5	20.0	19.9
LnGrp LOS	C	C	C	B	A	A	C	C	A	C	C	B
Approach Vol, veh/h		149			692			202			249	
Approach Delay, s/veh		23.3			12.1			15.8			28.1	
Approach LOS		C			B			B			C	

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2	3	4	5	6		8
Phs Duration (G+Y+Rc), s		29.9	22.2	27.9	11.9	18.0		50.1
Change Period (Y+Rc), s		6.0	4.5	6.0	6.0	* 6		6.0
Max Green Setting (Gmax), s		28.0	23.5	12.0	11.5	* 12		40.0
Max Q Clear Time (g_c+I1), s		2.8	16.8	7.1	2.0	4.4		3.2
Green Ext Time (p_c), s		0.4	0.9	0.1	0.2	0.8		0.5

Intersection Summary	
HCM 2010 Ctrl Delay	17.1
HCM 2010 LOS	B

Notes

HCM 2010 Signalized Intersection Summary
430: Wisconn Valley Way & BRAUN RD 12/14/2017

* HCM 2010 computational engine requires equal clearance times for the phases crossing the barrier.

TADI Synchro 10 Report
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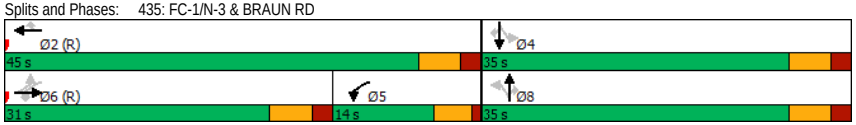
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	10	250	185	80	440	5	320	1	135	15	1	45
Future Volume (vph)	10	250	185	80	440	5	320	1	135	15	1	45
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	200		200	200		200	0		0	0		0
Storage Lanes	1		1	1		1	1		1	1		1
Taper Length (ft)	100			100			100			100		
Right Turn on Red			Yes			Yes			Yes			Yes
Link Speed (mph)		40			40			25			25	
Link Distance (ft)		1318			2538			651			891	
Travel Time (s)		22.5			43.3			17.8			24.3	
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%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	5%	5%	5%	5%	5%	5%	5%	5%	5%	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)	11	266	197	85	468	5	340	1	144	16	1	48
Turn Type	Perm	NA	Perm	D.P+P	NA	Perm	Perm	NA	Perm	Perm	NA	Perm
Protected Phases		6		5	2			8			4	
Permitted Phases	6		6	6		2	8		8	4		4
Detector Phase	6	6	6	5	2	2	8	8	8	4	4	4
Switch Phase												
Minimum Initial (s)	12.0	12.0	12.0	8.0	12.0	12.0	10.0	10.0	10.0	10.0	10.0	10.0
Minimum Split (s)	18.0	18.0	18.0	12.5	18.0	18.0	16.0	16.0	16.0	16.0	16.0	16.0
Total Split (s)	31.0	31.0	31.0	14.0	45.0	45.0	35.0	35.0	35.0	35.0	35.0	35.0
Total Split (%)	38.8%	38.8%	38.8%	17.5%	56.3%	56.3%	43.8%	43.8%	43.8%	43.8%	43.8%	43.8%
Maximum Green (s)	25.0	25.0	25.0	9.5	39.0	39.0	29.0	29.0	29.0	29.0	29.0	29.0
Yellow Time (s)	4.0	4.0	4.0	3.5	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0	2.0	1.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.0	6.0	6.0	4.5	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0
Lead/Lag	Lead	Lead	Lead	Lag								
Lead-Lag Optimize?	Yes	Yes	Yes	Yes								
Vehicle Extension (s)	5.0	5.0	5.0	2.0	5.0	5.0	2.0	2.0	2.0	2.0	2.0	2.0
Minimum Gap (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Time Before Reduce (s)	25.0	25.0	25.0	0.0	25.0	25.0	0.0	0.0	0.0	0.0	0.0	0.0
Time To Reduce (s)	15.0	15.0	15.0	0.0	15.0	15.0	0.0	0.0	0.0	0.0	0.0	0.0
Recall Mode	C-Max	C-Max	C-Max	None	C-Max	C-Max	None	None	None	None	None	None
Walk Time (s)												
Flash Dont Walk (s)												
Pedestrian Calls (#/hr)												
v/c Ratio	0.03	0.19	0.26	0.13	0.24	0.01	0.85	0.00	0.26	0.04	0.00	0.09
Control Delay	16.3	15.8	4.8	10.4	10.5	0.0	45.1	17.0	4.7	17.6	17.0	0.3

Lanes, Volumes, Timings
435: FC-1/N-3 & BRAUN RD 12/14/2017

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	0.0	0.0
Total Delay	16.3	15.8	4.8	10.4	10.5	0.0	45.1	17.0	4.7	17.6	17.0	0.3
90th %ile Green (s)	25.0	25.0	25.0	9.5	39.0	39.0	29.0	29.0	29.0	29.0	29.0	29.0
90th %ile Term Code	Coord	Coord	Coord	Hold	Coord	Coord	Max	Max	Max	Hold	Hold	Hold
70th %ile Green (s)	25.6	25.6	25.6	9.5	39.6	39.6	28.4	28.4	28.4	28.4	28.4	28.4
70th %ile Term Code	Coord	Coord	Coord	Hold	Coord	Coord	Gap	Gap	Gap	Hold	Hold	Hold
50th %ile Green (s)	29.6	29.6	29.6	9.5	43.6	43.6	24.4	24.4	24.4	24.4	24.4	24.4
50th %ile Term Code	Coord	Coord	Coord	Hold	Coord	Coord	Gap	Gap	Gap	Hold	Hold	Hold
30th %ile Green (s)	33.3	33.3	33.3	9.5	47.3	47.3	20.7	20.7	20.7	20.7	20.7	20.7
30th %ile Term Code	Coord	Coord	Coord	Hold	Coord	Coord	Gap	Gap	Gap	Hold	Hold	Hold
10th %ile Green (s)	52.9	52.9	52.9	0.0	52.9	52.9	15.1	15.1	15.1	15.1	15.1	15.1
10th %ile Term Code	Coord	Coord	Coord	Skip	Coord	Coord	Gap	Gap	Gap	Hold	Hold	Hold
Queue Length 50th (ft)	4	57	16	18	60	0	156	0	0	6	0	0
Queue Length 95th (ft)	m13	84	58	43	100	0	238	4	35	18	4	0
Internal Link Dist (ft)		1238			2458			571			811	
Turn Bay Length (ft)	200		200	200		200						
Base Capacity (vph)	363	1430	755	641	1911	873	496	656	649	496	656	635
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.03	0.19	0.26	0.13	0.24	0.01	0.69	0.00	0.22	0.03	0.00	0.08

Intersection Summary	
Area Type:	Other
Cycle Length: 80	
Actuated Cycle Length: 80	
Offset: 32 (40%), Referenced to phase 2:WBT and 6:EBWB, Start of 1st Green	
Natural Cycle: 60	
Control Type: Actuated-Coordinated	
m Volume for 95th percentile queue is metered by upstream signal.	

Splits and Phases: 435: FC-1/N-3 & BRAUN RD



TADI Synchro 10 Report
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Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	10	250	185	80	440	5	320	1	135	15	1	45
Future Volume (veh/h)	10	250	185	80	440	5	320	1	135	15	1	45
Number	1	6	16	5	2	12	3	8	18	7	4	14
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1810	1810	1810	1810	1810	1810	1810	1810	1810	1810	1810	1810
Adj Flow Rate, veh/h	11	266	101	85	468	5	340	1	75	16	1	27
Adj No. of Lanes	1	2	1	1	2	1	1	1	1	1	1	1
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, %	5	5	5	5	5	5	5	5	5	5	5	5
Cap, veh/h	308	1074	481	658	1967	880	461	503	427	445	503	427
Arrive On Green	0.31	0.31	0.31	0.18	0.57	0.57	0.28	0.28	0.28	0.28	0.28	0.28
Sat Flow, veh/h	891	3438	1538	1723	3438	1538	1337	1810	1538	1280	1810	1538
Grp Volume(v), veh/h	11	266	101	85	468	5	340	1	75	16	1	27
Grp Sat Flow(s),veh/h/ln	891	1719	1538	1723	1719	1538	1337	1810	1538	1280	1810	1538
Q Serve(g_s), s	0.8	4.6	3.9	0.0	5.4	0.1	19.7	0.0	3.0	0.7	0.0	1.0
Cycle Q Clear(g_c), s	6.1	4.6	3.9	0.0	5.4	0.1	19.7	0.0	3.0	0.8	0.0	1.0
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	308	1074	481	658	1967	880	461	503	427	445	503	427
V/C Ratio(X)	0.04	0.25	0.21	0.13	0.24	0.01	0.74	0.00	0.18	0.04	0.00	0.06
Avail Cap(c_a), veh/h	308	1074	481	658	1967	880	574	656	558	554	656	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	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	23.1	20.5	20.2	13.8	8.5	7.3	28.0	20.9	21.9	21.1	20.9	21.2
Incr Delay (d2), s/veh	0.2	0.6	1.0	0.0	0.3	0.0	2.7	0.0	0.1	0.0	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	0.4	4.1	3.2	2.1	4.7	0.1	12.1	0.0	2.3	0.5	0.0	0.8
LnGrp Delay(d),s/veh	23.3	21.0	21.2	13.8	8.8	7.4	30.7	20.9	22.0	21.2	20.9	21.3
LnGrp LOS	C	C	C	B	A	A	C	C	C	C	C	C
Approach Vol, veh/h		378			558			416			44	
Approach Delay, s/veh		21.2			9.5			29.1			21.2	
Approach LOS		C			A			C			C	

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2		4	5	6		8
Phs Duration (G+Y+Rc), s		51.8		28.2	20.8	31.0		28.2
Change Period (Y+Rc), s		6.0		6.0	6.0	* 6		6.0
Max Green Setting (Gmax), s		39.0		29.0	9.5	* 25		29.0
Max Q Clear Time (g_c+I1), s		7.4		3.0	2.0	8.1		21.7
Green Ext Time (p_c), s		6.0		0.1	0.0	3.3		0.5

Intersection Summary	
HCM 2010 Ctrl Delay	18.9
HCM 2010 LOS	B

Notes

HCM 2010 Signalized Intersection Summary
435: FC-1/N-3 & BRAUN RD 12/14/2017

* HCM 2010 computational engine requires equal clearance times for the phases crossing the barrier.

TADI Synchro 10 Report
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Lanes, Volumes, Timings
440: FC-2/N-4 & BRAUN RD

12/14/2017

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	10	380	10	1	470	5	15	1	5	25	1	40
Future Volume (vph)	10	380	10	1	470	5	15	1	5	25	1	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)	200		200	200		200	0		0	0		0
Storage Lanes	1		1	1		1	0		1	0		1
Taper Length (ft)	100			100			100			100		
Link Speed (mph)		40			40			25			25	
Link Distance (ft)		2538			1725			716			880	
Travel Time (s)		43.3			29.4			19.5			24.0	
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%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	5%	5%	5%	5%	5%	5%	5%	5%	5%	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)	11	404	11	1	500	5	0	17	5	0	28	43
Sign Control		Free			Free			Stop			Stop	

Intersection Summary	
Area Type:	Other
Control Type: Unsignalized	

HCM 2010 TWSC
440: FC-2/N-4 & BRAUN RD

12/14/2017

Intersection	
Int Delay, s/veh	1.1

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	10	380	10	1	470	5	15	1	5	25	1	40
Future Vol, veh/h	10	380	10	1	470	5	15	1	5	25	1	40
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	200	-	200	200	-	200	-	-	0	-	-	0
Veh in Median Storage, #	-	0	-	-	0	-	-	2	-	-	2	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	94	94	94	94	94	94	94	94	94	94	94	94
Heavy Vehicles, %	5	5	5	5	5	5	5	5	5	5	5	5
Mvmt Flow	11	404	11	1	500	5	16	1	5	27	1	43

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	505	0	0	415	0	0	679	933	202	727	939	250
Stage 1	-	-	-	-	-	-	426	426	-	502	502	-
Stage 2	-	-	-	-	-	-	253	507	-	225	437	-
Critical Hdwy	4.2	-	-	4.2	-	-	7.6	6.6	7	7.6	6.6	7
Critical Hdwy Stg 1	-	-	-	-	-	-	6.6	5.6	-	6.6	5.6	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.6	5.6	-	6.6	5.6	-
Follow-up Hdwy	2.25	-	-	2.25	-	-	3.55	4.05	3.35	3.55	4.05	3.35
Pot Cap-1 Maneuver	1035	-	-	1119	-	-	332	260	796	306	257	741
Stage 1	-	-	-	-	-	-	569	577	-	512	533	-
Stage 2	-	-	-	-	-	-	721	530	-	749	570	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1035	-	-	1119	-	-	310	257	796	301	254	741
Mov Cap-2 Maneuver	-	-	-	-	-	-	480	424	-	454	426	-
Stage 1	-	-	-	-	-	-	563	571	-	506	532	-
Stage 2	-	-	-	-	-	-	678	529	-	735	564	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0.2	0	12	11.5
HCM LOS			B	B

Minor Lane/Major Mvmt	NBLn1	NBLn2	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	476	796	1035	-	-	1119	-	-	453	741
HCM Lane V/C Ratio	0.036	0.007	0.01	-	-	0.001	-	-	0.061	0.057
HCM Control Delay (s)	12.8	9.6	8.5	-	-	8.2	-	-	13.5	10.2
HCM Lane LOS	B	A	A	-	-	A	-	-	B	B
HCM 95th %tile Q(veh)	0.1	0	0	-	-	0	-	-	0.2	0.2

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Synchro 10 Report

Lanes, Volumes, Timings
445: FC-3/N-5 & BRAUN RD

12/14/2017

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	5	220	185	80	130	10	320	1	140	30	1	25
Future Volume (vph)	5	220	185	80	130	10	320	1	140	30	1	25
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)	200		200	200		200	0		0	0		0
Storage Lanes	1		1	1		1	0		1	0		1
Taper Length (ft)	100			100			100			100		
Link Speed (mph)		40			40			25			25	
Link Distance (ft)		1725			1726			580			904	
Travel Time (s)		29.4			29.4			15.8			24.7	
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%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	5%	5%	5%	5%	5%	5%	5%	5%	5%	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)	5	234	197	85	138	11	0	341	149	0	33	27
Sign Control		Free			Free			Stop			Stop	

Intersection Summary	
Area Type:	Other
Control Type: Unsignalized	

HCM 2010 TWSC
445: FC-3/N-5 & BRAUN RD

12/14/2017

Intersection	
Int Delay, s/veh	8.1

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	5	220	185	80	130	10	320	1	140	30	1	25
Future Vol, veh/h	5	220	185	80	130	10	320	1	140	30	1	25
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	200	-	200	200	-	200	-	-	0	-	-	0
Veh in Median Storage, #	-	0	-	-	0	-	-	2	-	-	2	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	94	94	94	94	94	94	94	94	94	94	94	94
Heavy Vehicles, %	5	5	5	5	5	5	5	5	5	5	5	5
Mvmt Flow	5	234	197	85	138	11	340	1	149	32	1	27

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	149	0	0	431	0	0	484	563	117	436	749	69
Stage 1	-	-	-	-	-	-	244	244	-	308	308	-
Stage 2	-	-	-	-	-	-	240	319	-	128	441	-
Critical Hdwy	4.2	-	-	4.2	-	-	7.6	6.6	7	7.6	6.6	7
Critical Hdwy Stg 1	-	-	-	-	-	-	6.6	5.6	-	6.6	5.6	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.6	5.6	-	6.6	5.6	-
Follow-up Hdwy	2.25	-	-	2.25	-	-	3.55	4.05	3.35	3.55	4.05	3.35
Pot Cap-1 Maneuver	1408	-	-	1104	-	-	459	427	903	497	333	970
Stage 1	-	-	-	-	-	-	729	695	-	669	651	-
Stage 2	-	-	-	-	-	-	733	644	-	854	568	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1408	-	-	1104	-	-	418	392	903	389	306	970
Mov Cap-2 Maneuver	-	-	-	-	-	-	564	520	-	530	426	-
Stage 1	-	-	-	-	-	-	726	692	-	666	601	-
Stage 2	-	-	-	-	-	-	657	594	-	710	566	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0.1	3.1	17.4	10.7
HCM LOS			C	B

Minor Lane/Major Mvmt	NBLn1	NBLn2	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	564	903	1408	-	-	1104	-	-	526	970
HCM Lane V/C Ratio	0.605	0.165	0.004	-	-	0.077	-	-	0.063	0.027
HCM Control Delay (s)	20.7	9.8	7.6	-	-	8.5	-	-	12.3	8.8
HCM Lane LOS	C	A	A	-	-	A	-	-	B	A
HCM 95th %tile Q(veh)	4	0.6	0	-	-	0.2	-	-	0.2	0.1

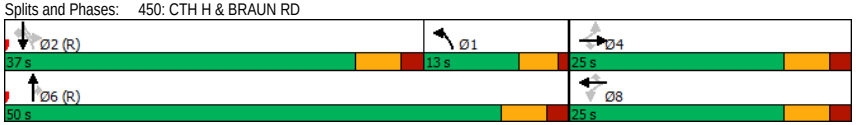
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	180	90	130	25	50	15	70	440	50	30	310	105
Future Volume (vph)	180	90	130	25	50	15	70	440	50	30	310	105
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	210		125	165		190	400		200	365		215
Storage Lanes	1		0	1		1	1		1	1		1
Taper Length (ft)	100			100			100			100		
Right Turn on Red			Yes			Yes			Yes			Yes
Link Speed (mph)		40			40			40			40	
Link Distance (ft)		1726			1167			1320			2631	
Travel Time (s)		29.4			19.9			22.5			44.8	
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%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	5%	5%	5%	5%	5%	5%	5%	5%	5%	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)	191	96	138	27	53	16	74	468	53	32	330	112
Turn Type	Perm	NA	Perm	Perm	NA	Perm	D.P+P	NA	Perm	Perm	NA	Perm
Protected Phases		4			8		1	6			2	
Permitted Phases	4		4	8		8	2		6	2		2
Detector Phase	4	4	4	8	8	8	1	6	6	2	2	2
Switch Phase												
Minimum Initial (s)	12.0	12.0	12.0	12.0	12.0	12.0	8.0	10.0	10.0	10.0	10.0	10.0
Minimum Split (s)	18.0	18.0	18.0	18.0	18.0	18.0	12.5	16.0	16.0	16.0	16.0	16.0
Total Split (s)	25.0	25.0	25.0	25.0	25.0	25.0	13.0	50.0	50.0	37.0	37.0	37.0
Total Split (%)	33.3%	33.3%	33.3%	33.3%	33.3%	33.3%	17.3%	66.7%	66.7%	49.3%	49.3%	49.3%
Maximum Green (s)	19.0	19.0	19.0	19.0	19.0	19.0	8.5	44.0	44.0	31.0	31.0	31.0
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	3.5	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	1.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.0	6.0	6.0	6.0	6.0	6.0	4.5	6.0	6.0	6.0	6.0	6.0
Lead/Lag							Lag			Lead	Lead	Lead
Lead-Lag Optimize?							Yes			Yes	Yes	Yes
Vehicle Extension (s)	3.0	3.0	3.0	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	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	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	0.0	0.0	0.0
Recall Mode	None	None	None	None	None	None	None	C-Max	C-Max	C-Max	C-Max	C-Max
Walk Time (s)												
Flash Dont Walk (s)												
Pedestrian Calls (#/hr)												
v/c Ratio	0.69	0.25	0.32	0.10	0.14	0.04	0.11	0.22	0.05	0.07	0.20	0.14
Control Delay	40.5	25.3	6.7	23.2	23.6	0.1	2.4	2.3	0.1	13.7	12.8	2.6

Lanes, Volumes, Timings
450: CTH H & BRAUN RD 12/14/2017

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	0.0	0.0
Total Delay	40.5	25.3	6.7	23.2	23.6	0.1	2.4	2.3	0.1	13.7	12.8	2.6
90th %ile Green (s)	19.0	19.0	19.0	19.0	19.0	19.0	8.5	44.0	44.0	31.0	31.0	31.0
90th %ile Term Code	Max	Max	Max	Hold	Hold	Hold	Hold	Coord	Coord	Coord	Coord	Coord
70th %ile Green (s)	19.0	19.0	19.0	19.0	19.0	19.0	8.5	44.0	44.0	31.0	31.0	31.0
70th %ile Term Code	Max	Max	Max	Hold	Hold	Hold	Hold	Coord	Coord	Coord	Coord	Coord
50th %ile Green (s)	16.1	16.1	16.1	16.1	16.1	16.1	8.5	46.9	46.9	33.9	33.9	33.9
50th %ile Term Code	Gap	Gap	Gap	Hold	Hold	Hold	Hold	Coord	Coord	Coord	Coord	Coord
30th %ile Green (s)	13.3	13.3	13.3	13.3	13.3	13.3	8.5	49.7	49.7	36.7	36.7	36.7
30th %ile Term Code	Gap	Gap	Gap	Hold	Hold	Hold	Hold	Coord	Coord	Coord	Coord	Coord
10th %ile Green (s)	12.0	12.0	12.0	12.0	12.0	12.0	0.0	51.0	51.0	51.0	51.0	51.0
10th %ile Term Code	Min	Min	Min	Hold	Hold	Hold	Skip	Coord	Coord	Coord	Coord	Coord
Queue Length 50th (ft)	82	37	0	10	20	0	4	14	0	8	46	0
Queue Length 95th (ft)	144	72	40	29	45	0	9	22	m0	25	77	22
Internal Link Dist (ft)		1646			1087			1240			2551	
Turn Bay Length (ft)	210		125	165		190	400		200	365		215
Base Capacity (vph)	330	458	492	318	458	487	682	2159	986	428	1683	819
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.58	0.21	0.28	0.08	0.12	0.03	0.11	0.22	0.05	0.07	0.20	0.14

Intersection Summary
Area Type: Other
Cycle Length: 75
Actuated Cycle Length: 75
Offset: 66 (88%), Referenced to phase 2:NBSB and 6:NBT, Start of 1st Green
Natural Cycle: 50
Control Type: Actuated-Coordinated
m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 450: CTH H & BRAUN RD



TADI Synchro 10 Report
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Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	180	90	130	25	50	15	70	440	50	30	310	105
Future Volume (veh/h)	180	90	130	25	50	15	70	440	50	30	310	105
Number	7	4	14	3	8	18	1	6	16	5	2	12
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1810	1810	1810	1810	1810	1810	1810	1810	1810	1810	1810	1810
Adj Flow Rate, veh/h	191	96	69	27	53	11	74	468	26	32	330	59
Adj No. of Lanes	1	1	1	1	1	1	1	2	1	1	2	1
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, %	5	5	5	5	5	5	5	5	5	5	5	5
Cap, veh/h	325	363	309	280	363	309	685	2198	983	359	1421	636
Arrive On Green	0.20	0.20	0.20	0.20	0.20	0.20	0.05	0.21	0.21	0.41	0.41	0.41
Sat Flow, veh/h	1294	1810	1538	1181	1810	1538	1723	3438	1538	874	3438	1538
Grp Volume(v), veh/h	191	96	69	27	53	11	74	468	26	32	330	59
Grp Sat Flow(s),veh/h/ln	1294	1810	1538	1181	1810	1538	1723	1719	1538	874	1719	1538
Q Serve(g_s), s	10.7	3.4	2.8	1.5	1.8	0.4	0.0	8.4	1.0	2.0	4.7	1.8
Cycle Q Clear(g_c), s	12.5	3.4	2.8	4.8	1.8	0.4	0.0	8.4	1.0	10.4	4.7	1.8
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	325	363	309	280	363	309	685	2198	983	359	1421	636
V/C Ratio(X)	0.59	0.26	0.22	0.10	0.15	0.04	0.11	0.21	0.03	0.09	0.23	0.09
Avail Cap(c_a), veh/h	393	458	390	342	458	390	685	2198	983	359	1421	636
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	0.33	0.33	0.33	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	0.89	0.89	0.89	1.00	1.00	1.00
Uniform Delay (d), s/veh	29.8	25.3	25.1	27.3	24.7	24.1	11.6	14.0	11.1	19.0	14.3	13.4
Incr Delay (d2), s/veh	1.7	0.4	0.4	0.1	0.2	0.0	0.1	0.2	0.0	0.5	0.4	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	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	7.2	3.1	2.2	0.9	1.6	0.3	1.7	7.2	0.8	1.0	4.1	1.4
LnGrp Delay(d),s/veh	31.5	25.7	25.4	27.5	24.9	24.2	11.6	14.2	11.1	19.5	14.7	13.7
LnGrp LOS	C	C	C	C	C	C	B	B	B	B	B	B
Approach Vol, veh/h		356			91			568			421	
Approach Delay, s/veh		28.8			25.6			13.7			14.9	
Approach LOS		C			C			B			B	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2		4		6		8
Phs Duration (G+Y+Rc), s	16.9	37.0		21.1		53.9		21.1
Change Period (Y+Rc), s	6.0	* 6		6.0		6.0		6.0
Max Green Setting (Gmax), s	8.5	* 31		19.0		44.0		19.0
Max Q Clear Time (g_c+I1), s	2.0	12.4		14.5		10.4		6.8
Green Ext Time (p_c), s	0.1	2.2		0.6		3.2		0.2

Intersection Summary	
HCM 2010 Ctrl Delay	18.5
HCM 2010 LOS	B

Notes

HCM 2010 Signalized Intersection Summary
450: CTH H & BRAUN RD 12/14/2017

* HCM 2010 computational engine requires equal clearance times for the phases crossing the barrier.

TADI Synchro 10 Report
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Lanes, Volumes, Timings
470: 90th Street & BRAUN RD

12/14/2017

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	20	140	1	5	80	25	1	65	5	15	60	10
Future Volume (vph)	20	140	1	5	80	25	1	65	5	15	60	10
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)	150		150	150		150	150		150	150		150
Storage Lanes	1		0	1		0	0		0	0		1
Taper Length (ft)	100			100			100			100		
Link Speed (mph)		40			40			40			40	
Link Distance (ft)		1497			2104			2628			2696	
Travel Time (s)		25.5			35.9			44.8			46.0	
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%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	5%	5%	5%	5%	5%	5%	5%	5%	5%	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)	21	150	0	5	112	0	0	75	0	0	80	11
Sign Control		Free			Free			Stop			Stop	

Intersection Summary	
Area Type:	Other
Control Type: Unsignalized	

HCM 2010 TWSC
470: 90th Street & BRAUN RD

12/14/2017

Intersection	
Int Delay, s/veh	4.7

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	20	140	1	5	80	25	1	65	5	15	60	10
Future Vol, veh/h	20	140	1	5	80	25	1	65	5	15	60	10
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	150	-	-	150	-	-	-	-	-	-	-	150
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	94	94	94	94	94	94	94	94	94	94	94	94
Heavy Vehicles, %	5	5	5	5	5	5	5	5	5	5	5	5
Mvmt Flow	21	149	1	5	85	27	1	69	5	16	64	11

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	112	0	0	150	0	0	338	314	150	338	301	99
Stage 1	-	-	-	-	-	-	192	192	-	109	109	-
Stage 2	-	-	-	-	-	-	146	122	-	229	192	-
Critical Hdwy	4.15	-	-	4.15	-	-	7.15	6.55	6.25	7.15	6.55	6.25
Critical Hdwy Stg 1	-	-	-	-	-	-	6.15	5.55	-	6.15	5.55	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.15	5.55	-	6.15	5.55	-
Follow-up Hdwy	2.245	-	-	2.245	-	-	3.545	4.045	3.345	3.545	4.045	3.345
Pot Cap-1 Maneuver	1459	-	-	1413	-	-	610	597	889	610	607	949
Stage 1	-	-	-	-	-	-	803	736	-	889	799	-
Stage 2	-	-	-	-	-	-	850	789	-	767	736	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1459	-	-	1413	-	-	547	586	889	544	596	949
Mov Cap-2 Maneuver	-	-	-	-	-	-	547	586	-	544	596	-
Stage 1	-	-	-	-	-	-	792	726	-	877	796	-
Stage 2	-	-	-	-	-	-	770	786	-	680	726	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0.9	0.3	11.9	11.7
HCM LOS			B	B

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	600	1459	-	-	1413	-	-	585	949
HCM Lane V/C Ratio	0.126	0.015	-	-	0.004	-	-	0.136	0.011
HCM Control Delay (s)	11.9	7.5	-	-	7.6	-	-	12.1	8.8
HCM Lane LOS	B	A	-	-	A	-	-	B	A
HCM 95th %tile Q(veh)	0.4	0	-	-	0	-	-	0.5	0

Lanes, Volumes, Timings
500: W. FRONTAGE RD & CTH KR

12/14/2017

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	5	115	5	5	240	5	1	5	1	5	5	5
Future Volume (vph)	5	115	5	5	240	5	1	5	1	5	5	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)	325		130	305		135	0		190	0		130
Storage Lanes	1		1	1		1	0		1	0		1
Taper Length (ft)	100			100			100			100		
Link Speed (mph)		40			40			60			60	
Link Distance (ft)		3127			1061			2031			2356	
Travel Time (s)		53.3			18.1			23.1			26.8	
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%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	5%	5%	5%	5%	5%	5%	5%	5%	5%	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)	5	122	5	5	255	5	0	6	1	0	10	5
Sign Control		Free			Free			Stop			Stop	

Intersection Summary	
Area Type:	Other
Control Type: Unsignalized	

HCM 2010 TWSC
500: W. FRONTAGE RD & CTH KR

12/14/2017

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	5	115	5	5	240	5	1	5	1	5	5	5
Future Vol, veh/h	5	115	5	5	240	5	1	5	1	5	5	5
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	325	-	130	305	-	135	-	-	190	-	-	130
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	94	94	94	94	94	94	94	94	94	94	94	94
Heavy Vehicles, %	5	5	5	5	5	5	5	5	5	5	5	5
Mvmt Flow	5	122	5	5	255	5	1	5	1	5	5	5

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	260	0	0	127	0	0	405	402	122	403	402	255
Stage 1	-	-	-	-	-	-	132	132	-	265	265	-
Stage 2	-	-	-	-	-	-	273	270	-	138	137	-
Critical Hdwy	4.15	-	-	4.15	-	-	7.15	6.55	6.25	7.15	6.55	6.25
Critical Hdwy Stg 1	-	-	-	-	-	-	6.15	5.55	-	6.15	5.55	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.15	5.55	-	6.15	5.55	-
Follow-up Hdwy	2.245	-	-	2.245	-	-	3.545	4.045	3.345	3.545	4.045	3.345
Pot Cap-1 Maneuver	1287	-	-	1441	-	-	551	532	921	553	532	776
Stage 1	-	-	-	-	-	-	864	781	-	734	684	-
Stage 2	-	-	-	-	-	-	726	680	-	858	777	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1287	-	-	1441	-	-	540	528	921	545	528	776
Mov Cap-2 Maneuver	-	-	-	-	-	-	540	528	-	545	528	-
Stage 1	-	-	-	-	-	-	861	778	-	731	682	-
Stage 2	-	-	-	-	-	-	713	678	-	848	774	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0.3	0.2	11.5	11.2
HCM LOS			B	B

Minor Lane/Major Mvmt	NBLn1	NBLn2	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	530	921	1287	-	-	1441	-	-	536	776
HCM Lane V/C Ratio	0.012	0.001	0.004	-	-	0.004	-	-	0.02	0.007
HCM Control Delay (s)	11.9	8.9	7.8	-	-	7.5	-	-	11.9	9.7
HCM Lane LOS	B	A	A	-	-	A	-	-	B	A
HCM 95th %tile Q(veh)	0	0	0	-	-	0	-	-	0.1	0

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Synchro 10 Report

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	100	20	825	220	0	0	0	0	130	5	30
Future Volume (vph)	0	100	20	825	220	0	0	0	0	130	5	30
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		500	300		0	0		0	500		500
Storage Lanes	0		1	0		0	0		0	0		1
Taper Length (ft)	100			100			100			100		
Right Turn on Red			Yes			Yes			Yes			Yes
Link Speed (mph)		40			40			35			35	
Link Distance (ft)		1061			316			612			963	
Travel Time (s)		18.1			5.4			11.9			18.8	
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%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	5%	5%	5%	5%	5%	5%	5%	5%	5%	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)	0	106	21	878	234	0	0	0	0	0	143	32
Turn Type		NA	Perm	D.P+P	NA					Split	NA	Perm
Protected Phases		6		5	2					4	4	
Permitted Phases			6	6								4
Detector Phase		6	6	5	2					4	4	4
Switch Phase												
Minimum Initial (s)		10.0	10.0	12.0	12.0					10.0	10.0	10.0
Minimum Split (s)		16.0	16.0	16.5	18.0					16.0	16.0	16.0
Total Split (s)		18.0	18.0	52.0	70.0					20.0	20.0	20.0
Total Split (%)		20.0%	20.0%	57.8%	77.8%					22.2%	22.2%	22.2%
Maximum Green (s)		12.0	12.0	47.5	64.0					14.0	14.0	14.0
Yellow Time (s)		4.0	4.0	3.5	4.0					4.0	4.0	4.0
All-Red Time (s)		2.0	2.0	1.0	2.0					2.0	2.0	2.0
Lost Time Adjust (s)		0.0	0.0	0.0	0.0						0.0	0.0
Total Lost Time (s)		6.0	6.0	4.5	6.0						6.0	6.0
Lead/Lag		Lead	Lead	Lag								
Lead-Lag Optimize?												
Vehicle Extension (s)		5.0	5.0	2.0	5.0					2.0	2.0	2.0
Minimum Gap (s)		2.0	2.0	2.0	2.0					2.0	2.0	2.0
Time Before Reduce (s)		25.0	25.0	0.0	25.0					0.0	0.0	0.0
Time To Reduce (s)		15.0	15.0	0.0	15.0					0.0	0.0	0.0
Recall Mode		C-Max	C-Max	None	C-Max					None	None	None
Walk Time (s)												
Flash Dont Walk (s)												
Pedestrian Calls (#/hr)												
v/c Ratio		0.20	0.06	0.78	0.23						0.63	0.11
Control Delay		34.9	0.3	9.3	5.2						49.3	0.7

Lanes, Volumes, Timings
510: IH 41/94 SB Ramps & CTH KR 12/14/2017

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Queue Delay		0.0	0.0	0.0	0.6						0.0	0.0
Total Delay		34.9	0.3	9.3	5.7						49.3	0.7
90th %ile Green (s)		12.0	12.0	47.5	64.0					14.0	14.0	14.0
90th %ile Term Code		Coord	Coord	Max	Coord					Max	Max	Max
70th %ile Green (s)		12.2	12.2	47.5	64.2					13.8	13.8	13.8
70th %ile Term Code		Coord	Coord	Hold	Coord					Gap	Gap	Gap
50th %ile Green (s)		14.2	14.2	47.5	66.2					11.8	11.8	11.8
50th %ile Term Code		Coord	Coord	Hold	Coord					Gap	Gap	Gap
30th %ile Green (s)		16.0	16.0	47.5	68.0					10.0	10.0	10.0
30th %ile Term Code		Coord	Coord	Hold	Coord					Min	Min	Min
10th %ile Green (s)		16.0	16.0	47.5	68.0					10.0	10.0	10.0
10th %ile Term Code		Coord	Coord	Hold	Coord					Min	Min	Min
Queue Length 50th (ft)		27	0	154	51						78	0
Queue Length 95th (ft)		51	0	335	80						135	0
Internal Link Dist (ft)		981			236			532			883	
Turn Bay Length (ft)			500	300								500
Base Capacity (vph)		538	332	1122	1036						268	331
Starvation Cap Reductn		0	0	2	486						0	0
Spillback Cap Reductn		0	0	0	0						0	0
Storage Cap Reductn		0	0	0	0						0	0
Reduced v/c Ratio		0.20	0.06	0.78	0.43						0.53	0.10

Intersection Summary	
Area Type:	Other
Cycle Length: 90	
Actuated Cycle Length: 90	
Offset: 2 (2%), Referenced to phase 2:WBT and 6:EBWB, Start of 1st Green	
Natural Cycle: 65	
Control Type: Actuated-Coordinated	

Splits and Phases: 510: IH 41/94 SB Ramps & CTH KR

TADI Synchro 10 Report
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Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	100	20	825	220	0	0	0	0	130	5	30
Future Volume (veh/h)	0	100	20	825	220	0	0	0	0	130	5	30
Number	1	6	16	5	2	12				7	4	14
Initial Q (Qb), veh	0	0	0	0	0	0				0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00				1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	0	1810	1810	1810	1810	0				1900	1810	1810
Adj Flow Rate, veh/h	0	106	10	878	234	0				138	5	16
Adj No. of Lanes	0	2	1	1	1	0				0	1	1
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	5	5	5	5	0				5	5	5
Cap, veh/h	0	458	205	1172	1069	0				182	7	168
Arrive On Green	0.00	0.13	0.13	0.18	0.25	0.00				0.11	0.11	0.11
Sat Flow, veh/h	0	3529	1538	1723	1810	0				1666	60	1538
Grp Volume(v), veh/h	0	106	10	878	234	0				143	0	16
Grp Sat Flow(s),veh/h/ln	0	1719	1538	1723	1411	0				1726	0	1538
Q Serve(g_s), s	0.0	2.5	0.5	31.8	11.8	0.0				7.2	0.0	0.8
Cycle Q Clear(g_c), s	0.0	2.5	0.5	31.8	11.8	0.0				7.2	0.0	0.8
Prop In Lane	0.00		1.00	1.00		0.00				0.97		1.00
Lane Grp Cap(c), veh/h	0	458	205	1172	1069	0				188	0	168
V/C Ratio(X)	0.00	0.23	0.05	0.75	0.22	0.00				0.76	0.00	0.10
Avail Cap(c_a), veh/h	0	458	205	1172	1069	0				269	0	239
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	0.70	0.70	0.00				1.00	0.00	1.00
Uniform Delay (d), s/veh	0.0	34.9	34.0	24.7	12.6	0.0				38.9	0.0	36.1
Incr Delay (d2), s/veh	0.0	1.2	0.4	1.7	0.3	0.0				4.1	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	0.0	2.3	0.4	27.3	7.7	0.0				6.6	0.0	0.7
LnGrp Delay(d),s/veh	0.0	36.1	34.5	26.4	13.0	0.0				43.0	0.0	36.2
LnGrp LOS		D	C	C	B					D		D
Approach Vol, veh/h		116			1112						159	
Approach Delay, s/veh		35.9			23.6						42.3	
Approach LOS		D			C						D	

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2		4	5	6		
Phs Duration (G+Y+Rc), s		74.2		15.8	56.2	18.0		
Change Period (Y+Rc), s		6.0		6.0	6.0	* 6		
Max Green Setting (Gmax), s		64.0		14.0	47.5	* 12		
Max Q Clear Time (g_c+I1), s		13.8		9.2	33.8	4.5		
Green Ext Time (p_c), s		2.8		0.2	1.4	0.5		

Intersection Summary	
HCM 2010 Ctrl Delay	26.8
HCM 2010 LOS	C

Notes

HCM 2010 Signalized Intersection Summary
510: IH 41/94 SB Ramps & CTH KR 12/14/2017

* HCM 2010 computational engine requires equal clearance times for the phases crossing the barrier.

TADI Synchro 10 Report
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Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	10	220	0	0	985	140	60	1	490	0	0	0
Future Volume (vph)	10	220	0	0	985	140	60	1	490	0	0	0
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)	300		0	0		0	500		500	0		0
Storage Lanes	1		0	0		1	0		2	0		0
Taper Length (ft)	100			100			100			100		
Right Turn on Red			Yes			Yes			Yes			Yes
Link Speed (mph)		40			40			35			35	
Link Distance (ft)		316			405			646			966	
Travel Time (s)		5.4			6.9			12.6			18.8	
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%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	5%	5%	5%	5%	5%	5%	5%	5%	5%	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)	11	234	0	0	1048	149	0	65	521	0	0	0
Turn Type	D.P+P	NA			NA	Free	Split	NA	pt+ov			
Protected Phases	1	6		5	2		8	8	5 8			
Permitted Phases	2					Free						
Detector Phase	1	6		5	2		8	8	5 8			
Switch Phase												
Minimum Initial (s)	5.0	12.0		6.0	12.0		10.0	10.0				
Minimum Split (s)	9.5	18.0		10.5	18.0		16.0	16.0				
Total Split (s)	12.0	58.0		16.0	62.0		16.0	16.0				
Total Split (%)	13.3%	64.4%		17.8%	68.9%		17.8%	17.8%				
Maximum Green (s)	7.5	52.0		11.5	56.0		10.0	10.0				
Yellow Time (s)	3.5	4.0		3.5	4.0		4.0	4.0				
All-Red Time (s)	1.0	2.0		1.0	2.0		2.0	2.0				
Lost Time Adjust (s)	0.0	0.0			0.0			0.0				
Total Lost Time (s)	4.5	6.0			6.0			6.0				
Lead/Lag	Lead	Lead		Lag	Lag							
Lead-Lag Optimize?				Yes								
Vehicle Extension (s)	2.0	5.0		2.0	5.0		2.0	2.0				
Minimum Gap (s)	2.0	2.0		2.0	2.0		2.0	2.0				
Time Before Reduce (s)	0.0	25.0		0.0	25.0		0.0	0.0				
Time To Reduce (s)	0.0	15.0		0.0	15.0		0.0	0.0				
Recall Mode	None	C-Max		None	C-Max		None	None				
Walk Time (s)												
Flash Dont Walk (s)												
Pedestrian Calls (#/hr)												
v/c Ratio	0.05	0.12			0.66	0.10		0.34	0.44			
Control Delay	4.6	2.6			7.7	0.1		42.4	3.5			

Lanes, Volumes, Timings
520: IH 41/94 NB Ramps & CTH KR 12/14/2017

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Queue Delay	0.0	0.0			0.1	0.0		0.0	0.0			
Total Delay	4.6	2.6			7.8	0.1		42.4	3.5			
90th %ile Green (s)	5.0	52.0		11.5	58.5		10.0	10.0				
90th %ile Term Code	Min	Coord		Hold	Coord		Max	Max				
70th %ile Green (s)	0.0	52.0		11.5	68.0		10.0	10.0				
70th %ile Term Code	Skip	Coord		Hold	Coord		Max	Max				
50th %ile Green (s)	0.0	52.0		11.5	68.0		10.0	10.0				
50th %ile Term Code	Skip	Coord		Hold	Coord		Max	Max				
30th %ile Green (s)	0.0	52.0		11.5	68.0		10.0	10.0				
30th %ile Term Code	Skip	Coord		Hold	Coord		Max	Max				
10th %ile Green (s)	0.0	52.0		11.5	68.0		10.0	10.0				
10th %ile Term Code	Skip	Coord		Hold	Coord		Max	Max				
Queue Length 50th (ft)	0	7			236	0		35	0			
Queue Length 95th (ft)	0	7			337	0		75	38			
Internal Link Dist (ft)		236			325			566			886	
Turn Bay Length (ft)	300								500			
Base Capacity (vph)	266	1986			1594	1538		191	1188			
Starvation Cap Reductn	0	0			0	0		0	0			
Spillback Cap Reductn	0	0			42	0		0	0			
Storage Cap Reductn	0	0			0	0		0	0			
Reduced v/c Ratio	0.04	0.12			0.68	0.10		0.34	0.44			

Intersection Summary	
Area Type:	Other
Cycle Length: 90	
Actuated Cycle Length: 90	
Offset: 84 (93%), Referenced to phase 2:EBWB and 6:EBT, Start of 1st Green	
Natural Cycle: 65	
Control Type: Actuated-Coordinated	

Splits and Phases: 520: IH 41/94 NB Ramps & CTH KR

TADI Synchro 10 Report
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Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	10	220	0	0	985	140	60	1	490	0	0	0
Future Volume (veh/h)	10	220	0	0	985	140	60	1	490	0	0	0
Number	1	6	16	5	2	12	3	8	18			
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0			
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00			
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Adj Sat Flow, veh/h/ln	1810	1810	0	1900	1810	1810	1900	1810	1810			
Adj Flow Rate, veh/h	11	234	0	0	1048	0	64	1	255			
Adj No. of Lanes	1	2	0	0	2	1	0	1	2			
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94			
Percent Heavy Veh, %	5	5	0	5	5	5	5	5	5			
Cap, veh/h	464	1986	0	0	1503	1065	189	3	602			
Arrive On Green	0.03	1.00	0.00	0.00	1.00	0.00	0.11	0.11	0.11			
Sat Flow, veh/h	1723	3529	0	0	2171	1538	1698	27	2707			
Grp Volume(v), veh/h	11	234	0	0	1048	0	65	0	255			
Grp Sat Flow(s),veh/h/ln	1723	1719	0	0	1086	1538	1725	0	1354			
Q Serve(g_s), s	0.2	0.0	0.0	0.0	0.0	0.0	3.1	0.0	0.0			
Cycle Q Clear(g_c), s	0.2	0.0	0.0	0.0	0.0	0.0	3.1	0.0	0.0			
Prop In Lane	1.00		0.00	0.00		1.00	0.98		1.00			
Lane Grp Cap(c), veh/h	464	1986	0	0	1503	1065	192	0	602			
V/C Ratio(X)	0.02	0.12	0.00	0.00	0.70	0.00	0.34	0.00	0.42			
Avail Cap(c_a), veh/h	584	1986	0	0	1503	1065	192	0	602			
HCM Platoon Ratio	2.00	2.00	1.00	2.00	2.00	2.00	1.00	1.00	1.00			
Upstream Filter(I)	0.99	0.99	0.00	0.00	1.00	0.00	1.00	0.00	1.00			
Uniform Delay (d), s/veh	3.9	0.0	0.0	0.0	0.0	0.0	37.0	0.0	30.1			
Incr Delay (d2), s/veh	0.0	0.1	0.0	0.0	2.7	0.0	0.4	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	0.1	0.1	0.0	0.0	1.0	0.0	2.7	0.0	4.9			
LnGrp Delay(d),s/veh	3.9	0.1	0.0	0.0	2.7	0.0	37.3	0.0	30.2			
LnGrp LOS	A	A			A		D		C			
Approach Vol, veh/h		245			1048			320				
Approach Delay, s/veh		0.3			2.7			31.7				
Approach LOS		A			A			C				

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2			5	6		8
Phs Duration (G+Y+Rc), s	5.7	68.3			16.0	58.0		16.0
Change Period (Y+Rc), s	4.5	6.0			6.0	* 6		6.0
Max Green Setting (Gmax), s	7.5	56.0			11.5	* 52		10.0
Max Q Clear Time (g_c+I1), s	2.2	2.0			0.0	2.0		5.1
Green Ext Time (p_c), s	0.0	19.5			0.0	3.0		0.4

Intersection Summary		
HCM 2010 Ctrl Delay		8.1
HCM 2010 LOS		A

Notes

HCM 2010 Signalized Intersection Summary
520: IH 41/94 NB Ramps & CTH KR 12/14/2017

* HCM 2010 computational engine requires equal clearance times for the phases crossing the barrier.

TADI Synchro 10 Report
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Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	705	5	10	1120	5	20
Future Volume (vph)	705	5	10	1120	5	20
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	200		0	0
Storage Lanes		1	1		1	0
Taper Length (ft)			100		100	
Link Speed (mph)	40			40	60	
Link Distance (ft)	405			1895	376	
Travel Time (s)	6.9			32.3	4.3	
Confl. Peds. (#/hr)						
Confl. Bikes (#/hr)						
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94
Growth Factor	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	5%	5%	5%	5%	5%	5%
Bus Blockages (#/hr)	0	0	0	0	0	0
Parking (#/hr)						
Mid-Block Traffic (%)	0%			0%	0%	
Shared Lane Traffic (%)						
Lane Group Flow (vph)	750	5	11	1191	26	0
Sign Control	Free			Free	Stop	

Intersection Summary	
Area Type:	Other
Control Type: Unsignalized	

Intersection	
Int Delay, s/veh	0.2

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	705	5	10	1120	5	20
Future Vol, veh/h	705	5	10	1120	5	20
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	200	-	0	-
Veh in Median Storage, #	0	-	-	0	2	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	94	94	94	94	94	94
Heavy Vehicles, %	5	5	5	5	5	5
Mvmt Flow	750	5	11	1191	5	21

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	755	0	1368	375
Stage 1	-	-	-	-	750	-
Stage 2	-	-	-	-	618	-
Critical Hdwy	-	-	4.2	-	6.9	7
Critical Hdwy Stg 1	-	-	-	-	5.9	-
Critical Hdwy Stg 2	-	-	-	-	5.9	-
Follow-up Hdwy	-	-	2.25	-	3.55	3.35
Pot Cap-1 Maneuver	-	-	*1186	-	*331	*796
Stage 1	-	-	-	-	*752	-
Stage 2	-	-	-	-	*593	-
Platoon blocked, %	-	-	1	-	1	1
Mov Cap-1 Maneuver	-	-	*1186	-	*328	*796
Mov Cap-2 Maneuver	-	-	-	-	*507	-
Stage 1	-	-	-	-	*745	-
Stage 2	-	-	-	-	*593	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0.1	10.2
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	715	-	-	* 1186	-
HCM Lane V/C Ratio	0.037	-	-	0.009	-
HCM Control Delay (s)	10.2	-	-	8.1	-
HCM Lane LOS	B	-	-	A	-
HCM 95th %tile Q(veh)	0.1	-	-	0	-

Notes			
~: Volume exceeds capacity	$: Delay exceeds 300s	+: Computation Not Defined	*: All major volume in platoon

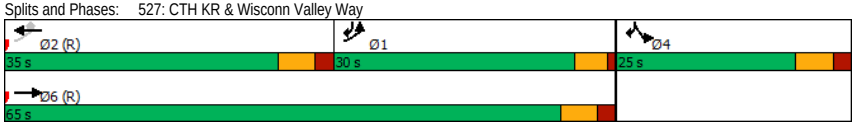
Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	280	445	480	5	20	650
Future Volume (vph)	280	445	480	5	20	650
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12
Grade (%)		0%	0%		0%	
Storage Length (ft)	500			500	500	500
Storage Lanes	1			1	1	0
Taper Length (ft)	100				100	
Right Turn on Red				Yes		Yes
Link Speed (mph)		40	40		40	
Link Distance (ft)		1895	1499		1652	
Travel Time (s)		32.3	25.6		28.2	
Confl. Peds. (#/hr)						
Confl. Bikes (#/hr)						
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94
Growth Factor	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	5%	5%	5%	5%	5%	5%
Bus Blockages (#/hr)	0	0	0	0	0	0
Parking (#/hr)						
Mid-Block Traffic (%)		0%	0%		0%	
Shared Lane Traffic (%)						
Lane Group Flow (vph)	298	473	511	5	21	691
Turn Type	D.P+P	NA	NA	Perm	Prot	pt+ov
Protected Phases	1	6	2		4	4 1
Permitted Phases	2			2		
Detector Phase	1	6	2	2	4	4 1
Switch Phase						
Minimum Initial (s)	6.0	12.0	12.0	12.0	10.0	
Minimum Split (s)	10.5	18.0	18.0	18.0	16.0	
Total Split (s)	30.0	65.0	35.0	35.0	25.0	
Total Split (%)	33.3%	72.2%	38.9%	38.9%	27.8%	
Maximum Green (s)	25.5	59.0	29.0	29.0	19.0	
Yellow Time (s)	3.5	4.0	4.0	4.0	4.0	
All-Red Time (s)	1.0	2.0	2.0	2.0	2.0	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	
Total Lost Time (s)	4.5	6.0	6.0	6.0	6.0	
Lead/Lag	Lag		Lead	Lead		
Lead-Lag Optimize?	Yes		Yes	Yes		
Vehicle Extension (s)	2.0	5.0	5.0	5.0	2.0	
Minimum Gap (s)	2.0	2.0	2.0	2.0	2.0	
Time Before Reduce (s)	0.0	25.0	25.0	25.0	0.0	
Time To Reduce (s)	0.0	15.0	15.0	15.0	0.0	
Recall Mode	None	C-Max	C-Max	C-Max	None	
Walk Time (s)						
Flash Dont Walk (s)						
Pedestrian Calls (#/hr)						
v/c Ratio	0.40	0.19	0.47	0.01	0.10	0.69
Control Delay	6.4	2.4	22.1	11.6	34.0	17.8

Lanes, Volumes, Timings
527: CTH KR & Wisconn Valley Way 12/14/2017

Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	6.4	2.4	22.1	11.6	34.0	17.8
90th %ile Green (s)	25.5	60.4	30.4	30.4	17.6	
90th %ile Term Code	Max	Coord	Coord	Coord	Gap	
70th %ile Green (s)	25.5	67.8	37.8	37.8	10.2	
70th %ile Term Code	Max	Coord	Coord	Coord	Gap	
50th %ile Green (s)	25.5	68.0	38.0	38.0	10.0	
50th %ile Term Code	Hold	Coord	Coord	Coord	Min	
30th %ile Green (s)	25.5	68.0	38.0	38.0	10.0	
30th %ile Term Code	Hold	Coord	Coord	Coord	Min	
10th %ile Green (s)	25.5	68.0	38.0	38.0	10.0	
10th %ile Term Code	Hold	Coord	Coord	Coord	Min	
Queue Length 50th (ft)	24	21	136	0	11	182
Queue Length 95th (ft)	40	31	225	8	30	235
Internal Link Dist (ft)		1815	1419		1572	
Turn Bay Length (ft)	500			500	500	500
Base Capacity (vph)	737	2537	1084	625	362	1150
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	0.40	0.19	0.47	0.01	0.06	0.60

Intersection Summary	
Area Type:	Other
Cycle Length: 90	
Actuated Cycle Length: 90	
Offset: 2 (2%), Referenced to phase 2:EBWB and 6:EBT, Start of 1st Green	
Natural Cycle: 50	
Control Type: Actuated-Coordinated	

Splits and Phases: 527: CTH KR & Wisconn Valley Way



TADI Synchro 10 Report
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Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (veh/h)	280	445	480	5	20	650
Future Volume (veh/h)	280	445	480	5	20	650
Number	1	6	2	12	7	14
Initial Q (Qb), veh	0	0	0	0	0	0
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
Adj Sat Flow, veh/h/ln	1810	1810	1810	1810	1810	1810
Adj Flow Rate, veh/h	298	473	511	5	21	484
Adj No. of Lanes	1	2	2	1	1	2
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94
Percent Heavy Veh, %	5	5	5	5	5	5
Cap, veh/h	851	2598	863	496	191	941
Arrive On Green	0.73	1.00	0.32	0.32	0.11	0.11
Sat Flow, veh/h	1723	3529	3149	1538	1723	1969
Grp Volume(v), veh/h	298	473	511	5	21	484
Grp Sat Flow(s),veh/h/ln	1723	1719	1339	1538	1723	984
Q Serve(g_s), s	0.0	0.0	14.4	0.2	1.0	0.0
Cycle Q Clear(g_c), s	0.0	0.0	14.4	0.2	1.0	0.0
Prop In Lane	1.00			1.00	1.00	1.00
Lane Grp Cap(c), veh/h	851	2598	863	496	191	941
V/C Ratio(X)	0.35	0.18	0.59	0.01	0.11	0.51
Avail Cap(c_a), veh/h	851	2598	863	496	364	1138
HCM Platoon Ratio	2.00	2.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	4.9	0.0	25.5	20.7	36.0	16.3
Incr Delay (d2), s/veh	0.1	0.2	3.0	0.0	0.1	0.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	3.1	0.1	9.6	0.2	0.9	10.0
LnGrp Delay(d),s/veh	5.0	0.2	28.5	20.8	36.1	16.4
LnGrp LOS	A	A	C	C	D	B
Approach Vol, veh/h		771	516		505	
Approach Delay, s/veh		2.0	28.5		17.3	
Approach LOS		A	C		B	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2		4		6		
Phs Duration (G+Y+Rc), s	39.0	35.0		16.0		74.0		
Change Period (Y+Rc), s	6.0	* 6		6.0		6.0		
Max Green Setting (Gmax), s	25.5	* 29		19.0		59.0		
Max Q Clear Time (g_c+I1), s	2.0	16.4		3.0		2.0		
Green Ext Time (p_c), s	0.4	4.3		1.0		6.7		

Intersection Summary	
HCM 2010 Ctrl Delay	13.9
HCM 2010 LOS	B

Notes

HCM 2010 Signalized Intersection Summary
527: CTH KR & Wisconn Valley Way 12/14/2017

* HCM 2010 computational engine requires equal clearance times for the phases crossing the barrier.
User approved changes to right turn type.

TADI Synchro 10 Report
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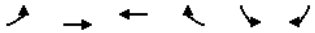


Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	1	465	485	1	1	1
Future Volume (vph)	1	465	485	1	1	1
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12
Grade (%)		0%	0%		0%	
Storage Length (ft)	200			200	0	0
Storage Lanes	1			1	1	0
Taper Length (ft)	100				100	
Link Speed (mph)		40	40		25	
Link Distance (ft)		2376	2280		765	
Travel Time (s)		40.5	38.9		20.9	
Confl. Peds. (#/hr)						
Confl. Bikes (#/hr)						
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94
Growth Factor	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	5%	5%	5%	5%	5%	5%
Bus Blockages (#/hr)	0	0	0	0	0	0
Parking (#/hr)						
Mid-Block Traffic (%)		0%	0%		0%	
Shared Lane Traffic (%)						
Lane Group Flow (vph)	1	495	516	1	2	0
Sign Control		Free	Free		Stop	

Intersection Summary	
Area Type:	Other
Control Type: Unsignalized	

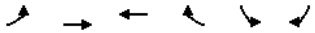
Intersection	
Int Delay, s/veh	0

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	1	465	485	1	1	1
Future Vol, veh/h	1	465	485	1	1	1
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	200	-	-	200	0	-
Veh in Median Storage, #	-	0	0	-	2	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	94	94	94	94	94	94
Heavy Vehicles, %	5	5	5	5	5	5
Mvmt Flow	1	495	516	1	1	1

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	517	0	-	0	766	258
Stage 1	-	-	-	-	516	-
Stage 2	-	-	-	-	250	-
Critical Hdwy	4.2	-	-	-	6.9	7
Critical Hdwy Stg 1	-	-	-	-	5.9	-
Critical Hdwy Stg 2	-	-	-	-	5.9	-
Follow-up Hdwy	2.25	-	-	-	3.55	3.35
Pot Cap-1 Maneuver	1024	-	-	-	333	732
Stage 1	-	-	-	-	555	-
Stage 2	-	-	-	-	760	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1024	-	-	-	333	732
Mov Cap-2 Maneuver	-	-	-	-	494	-
Stage 1	-	-	-	-	554	-
Stage 2	-	-	-	-	760	-

Approach	EB	WB	SB
HCM Control Delay, s	0	0	11.1
HCM LOS			B

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1024	-	-	-	590
HCM Lane V/C Ratio	0.001	-	-	-	0.004
HCM Control Delay (s)	8.5	-	-	-	11.1
HCM Lane LOS	A	-	-	-	B
HCM 95th %tile Q(veh)	0	-	-	-	0



Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	1	465	485	1	1	1
Future Volume (vph)	1	465	485	1	1	1
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)	200			200	0	0
Storage Lanes	1			1	1	0
Taper Length (ft)	100				100	
Link Speed (mph)		40	40		25	
Link Distance (ft)		2280	1316		751	
Travel Time (s)		38.9	22.4		20.5	
Confl. Peds. (#/hr)						
Confl. Bikes (#/hr)						
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94
Growth Factor	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	5%	5%	5%	5%	5%	5%
Bus Blockages (#/hr)	0	0	0	0	0	0
Parking (#/hr)						
Mid-Block Traffic (%)		0%	0%		0%	
Shared Lane Traffic (%)						
Lane Group Flow (vph)	1	495	516	1	2	0
Sign Control		Free	Free		Stop	

Intersection Summary	
Area Type:	Other
Control Type: Unsignalized	

Intersection	
Int Delay, s/veh	0

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	1	465	485	1	1	1
Future Vol, veh/h	1	465	485	1	1	1
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	200	-	-	200	0	-
Veh in Median Storage, #	-	0	0	-	2	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	94	94	94	94	94	94
Heavy Vehicles, %	5	5	5	5	5	5
Mvmt Flow	1	495	516	1	1	1

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	517	0	-	0	766	258
Stage 1	-	-	-	-	516	-
Stage 2	-	-	-	-	250	-
Critical Hdwy	4.2	-	-	-	6.9	7
Critical Hdwy Stg 1	-	-	-	-	5.9	-
Critical Hdwy Stg 2	-	-	-	-	5.9	-
Follow-up Hdwy	2.25	-	-	-	3.55	3.35
Pot Cap-1 Maneuver	1024	-	-	-	333	732
Stage 1	-	-	-	-	555	-
Stage 2	-	-	-	-	760	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1024	-	-	-	333	732
Mov Cap-2 Maneuver	-	-	-	-	494	-
Stage 1	-	-	-	-	554	-
Stage 2	-	-	-	-	760	-

Approach	EB	WB	SB
HCM Control Delay, s	0	0	11.1
HCM LOS			B

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1024	-	-	-	590
HCM Lane V/C Ratio	0.001	-	-	-	0.004
HCM Control Delay (s)	8.5	-	-	-	11.1
HCM Lane LOS	A	-	-	-	B
HCM 95th %tile Q(veh)	0	-	-	-	0

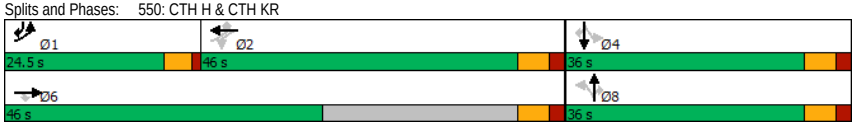
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	145	300	15	20	215	70	5	130	35	115	145	260
Future Volume (vph)	145	300	15	20	215	70	5	130	35	115	145	260
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	385		200	235		200	300		275	315		315
Storage Lanes	1		0	1		1	1		1	1		0
Taper Length (ft)	100			100			100			100		
Right Turn on Red			Yes			Yes			Yes			Yes
Link Speed (mph)		40			40			40			40	
Link Distance (ft)		1316			1024			1873			1350	
Travel Time (s)		22.4			17.5			31.9			23.0	
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%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	5%	5%	5%	5%	5%	5%	5%	5%	5%	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)	154	319	16	21	229	74	5	138	37	122	154	277
Turn Type	D.P+P	NA	Perm	Perm	NA	Perm	Perm	NA	Perm	Perm	NA	pm+ov
Protected Phases	1	6			2			8			4	1
Permitted Phases	2		6	2		2	8		8	4		4
Detector Phase	1	6	6	2	2	2	8	8	8	4	4	1
Switch Phase												
Minimum Initial (s)	8.0	12.0	12.0	12.0	12.0	12.0	10.0	10.0	10.0	10.0	10.0	8.0
Minimum Split (s)	12.5	18.0	18.0	18.0	18.0	18.0	16.0	16.0	16.0	16.0	16.0	12.5
Total Split (s)	24.5	46.0	46.0	46.0	46.0	46.0	36.0	36.0	36.0	36.0	36.0	24.5
Total Split (%)	23.0%	43.2%	43.2%	43.2%	43.2%	43.2%	33.8%	33.8%	33.8%	33.8%	33.8%	23.0%
Maximum Green (s)	20.0	40.0	40.0	40.0	40.0	40.0	30.0	30.0	30.0	30.0	30.0	20.0
Yellow Time (s)	3.5	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	3.5
All-Red Time (s)	1.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.5	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	4.5
Lead/Lag	Lead			Lag	Lag	Lag						Lead
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	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	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	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	0.0	0.0	0.0
Recall Mode	None	None	None	None	None	None	None	None	None	None	None	None
Walk Time (s)												
Flash Dont Walk (s)												
Pedestrian Calls (#/hr)												
v/c Ratio	0.25	0.48	0.02	0.09	0.47	0.16	0.02	0.33	0.09	0.43	0.37	0.30
Control Delay	7.1	10.8	1.7	16.1	20.0	5.5	16.4	19.3	2.0	22.9	19.8	2.1

Lanes, Volumes, Timings
550: CTH H & CTH KR 12/14/2017

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	0.0	0.0
Total Delay	7.1	10.8	1.7	16.1	20.0	5.5	16.4	19.3	2.0	22.9	19.8	2.1
90th %ile Green (s)	10.8	34.1	34.1	18.8	18.8	18.8	16.7	16.7	16.7	16.7	16.7	10.8
90th %ile Term Code	Gap	Hold	Hold	Gap	Gap	Gap	Hold	Hold	Hold	Gap	Gap	Gap
70th %ile Green (s)	8.9	27.2	27.2	13.8	13.8	13.8	12.8	12.8	12.8	12.8	12.8	8.9
70th %ile Term Code	Gap	Hold	Hold	Gap	Gap	Gap	Hold	Hold	Hold	Gap	Gap	Gap
50th %ile Green (s)	8.0	24.5	24.5	12.0	12.0	12.0	10.4	10.4	10.4	10.4	10.4	8.0
50th %ile Term Code	Min	Hold	Hold	Min	Min	Min	Hold	Hold	Hold	Gap	Gap	Min
30th %ile Green (s)	8.0	24.5	24.5	12.0	12.0	12.0	10.0	10.0	10.0	10.0	10.0	8.0
30th %ile Term Code	Min	Hold	Hold	Min	Min	Min	Min	Min	Min	Min	Min	Min
10th %ile Green (s)	8.0	24.5	24.5	12.0	12.0	12.0	10.0	10.0	10.0	10.0	10.0	8.0
10th %ile Term Code	Min	Hold	Hold	Min	Min	Min	Hold	Hold	Hold	Min	Min	Min
Queue Length 50th (ft)	18	70	0	4	53	0	1	32	0	29	36	0
Queue Length 95th (ft)	49	178	5	20	125	24	9	83	7	81	91	29
Internal Link Dist (ft)		1236			944			1793			1270	
Turn Bay Length (ft)	385		200	235		200	300		275	315		315
Base Capacity (vph)	862	1267	1538	720	1440	1239	711	1080	948	722	1080	1222
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.18	0.25	0.01	0.03	0.16	0.06	0.01	0.13	0.04	0.17	0.14	0.23

Intersection Summary	
Area Type:	Other
Cycle Length: 106.5	
Actuated Cycle Length: 50.9	
Natural Cycle: 50	
Control Type: Actuated-Uncoordinated	
90th %ile Actuated Cycle: 62.8	
70th %ile Actuated Cycle: 52	
50th %ile Actuated Cycle: 46.9	
30th %ile Actuated Cycle: 46.5	
10th %ile Actuated Cycle: 46.5	

Splits and Phases: 550: CTH H & CTH KR



TADI Synchro 10 Report
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HCM 2010 Signalized Intersection Summary
550: CTH H & CTH KR

12/14/2017

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	145	300	15	20	215	70	5	130	35	115	145	260
Future Volume (veh/h)	145	300	15	20	215	70	5	130	35	115	145	260
Number	1	6	16	5	2	12	3	8	18	7	4	14
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1810	1810	1810	1810	1810	1810	1810	1810	1810	1810	1810	1810
Adj Flow Rate, veh/h	154	319	11	21	229	37	5	138	21	122	154	139
Adj No. of Lanes	1	1	1	1	1	1	1	1	1	1	1	1
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, %	5	5	5	5	5	5	5	5	5	5	5	5
Cap, veh/h	575	640	777	419	469	398	329	427	363	361	427	592
Arrive On Green	0.15	0.51	0.51	0.26	0.26	0.26	0.24	0.24	0.24	0.24	0.24	0.24
Sat Flow, veh/h	1723	1267	1538	1016	1810	1538	1051	1810	1538	1187	1810	1538
Grp Volume(v), veh/h	154	319	11	21	229	37	5	138	21	122	154	139
Grp Sat Flow(s),veh/h/ln	1723	1267	1538	1016	1810	1538	1051	1810	1538	1187	1810	1538
Q Serve(g_s), s	2.7	7.7	0.2	0.7	5.0	0.8	0.2	2.9	0.5	4.4	3.3	2.8
Cycle Q Clear(g_c), s	2.7	7.7	0.2	0.7	5.0	0.8	3.5	2.9	0.5	7.3	3.3	2.8
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	575	640	777	419	469	398	329	427	363	361	427	592
V/C Ratio(X)	0.27	0.50	0.01	0.05	0.49	0.09	0.02	0.32	0.06	0.34	0.36	0.23
Avail Cap(c_a), veh/h	1063	1094	1328	1033	1563	1328	761	1172	996	850	1172	1225
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	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	9.2	7.6	5.7	13.0	14.6	13.0	16.2	14.6	13.7	17.7	14.8	9.6
Incr Delay (d2), s/veh	0.2	0.6	0.0	0.0	0.8	0.1	0.0	0.4	0.1	0.6	0.5	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	2.3	5.0	0.1	0.4	4.7	0.7	0.1	2.7	0.4	2.7	3.0	2.2
LnGrp Delay(d),s/veh	9.5	8.2	5.7	13.0	15.4	13.1	16.3	15.1	13.8	18.2	15.3	9.8
LnGrp LOS	A	A	A	B	B	B	B	B	B	B	B	A
Approach Vol, veh/h		484			287			164			415	
Approach Delay, s/veh		8.5			14.9			14.9			14.3	
Approach LOS		A			B			B			B	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2		4		6		8
Phs Duration (G+Y+Rc), s	11.4	18.0		16.9		29.4		16.9
Change Period (Y+Rc), s	4.5	6.0		6.0		6.0		6.0
Max Green Setting (Gmax), s	20.0	40.0		30.0		40.0		30.0
Max Q Clear Time (g_c+I1), s	4.7	7.0		9.3		9.7		5.5
Green Ext Time (p_c), s	0.3	1.5		1.6		1.9		0.7

Intersection Summary	
HCM 2010 Ctrl Delay	12.4
HCM 2010 LOS	B

Lanes, Volumes, Timings
565: 72nd Ave & CTH KR

12/14/2017

Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	435	5	20	290	5	35
Future Volume (vph)	435	5	20	290	5	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)		200	125		0	125
Storage Lanes		1	0		1	0
Taper Length (ft)			100		100	
Link Speed (mph)	40			40	60	
Link Distance (ft)	1330			280	1528	
Travel Time (s)	22.7			4.8	17.4	
Confl. Peds. (#/hr)						
Confl. Bikes (#/hr)						
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94
Growth Factor	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	5%	5%	5%	5%	5%	5%
Bus Blockages (#/hr)	0	0	0	0	0	0
Parking (#/hr)						
Mid-Block Traffic (%)	0%			0%	0%	
Shared Lane Traffic (%)						
Lane Group Flow (vph)	463	5	21	309	42	0
Sign Control	Free			Free	Stop	

Intersection Summary	
Area Type:	Other
Control Type: Unsignalized	

HCM 2010 TWSC
565: 72nd Ave & CTH KR 12/14/2017

Intersection	
Int Delay, s/veh	0.8

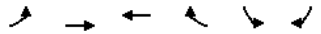
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	435	5	20	290	5	35
Future Vol, veh/h	435	5	20	290	5	35
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	200	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	94	94	94	94	94	94
Heavy Vehicles, %	5	5	5	5	5	5
Mvmt Flow	463	5	21	309	5	37

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	468	0	814	463
Stage 1	-	-	-	-	463	-
Stage 2	-	-	-	-	351	-
Critical Hdwy	-	-	4.15	-	6.45	6.25
Critical Hdwy Stg 1	-	-	-	-	5.45	-
Critical Hdwy Stg 2	-	-	-	-	5.45	-
Follow-up Hdwy	-	-	2.245	-	3.545	3.345
Pot Cap-1 Maneuver	-	-	1078	-	343	593
Stage 1	-	-	-	-	627	-
Stage 2	-	-	-	-	706	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1078	-	336	593
Mov Cap-2 Maneuver	-	-	-	-	336	-
Stage 1	-	-	-	-	615	-
Stage 2	-	-	-	-	706	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0.5	12.2
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	541	-	-	1078	-
HCM Lane V/C Ratio	0.079	-	-	0.02	-
HCM Control Delay (s)	12.2	-	-	8.4	-
HCM Lane LOS	B	-	-	A	-
HCM 95th %tile Q(veh)	0.3	-	-	0.1	-

Lanes, Volumes, Timings
570: CTH KR & 90th Street 12/14/2017



Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	35	435	285	30	40	25
Future Volume (vph)	35	435	285	30	40	25
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			200	0	100
Storage Lanes	1			1	1	1
Taper Length (ft)	100				100	
Link Speed (mph)		40	40		40	
Link Distance (ft)		280	1974		716	
Travel Time (s)		4.8	33.6		12.2	
Confl. Peds. (#/hr)						
Confl. Bikes (#/hr)						
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94
Growth Factor	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	5%	5%	5%	5%	5%	5%
Bus Blockages (#/hr)	0	0	0	0	0	0
Parking (#/hr)						
Mid-Block Traffic (%)		0%	0%		0%	
Shared Lane Traffic (%)						
Lane Group Flow (vph)	37	463	303	32	43	27
Sign Control		Free	Free		Stop	

Intersection Summary	
Area Type:	Other
Control Type: Unsignalized	

Intersection	
Int Delay, s/veh	1.5

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	35	435	285	30	40	25
Future Vol, veh/h	35	435	285	30	40	25
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	200	0	100
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	94	94	94	94	94	94
Heavy Vehicles, %	5	5	5	5	5	5
Mvmt Flow	37	463	303	32	43	27

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	335	0	-	0	840	303
Stage 1	-	-	-	-	303	-
Stage 2	-	-	-	-	537	-
Critical Hdwy	4.15	-	-	-	6.45	6.25
Critical Hdwy Stg 1	-	-	-	-	5.45	-
Critical Hdwy Stg 2	-	-	-	-	5.45	-
Follow-up Hdwy	2.245	-	-	-	3.545	3.345
Pot Cap-1 Maneuver	1208	-	-	-	331	730
Stage 1	-	-	-	-	742	-
Stage 2	-	-	-	-	580	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1208	-	-	-	321	730
Mov Cap-2 Maneuver	-	-	-	-	321	-
Stage 1	-	-	-	-	719	-
Stage 2	-	-	-	-	580	-

Approach	EB	WB	SB
HCM Control Delay, s	0.6	0	14.9
HCM LOS			B

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	1208	-	-	-	321	730
HCM Lane V/C Ratio	0.031	-	-	-	0.133	0.036
HCM Control Delay (s)	8.1	-	-	-	17.9	10.1
HCM Lane LOS	A	-	-	-	C	B
HCM 95th %tile Q(veh)	0.1	-	-	-	0.5	0.1

Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	25	90	460	5	25	220
Future Volume (vph)	25	90	460	5	25	220
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)	200	200		200	200	
Storage Lanes	1	0		1	1	
Taper Length (ft)	100				100	
Link Speed (mph)	25		40			40
Link Distance (ft)	1097		1660			1642
Travel Time (s)	29.9		28.3			28.0
Confl. Peds. (#/hr)						
Confl. Bikes (#/hr)						
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94
Growth Factor	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	5%	5%	5%	5%	5%	5%
Bus Blockages (#/hr)	0	0	0	0	0	0
Parking (#/hr)						
Mid-Block Traffic (%)	0%		0%			0%
Shared Lane Traffic (%)						
Lane Group Flow (vph)	27	96	489	5	27	234
Sign Control	Stop		Free			Free

Intersection Summary	
Area Type:	Other
Control Type: Unsignalized	

HCM 2010 TWSC
725: Wisconn Valley Way & N-6 12/14/2017

Intersection	
Int Delay, s/veh	1.8

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	25	90	460	5	25	220
Future Vol, veh/h	25	90	460	5	25	220
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	200	-	-	200	200	-
Veh in Median Storage, #	2	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	94	94	94	94	94	94
Heavy Vehicles, %	5	5	5	5	5	5
Mvmt Flow	27	96	489	5	27	234

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	660	245	0	0	494	0
Stage 1	489	-	-	-	-	-
Stage 2	171	-	-	-	-	-
Critical Hdwy	6.9	7	-	-	4.2	-
Critical Hdwy Stg 1	5.9	-	-	-	-	-
Critical Hdwy Stg 2	5.9	-	-	-	-	-
Follow-up Hdwy	3.55	3.35	-	-	2.25	-
Pot Cap-1 Maneuver	389	746	-	-	1045	-
Stage 1	574	-	-	-	-	-
Stage 2	833	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	379	746	-	-	1045	-
Mov Cap-2 Maneuver	512	-	-	-	-	-
Stage 1	559	-	-	-	-	-
Stage 2	833	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	10.9	0	0.9
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	WBLn2	SBL	SBT
Capacity (veh/h)	-	-	512	746	1045	-
HCM Lane V/C Ratio	-	-	0.052	0.128	0.025	-
HCM Control Delay (s)	-	-	12.4	10.5	8.5	-
HCM Lane LOS	-	-	B	B	A	-
HCM 95th %tile Q(veh)	-	-	0.2	0.4	0.1	-

Lanes, Volumes, Timings
750: Wisconn Valley Way & SW-1 12/14/2017

Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	65	185	45	240	485	15
Future Volume (vph)	65	185	45	240	485	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)	0	0	200			200
Storage Lanes	1	1	1			1
Taper Length (ft)	100		100			
Link Speed (mph)	25			40	40	
Link Distance (ft)	938			1652	2249	
Travel Time (s)	25.6			28.2	38.3	
Confl. Peds. (#/hr)						
Confl. Bikes (#/hr)						
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94
Growth Factor	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	5%	5%	5%	5%	5%	5%
Bus Blockages (#/hr)	0	0	0	0	0	0
Parking (#/hr)						
Mid-Block Traffic (%)	0%			0%	0%	
Shared Lane Traffic (%)						
Lane Group Flow (vph)	69	197	48	255	516	16
Sign Control	Stop			Free	Free	

Intersection Summary	
Area Type:	Other
Control Type: Unsignalized	

Intersection	
Int Delay, s/veh	3.3

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	65	185	45	240	485	15
Future Vol, veh/h	65	185	45	240	485	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	0	200	-	-	200
Veh in Median Storage, #	2	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	94	94	94	94	94	94
Heavy Vehicles, %	5	5	5	5	5	5
Mvmt Flow	69	197	48	255	516	16

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	740	258	532	0	-	0
Stage 1	516	-	-	-	-	-
Stage 2	224	-	-	-	-	-
Critical Hdwy	6.9	7	4.2	-	-	-
Critical Hdwy Stg 1	5.9	-	-	-	-	-
Critical Hdwy Stg 2	5.9	-	-	-	-	-
Follow-up Hdwy	3.55	3.35	2.25	-	-	-
Pot Cap-1 Maneuver	346	732	1011	-	-	-
Stage 1	555	-	-	-	-	-
Stage 2	783	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	330	732	1011	-	-	-
Mov Cap-2 Maneuver	476	-	-	-	-	-
Stage 1	529	-	-	-	-	-
Stage 2	783	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	12.2	1.4	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	EBLn2	SBT	SBR
Capacity (veh/h)	1011	-	476	732	-	-
HCM Lane V/C Ratio	0.047	-	0.145	0.269	-	-
HCM Control Delay (s)	8.7	-	13.8	11.7	-	-
HCM Lane LOS	A	-	B	B	-	-
HCM 95th %tile Q(veh)	0.1	-	0.5	1.1	-	-

Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	40	20	5	645	430	10
Future Volume (vph)	40	20	5	645	430	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)	210	0	200			200
Storage Lanes	1	1	1			1
Taper Length (ft)	100		100			
Link Speed (mph)	25			40	40	
Link Distance (ft)	1043			2631	2632	
Travel Time (s)	28.4			44.8	44.9	
Confl. Peds. (#/hr)						
Confl. Bikes (#/hr)						
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94
Growth Factor	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	5%	5%	5%	5%	5%	5%
Bus Blockages (#/hr)	0	0	0	0	0	0
Parking (#/hr)						
Mid-Block Traffic (%)	0%			0%	0%	
Shared Lane Traffic (%)						
Lane Group Flow (vph)	43	21	5	686	457	11
Sign Control	Stop			Free	Free	

Intersection Summary	
Area Type:	Other
Control Type: Unsignalized	

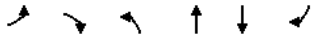
Intersection	
Int Delay, s/veh	0.7

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	40	20	5	645	430	10
Future Vol, veh/h	40	20	5	645	430	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	210	0	200	-	-	200
Veh in Median Storage, #	2	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	94	94	94	94	94	94
Heavy Vehicles, %	5	5	5	5	5	5
Mvmt Flow	43	21	5	686	457	11

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	810	229	468	0	-	0
Stage 1	457	-	-	-	-	-
Stage 2	353	-	-	-	-	-
Critical Hdwy	6.9	7	4.2	-	-	-
Critical Hdwy Stg 1	5.9	-	-	-	-	-
Critical Hdwy Stg 2	5.9	-	-	-	-	-
Follow-up Hdwy	3.55	3.35	2.25	-	-	-
Pot Cap-1 Maneuver	312	764	1069	-	-	-
Stage 1	596	-	-	-	-	-
Stage 2	673	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	310	764	1069	-	-	-
Mov Cap-2 Maneuver	493	-	-	-	-	-
Stage 1	593	-	-	-	-	-
Stage 2	673	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	11.9	0.1	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	EBLn2	SBT	SBR
Capacity (veh/h)	1069	-	493	764	-	-
HCM Lane V/C Ratio	0.005	-	0.086	0.028	-	-
HCM Control Delay (s)	8.4	-	13	9.8	-	-
HCM Lane LOS	A	-	B	A	-	-
HCM 95th %tile Q(veh)	0	-	0.3	0.1	-	-



Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	365	260	150	195	260	205
Future Volume (vph)	365	260	150	195	260	205
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)	200	0	200			200
Storage Lanes	2	1	1			1
Taper Length (ft)	100		100			
Right Turn on Red		Yes				Yes
Link Speed (mph)	25			40	40	
Link Distance (ft)	867			1320	1320	
Travel Time (s)	23.6			22.5	22.5	
Confl. Peds. (#/hr)						
Confl. Bikes (#/hr)						
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94
Growth Factor	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	5%	5%	5%	5%	5%	5%
Bus Blockages (#/hr)	0	0	0	0	0	0
Parking (#/hr)						
Mid-Block Traffic (%)	0%			0%	0%	
Shared Lane Traffic (%)						
Lane Group Flow (vph)	388	277	160	207	277	218
Turn Type	Prot	Perm	D.P+P	NA	NA	pm+ov
Protected Phases	4		1	6	2	4
Permitted Phases		4	2			2
Detector Phase	4	4	1	6	2	4
Switch Phase						
Minimum Initial (s)	10.0	10.0	8.0	12.0	12.0	10.0
Minimum Split (s)	24.0	24.0	12.5	24.0	24.0	24.0
Total Split (s)	25.0	25.0	16.0	50.0	34.0	25.0
Total Split (%)	33.3%	33.3%	21.3%	66.7%	45.3%	33.3%
Maximum Green (s)	19.0	19.0	11.5	44.0	28.0	19.0
Yellow Time (s)	4.0	4.0	3.5	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0	1.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.0	6.0	4.5	6.0	6.0	6.0
Lead/Lag			Lead		Lag	
Lead-Lag Optimize?			Yes		Yes	
Vehicle Extension (s)	2.0	2.0	2.0	5.0	5.0	2.0
Minimum Gap (s)	2.0	2.0	2.0	2.0	2.0	2.0
Time Before Reduce (s)	0.0	0.0	0.0	25.0	25.0	0.0
Time To Reduce (s)	0.0	0.0	0.0	15.0	15.0	0.0
Recall Mode	None	None	None	C-Max	C-Max	None
Walk Time (s)						
Flash Dont Walk (s)						
Pedestrian Calls (#/hr)						
v/c Ratio	0.64	0.55	0.22	0.09	0.17	0.18
Control Delay	33.3	8.0	5.8	5.3	5.2	0.4

Lanes, Volumes, Timings
840: CTH H & FC-6

12/14/2017

Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	33.3	8.0	5.8	5.3	5.2	0.4
90th %ile Green (s)	17.7	17.7	9.8	45.3	31.0	17.7
90th %ile Term Code	Gap	Gap	Gap	Coord	Coord	Gap
70th %ile Green (s)	15.5	15.5	8.0	47.5	35.0	15.5
70th %ile Term Code	Gap	Gap	Min	Coord	Coord	Gap
50th %ile Green (s)	13.0	13.0	8.0	50.0	37.5	13.0
50th %ile Term Code	Gap	Gap	Min	Coord	Coord	Gap
30th %ile Green (s)	11.5	11.5	8.0	51.5	39.0	11.5
30th %ile Term Code	Gap	Gap	Min	Coord	Coord	Gap
10th %ile Green (s)	10.0	10.0	8.0	53.0	40.5	10.0
10th %ile Term Code	Min	Min	Min	Coord	Coord	Min
Queue Length 50th (ft)	88	0	22	15	13	0
Queue Length 95th (ft)	121	56	50	32	30	2
Internal Link Dist (ft)	787			1240	1240	
Turn Bay Length (ft)	200		200			200
Base Capacity (vph)	844	596	797	2267	1677	1302
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	0.46	0.20	0.09	0.17	0.17

Intersection Summary

Area Type: Other
Cycle Length: 75
Actuated Cycle Length: 75
Offset: 0 (0%), Referenced to phase 2:NBSB and 6:NBT, Start of 1st Green
Natural Cycle: 65
Control Type: Actuated-Coordinated

Splits and Phases: 840: CTH H & FC-6

HCM 2010 Signalized Intersection Summary
840: CTH H & FC-6

12/14/2017

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	365	260	150	195	260	205
Future Volume (veh/h)	365	260	150	195	260	205
Number	7	14	1	6	2	12
Initial Q (Qb), veh	0	0	0	0	0	0
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
Adj Sat Flow, veh/h/ln	1810	1810	1810	1810	1810	1810
Adj Flow Rate, veh/h	388	139	160	207	277	112
Adj No. of Lanes	2	1	1	2	2	1
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94
Percent Heavy Veh, %	5	5	5	5	5	5
Cap, veh/h	498	229	716	2376	1816	1042
Arrive On Green	0.15	0.15	0.10	0.69	0.17	0.17
Sat Flow, veh/h	3343	1538	1723	3529	3529	1538
Grp Volume(v), veh/h	388	139	160	207	277	112
Grp Sat Flow(s),veh/h/ln	1672	1538	1723	1719	1719	1538
Q Serve(g_s), s	8.4	6.3	2.8	1.5	5.1	3.2
Cycle Q Clear(g_c), s	8.4	6.3	2.8	1.5	5.1	3.2
Prop In Lane	1.00	1.00	1.00			1.00
Lane Grp Cap(c), veh/h	498	229	716	2376	1816	1042
V/C Ratio(X)	0.78	0.61	0.22	0.09	0.15	0.11
Avail Cap(c_a), veh/h	847	390	803	2376	1816	1042
HCM Platoon Ratio	1.00	1.00	1.00	1.00	0.33	0.33
Upstream Filter(I)	1.00	1.00	1.00	1.00	0.98	0.98
Uniform Delay (d), s/veh	30.7	29.9	5.8	3.8	16.7	7.7
Incr Delay (d2), s/veh	1.0	1.0	0.1	0.1	0.2	0.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	7.1	9.2	2.4	1.3	4.5	3.6
LnGrp Delay(d),s/veh	31.7	30.8	5.9	3.9	16.9	7.9
LnGrp LOS	C	C	A	A	B	A
Approach Vol, veh/h	527			367	389	
Approach Delay, s/veh	31.5			4.8	14.3	
Approach LOS	C			A	B	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2		4		6		
Phs Duration (G+Y+Rc), s	12.2	45.6		17.2		57.8		
Change Period (Y+Rc), s	4.5	6.0		6.0		6.0		
Max Green Setting (Gmax), s	11.5	28.0		19.0		44.0		
Max Q Clear Time (g_c+I1), s	4.8	7.1		10.4		3.5		
Green Ext Time (p_c), s	0.1	3.7		0.8		2.5		

Intersection Summary

HCM 2010 Ctrl Delay 18.6
HCM 2010 LOS B

TADI Synchro 10 Report
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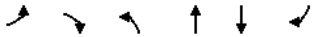


Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	1	1	1	345	520	1
Future Volume (vph)	1	1	1	345	520	1
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12
Grade (%)	0%			0%	0%	
Storage Length (ft)	0	0	200			200
Storage Lanes	1	0	1			1
Taper Length (ft)	100		100			
Link Speed (mph)	25			40	40	
Link Distance (ft)	850			1350	1323	
Travel Time (s)	23.2			23.0	22.6	
Confl. Peds. (#/hr)						
Confl. Bikes (#/hr)						
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94
Growth Factor	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	5%	5%	5%	5%	5%	5%
Bus Blockages (#/hr)	0	0	0	0	0	0
Parking (#/hr)						
Mid-Block Traffic (%)	0%			0%	0%	
Shared Lane Traffic (%)						
Lane Group Flow (vph)	2	0	1	367	553	1
Sign Control	Stop			Free	Free	

Intersection Summary	
Area Type:	Other
Control Type: Unsignalized	

Intersection	
Int Delay, s/veh	0

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	1	1	1	345	520	1
Future Vol, veh/h	1	1	1	345	520	1
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	-	200	-	-	200
Veh in Median Storage, #	2	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	94	94	94	94	94	94
Heavy Vehicles, %	5	5	5	5	5	5
Mvmt Flow	1	1	1	367	553	1

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	739	277	554	0	-	0
Stage 1	553	-	-	-	-	-
Stage 2	186	-	-	-	-	-
Critical Hdwy	6.9	7	4.2	-	-	-
Critical Hdwy Stg 1	5.9	-	-	-	-	-
Critical Hdwy Stg 2	5.9	-	-	-	-	-
Follow-up Hdwy	3.55	3.35	2.25	-	-	-
Pot Cap-1 Maneuver	346	711	992	-	-	-
Stage 1	532	-	-	-	-	-
Stage 2	818	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	346	711	992	-	-	-
Mov Cap-2 Maneuver	486	-	-	-	-	-
Stage 1	531	-	-	-	-	-
Stage 2	818	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	11.3	0	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	992	-	577	-	-
HCM Lane V/C Ratio	0.001	-	0.004	-	-
HCM Control Delay (s)	8.6	-	11.3	-	-
HCM Lane LOS	A	-	B	-	-
HCM 95th %tile Q(veh)	0	-	0	-	-

APPENDIX C

YEAR 2030 INTERIM BUILD
TOTAL TRAFFIC
PEAK HOUR ANALYSIS OUTPUTS

Lanes, Volumes, Timings
300: W. FRONTAGE RD & STH 11

12/12/2017

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	25	795	5	5	335	65	5	10	5	90	5	10
Future Volume (vph)	25	795	5	5	335	65	5	10	5	90	5	10
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)	290		240	260		240	0		0	0		0
Storage Lanes	1		1	1		1	0		1	0		1
Taper Length (ft)	100			100			100			100		
Link Speed (mph)		45			45			60			60	
Link Distance (ft)		3032			463			1739			983	
Travel Time (s)		45.9			7.0			19.8			11.2	
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%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	5%	5%	5%	5%	5%	5%	5%	5%	5%	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)	27	846	5	5	356	69	0	16	5	0	101	11
Sign Control		Free			Free			Stop			Stop	

Intersection Summary	
Area Type:	Other
Control Type: Unsignalized	

HCM 2010 TWSC
300: W. FRONTAGE RD & STH 11

12/12/2017

Intersection	
Int Delay, s/veh	1.7

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	25	795	5	5	335	65	5	10	5	90	5	10
Future Vol, veh/h	25	795	5	5	335	65	5	10	5	90	5	10
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	290	-	240	260	-	240	-	-	0	-	-	0
Veh in Median Storage, #	-	0	-	-	0	-	-	2	-	-	2	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	94	94	94	94	94	94	94	94	94	94	94	94
Heavy Vehicles, %	5	5	5	5	5	5	5	5	5	5	5	5
Mvmt Flow	27	846	5	5	356	69	5	11	5	96	5	11

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	425	0	0	851	0	0	1091	1335	423	849	1271	178
Stage 1	-	-	-	-	-	-	900	900	-	366	366	-
Stage 2	-	-	-	-	-	-	191	435	-	483	905	-
Critical Hdwy	4.2	-	-	4.2	-	-	7.6	6.6	7	7.6	6.6	7
Critical Hdwy Stg 1	-	-	-	-	-	-	6.6	5.6	-	6.6	5.6	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.6	5.6	-	6.6	5.6	-
Follow-up Hdwy	2.25	-	-	2.25	-	-	3.55	4.05	3.35	3.55	4.05	3.35
Pot Cap-1 Maneuver	1110	-	-	764	-	-	165	149	571	249	163	825
Stage 1	-	-	-	-	-	-	294	349	-	618	614	-
Stage 2	-	-	-	-	-	-	784	571	-	526	347	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1110	-	-	764	-	-	157	144	571	234	158	825
Mov Cap-2 Maneuver	-	-	-	-	-	-	268	297	-	410	301	-
Stage 1	-	-	-	-	-	-	287	341	-	603	610	-
Stage 2	-	-	-	-	-	-	762	567	-	493	339	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0.3	0.1	16.6	16.2
HCM LOS			C	C

Minor Lane/Major Mvmt	NBLn1	NBLn2	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	287	571	1110	-	-	764	-	-	402	825
HCM Lane V/C Ratio	0.056	0.009	0.024	-	-	0.007	-	-	0.251	0.013
HCM Control Delay (s)	18.3	11.4	8.3	-	-	9.7	-	-	16.9	9.4
HCM Lane LOS	C	B	A	-	-	A	-	-	C	A
HCM 95th %tile Q(veh)	0.2	0	0.1	-	-	0	-	-	1	0

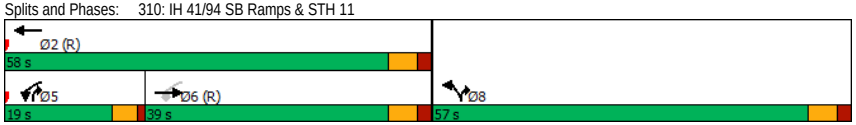
Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	800	90	215	375	30	1445
Future Volume (vph)	800	90	215	375	30	1445
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12
Grade (%)	0%			0%	0%	
Storage Length (ft)		200	610		175	0
Storage Lanes		1	1		1	2
Taper Length (ft)			100		100	
Right Turn on Red		Yes				Yes
Link Speed (mph)	45			45	35	
Link Distance (ft)	463			1378	1333	
Travel Time (s)	7.0			20.9	26.0	
Confl. Peds. (#/hr)						
Confl. Bikes (#/hr)						
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94
Growth Factor	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	5%	5%	5%	5%	5%	5%
Bus Blockages (#/hr)	0	0	0	0	0	0
Parking (#/hr)						
Mid-Block Traffic (%)	0%			0%	0%	
Shared Lane Traffic (%)						
Lane Group Flow (vph)	851	96	229	399	32	1537
Turn Type	NA	Perm	D.P+P	NA	Prot	pt+ov
Protected Phases	6		5	2	8	8 5
Permitted Phases		6	6			
Detector Phase	6	6	5	2	8	8 5
Switch Phase						
Minimum Initial (s)	12.0	12.0	8.0	12.0	10.0	
Minimum Split (s)	18.0	18.0	12.5	18.0	16.0	
Total Split (s)	39.0	39.0	19.0	58.0	57.0	
Total Split (%)	33.9%	33.9%	16.5%	50.4%	49.6%	
Maximum Green (s)	33.0	33.0	14.5	52.0	51.0	
Yellow Time (s)	4.0	4.0	3.5	4.0	4.0	
All-Red Time (s)	2.0	2.0	1.0	2.0	2.0	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	
Total Lost Time (s)	6.0	6.0	4.5	6.0	6.0	
Lead/Lag	Lag	Lag	Lead			
Lead-Lag Optimize?	Yes	Yes	Yes			
Vehicle Extension (s)	5.0	5.0	2.0	5.0	2.0	
Minimum Gap (s)	2.0	2.0	2.0	2.0	2.0	
Time Before Reduce (s)	25.0	25.0	0.0	25.0	0.0	
Time To Reduce (s)	15.0	15.0	0.0	15.0	0.0	
Recall Mode	C-Max	C-Max	None	C-Max	None	
Walk Time (s)						
Flash Dont Walk (s)						
Pedestrian Calls (#/hr)						
v/c Ratio	0.84	0.19	0.82	0.26	0.04	0.87
Control Delay	47.4	9.2	39.9	11.5	18.5	25.0

Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	47.4	9.2	39.9	11.5	18.5	25.0
Queue Length 50th (ft)	314	6	51	47	13	450
Queue Length 95th (ft)	#416	46	#220	64	32	572
Internal Link Dist (ft)	383			1298	1253	
Turn Bay Length (ft)		200	610		175	
Base Capacity (vph)	1009	511	288	1560	762	1734
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	0.84	0.19	0.80	0.26	0.04	0.89

Intersection Summary

Area Type: Other
Cycle Length: 115
Actuated Cycle Length: 115
Offset: 20 (17%), Referenced to phase 2:WBT and 6:EBWB, Start of 1st Green
Natural Cycle: 90
Control Type: Actuated-Coordinated
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Splits and Phases: 310: IH 41/94 SB Ramps & STH 11



HCM 2010 Signalized Intersection Summary
310: IH 41/94 SB Ramps & STH 11

12/12/2017

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (veh/h)	800	90	215	375	30	1445
Future Volume (veh/h)	800	90	215	375	30	1445
Number	6	16	5	2	3	18
Initial Q (Qb), veh	0	0	0	0	0	0
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
Adj Sat Flow, veh/h/ln	1810	1810	1810	1810	1810	1810
Adj Flow Rate, veh/h	851	48	229	399	32	1218
Adj No. of Lanes	2	1	1	2	1	2
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94
Percent Heavy Veh, %	5	5	5	5	5	5
Cap, veh/h	1238	554	323	1712	685	1451
Arrive On Green	0.36	0.36	0.03	0.16	0.40	0.40
Sat Flow, veh/h	3529	1538	1723	3529	1723	2922
Grp Volume(v), veh/h	851	48	229	399	32	1218
Grp Sat Flow(s),veh/h/ln	1719	1538	1723	1719	1723	1461
Q Serve(g_s), s	24.2	2.4	9.3	11.6	1.3	41.4
Cycle Q Clear(g_c), s	24.2	2.4	9.3	11.6	1.3	41.4
Prop In Lane		1.00	1.00		1.00	1.00
Lane Grp Cap(c), veh/h	1238	554	323	1712	685	1451
V/C Ratio(X)	0.69	0.09	0.71	0.23	0.05	0.84
Avail Cap(c_a), veh/h	1238	554	369	1712	764	1585
HCM Platoon Ratio	1.00	1.00	0.33	0.33	1.00	1.00
Upstream Filter(I)	1.00	1.00	0.99	0.99	1.00	1.00
Uniform Delay (d), s/veh	31.3	24.3	25.4	29.0	21.3	25.0
Incr Delay (d2), s/veh	3.1	0.3	3.9	0.3	0.0	3.5
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	12.0	1.1	4.7	5.6	0.6	17.3
LnGrp Delay(d),s/veh	34.4	24.6	29.3	29.3	21.3	28.5
LnGrp LOS	C	C	C	C	C	C
Approach Vol, veh/h	899			628	1250	
Approach Delay, s/veh	33.9			29.3	28.3	
Approach LOS	C			C	C	

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2			5	6		8
Phs Duration (G+Y+Rc), s		63.3			15.9	47.4		51.7
Change Period (Y+Rc), s		6.0			4.5	6.0		6.0
Max Green Setting (Gmax), s		52.0			14.5	33.0		51.0
Max Q Clear Time (g_c+I1), s		13.6			11.3	26.2		43.4
Green Ext Time (p_c), s		5.1			0.1	4.4		2.4

Intersection Summary	
HCM 2010 Ctrl Delay	30.4
HCM 2010 LOS	C

Lanes, Volumes, Timings
320: IH 41/94 NB Ramps & STH 11

12/12/2017

Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	2180	65	885	560	30	515
Future Volume (vph)	2180	65	885	560	30	515
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)		500	350		500	0
Storage Lanes		1	1		1	2
Taper Length (ft)			100		100	
Right Turn on Red		Yes				Yes
Link Speed (mph)	45			45	35	
Link Distance (ft)	1378			484	1387	
Travel Time (s)	20.9			7.3	27.0	
Confl. Peds. (#/hr)						
Confl. Bikes (#/hr)						
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94
Growth Factor	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	5%	5%	5%	5%	5%	5%
Bus Blockages (#/hr)	0	0	0	0	0	0
Parking (#/hr)						
Mid-Block Traffic (%)	0%			0%	0%	
Shared Lane Traffic (%)						
Lane Group Flow (vph)	2319	69	941	596	32	548
Turn Type	NA	Perm	Prot	NA	Prot	pt+ov
Protected Phases	6		5	2	4	4 5
Permitted Phases		6				
Detector Phase	6	6	5	2	4	4 5
Switch Phase						
Minimum Initial (s)	12.0	12.0	8.0	12.0	10.0	
Minimum Split (s)	18.0	18.0	12.5	18.0	16.0	
Total Split (s)	67.0	67.0	32.0	99.0	16.0	
Total Split (%)	58.3%	58.3%	27.8%	86.1%	13.9%	
Maximum Green (s)	61.0	61.0	27.5	93.0	10.0	
Yellow Time (s)	4.0	4.0	3.5	4.0	4.0	
All-Red Time (s)	2.0	2.0	1.0	2.0	2.0	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	
Total Lost Time (s)	6.0	6.0	4.5	6.0	6.0	
Lead/Lag	Lead	Lead	Lag			
Lead-Lag Optimize?	Yes	Yes	Yes			
Vehicle Extension (s)	5.0	5.0	2.0	5.0	2.0	
Minimum Gap (s)	2.0	2.0	2.0	2.0	2.0	
Time Before Reduce (s)	25.0	25.0	0.0	25.0	0.0	
Time To Reduce (s)	15.0	15.0	0.0	15.0	0.0	
Recall Mode	C-Max	C-Max	None	C-Max	None	
Walk Time (s)						
Flash Dont Walk (s)						
Pedestrian Calls (#/hr)						
v/c Ratio	0.89	0.08	0.81	0.21	0.21	0.55
Control Delay	23.0	5.8	33.8	1.7	52.7	31.4

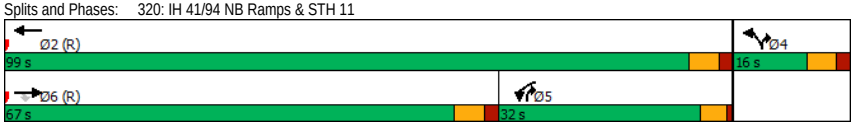
Lanes, Volumes, Timings
320: IH 41/94 NB Ramps & STH 11

12/12/2017

Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	23.0	5.8	33.8	1.7	52.7	31.4
Queue Length 50th (ft)	443	22	210	26	22	180
Queue Length 95th (ft)	592	m23	275	37	55	242
Internal Link Dist (ft)	1298			404	1307	
Turn Bay Length (ft)		500	350		500	
Base Capacity (vph)	2620	848	1159	2780	149	991
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	0.89	0.08	0.81	0.21	0.21	0.55

Intersection Summary	
Area Type:	Other
Cycle Length: 115	
Actuated Cycle Length: 115	
Offset: 79 (69%), Referenced to phase 2:WBT and 6:EBT, Start of 1st Green	
Natural Cycle: 90	
Control Type: Actuated-Coordinated	
m Volume for 95th percentile queue is metered by upstream signal.	

Splits and Phases: 320: IH 41/94 NB Ramps & STH 11



HCM 2010 Signalized Intersection Summary
320: IH 41/94 NB Ramps & STH 11

12/12/2017

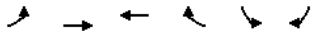
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (veh/h)	2180	65	885	560	30	515
Future Volume (veh/h)	2180	65	885	560	30	515
Number	6	16	5	2	7	14
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)		1.00	1.00		1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1810	1810	1810	1810	1810	1810
Adj Flow Rate, veh/h	2319	37	941	596	32	383
Adj No. of Lanes	3	1	3	2	1	2
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94
Percent Heavy Veh, %	5	5	5	5	5	5
Cap, veh/h	2620	816	1099	2780	150	847
Arrive On Green	0.36	0.36	0.38	1.00	0.09	0.09
Sat Flow, veh/h	5103	1538	4860	3529	1723	2707
Grp Volume(v), veh/h	2319	37	941	596	32	383
Grp Sat Flow(s),veh/h/ln	1647	1538	1620	1719	1723	1354
Q Serve(g_s), s	50.8	1.8	20.5	0.0	2.0	0.0
Cycle Q Clear(g_c), s	50.8	1.8	20.5	0.0	2.0	0.0
Prop In Lane		1.00	1.00		1.00	1.00
Lane Grp Cap(c), veh/h	2620	816	1099	2780	150	847
V/C Ratio(X)	0.88	0.05	0.86	0.21	0.21	0.45
Avail Cap(c_a), veh/h	2620	816	1162	2780	150	847
HCM Platoon Ratio	0.67	0.67	1.67	1.67	1.00	1.00
Upstream Filter(I)	0.40	0.40	0.91	0.91	1.00	1.00
Uniform Delay (d), s/veh	33.8	18.0	34.1	0.0	48.8	31.6
Incr Delay (d2), s/veh	2.0	0.0	5.3	0.2	0.3	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	23.6	0.8	9.7	0.1	1.0	6.1
LnGrp Delay(d),s/veh	35.8	18.0	39.4	0.2	49.1	31.7
LnGrp LOS	D	B	D	A	D	C
Approach Vol, veh/h	2356			1537	415	
Approach Delay, s/veh	35.5			24.2	33.1	
Approach LOS	D			C	C	

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2		4	5	6		
Phs Duration (G+Y+Rc), s		99.0		16.0	32.0	67.0		
Change Period (Y+Rc), s		6.0		6.0	6.0	* 6		
Max Green Setting (Gmax), s		93.0		10.0	27.5	* 61		
Max Q Clear Time (g_c+I1), s		2.0		4.0	22.5	52.8		
Green Ext Time (p_c), s		8.9		0.5	1.2	8.0		

Intersection Summary	
HCM 2010 Ctrl Delay	31.2
HCM 2010 LOS	C

Notes

* HCM 2010 computational engine requires equal clearance times for the phases crossing the barrier.



Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	235	2460	1375	240	70	70
Future Volume (vph)	235	2460	1375	240	70	70
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)	250			250	0	0
Storage Lanes	1			1	1	1
Taper Length (ft)	100				100	
Right Turn on Red				Yes		No
Link Speed (mph)		45	45		40	
Link Distance (ft)		484	568		724	
Travel Time (s)		7.3	8.6		12.3	
Confl. Peds. (#/hr)						
Confl. Bikes (#/hr)						
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94
Growth Factor	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	5%	5%	5%	5%	5%	5%
Bus Blockages (#/hr)	0	0	0	0	0	0
Parking (#/hr)						
Mid-Block Traffic (%)		0%	0%		0%	
Shared Lane Traffic (%)						
Lane Group Flow (vph)	250	2617	1463	255	74	74
Turn Type	Prot	NA	NA	Perm	Prot	pt+ov
Protected Phases	1	6	2		4	4 1
Permitted Phases				2		
Detector Phase	1	6	2	2	4	4 1
Switch Phase						
Minimum Initial (s)	8.0	12.0	12.0	12.0	10.0	
Minimum Split (s)	12.5	18.0	18.0	18.0	16.0	
Total Split (s)	25.0	97.0	72.0	72.0	18.0	
Total Split (%)	21.7%	84.3%	62.6%	62.6%	15.7%	
Maximum Green (s)	20.5	91.0	66.0	66.0	12.0	
Yellow Time (s)	3.5	4.0	4.0	4.0	4.0	
All-Red Time (s)	1.0	2.0	2.0	2.0	2.0	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	
Total Lost Time (s)	4.5	6.0	6.0	6.0	6.0	
Lead/Lag	Lead		Lag	Lag		
Lead-Lag Optimize?	Yes		Yes	Yes		
Vehicle Extension (s)	2.0	5.0	5.0	5.0	2.0	
Minimum Gap (s)	2.0	2.0	2.0	2.0	2.0	
Time Before Reduce (s)	0.0	25.0	25.0	25.0	0.0	
Time To Reduce (s)	0.0	15.0	15.0	15.0	0.0	
Recall Mode	None	C-Max	C-Max	C-Max	None	
Walk Time (s)						
Flash Dont Walk (s)						
Pedestrian Calls (#/hr)						
v/c Ratio	0.86	0.66	0.44	0.25	0.47	0.16
Control Delay	74.7	1.5	15.6	3.8	59.5	29.6

Lanes, Volumes, Timings
323: STH 11 & East Frontage Road

12/12/2017

Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Queue Delay	0.0	0.5	0.0	0.0	0.0	0.0
Total Delay	74.7	1.9	15.6	3.8	59.5	29.6
Queue Length 50th (ft)	165	37	241	20	53	39
Queue Length 95th (ft)	m208	71	254	50	101	76
Internal Link Dist (ft)		404	488		644	
Turn Bay Length (ft)	250			250		
Base Capacity (vph)	313	3969	3315	1018	179	436
Starvation Cap Reductn	0	745	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	0.80	0.81	0.44	0.25	0.41	0.17

Intersection Summary	
Area Type:	Other
Cycle Length: 115	
Actuated Cycle Length: 115	
Offset: 103 (90%), 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: 323: STH 11 & East Frontage Road

HCM 2010 Signalized Intersection Summary
323: STH 11 & East Frontage Road

12/12/2017

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (veh/h)	235	2460	1375	240	70	70
Future Volume (veh/h)	235	2460	1375	240	70	70
Number	1	6	2	12	7	14
Initial Q (Qb), veh	0	0	0	0	0	0
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
Adj Sat Flow, veh/h/ln	1810	1810	1810	1810	1810	1810
Adj Flow Rate, veh/h	250	2617	1463	127	74	74
Adj No. of Lanes	1	3	4	1	1	1
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94
Percent Heavy Veh, %	5	5	5	5	5	5
Cap, veh/h	272	3999	3413	942	149	375
Arrive On Green	0.32	1.00	1.00	1.00	0.09	0.09
Sat Flow, veh/h	1723	5103	5990	1538	1723	1538
Grp Volume(v), veh/h	250	2617	1463	127	74	74
Grp Sat Flow(s),veh/h/ln	1723	1647	1393	1538	1723	1538
Q Serve(g_s), s	16.1	0.0	0.0	0.0	4.7	4.4
Cycle Q Clear(g_c), s	16.1	0.0	0.0	0.0	4.7	4.4
Prop In Lane	1.00			1.00	1.00	1.00
Lane Grp Cap(c), veh/h	272	3999	3413	942	149	375
V/C Ratio(X)	0.92	0.65	0.43	0.13	0.50	0.20
Avail Cap(c_a), veh/h	307	3999	3413	942	180	403
HCM Platoon Ratio	2.00	2.00	2.00	2.00	1.00	1.00
Upstream Filter(I)	0.46	0.46	0.76	0.76	1.00	1.00
Uniform Delay (d), s/veh	38.6	0.0	0.0	0.0	50.2	34.5
Incr Delay (d2), s/veh	15.8	0.4	0.3	0.2	1.0	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	8.8	0.1	0.1	0.1	2.3	4.1
LnGrp Delay(d),s/veh	54.4	0.4	0.3	0.2	51.1	34.6
LnGrp LOS	D	A	A	A	D	C
Approach Vol, veh/h		2867	1590		148	
Approach Delay, s/veh		5.1	0.3		42.9	
Approach LOS		A	A		D	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2		4		6		
Phs Duration (G+Y+Rc), s	22.7	76.4		15.9		99.1		
Change Period (Y+Rc), s	4.5	6.0		6.0		6.0		
Max Green Setting (Gmax), s	20.5	66.0		12.0		91.0		
Max Q Clear Time (g_c+I1), s	18.1	2.0		6.7		2.0		
Green Ext Time (p_c), s	0.1	34.1		0.1		80.2		

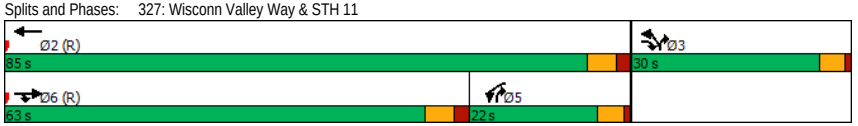
Intersection Summary	
HCM 2010 Ctrl Delay	4.7
HCM 2010 LOS	A

Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	1735	795	120	1165	450	45
Future Volume (vph)	1735	795	120	1165	450	45
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)		500	500		500	500
Storage Lanes		1	1		0	1
Taper Length (ft)			100		100	
Right Turn on Red		Yes				Yes
Link Speed (mph)	45			45	40	
Link Distance (ft)	568			1226	1642	
Travel Time (s)	8.6			18.6	28.0	
Confl. Peds. (#/hr)						
Confl. Bikes (#/hr)						
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94
Growth Factor	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	5%	5%	5%	5%	5%	5%
Bus Blockages (#/hr)	0	0	0	0	0	0
Parking (#/hr)						
Mid-Block Traffic (%)	0%			0%	0%	
Shared Lane Traffic (%)						
Lane Group Flow (vph)	1846	846	128	1239	479	48
Turn Type	NA	pt+ov	Prot	NA	Prot	pt+ov
Protected Phases	6	6 3	5	2	3	3 5
Permitted Phases						
Detector Phase	6	6 3	5	2	3	3 5
Switch Phase						
Minimum Initial (s)	12.0		6.0	12.0	8.0	
Minimum Split (s)	18.0		10.5	18.0	12.5	
Total Split (s)	63.0		22.0	85.0	30.0	
Total Split (%)	54.8%		19.1%	73.9%	26.1%	
Maximum Green (s)	57.0		17.5	79.0	25.5	
Yellow Time (s)	4.0		3.5	4.0	3.5	
All-Red Time (s)	2.0		1.0	2.0	1.0	
Lost Time Adjust (s)	0.0		0.0	0.0	0.0	
Total Lost Time (s)	6.0		4.5	6.0	4.5	
Lead/Lag	Lead		Lag			
Lead-Lag Optimize?	Yes		Yes			
Vehicle Extension (s)	5.0		2.0	5.0	2.0	
Minimum Gap (s)	2.0		2.0	2.0	2.0	
Time Before Reduce (s)	25.0		0.0	25.0	0.0	
Time To Reduce (s)	15.0		0.0	15.0	0.0	
Recall Mode	C-Max		None	C-Max	None	
Walk Time (s)						
Flash Dont Walk (s)						
Pedestrian Calls (#/hr)						
v/c Ratio	0.71	0.68	0.49	0.55	0.74	0.08
Control Delay	11.1	3.3	43.7	8.8	53.0	20.6

Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Queue Delay	0.3	0.1	0.0	0.0	0.0	0.0
Total Delay	11.4	3.3	43.7	8.8	53.0	20.6
Queue Length 50th (ft)	243	38	73	101	167	20
Queue Length 95th (ft)	280	29	137	282	237	36
Internal Link Dist (ft)	488			1146	1562	
Turn Bay Length (ft)		500	500		500	500
Base Capacity (vph)	2591	1241	261	2254	739	638
Starvation Cap Reductn	211	17	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	0.69	0.49	0.55	0.65	0.08

Intersection Summary	
Area Type:	Other
Cycle Length: 115	
Actuated Cycle Length: 115	
Offset: 98 (85%), Referenced to phase 2:WBT and 6:EBT, Start of 1st Green	
Natural Cycle: 55	
Control Type: Actuated-Coordinated	

Splits and Phases: 327: Wisconn Valley Way & STH 11



Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (veh/h)	1735	795	120	1165	450	45
Future Volume (veh/h)	1735	795	120	1165	450	45
Number	6	16	5	2	3	18
Initial Q (Qb), veh	0	0	0	0	0	0
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
Adj Sat Flow, veh/h/ln	1810	1810	1810	1810	1810	1810
Adj Flow Rate, veh/h	1846	527	128	1239	479	27
Adj No. of Lanes	3	1	1	3	2	1
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94
Percent Heavy Veh, %	5	5	5	5	5	5
Cap, veh/h	2449	1013	341	2347	545	555
Arrive On Green	0.99	0.99	0.20	0.75	0.16	0.16
Sat Flow, veh/h	5103	1538	1723	3909	3343	1538
Grp Volume(v), veh/h	1846	527	128	1239	479	27
Grp Sat Flow(s),veh/h/ln	1647	1538	1723	1050	1672	1538
Q Serve(g_s), s	1.5	0.0	7.4	19.0	16.1	0.0
Cycle Q Clear(g_c), s	1.5	0.0	7.4	19.0	16.1	0.0
Prop In Lane		1.00	1.00		1.00	1.00
Lane Grp Cap(c), veh/h	2449	1013	341	2347	545	555
V/C Ratio(X)	0.75	0.52	0.38	0.53	0.88	0.05
Avail Cap(c_a), veh/h	2449	1013	341	2347	741	645
HCM Platoon Ratio	2.00	2.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.71	0.71	1.00	1.00	0.98	0.98
Uniform Delay (d), s/veh	0.3	0.1	40.0	6.1	47.0	23.9
Incr Delay (d2), s/veh	1.6	1.4	0.3	0.9	7.2	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.5	0.5	3.5	5.6	8.0	0.6
LnGrp Delay(d),s/veh	1.8	1.5	40.2	7.0	54.2	23.9
LnGrp LOS	A	A	D	A	D	C
Approach Vol, veh/h	2373			1367	506	
Approach Delay, s/veh	1.8			10.1	52.6	
Approach LOS	A			B	D	

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2			5	6		8
Phs Duration (G+Y+Rc), s		91.7			28.7	63.0		23.3
Change Period (Y+Rc), s		6.0			6.0	* 6		4.5
Max Green Setting (Gmax), s		79.0			17.5	* 57		25.5
Max Q Clear Time (g_c+I1), s		21.0			9.4	3.5		18.1
Green Ext Time (p_c), s		23.7			0.1	44.9		0.7

Intersection Summary	
HCM 2010 Ctrl Delay	10.5
HCM 2010 LOS	B

Notes

* HCM 2010 computational engine requires equal clearance times for the phases crossing the barrier.

Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	1430	350	155	1220	65	30
Future Volume (vph)	1430	350	155	1220	65	30
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)		160	260		270	0
Storage Lanes		1	1		2	1
Taper Length (ft)			100		100	
Right Turn on Red		Yes				Yes
Link Speed (mph)	45			45	25	
Link Distance (ft)	1032			3962	724	
Travel Time (s)	15.6			60.0	19.7	
Confl. Peds. (#/hr)						
Confl. Bikes (#/hr)						
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94
Growth Factor	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	5%	5%	5%	5%	5%	5%
Bus Blockages (#/hr)	0	0	0	0	0	0
Parking (#/hr)						
Mid-Block Traffic (%)	0%			0%	0%	
Shared Lane Traffic (%)						
Lane Group Flow (vph)	1521	372	165	1298	69	32
Turn Type	NA	Perm	D.P+P	NA	Prot	Perm
Protected Phases	6		5	2	8	
Permitted Phases		6	6			8
Detector Phase	6	6	5	2	8	8
Switch Phase						
Minimum Initial (s)	12.0	12.0	6.0	12.0	10.0	10.0
Minimum Split (s)	18.0	18.0	10.5	18.0	16.0	16.0
Total Split (s)	70.0	70.0	25.0	95.0	20.0	20.0
Total Split (%)	60.9%	60.9%	21.7%	82.6%	17.4%	17.4%
Maximum Green (s)	64.0	64.0	20.5	89.0	14.0	14.0
Yellow Time (s)	4.0	4.0	3.5	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0	1.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.0	6.0	4.5	6.0	6.0	6.0
Lead/Lag	Lag	Lag	Lead			
Lead-Lag Optimize?	Yes	Yes	Yes			
Vehicle Extension (s)	5.0	5.0	2.0	5.0	2.0	2.0
Minimum Gap (s)	2.0	2.0	2.0	2.0	2.0	2.0
Time Before Reduce (s)	25.0	25.0	0.0	25.0	0.0	0.0
Time To Reduce (s)	15.0	15.0	0.0	15.0	0.0	0.0
Recall Mode	C-Max	C-Max	None	C-Max	None	None
Walk Time (s)						
Flash Dont Walk (s)						
Pedestrian Calls (#/hr)						
v/c Ratio	0.63	0.32	0.52	0.45	0.24	0.20
Control Delay	3.3	0.5	18.1	0.7	51.2	19.5

Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	3.3	0.5	18.1	0.7	51.2	19.5
Queue Length 50th (ft)	54	1	28	6	25	0
Queue Length 95th (ft)	44	0	78	18	48	31
Internal Link Dist (ft)	952			3882	644	
Turn Bay Length (ft)		160	260		270	
Base Capacity (vph)	2426	1157	455	2912	406	215
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	0.63	0.32	0.36	0.45	0.17	0.15

Intersection Summary	
Area Type:	Other
Cycle Length: 115	
Actuated Cycle Length: 115	
Offset: 102 (89%), Referenced to phase 2:WBT and 6:EBWB, Start of 1st Green	
Natural Cycle: 60	
Control Type: Actuated-Coordinated	

Splits and Phases: 335: N-1 & STH 11

HCM 2010 Signalized Intersection Summary
335: N-1 & STH 11

12/12/2017

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (veh/h)	1430	350	155	1220	65	30
Future Volume (veh/h)	1430	350	155	1220	65	30
Number	6	16	5	2	3	18
Initial Q (Qb), veh	0	0	0	0	0	0
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
Adj Sat Flow, veh/h/ln	1810	1810	1810	1810	1810	1810
Adj Flow Rate, veh/h	1521	186	165	1298	69	16
Adj No. of Lanes	2	1	1	2	2	1
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94
Percent Heavy Veh, %	5	5	5	5	5	5
Cap, veh/h	2487	1113	292	2800	271	125
Arrive On Green	0.72	0.72	0.05	0.81	0.08	0.08
Sat Flow, veh/h	3529	1538	1723	3529	3343	1538
Grp Volume(v), veh/h	1521	186	165	1298	69	16
Grp Sat Flow(s),veh/h/ln	1719	1538	1723	1719	1672	1538
Q Serve(g_s), s	25.2	4.4	2.7	12.9	2.2	1.1
Cycle Q Clear(g_c), s	25.2	4.4	2.7	12.9	2.2	1.1
Prop In Lane		1.00	1.00		1.00	1.00
Lane Grp Cap(c), veh/h	2487	1113	292	2800	271	125
V/C Ratio(X)	0.61	0.17	0.57	0.46	0.25	0.13
Avail Cap(c_a), veh/h	2487	1113	510	2800	407	187
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	0.83	0.83	1.00	1.00
Uniform Delay (d), s/veh	7.9	5.0	10.1	3.2	49.6	49.1
Incr Delay (d2), s/veh	1.1	0.3	0.5	0.5	0.2	0.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	12.2	2.0	2.8	6.1	1.0	0.5
LnGrp Delay(d),s/veh	9.0	5.3	10.6	3.6	49.7	49.2
LnGrp LOS	A	A	B	A	D	D
Approach Vol, veh/h	1707			1463	85	
Approach Delay, s/veh	8.6			4.4	49.6	
Approach LOS	A			A	D	

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2			5	6		8
Phs Duration (G+Y+Rc), s		99.7			10.5	89.2		15.3
Change Period (Y+Rc), s		6.0			4.5	6.0		6.0
Max Green Setting (Gmax), s		89.0			20.5	64.0		14.0
Max Q Clear Time (g_c+I1), s		14.9			4.7	27.2		4.2
Green Ext Time (p_c), s		29.5			0.2	27.0		0.1

Intersection Summary	
HCM 2010 Ctrl Delay	7.8
HCM 2010 LOS	A

Lanes, Volumes, Timings
345: N-2/INTERNATIONAL DR & STH 11

12/12/2017

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	50	1085	350	155	1285	50	65	200	30	50	200	50
Future Volume (vph)	50	1085	350	155	1285	50	65	200	30	50	200	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)	200		150	295		125	295		140	125		125
Storage Lanes	1		1	1		1	1		1	1		1
Taper Length (ft)	100			100			100			100		
Right Turn on Red			Yes			Yes			Yes			Yes
Link Speed (mph)		45			45			25			40	
Link Distance (ft)		3962			2707			852			628	
Travel Time (s)		60.0			41.0			23.2			10.7	
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%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	5%	5%	5%	5%	5%	5%	5%	5%	5%	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)	53	1154	372	165	1367	53	69	213	32	53	213	53
Turn Type	Perm	NA	Perm	D.P+P	NA	Perm	D.P+P	NA	Perm	Perm	NA	Perm
Protected Phases		6		5	2		3	8			4	
Permitted Phases	6		6	6		2	4		8	4		4
Detector Phase	6	6	6	5	2	2	3	8	8	4	4	4
Switch Phase												
Minimum Initial (s)	12.0	12.0	12.0	6.0	12.0	12.0	8.0	10.0	10.0	10.0	10.0	10.0
Minimum Split (s)	18.0	18.0	18.0	10.5	18.0	18.0	12.5	16.0	16.0	16.0	16.0	16.0
Total Split (s)	55.0	55.0	55.0	25.0	80.0	80.0	15.0	35.0	35.0	20.0	20.0	20.0
Total Split (%)	47.8%	47.8%	47.8%	21.7%	69.6%	69.6%	13.0%	30.4%	30.4%	17.4%	17.4%	17.4%
Maximum Green (s)	49.0	49.0	49.0	20.5	74.0	74.0	10.5	29.0	29.0	14.0	14.0	14.0
Yellow Time (s)	4.0	4.0	4.0	3.5	4.0	4.0	3.5	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0	2.0	1.0	2.0	2.0	1.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.0	6.0	6.0	4.5	6.0	6.0	4.5	6.0	6.0	6.0	6.0	6.0
Lead/Lag	Lag	Lag	Lag	Lead			Lag			Lead	Lead	Lead
Lead-Lag Optimize?	Yes	Yes	Yes	Yes								
Vehicle Extension (s)	5.0	5.0	5.0	2.0	5.0	5.0	2.0	2.0	2.0	2.0	2.0	2.0
Minimum Gap (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Time Before Reduce (s)	25.0	25.0	25.0	0.0	25.0	25.0	0.0	0.0	0.0	0.0	0.0	0.0
Time To Reduce (s)	15.0	15.0	15.0	0.0	15.0	15.0	0.0	0.0	0.0	0.0	0.0	0.0
Recall Mode	C-Max	C-Max	C-Max	None	C-Max	C-Max	None	None	None	None	None	None
Walk Time (s)												
Flash Dont Walk (s)												
Pedestrian Calls (#/hr)												
v/c Ratio	0.27	0.58	0.38	0.49	0.56	0.05	0.29	0.33	0.09	0.47	0.61	0.20
Control Delay	14.7	10.9	4.2	14.2	5.2	0.7	40.5	40.6	0.9	62.5	57.1	1.6

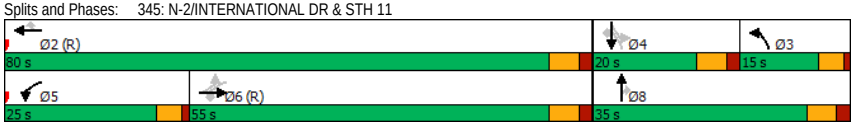
Lanes, Volumes, Timings
345: N-2/INTERNATIONAL DR & STH 11

12/12/2017

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	0.0	0.0
Total Delay	14.7	10.9	4.2	14.2	5.2	0.7	40.5	40.6	0.9	62.5	57.1	1.6
Queue Length 50th (ft)	7	82	19	30	136	0	42	70	0	38	81	0
Queue Length 95th (ft)	m22	183	83	m73	154	m2	80	103	3	79	118	0
Internal Link Dist (ft)		3882			2627			772			548	
Turn Bay Length (ft)	200		150	295		125	295		140	125		125
Base Capacity (vph)	200	1992	989	476	2431	1112	275	866	440	134	418	299
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.27	0.58	0.38	0.35	0.56	0.05	0.25	0.25	0.07	0.40	0.51	0.18

Intersection Summary	
Area Type:	Other
Cycle Length: 115	
Actuated Cycle Length: 115	
Offset: 44 (38%), Referenced to phase 2:WBT and 6:EBWB, Start of 1st Green	
Natural Cycle: 70	
Control Type: Actuated-Coordinated	
m Volume for 95th percentile queue is metered by upstream signal.	

Splits and Phases: 345: N-2/INTERNATIONAL DR & STH 11



HCM 2010 Signalized Intersection Summary
345: N-2/INTERNATIONAL DR & STH 11

12/12/2017

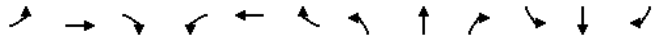
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	50	1085	350	155	1285	50	65	200	30	50	200	50
Future Volume (veh/h)	50	1085	350	155	1285	50	65	200	30	50	200	50
Number	1	6	16	5	2	12	3	8	18	7	4	14
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1810	1810	1810	1810	1810	1810	1810	1810	1810	1810	1810	1810
Adj Flow Rate, veh/h	53	1154	186	165	1367	26	69	213	16	53	213	26
Adj No. of Lanes	1	2	1	1	2	1	1	2	1	1	2	1
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, %	5	5	5	5	5	5	5	5	5	5	5	5
Cap, veh/h	275	1949	872	303	2289	1024	233	790	353	135	398	178
Arrive On Green	0.57	0.57	0.57	0.12	1.00	1.00	0.06	0.23	0.23	0.12	0.12	0.12
Sat Flow, veh/h	375	3438	1538	1723	3438	1538	1723	3438	1538	1114	3438	1538
Grp Volume(v), veh/h	53	1154	186	165	1367	26	69	213	16	53	213	26
Grp Sat Flow(s),veh/h/ln	375	1719	1538	1723	1719	1538	1723	1719	1538	1114	1719	1538
Q Serve(g_s), s	8.2	25.2	6.9	4.8	0.0	0.0	0.0	5.8	0.9	5.4	6.7	1.7
Cycle Q Clear(g_c), s	8.2	25.2	6.9	4.8	0.0	0.0	0.0	5.8	0.9	11.2	6.7	1.7
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	275	1949	872	303	2289	1024	233	790	353	135	398	178
V/C Ratio(X)	0.19	0.59	0.21	0.54	0.60	0.03	0.30	0.27	0.05	0.39	0.54	0.15
Avail Cap(c_a), veh/h	275	1949	872	507	2289	1024	283	867	388	142	419	187
HCM Platoon Ratio	1.00	1.00	1.00	2.00	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.75	0.75	0.75	0.72	0.72	0.72	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	12.6	16.2	12.3	12.6	0.0	0.0	47.6	36.4	34.5	52.8	47.9	45.7
Incr Delay (d2), s/veh	1.2	1.0	0.4	0.4	0.8	0.0	0.3	0.1	0.0	0.7	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	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.9	12.1	3.0	2.2	0.3	0.0	2.1	2.8	0.4	1.7	3.2	0.8
LnGrp Delay(d),s/veh	13.7	17.2	12.7	13.0	0.8	0.0	47.8	36.4	34.5	53.5	48.4	45.9
LnGrp LOS	B	B	B	B	A	A	D	D	C	D	D	D
Approach Vol, veh/h		1393			1558			298			292	
Approach Delay, s/veh		16.5			2.1			39.0			49.1	
Approach LOS		B			A			D			D	

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2	3	4	5	6		8
Phs Duration (G+Y+Rc), s		82.6	13.1	19.3	11.4	71.2		32.4
Change Period (Y+Rc), s		6.0	6.0	* 6	4.5	6.0		6.0
Max Green Setting (Gmax), s		74.0	10.5	* 14	20.5	49.0		29.0
Max Q Clear Time (g_c+I1), s		2.0	2.0	13.2	6.8	27.2		7.8
Green Ext Time (p_c), s		32.5	0.0	0.1	0.2	15.4		0.9

Intersection Summary		
HCM 2010 Ctrl Delay		14.7
HCM 2010 LOS		B

Notes

User approved pedestrian interval to be less than phase max green.
* HCM 2010 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	595	370	480	1030	300	295	265	305	125	205	115
Future Volume (vph)	150	595	370	480	1030	300	295	265	305	125	205	115
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)	285		125	415		125	230		365	250		125
Storage Lanes	1		1	2		1	2		1	2		1
Taper Length (ft)	100			100			100			100		
Right Turn on Red			Yes			Yes			Yes			Yes
Link Speed (mph)		45			45			40			40	
Link Distance (ft)		2707			2688			2632			2362	
Travel Time (s)		41.0			40.7			44.9			40.3	
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%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	5%	5%	5%	5%	5%	5%	5%	5%	5%	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)	160	633	394	511	1096	319	314	282	324	133	218	122
Turn Type	D.P+P	NA	pt+ov	Prot	NA	Perm	Prot	NA	pt+ov	Prot	NA	Perm
Protected Phases	1	6	6 3	5	2		3	8	8 5	7	4	
Permitted Phases	2					2						4
Detector Phase	1	6	6 3	5	2	2	3	8	8 5	7	4	4
Switch Phase												
Minimum Initial (s)	8.0	12.0		8.0	12.0	12.0	8.0	10.0		8.0	10.0	10.0
Minimum Split (s)	12.5	18.0		12.5	18.0	18.0	12.5	16.0		12.5	16.0	16.0
Total Split (s)	17.0	42.0		24.0	49.0	49.0	27.0	27.0		22.0	22.0	22.0
Total Split (%)	14.8%	36.5%		20.9%	42.6%	42.6%	23.5%	23.5%		19.1%	19.1%	19.1%
Maximum Green (s)	12.5	36.0		19.5	43.0	43.0	22.5	21.0		17.5	16.0	16.0
Yellow Time (s)	3.5	4.0		3.5	4.0	4.0	3.5	4.0		3.5	4.0	4.0
All-Red Time (s)	1.0	2.0		1.0	2.0	2.0	1.0	2.0		1.0	2.0	2.0
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	6.0		4.5	6.0	6.0	4.5	6.0		4.5	6.0	6.0
Lead/Lag	Lead	Lead		Lag	Lag	Lag	Lag	Lag		Lead	Lead	Lead
Lead-Lag Optimize?												
Vehicle Extension (s)	1.5	3.7		3.0	3.7	3.7	3.0	1.5		3.0	1.5	1.5
Minimum Gap (s)	1.5	3.5		3.0	3.5	3.5	3.0	1.5		3.0	1.5	1.5
Time Before Reduce (s)	20.0	24.0		0.0	24.0	24.0	0.0	30.0		0.0	30.0	30.0
Time To Reduce (s)	0.0	16.0		0.0	16.0	16.0	0.0	0.0		0.0	0.0	0.0
Recall Mode	None	C-Max		None	C-Max	C-Max	None	None		None	None	None
Walk Time (s)												
Flash Dont Walk (s)												
Pedestrian Calls (#/hr)												
v/c Ratio	0.57	0.48	0.42	0.90	0.68	0.40	0.59	0.47	0.52	0.45	0.62	0.38
Control Delay	15.8	9.7	1.8	67.7	28.6	12.4	38.9	36.2	11.0	54.5	57.5	4.5

Lanes, Volumes, Timings
350: CTH H & STH 11

12/12/2017

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	0.0	0.0
Total Delay	15.8	9.7	1.8	67.7	28.6	12.4	38.9	36.2	11.0	54.5	57.5	4.5
Queue Length 50th (ft)	25	65	0	193	321	65	79	72	19	48	83	0
Queue Length 95th (ft)	82	195	6	#289	481	162	119	114	98	79	121	11
Internal Link Dist (ft)		2627			2608			2552			2282	
Turn Bay Length (ft)	285		125	415		125	230		365	250		125
Base Capacity (vph)	316	1328	930	565	1604	806	662	676	651	507	478	373
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.51	0.48	0.42	0.90	0.68	0.40	0.47	0.42	0.50	0.26	0.46	0.33

Intersection Summary	
Area Type:	Other
Cycle Length: 115	
Actuated Cycle Length: 115	
Offset: 8 (7%), Referenced to phase 2:EBWB and 6:EBT, Start of 1st Green	
Natural Cycle: 75	
Control Type: Actuated-Coordinated	
# 95th percentile volume exceeds capacity, queue may be longer.	
Queue shown is maximum after two cycles.	

Splits and Phases: 350: CTH H & STH 11

HCM 2010 Signalized Intersection Summary
350: CTH H & STH 11

12/12/2017

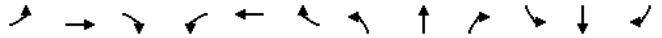
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	150	595	370	480	1030	300	295	265	305	125	205	115
Future Volume (veh/h)	150	595	370	480	1030	300	295	265	305	125	205	115
Number	1	6	16	5	2	12	3	8	18	7	4	14
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1810	1810	1810	1810	1810	1810	1810	1810	1810	1810	1810	1810
Adj Flow Rate, veh/h	160	633	197	511	1096	159	314	282	164	133	218	63
Adj No. of Lanes	1	2	1	2	2	1	2	2	1	2	2	1
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, %	5	5	5	5	5	5	5	5	5	5	5	5
Cap, veh/h	316	1076	659	921	1831	819	387	506	650	229	299	134
Arrive On Green	0.02	0.10	0.10	0.28	0.53	0.53	0.12	0.15	0.15	0.07	0.09	0.09
Sat Flow, veh/h	1723	3438	1538	3343	3438	1538	3343	3438	1538	3343	3438	1538
Grp Volume(v), veh/h	160	633	197	511	1096	159	314	282	164	133	218	63
Grp Sat Flow(s),veh/h/ln	1723	1719	1538	1672	1719	1538	1672	1719	1538	1672	1719	1538
Q Serve(g_s), s	4.6	20.2	0.0	15.0	25.2	6.2	10.5	8.8	1.5	4.4	7.1	3.7
Cycle Q Clear(g_c), s	4.6	20.2	0.0	15.0	25.2	6.2	10.5	8.8	1.5	4.4	7.1	3.7
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	316	1076	659	921	1831	819	387	506	650	229	299	134
V/C Ratio(X)	0.51	0.59	0.30	0.55	0.60	0.19	0.81	0.56	0.25	0.58	0.73	0.47
Avail Cap(c_a), veh/h	384	1076	659	921	1831	819	654	628	705	509	478	214
HCM Platoon Ratio	0.33	0.33	0.33	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.81	0.81	0.81	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	15.3	44.5	29.4	35.6	18.4	14.0	49.6	45.6	9.3	52.0	51.2	34.0
Incr Delay (d2), s/veh	0.4	1.9	0.9	0.7	1.5	0.5	4.1	0.4	0.1	2.3	1.3	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	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.2	9.9	5.7	7.0	12.2	2.8	5.1	4.2	2.1	2.1	3.4	1.6
LnGrp Delay(d),s/veh	15.7	46.4	30.3	36.3	19.9	14.5	53.8	45.9	9.4	54.3	52.5	34.9
LnGrp LOS	B	D	C	D	B	B	D	D	A	D	D	C
Approach Vol, veh/h		990			1766			760			414	
Approach Delay, s/veh		38.2			24.2			41.3			50.4	
Approach LOS		D			C			D			D	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	12.5	67.2	19.3	16.0	37.7	42.0	12.4	22.9
Change Period (Y+Rc), s	4.5	6.0	6.0	* 6	6.0	* 6	4.5	6.0
Max Green Setting (Gmax), s	12.5	43.0	22.5	* 16	19.5	* 36	17.5	21.0
Max Q Clear Time (g_c+I1), s	6.6	27.2	12.5	9.1	17.0	22.2	6.4	10.8
Green Ext Time (p_c), s	0.1	8.7	0.8	0.5	0.5	5.0	0.3	0.9

Intersection Summary	
HCM 2010 Ctrl Delay	33.8
HCM 2010 LOS	C

Notes

* HCM 2010 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)	1	80	5	5	40	5	1	5	1	5	1	5
Future Volume (vph)	1	80	5	5	40	5	1	5	1	5	1	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)	150		0	150		0	0		0	0		0
Storage Lanes	1		0	1		0	0		0	0		0
Taper Length (ft)	100			100			100			100		
Link Speed (mph)		40			40			60			60	
Link Distance (ft)		4191			297			1501			1323	
Travel Time (s)		71.4			5.1			17.1			15.0	
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%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	5%	5%	5%	5%	5%	5%	5%	5%	5%	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)	1	90	0	5	48	0	0	7	0	0	11	0
Sign Control		Free			Free			Stop			Stop	

Intersection Summary	
Area Type:	Other
Control Type: Unsignalized	

Intersection	
Int Delay, s/veh	1.4

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	1	80	5	5	40	5	1	5	1	5	1	5
Future Vol, veh/h	1	80	5	5	40	5	1	5	1	5	1	5
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	150	-	-	150	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	2	-	-	2	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	94	94	94	94	94	94	94	94	94	94	94	94
Heavy Vehicles, %	5	5	5	5	5	5	5	5	5	5	5	5
Mvmt Flow	1	85	5	5	43	5	1	5	1	5	1	5

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	48	0	0	90	0	0	149	148	88	149	148	46
Stage 1	-	-	-	-	-	-	90	90	-	56	56	-
Stage 2	-	-	-	-	-	-	59	58	-	93	92	-
Critical Hdwy	4.15	-	-	4.15	-	-	7.15	6.55	6.25	7.15	6.55	6.25
Critical Hdwy Stg 1	-	-	-	-	-	-	6.15	5.55	-	6.15	5.55	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.15	5.55	-	6.15	5.55	-
Follow-up Hdwy	2.245	-	-	2.245	-	-	3.545	4.045	3.345	3.545	4.045	3.345
Pot Cap-1 Maneuver	1540	-	-	1486	-	-	812	738	962	812	738	1015
Stage 1	-	-	-	-	-	-	910	815	-	949	842	-
Stage 2	-	-	-	-	-	-	945	841	-	907	813	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1540	-	-	1486	-	-	805	735	962	804	735	1015
Mov Cap-2 Maneuver	-	-	-	-	-	-	837	754	-	832	751	-
Stage 1	-	-	-	-	-	-	909	814	-	948	839	-
Stage 2	-	-	-	-	-	-	936	838	-	899	812	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0.1	0.7	9.6	9.1
HCM LOS			A	A

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	790	1540	-	-	1486	-	-	897
HCM Lane V/C Ratio	0.009	0.001	-	-	0.004	-	-	0.013
HCM Control Delay (s)	9.6	7.3	-	-	7.4	-	-	9.1
HCM Lane LOS	A	A	-	-	A	-	-	A
HCM 95th %tile Q(veh)	0	0	-	-	0	-	-	0

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	1	80	5	115	50	145	1	5	20	65	10	1
Future Volume (vph)	1	80	5	115	50	145	1	5	20	65	10	1
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)	150		0	150		150	0		150	0		0
Storage Lanes	1		0	1		1	0		1	0		0
Taper Length (ft)	100			100			100			100		
Link Speed (mph)		40			40			35			35	
Link Distance (ft)		297			1150			2474			2062	
Travel Time (s)		5.1			19.6			48.2			40.2	
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%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	5%	5%	5%	5%	5%	5%	5%	5%	5%	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)	1	90	0	122	53	154	0	6	21	0	81	0
Sign Control		Free			Free			Stop			Stop	

Intersection Summary	
Area Type:	Other
Control Type: Unsignalized	

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	1	80	5	115	50	145	1	5	20	65	10	1
Future Vol, veh/h	1	80	5	115	50	145	1	5	20	65	10	1
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	150	-	-	150	-	150	-	-	150	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	2	-	-	2	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	94	94	94	94	94	94	94	94	94	94	94	94
Heavy Vehicles, %	5	5	5	5	5	5	5	5	5	5	5	5
Mvmt Flow	1	85	5	122	53	154	1	5	21	69	11	1

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	207	0	0	90	0	0	470	541	88	400	389	53
Stage 1	-	-	-	-	-	-	90	90	-	297	297	-
Stage 2	-	-	-	-	-	-	380	451	-	103	92	-
Critical Hdwy	4.15	-	-	4.15	-	-	7.15	6.55	6.25	7.15	6.55	6.25
Critical Hdwy Stg 1	-	-	-	-	-	-	6.15	5.55	-	6.15	5.55	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.15	5.55	-	6.15	5.55	-
Follow-up Hdwy	2.245	-	-	2.245	-	-	3.545	4.045	3.345	3.545	4.045	3.345
Pot Cap-1 Maneuver	1346	-	-	1486	-	-	499	444	962	555	541	1006
Stage 1	-	-	-	-	-	-	910	815	-	705	662	-
Stage 2	-	-	-	-	-	-	636	566	-	896	813	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1346	-	-	1486	-	-	460	407	962	504	496	1006
Mov Cap-2 Maneuver	-	-	-	-	-	-	538	487	-	617	558	-
Stage 1	-	-	-	-	-	-	909	814	-	704	608	-
Stage 2	-	-	-	-	-	-	573	520	-	870	812	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0.1	2.8	9.6	11.8
HCM LOS			A	B

Minor Lane/Major Mvmt	NBLn1	NBLn2	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	495	962	1346	-	-	1486	-	-	612
HCM Lane V/C Ratio	0.013	0.022	0.001	-	-	0.082	-	-	0.132
HCM Control Delay (s)	12.4	8.8	7.7	-	-	7.6	-	-	11.8
HCM Lane LOS	B	A	A	-	-	A	-	-	B
HCM 95th %tile Q(veh)	0	0.1	0	-	-	0.3	-	-	0.5

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	35	120	10	375	185	395	25	65	695	490	75	100
Future Volume (vph)	35	120	10	375	185	395	25	65	695	490	75	100
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)	350		350	350		350	350		350	350		350
Storage Lanes	1		1	2		0	1		2	2		1
Taper Length (ft)	100			100			100			100		
Right Turn on Red			Yes			Yes			Yes			Yes
Link Speed (mph)		40			40			40			40	
Link Distance (ft)		1150			1793			1753			1357	
Travel Time (s)		19.6			30.6			29.9			23.1	
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%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	5%	5%	5%	5%	5%	5%	5%	5%	5%	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)	37	128	11	399	197	420	27	69	739	521	80	106
Turn Type	Perm	NA	Perm	Prot	NA	pm+ov	D.P+P	NA	pt+ov	Prot	NA	Perm
Protected Phases		4		3	8	5	1	6	6 3	5	2	
Permitted Phases	4		4			8	2					2
Detector Phase	4	4	4	3	8	5	1	6	6 3	5	2	2
Switch Phase												
Minimum Initial (s)	10.0	10.0	10.0	8.0	12.0	8.0	8.0	12.0		8.0	12.0	12.0
Minimum Split (s)	16.0	16.0	16.0	12.5	18.0	12.5	12.5	18.0		12.5	18.0	18.0
Total Split (s)	23.0	23.0	23.0	27.0	50.0	32.0	13.0	33.0		32.0	52.0	52.0
Total Split (%)	20.0%	20.0%	20.0%	23.5%	43.5%	27.8%	11.3%	28.7%		27.8%	45.2%	45.2%
Maximum Green (s)	17.0	17.0	17.0	22.5	44.0	27.5	8.5	27.0		27.5	46.0	46.0
Yellow Time (s)	4.0	4.0	4.0	3.5	4.0	3.5	3.5	4.0		3.5	4.0	4.0
All-Red Time (s)	2.0	2.0	2.0	1.0	2.0	1.0	1.0	2.0		1.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0
Total Lost Time (s)	6.0	6.0	6.0	4.5	6.0	4.5	4.5	6.0		4.5	6.0	6.0
Lead/Lag	Lag	Lag	Lag	Lead		Lead	Lead	Lag		Lead	Lag	Lag
Lead-Lag Optimize?												
Vehicle Extension (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	5.0		2.0	5.0	5.0
Minimum Gap (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0		2.0	2.0	2.0
Time Before Reduce (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	25.0		0.0	25.0	25.0
Time To Reduce (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	15.0		0.0	15.0	15.0
Recall Mode	C-Max	C-Max	C-Max	None	C-Max	None	None	None		None	None	None
Walk Time (s)												
Flash Dont Walk (s)												
Pedestrian Calls (#/hr)												
v/c Ratio	0.13	0.29	0.02	0.75	0.25	0.35	0.05	0.09	0.56	0.81	0.06	0.16
Control Delay	41.8	41.7	0.1	54.8	17.6	4.5	14.4	34.7	14.4	48.9	13.1	1.7

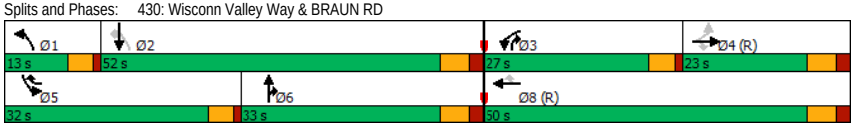
Lanes, Volumes, Timings
430: Wisconn Valley Way & BRAUN RD

12/12/2017

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	0.0	0.0
Total Delay	41.8	41.7	0.1	54.8	17.6	4.5	14.4	34.7	14.4	48.9	13.1	1.7
Queue Length 50th (ft)	22	80	0	119	91	93	10	21	121	117	7	1
Queue Length 95th (ft)	58	151	0	212	149	124	24	41	171	140	13	8
Internal Link Dist (ft)		1070			1713			1673			1277	
Turn Bay Length (ft)	350		350	350		350	350		350	350		350
Base Capacity (vph)	281	444	496	652	803	1242	596	825	1394	797	1396	692
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.13	0.29	0.02	0.61	0.25	0.34	0.05	0.08	0.53	0.65	0.06	0.15

Intersection Summary	
Area Type:	Other
Cycle Length: 115	
Actuated Cycle Length: 115	
Offset: 15 (13%), Referenced to phase 4:EBTL and 8:WBT, Start of 1st Green	
Natural Cycle: 65	
Control Type: Actuated-Coordinated	

Splits and Phases: 430: Wisconn Valley Way & BRAUN RD



HCM 2010 Signalized Intersection Summary
430: Wisconn Valley Way & BRAUN RD

12/12/2017

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	35	120	10	375	185	395	25	65	695	490	75	100
Future Volume (veh/h)	35	120	10	375	185	395	25	65	695	490	75	100
Number	7	4	14	3	8	18	1	6	16	5	2	12
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1810	1810	1810	1810	1810	1810	1810	1810	1810	1810	1810	1810
Adj Flow Rate, veh/h	37	128	6	399	197	213	27	69	516	521	80	53
Adj No. of Lanes	1	1	1	2	1	1	1	2	2	2	2	1
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, %	5	5	5	5	5	5	5	5	5	5	5	5
Cap, veh/h	352	554	471	463	875	1014	517	677	908	588	1144	512
Arrive On Green	0.31	0.31	0.31	0.14	0.48	0.48	0.04	0.20	0.20	0.18	0.33	0.33
Sat Flow, veh/h	944	1810	1538	3343	1810	1538	1723	3438	2707	3343	3438	1538
Grp Volume(v), veh/h	37	128	6	399	197	213	27	69	516	521	80	53
Grp Sat Flow(s),veh/h/ln	944	1810	1538	1672	1810	1538	1723	1719	1354	1672	1719	1538
Q Serve(g_s), s	3.3	6.1	0.3	13.4	7.3	6.3	1.1	1.9	18.0	17.5	1.8	2.7
Cycle Q Clear(g_c), s	3.3	6.1	0.3	13.4	7.3	6.3	1.1	1.9	18.0	17.5	1.8	2.7
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	352	554	471	463	875	1014	517	677	908	588	1144	512
V/C Ratio(X)	0.11	0.23	0.01	0.86	0.23	0.21	0.05	0.10	0.57	0.89	0.07	0.10
Avail Cap(c_a), veh/h	352	554	471	654	875	1014	575	807	1010	799	1375	615
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	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	28.8	29.8	27.8	48.5	17.2	7.7	23.0	37.8	31.4	46.3	26.2	26.5
Incr Delay (d2), s/veh	0.6	1.0	0.0	6.3	0.6	0.5	0.0	0.1	1.2	7.5	0.1	0.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.9	3.2	0.1	6.6	3.8	2.8	0.5	0.9	6.9	8.7	0.9	1.2
LnGrp Delay(d),s/veh	29.4	30.8	27.8	54.7	17.8	8.2	23.0	38.0	32.6	53.7	26.3	26.7
LnGrp LOS	C	C	C	D	B	A	C	D	C	D	C	C
Approach Vol, veh/h		171			809			612			654	
Approach Delay, s/veh		30.4			33.5			32.8			48.2	
Approach LOS		C			C			C			D	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6		8
Phs Duration (G+Y+Rc), s	9.1	44.3	20.4	41.2	24.7	28.7		61.6
Change Period (Y+Rc), s	4.5	6.0	4.5	6.0	4.5	6.0		6.0
Max Green Setting (Gmax), s	8.5	46.0	22.5	17.0	27.5	27.0		44.0
Max Q Clear Time (g_c+I1), s	3.1	4.7	15.4	8.1	19.5	20.0		9.3
Green Ext Time (p_c), s	0.0	1.3	0.5	0.3	0.7	2.7		1.0

Intersection Summary		
HCM 2010 Ctrl Delay		37.3
HCM 2010 LOS		D

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	85	700	520	210	555	35	380	1	145	5	1	20
Future Volume (vph)	85	700	520	210	555	35	380	1	145	5	1	20
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)	200		200	200		200	0		0	0		0
Storage Lanes	1		1	1		1	2		1	1		1
Taper Length (ft)	100			100			100			100		
Right Turn on Red			Yes			Yes			Yes			Yes
Link Speed (mph)		40			40			25			25	
Link Distance (ft)		1318			2538			651			891	
Travel Time (s)		22.5			43.3			17.8			24.3	
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%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	5%	5%	5%	5%	5%	5%	5%	5%	5%	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)	90	745	553	223	590	37	404	1	154	5	1	21
Turn Type	Perm	NA	Perm	D.P+P	NA	Perm	Prot	NA	Perm	D.P+P	NA	Perm
Protected Phases		6		5	2		3	8		7	4	
Permitted Phases	6		6	6		2			8	8		4
Detector Phase	6	6	6	5	2	2	3	8	8	7	4	4
Switch Phase												
Minimum Initial (s)	12.0	12.0	12.0	8.0	12.0	12.0	8.0	10.0	10.0	6.0	10.0	10.0
Minimum Split (s)	18.0	18.0	18.0	12.5	18.0	18.0	12.5	16.0	16.0	10.5	16.0	16.0
Total Split (s)	47.0	47.0	47.0	22.0	69.0	69.0	30.0	34.0	34.0	12.0	16.0	16.0
Total Split (%)	40.9%	40.9%	40.9%	19.1%	60.0%	60.0%	26.1%	29.6%	29.6%	10.4%	13.9%	13.9%
Maximum Green (s)	41.0	41.0	41.0	17.5	63.0	63.0	25.5	28.0	28.0	7.5	10.0	10.0
Yellow Time (s)	4.0	4.0	4.0	3.5	4.0	4.0	3.5	4.0	4.0	3.5	4.0	4.0
All-Red Time (s)	2.0	2.0	2.0	1.0	2.0	2.0	1.0	2.0	2.0	1.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.0	6.0	6.0	4.5	6.0	6.0	4.5	6.0	6.0	4.5	6.0	6.0
Lead/Lag	Lag	Lag	Lag	Lead			Lead	Lag	Lag	Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes			Yes	Yes	Yes	Yes	Yes	Yes
Vehicle Extension (s)	5.0	5.0	5.0	2.0	5.0	5.0	2.0	2.0	2.0	2.0	2.0	2.0
Minimum Gap (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Time Before Reduce (s)	25.0	25.0	25.0	0.0	25.0	25.0	0.0	0.0	0.0	0.0	0.0	0.0
Time To Reduce (s)	15.0	15.0	15.0	0.0	15.0	15.0	0.0	0.0	0.0	0.0	0.0	0.0
Recall Mode	C-Max	C-Max	C-Max	None	C-Max	C-Max	None	None	None	None	None	None
Walk Time (s)												
Flash Dont Walk (s)												
Pedestrian Calls (#/hr)												
v/c Ratio	0.21	0.39	0.50	0.46	0.25	0.03	0.76	0.00	0.38	0.02	0.01	0.08
Control Delay	12.1	10.7	1.7	7.4	3.9	0.1	55.9	33.0	8.2	28.0	48.0	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	0.0	0.0	0.0	0.0	0.0
Total Delay	12.1	10.7	1.7	7.4	3.9	0.1	55.9	33.0	8.2	28.0	48.0	0.6
Queue Length 50th (ft)	12	64	0	11	17	0	149	1	0	3	1	0
Queue Length 95th (ft)	m60	235	7	48	74	m0	193	5	52	11	6	0
Internal Link Dist (ft)		1238			2458			571			811	
Turn Bay Length (ft)	200		200	200		200						
Base Capacity (vph)	436	1933	1106	574	2386	1102	739	461	506	309	157	277
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.21	0.39	0.50	0.39	0.25	0.03	0.55	0.00	0.30	0.02	0.01	0.08

Intersection Summary	
Area Type:	Other
Cycle Length: 115	
Actuated Cycle Length: 115	
Offset: 101 (88%), Referenced to phase 2:WBT and 6:EBWB, Start of 1st Green	
Natural Cycle: 65	
Control Type: Actuated-Coordinated	
m Volume for 95th percentile queue is metered by upstream signal.	

Splits and Phases: 435: FC-1/N-3 & BRAUN RD

HCM 2010 Signalized Intersection Summary
435: FC-1/N-3 & BRAUN RD

12/12/2017

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	85	700	520	210	555	35	380	1	145	5	1	20
Future Volume (veh/h)	85	700	520	210	555	35	380	1	145	5	1	20
Number	1	6	16	5	2	12	3	8	18	7	4	14
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1810	1810	1810	1810	1810	1810	1810	1810	1810	1810	1810	1810
Adj Flow Rate, veh/h	90	745	276	223	590	21	404	1	80	5	1	10
Adj No. of Lanes	1	2	1	1	2	1	2	1	1	1	1	1
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, %	5	5	5	5	5	5	5	5	5	5	5	5
Cap, veh/h	466	1767	790	402	2175	973	471	391	333	351	150	128
Arrive On Green	0.51	0.51	0.51	0.08	0.63	0.63	0.14	0.22	0.22	0.01	0.08	0.08
Sat Flow, veh/h	784	3438	1538	1723	3438	1538	3343	1810	1538	1723	1810	1538
Grp Volume(v), veh/h	90	745	276	223	590	21	404	1	80	5	1	10
Grp Sat Flow(s),veh/h/ln	784	1719	1538	1723	1719	1538	1672	1810	1538	1723	1810	1538
Q Serve(g_s), s	7.2	15.5	12.2	7.0	8.8	0.6	13.6	0.0	4.9	0.3	0.1	0.7
Cycle Q Clear(g_c), s	7.2	15.5	12.2	7.0	8.8	0.6	13.6	0.0	4.9	0.3	0.1	0.7
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	466	1767	790	402	2175	973	471	391	333	351	150	128
V/C Ratio(X)	0.19	0.42	0.35	0.55	0.27	0.02	0.86	0.00	0.24	0.01	0.01	0.08
Avail Cap(c_a), veh/h	466	1767	790	528	2175	973	741	441	374	450	157	134
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	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	15.3	17.3	16.6	12.7	9.4	7.9	48.3	35.3	37.3	34.7	48.4	48.7
Incr Delay (d2), s/veh	0.9	0.7	1.2	0.4	0.3	0.0	3.5	0.0	0.1	0.0	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(50%),veh/ln	1.7	7.5	5.5	3.3	4.2	0.3	6.5	0.0	2.1	0.1	0.0	0.3
LnGrp Delay(d),s/veh	16.3	18.1	17.8	13.1	9.7	7.9	51.8	35.3	37.4	34.7	48.4	48.8
LnGrp LOS	B	B	B	B	A	A	D	D	D	C	D	D
Approach Vol, veh/h		1111			834			485			16	
Approach Delay, s/veh		17.9			10.6			49.4			44.4	
Approach LOS		B			B			D			D	

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s		78.7	20.7	15.5	13.6	65.1	5.4	30.9
Change Period (Y+Rc), s		6.0	4.5	6.0	4.5	6.0	4.5	6.0
Max Green Setting (Gmax), s		63.0	25.5	10.0	17.5	41.0	7.5	28.0
Max Q Clear Time (g_c+I1), s		10.8	15.6	2.7	9.0	17.5	2.3	6.9
Green Ext Time (p_c), s		9.0	0.6	0.0	0.2	12.4	0.0	0.1

Intersection Summary	
HCM 2010 Ctrl Delay	21.8
HCM 2010 LOS	C

Lanes, Volumes, Timings
440: FC-2/N-4 & BRAUN RD

12/12/2017

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	75	755	20	10	770	50	15	1	5	10	1	15
Future Volume (vph)	75	755	20	10	770	50	15	1	5	10	1	15
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)	200		200	200		200	0		0	0		0
Storage Lanes	1		1	1		1	0		1	0		1
Taper Length (ft)	100			100			100			100		
Link Speed (mph)		40			40			25			25	
Link Distance (ft)		2538			1725			716			880	
Travel Time (s)		43.3			29.4			19.5			24.0	
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%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	5%	5%	5%	5%	5%	5%	5%	5%	5%	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)	80	803	21	11	819	53	0	17	5	0	12	16
Sign Control		Free			Free			Stop			Stop	

Intersection Summary	
Area Type:	Other
Control Type: Unsignalized	

Intersection	
Int Delay, s/veh	0.7

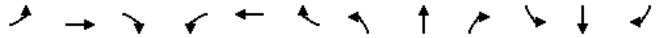
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	75	755	20	10	770	50	15	1	5	10	1	15
Future Vol, veh/h	75	755	20	10	770	50	15	1	5	10	1	15
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	200	-	200	200	-	200	-	-	0	-	-	0
Veh in Median Storage, #	-	0	-	-	0	-	-	2	-	-	2	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	94	94	94	94	94	94	94	94	94	94	94	94
Heavy Vehicles, %	5	5	5	5	5	5	5	5	5	5	5	5
Mvmt Flow	80	803	21	11	819	53	16	1	5	11	1	16

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	872	0	0	824	0	0	1395	1857	402	1403	1825	410
Stage 1	-	-	-	-	-	-	963	963	-	841	841	-
Stage 2	-	-	-	-	-	-	432	894	-	562	984	-
Critical Hdwy	4.2	-	-	4.2	-	-	7.6	6.6	7	7.6	6.6	7
Critical Hdwy Stg 1	-	-	-	-	-	-	6.6	5.6	-	6.6	5.6	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.6	5.6	-	6.6	5.6	-
Follow-up Hdwy	2.25	-	-	2.25	-	-	3.55	4.05	3.35	3.55	4.05	3.35
Pot Cap-1 Maneuver	1099	-	-	*1158	-	-	*454	222	*777	*454	244	*777
Stage 1	-	-	-	-	-	-	*570	533	-	*716	632	-
Stage 2	-	-	-	-	-	-	*734	587	-	*734	518	-
Platoon blocked, %	1	-	-	1	-	-	1	1	1	1	1	1
Mov Cap-1 Maneuver	1099	-	-	*1158	-	-	*416	204	*777	*422	224	*777
Mov Cap-2 Maneuver	-	-	-	-	-	-	*485	379	-	*553	401	-
Stage 1	-	-	-	-	-	-	*528	494	-	*663	626	-
Stage 2	-	-	-	-	-	-	*711	581	-	*674	480	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0.8	0.1	12.1	10.6
HCM LOS			B	B

Minor Lane/Major Mvmt	NBLn1	NBLn2	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	477	777	1099	-	-	* 1158	-	-	535	777
HCM Lane V/C Ratio	0.036	0.007	0.073	-	-	0.009	-	-	0.022	0.021
HCM Control Delay (s)	12.8	9.7	8.5	-	-	8.1	-	-	11.9	9.7
HCM Lane LOS	B	A	A	-	-	A	-	-	B	A
HCM 95th %tile Q(veh)	0.1	0	0.2	-	-	0	-	-	0.1	0.1

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)	55	195	520	210	435	55	380	1	140	10	1	15
Future Volume (vph)	55	195	520	210	435	55	380	1	140	10	1	15
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)	200		200	200		200	0		0	0		0
Storage Lanes	1		1	1		1	2		1	1		1
Taper Length (ft)	100			100			100			100		
Right Turn on Red			Yes			Yes			Yes			Yes
Link Speed (mph)		40			40			25			25	
Link Distance (ft)		1725			1726			580			904	
Travel Time (s)		29.4			29.4			15.8			24.7	
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%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	5%	5%	5%	5%	5%	5%	5%	5%	5%	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)	59	207	553	223	463	59	404	1	149	11	1	16
Turn Type	Perm	NA	Perm	D.P+P	NA	Perm	Prot	NA	pm+ov	D.P+P	NA	Perm
Protected Phases		6		5	2		3	8	5	7	4	
Permitted Phases	6		6	6		2			8	8		4
Detector Phase	6	6	6	5	2	2	3	8	5	7	4	4
Switch Phase												
Minimum Initial (s)	12.0	12.0	12.0	6.0	12.0	12.0	8.0	10.0	6.0	6.0	10.0	10.0
Minimum Split (s)	18.0	18.0	18.0	10.5	18.0	18.0	12.5	16.0	10.5	10.5	16.0	16.0
Total Split (s)	42.0	42.0	42.0	20.0	62.0	62.0	35.0	42.4	20.0	10.6	18.0	18.0
Total Split (%)	36.5%	36.5%	36.5%	17.4%	53.9%	53.9%	30.4%	36.9%	17.4%	9.2%	15.7%	15.7%
Maximum Green (s)	36.0	36.0	36.0	15.5	56.0	56.0	30.5	36.4	15.5	6.1	12.0	12.0
Yellow Time (s)	4.0	4.0	4.0	3.5	4.0	4.0	3.5	4.0	3.5	3.5	4.0	4.0
All-Red Time (s)	2.0	2.0	2.0	1.0	2.0	2.0	1.0	2.0	1.0	1.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.0	6.0	6.0	4.5	6.0	6.0	4.5	6.0	4.5	4.5	6.0	6.0
Lead/Lag	Lag	Lag	Lag	Lead			Lag	Lag	Lead	Lead	Lead	Lead
Lead-Lag Optimize?	Yes	Yes	Yes	Yes			Yes	Yes	Yes	Yes	Yes	Yes
Vehicle Extension (s)	5.0	5.0	5.0	2.0	5.0	5.0	2.0	2.0	2.0	2.0	2.0	2.0
Minimum Gap (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Time Before Reduce (s)	25.0	25.0	25.0	0.0	25.0	25.0	0.0	0.0	0.0	0.0	0.0	0.0
Time To Reduce (s)	15.0	15.0	15.0	0.0	15.0	15.0	0.0	0.0	0.0	0.0	0.0	0.0
Recall Mode	C-Max	C-Max	C-Max	None	C-Max	C-Max	None	None	None	None	None	None
Walk Time (s)												
Flash Dont Walk (s)												
Pedestrian Calls (#/hr)												
v/c Ratio	0.12	0.11	0.50	0.28	0.19	0.05	0.76	0.00	0.25	0.04	0.01	0.06
Control Delay	7.9	6.5	3.7	9.1	8.2	0.7	55.6	33.0	4.2	29.0	48.0	0.5

Lanes, Volumes, Timings
445: FC-3/N-5 & BRAUN RD

12/12/2017

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	0.0	0.0
Total Delay	7.9	6.5	3.7	9.1	8.2	0.7	55.6	33.0	4.2	29.0	48.0	0.5
Queue Length 50th (ft)	5	8	3	45	50	1	148	1	0	7	1	0
Queue Length 95th (ft)	20	26	115	87	85	4	193	5	38	19	6	0
Internal Link Dist (ft)		1645			1646			500			824	
Turn Bay Length (ft)	200		200	200		200						
Base Capacity (vph)	497	1946	1110	863	2383	1105	884	572	665	302	188	275
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.12	0.11	0.50	0.26	0.19	0.05	0.46	0.00	0.22	0.04	0.01	0.06

Intersection Summary	
Area Type:	Other
Cycle Length: 115	
Actuated Cycle Length: 115	
Offset: 59 (51%), Referenced to phase 2:WBT and 6:EBWB, Start of 1st Green	
Natural Cycle: 60	
Control Type: Actuated-Coordinated	

Splits and Phases: 445: FC-3/N-5 & BRAUN RD

HCM 2010 Signalized Intersection Summary
445: FC-3/N-5 & BRAUN RD

12/12/2017

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	55	195	520	210	435	55	380	1	140	10	1	15
Future Volume (veh/h)	55	195	520	210	435	55	380	1	140	10	1	15
Number	1	6	16	5	2	12	3	8	18	7	4	14
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1810	1810	1810	1810	1810	1810	1810	1810	1810	1810	1810	1810
Adj Flow Rate, veh/h	59	207	276	223	463	32	404	1	75	11	1	11
Adj No. of Lanes	1	2	1	1	2	1	2	1	1	1	1	1
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, %	5	5	5	5	5	5	5	5	5	5	5	5
Cap, veh/h	494	1699	760	617	2126	951	474	403	474	374	151	128
Arrive On Green	0.49	0.49	0.49	0.17	1.00	1.00	0.14	0.22	0.22	0.02	0.08	0.08
Sat Flow, veh/h	873	3438	1538	1723	3438	1538	3343	1810	1538	1723	1810	1538
Grp Volume(v), veh/h	59	207	276	223	463	32	404	1	75	11	1	11
Grp Sat Flow(s),veh/h/ln	873	1719	1538	1723	1719	1538	1672	1810	1538	1723	1810	1538
Q Serve(g_s), s	4.2	3.7	6.5	7.7	0.0	0.0	13.6	0.0	4.1	0.6	0.1	0.8
Cycle Q Clear(g_c), s	4.2	3.7	6.5	7.7	0.0	0.0	13.6	0.0	4.1	0.6	0.1	0.8
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	494	1699	760	617	2126	951	474	403	474	374	151	128
V/C Ratio(X)	0.12	0.12	0.36	0.36	0.22	0.03	0.85	0.00	0.16	0.03	0.01	0.09
Avail Cap(c_a), veh/h	494	1699	760	702	2126	951	887	573	618	438	189	160
HCM Platoon Ratio	1.00	1.00	1.00	2.00	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	0.91	0.91	0.91	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	15.8	15.7	4.7	10.8	0.0	0.0	48.2	34.8	29.0	33.6	48.3	48.7
Incr Delay (d2), s/veh	0.5	0.1	1.3	0.1	0.2	0.1	1.7	0.0	0.1	0.0	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(50%),veh/ln	1.1	1.8	3.0	3.6	0.1	0.0	6.4	0.0	1.7	0.3	0.0	0.3
LnGrp Delay(d),s/veh	16.3	15.8	6.1	10.9	0.2	0.1	49.9	34.8	29.0	33.6	48.4	48.8
LnGrp LOS	B	B	A	B	A	A	D	C	C	C	D	D
Approach Vol, veh/h		542			718			480			23	
Approach Delay, s/veh		10.9			3.5			46.6			41.5	
Approach LOS		B			A			D			D	

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s		77.1	22.3	15.6	14.3	62.8	6.3	31.6
Change Period (Y+Rc), s		6.0	6.0	* 6	4.5	6.0	4.5	6.0
Max Green Setting (Gmax), s		56.0	30.5	* 12	15.5	36.0	6.1	36.4
Max Q Clear Time (g_c+I1), s		2.0	15.6	2.8	9.7	8.5	2.6	6.1
Green Ext Time (p_c), s		6.8	0.7	0.0	0.2	5.5	0.0	0.1

Intersection Summary	
HCM 2010 Ctrl Delay	18.0
HCM 2010 LOS	B

Notes

* HCM 2010 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)	175	80	100	75	145	75	285	625	40	25	665	270
Future Volume (vph)	175	80	100	75	145	75	285	625	40	25	665	270
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)	210		125	165		190	400		200	365		215
Storage Lanes	1		0	1		1	1		1	1		1
Taper Length (ft)	100			100			100			100		
Right Turn on Red			Yes			Yes			Yes			Yes
Link Speed (mph)		40			40			40			40	
Link Distance (ft)		1726			1167			1320			2631	
Travel Time (s)		29.4			19.9			22.5			44.8	
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%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	5%	5%	5%	5%	5%	5%	5%	5%	5%	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)	186	85	106	80	154	80	303	665	43	27	707	287
Turn Type	Perm	NA	Perm	Perm	NA	Perm	D.P+P	NA	Perm	Perm	NA	Perm
Protected Phases		4			8		1	6			2	
Permitted Phases	4		4	8		8	2		6	2		2
Detector Phase	4	4	4	8	8	8	1	6	6	2	2	2
Switch Phase												
Minimum Initial (s)	12.0	12.0	12.0	12.0	12.0	12.0	8.0	10.0	10.0	10.0	10.0	10.0
Minimum Split (s)	18.0	18.0	18.0	18.0	18.0	18.0	12.5	16.0	16.0	16.0	16.0	16.0
Total Split (s)	42.0	42.0	42.0	42.0	42.0	42.0	30.0	73.0	73.0	43.0	43.0	43.0
Total Split (%)	36.5%	36.5%	36.5%	36.5%	36.5%	36.5%	26.1%	63.5%	63.5%	37.4%	37.4%	37.4%
Maximum Green (s)	36.0	36.0	36.0	36.0	36.0	36.0	25.5	67.0	67.0	37.0	37.0	37.0
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	3.5	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	1.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.0	6.0	6.0	6.0	6.0	6.0	4.5	6.0	6.0	6.0	6.0	6.0
Lead/Lag							Lag			Lead	Lead	Lead
Lead-Lag Optimize?												
Vehicle Extension (s)	3.0	3.0	3.0	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	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	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	0.0	0.0	0.0
Recall Mode	None	None	None	None	None	None	None	C-Max	C-Max	C-Max	C-Max	C-Max
Walk Time (s)												
Flash Dont Walk (s)												
Pedestrian Calls (#/hr)												
v/c Ratio	0.83	0.22	0.26	0.30	0.41	0.21	0.49	0.28	0.04	0.09	0.48	0.35
Control Delay	67.3	34.0	5.8	38.9	40.7	7.3	24.9	8.7	3.4	13.3	12.6	1.2

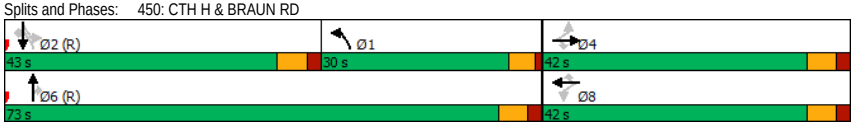
Lanes, Volumes, Timings
450: CTH H & BRAUN RD

12/12/2017

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	0.0	0.0
Total Delay	67.3	34.0	5.8	38.9	40.7	7.3	24.9	8.7	3.4	13.3	12.6	1.2
Queue Length 50th (ft)	125	52	3	50	99	0	117	146	5	5	84	0
Queue Length 95th (ft)	150	62	3	86	145	33	176	183	20	m15	m145	m1
Internal Link Dist (ft)		1646			1087			1240			2551	
Turn Bay Length (ft)	210		125	165		190	400		200	365		215
Base Capacity (vph)	334	566	554	397	566	539	615	2357	1068	289	1460	818
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.56	0.15	0.19	0.20	0.27	0.15	0.49	0.28	0.04	0.09	0.48	0.35

Intersection Summary	
Area Type:	Other
Cycle Length: 115	
Actuated Cycle Length: 115	
Offset: 18 (16%), Referenced to phase 2:NBSB and 6:NBT, Start of 1st Green	
Natural Cycle: 60	
Control Type: Actuated-Coordinated	
m Volume for 95th percentile queue is metered by upstream signal.	

Splits and Phases: 450: CTH H & BRAUN RD



HCM 2010 Signalized Intersection Summary
450: CTH H & BRAUN RD

12/12/2017

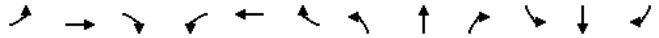
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	175	80	100	75	145	75	285	625	40	25	665	270
Future Volume (veh/h)	175	80	100	75	145	75	285	625	40	25	665	270
Number	7	4	14	3	8	18	1	6	16	5	2	12
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1810	1810	1810	1810	1810	1810	1810	1810	1810	1810	1810	1810
Adj Flow Rate, veh/h	186	85	53	80	154	43	303	665	22	27	707	143
Adj No. of Lanes	1	1	1	1	1	1	1	2	1	1	2	1
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, %	5	5	5	5	5	5	5	5	5	5	5	5
Cap, veh/h	271	454	386	326	454	386	621	2217	992	298	1106	495
Arrive On Green	0.33	0.33	0.33	0.25	0.25	0.25	0.54	1.00	1.00	0.32	0.32	0.32
Sat Flow, veh/h	1147	1810	1538	1210	1810	1538	1723	3438	1538	731	3438	1538
Grp Volume(v), veh/h	186	85	53	80	154	43	303	665	22	27	707	143
Grp Sat Flow(s),veh/h/ln	1147	1810	1538	1210	1810	1538	1723	1719	1538	731	1719	1538
Q Serve(g_s), s	18.0	3.8	2.8	6.4	8.0	2.5	0.0	0.0	0.0	3.0	20.2	8.0
Cycle Q Clear(g_c), s	26.1	3.8	2.8	10.2	8.0	2.5	0.0	0.0	0.0	3.0	20.2	8.0
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	271	454	386	326	454	386	621	2217	992	298	1106	495
V/C Ratio(X)	0.69	0.19	0.14	0.25	0.34	0.11	0.49	0.30	0.02	0.09	0.64	0.29
Avail Cap(c_a), veh/h	342	566	481	401	566	481	621	2217	992	298	1106	495
HCM Platoon Ratio	1.33	1.33	1.33	1.00	1.00	1.00	2.00	2.00	2.00	1.00	1.00	1.00
Upstream Filter(I)	0.99	0.99	0.99	1.00	1.00	1.00	0.89	0.89	0.89	1.00	1.00	1.00
Uniform Delay (d), s/veh	41.3	30.0	29.6	37.7	35.3	33.2	16.7	0.0	0.0	27.5	33.3	29.2
Incr Delay (d2), s/veh	4.0	0.2	0.2	0.4	0.4	0.1	0.5	0.3	0.0	0.6	2.8	1.5
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	6.0	1.9	1.2	2.2	4.1	1.1	4.5	0.1	0.0	0.6	10.0	3.6
LnGrp Delay(d),s/veh	45.3	30.2	29.8	38.1	35.7	33.3	17.2	0.3	0.0	28.1	36.1	30.6
LnGrp LOS	D	C	C	D	D	C	B	A	A	C	D	C
Approach Vol, veh/h		324			277			990			877	
Approach Delay, s/veh		38.8			36.0			5.5			35.0	
Approach LOS		D			D			A			C	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2		4		6		8
Phs Duration (G+Y+Rc), s	37.1	43.0		34.9		80.1		34.9
Change Period (Y+Rc), s	6.0	* 6		6.0		6.0		6.0
Max Green Setting (Gmax), s	25.5	* 37		36.0		67.0		36.0
Max Q Clear Time (g_c+I1), s	2.0	22.2		28.1		2.0		12.2
Green Ext Time (p_c), s	0.9	4.6		0.8		5.0		1.2

Intersection Summary	
HCM 2010 Ctrl Delay	23.8
HCM 2010 LOS	C

Notes

* HCM 2010 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)	5	125	5	5	245	20	5	85	1	15	90	45
Future Volume (vph)	5	125	5	5	245	20	5	85	1	15	90	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)	150		150	150		150	150		150	150		150
Storage Lanes	1		0	1		0	0		0	0		1
Taper Length (ft)	100			100			100			100		
Link Speed (mph)		40			40			40			40	
Link Distance (ft)		1497			2104			2628			2696	
Travel Time (s)		25.5			35.9			44.8			46.0	
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%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	5%	5%	5%	5%	5%	5%	5%	5%	5%	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)	5	138	0	5	282	0	0	96	0	0	112	48
Sign Control		Free			Free			Stop			Stop	

Intersection Summary	
Area Type:	Other
Control Type: Unsignalized	

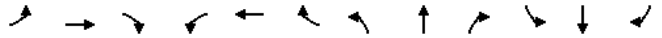
Intersection	
Int Delay, s/veh	5.1

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	5	125	5	5	245	20	5	85	1	15	90	45
Future Vol, veh/h	5	125	5	5	245	20	5	85	1	15	90	45
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	150	-	-	150	-	-	-	-	-	-	-	150
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	94	94	94	94	94	94	94	94	94	94	94	94
Heavy Vehicles, %	5	5	5	5	5	5	5	5	5	5	5	5
Mvmt Flow	5	133	5	5	261	21	5	90	1	16	96	48

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	282	0	0	138	0	0	500	438	136	473	430	272
Stage 1	-	-	-	-	-	-	146	146	-	282	282	-
Stage 2	-	-	-	-	-	-	354	292	-	191	148	-
Critical Hdwy	4.15	-	-	4.15	-	-	7.15	6.55	6.25	7.15	6.55	6.25
Critical Hdwy Stg 1	-	-	-	-	-	-	6.15	5.55	-	6.15	5.55	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.15	5.55	-	6.15	5.55	-
Follow-up Hdwy	2.245	-	-	2.245	-	-	3.545	4.045	3.345	3.545	4.045	3.345
Pot Cap-1 Maneuver	1263	-	-	1427	-	-	476	508	905	497	513	760
Stage 1	-	-	-	-	-	-	850	770	-	718	672	-
Stage 2	-	-	-	-	-	-	657	666	-	804	769	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1263	-	-	1427	-	-	379	504	905	425	509	760
Mov Cap-2 Maneuver	-	-	-	-	-	-	379	504	-	425	509	-
Stage 1	-	-	-	-	-	-	847	767	-	715	669	-
Stage 2	-	-	-	-	-	-	526	663	-	706	766	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0.3	0.1	14	13.1
HCM LOS			B	B

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	497	1263	-	-	1427	-	-	495	760
HCM Lane V/C Ratio	0.195	0.004	-	-	0.004	-	-	0.226	0.063
HCM Control Delay (s)	14	7.9	-	-	7.5	-	-	14.4	10.1
HCM Lane LOS	B	A	-	-	A	-	-	B	B
HCM 95th %tile Q(veh)	0.7	0	-	-	0	-	-	0.9	0.2



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	5	355	1	1	185	5	5	5	1	5	5	5
Future Volume (vph)	5	355	1	1	185	5	5	5	1	5	5	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)	325		130	305		135	0		190	0		130
Storage Lanes	1		1	1		1	0		1	0		1
Taper Length (ft)	100			100			100			100		
Link Speed (mph)		40			40			60			60	
Link Distance (ft)		3127			1061			2031			2356	
Travel Time (s)		53.3			18.1			23.1			26.8	
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%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	5%	5%	5%	5%	5%	5%	5%	5%	5%	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)	5	378	1	1	197	5	0	10	1	0	10	5
Sign Control		Free			Free			Stop			Stop	

Intersection Summary	
Area Type:	Other
Control Type: Unsignalized	

Intersection	
Int Delay, s/veh	0.6

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	5	355	1	1	185	5	5	5	1	5	5	5
Future Vol, veh/h	5	355	1	1	185	5	5	5	1	5	5	5
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	325	-	130	305	-	135	-	-	190	-	-	130
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	94	94	94	94	94	94	94	94	94	94	94	94
Heavy Vehicles, %	5	5	5	5	5	5	5	5	5	5	5	5
Mvmt Flow	5	378	1	1	197	5	5	5	1	5	5	5

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	202	0	0	379	0	0	595	592	378	591	588	197
Stage 1	-	-	-	-	-	-	388	388	-	199	199	-
Stage 2	-	-	-	-	-	-	207	204	-	392	389	-
Critical Hdwy	4.15	-	-	4.15	-	-	7.15	6.55	6.25	7.15	6.55	6.25
Critical Hdwy Stg 1	-	-	-	-	-	-	6.15	5.55	-	6.15	5.55	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.15	5.55	-	6.15	5.55	-
Follow-up Hdwy	2.245	-	-	2.245	-	-	3.545	4.045	3.345	3.545	4.045	3.345
Pot Cap-1 Maneuver	1352	-	-	1163	-	-	412	415	662	414	417	837
Stage 1	-	-	-	-	-	-	630	604	-	796	731	-
Stage 2	-	-	-	-	-	-	788	727	-	627	603	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1352	-	-	1163	-	-	404	413	662	408	415	837
Mov Cap-2 Maneuver	-	-	-	-	-	-	404	413	-	408	415	-
Stage 1	-	-	-	-	-	-	627	602	-	793	730	-
Stage 2	-	-	-	-	-	-	777	726	-	618	601	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0.1	0	13.8	12.4
HCM LOS			B	B

Minor Lane/Major Mvmt	NBLn1	NBLn2	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	408	662	1352	-	-	1163	-	-	411	837
HCM Lane V/C Ratio	0.026	0.002	0.004	-	-	0.001	-	-	0.026	0.006
HCM Control Delay (s)	14.1	10.4	7.7	-	-	8.1	-	-	14	9.3
HCM Lane LOS	B	B	A	-	-	A	-	-	B	A
HCM 95th %tile Q(veh)	0.1	0	0	-	-	0	-	-	0.1	0

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	300	60	740	175	0	0	0	0	150	5	15
Future Volume (vph)	0	300	60	740	175	0	0	0	0	150	5	15
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		500	300		0	0		0	500		500
Storage Lanes	0		1	0		0	0		0	0		1
Taper Length (ft)	100			100			100			100		
Right Turn on Red			Yes			Yes			Yes			Yes
Link Speed (mph)		40			40			35			35	
Link Distance (ft)		1061			316			612			963	
Travel Time (s)		18.1			5.4			11.9			18.8	
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%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	5%	5%	5%	5%	5%	5%	5%	5%	5%	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)	0	319	64	787	186	0	0	0	0	0	165	16
Turn Type		NA	Perm	Prot	NA					Split	NA	Perm
Protected Phases		6		5	2					4	4	
Permitted Phases			6									4
Detector Phase		6	6	5	2					4	4	4
Switch Phase												
Minimum Initial (s)		10.0	10.0	12.0	12.0					10.0	10.0	10.0
Minimum Split (s)		16.0	16.0	16.5	18.0					16.0	16.0	16.0
Total Split (s)		30.0	30.0	45.0	75.0					35.0	35.0	35.0
Total Split (%)		27.3%	27.3%	40.9%	68.2%					31.8%	31.8%	31.8%
Maximum Green (s)		24.0	24.0	40.5	69.0					29.0	29.0	29.0
Yellow Time (s)		4.0	4.0	3.5	4.0					4.0	4.0	4.0
All-Red Time (s)		2.0	2.0	1.0	2.0					2.0	2.0	2.0
Lost Time Adjust (s)		0.0	0.0	0.0	0.0						0.0	0.0
Total Lost Time (s)		6.0	6.0	4.5	6.0						6.0	6.0
Lead/Lag		Lead	Lead	Lag								
Lead-Lag Optimize?												
Vehicle Extension (s)		5.0	5.0	2.0	5.0					2.0	2.0	2.0
Minimum Gap (s)		2.0	2.0	2.0	2.0					2.0	2.0	2.0
Time Before Reduce (s)		25.0	25.0	0.0	25.0					0.0	0.0	0.0
Time To Reduce (s)		15.0	15.0	0.0	15.0					0.0	0.0	0.0
Recall Mode		C-Max	C-Max	None	C-Max					None	None	None
Walk Time (s)												
Flash Dont Walk (s)												
Pedestrian Calls (#/hr)												
v/c Ratio		0.27	0.11	0.64	0.18						0.70	0.06
Control Delay		27.7	3.8	17.2	3.8						60.3	0.4

Lanes, Volumes, Timings
510: IH 41/94 SB Ramps & CTH KR

12/12/2017

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Queue Delay		0.0	0.0	0.8	0.3						0.0	0.0
Total Delay		27.7	3.8	18.0	4.1						60.3	0.4
Queue Length 50th (ft)		84	0	139	30						113	0
Queue Length 95th (ft)		130	23	207	47						174	0
Internal Link Dist (ft)		981			236			532			883	
Turn Bay Length (ft)			500	300								500
Base Capacity (vph)		1183	587	1227	1062						455	471
Starvation Cap Reductn		0	0	185	466						0	0
Spillback Cap Reductn		0	0	0	0						0	0
Storage Cap Reductn		0	0	0	0						0	0
Reduced v/c Ratio		0.27	0.11	0.76	0.31						0.36	0.03

Intersection Summary	
Area Type:	Other
Cycle Length: 110	
Actuated Cycle Length: 110	
Offset: 8 (7%), Referenced to phase 2:WBT and 6:EBT, Start of 1st Green	
Natural Cycle: 55	
Control Type: Actuated-Coordinated	

Splits and Phases: 510: IH 41/94 SB Ramps & CTH KR

HCM 2010 Signalized Intersection Summary
510: IH 41/94 SB Ramps & CTH KR

12/12/2017

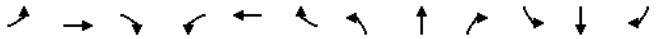
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	300	60	740	175	0	0	0	0	150	5	15
Future Volume (veh/h)	0	300	60	740	175	0	0	0	0	150	5	15
Number	1	6	16	5	2	12				7	4	14
Initial Q (Qb), veh	0	0	0	0	0	0				0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00				1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	0	1810	1810	1810	1810	0				1900	1810	1810
Adj Flow Rate, veh/h	0	319	32	787	186	0				160	5	11
Adj No. of Lanes	0	2	1	2	1	0				0	1	1
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	5	5	5	5	0				5	5	5
Cap, veh/h	0	750	336	1680	1094	0				194	6	178
Arrive On Green	0.00	0.22	0.22	0.17	0.26	0.00				0.12	0.12	0.12
Sat Flow, veh/h	0	3529	1538	3343	1810	0				1674	52	1538
Grp Volume(v), veh/h	0	319	32	787	186	0				165	0	11
Grp Sat Flow(s),veh/h/ln	0	1719	1538	1672	1411	0				1726	0	1538
Q Serve(g_s), s	0.0	8.8	1.8	23.4	11.3	0.0				10.3	0.0	0.7
Cycle Q Clear(g_c), s	0.0	8.8	1.8	23.4	11.3	0.0				10.3	0.0	0.7
Prop In Lane	0.00		1.00	1.00		0.00				0.97		1.00
Lane Grp Cap(c), veh/h	0	750	336	1680	1094	0				200	0	178
V/C Ratio(X)	0.00	0.43	0.10	0.47	0.17	0.00				0.83	0.00	0.06
Avail Cap(c_a), veh/h	0	750	336	1680	1094	0				455	0	405
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	37.1	34.3	32.6	13.4	0.0				47.6	0.0	43.3
Incr Delay (d2), s/veh	0.0	1.8	0.6	0.1	0.3	0.0				3.3	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(50%),veh/ln	0.0	4.3	0.8	10.9	4.5	0.0				5.1	0.0	0.3
LnGrp Delay(d),s/veh	0.0	38.8	34.9	32.7	13.7	0.0				50.9	0.0	43.4
LnGrp LOS		D	C	C	B					D		D
Approach Vol, veh/h		351			973						176	
Approach Delay, s/veh		38.5			29.0						50.4	
Approach LOS		D			C						D	

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2		4	5	6		
Phs Duration (G+Y+Rc), s		91.3		18.7	61.3	30.0		
Change Period (Y+Rc), s		6.0		6.0	6.0	* 6		
Max Green Setting (Gmax), s		69.0		29.0	40.5	* 24		
Max Q Clear Time (g_c+I1), s		13.3		12.3	25.4	10.8		
Green Ext Time (p_c), s		2.2		0.5	1.5	2.8		

Intersection Summary	
HCM 2010 Ctrl Delay	33.8
HCM 2010 LOS	C

Notes

* HCM 2010 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)	35	415	0	0	885	215	30	5	1215	0	0	0
Future Volume (vph)	35	415	0	0	885	215	30	5	1215	0	0	0
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)	300		0	250		0	500		500	0		0
Storage Lanes	1		0	1		1	0		2	0		0
Taper Length (ft)	100			100			100			100		
Right Turn on Red			Yes			Yes			Yes			Yes
Link Speed (mph)		40			40			35			35	
Link Distance (ft)		316			405			646			966	
Travel Time (s)		5.4			6.9			12.6			18.8	
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%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	5%	5%	5%	5%	5%	5%	5%	5%	5%	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)	37	441	0	0	941	229	0	37	1293	0	0	0
Turn Type	D.P+P	NA			NA	Free	Split	NA	pt+ov			
Protected Phases	1	6		5	2		8	8	5 8			
Permitted Phases	2					Free						
Detector Phase	1	6		5	2		8	8	5 8			
Switch Phase												
Minimum Initial (s)	6.0	12.0		6.0	12.0		10.0	10.0				
Minimum Split (s)	10.5	18.0		10.5	18.0		16.0	16.0				
Total Split (s)	11.0	35.0		45.0	69.0		30.0	30.0				
Total Split (%)	10.0%	31.8%		40.9%	62.7%		27.3%	27.3%				
Maximum Green (s)	6.5	29.0		40.5	63.0		24.0	24.0				
Yellow Time (s)	3.5	4.0		3.5	4.0		4.0	4.0				
All-Red Time (s)	1.0	2.0		1.0	2.0		2.0	2.0				
Lost Time Adjust (s)	0.0	0.0			0.0			0.0				
Total Lost Time (s)	4.5	6.0			6.0			6.0				
Lead/Lag	Lead	Lead		Lag	Lag							
Lead-Lag Optimize?				Yes								
Vehicle Extension (s)	2.0	5.0		2.0	5.0		2.0	2.0				
Minimum Gap (s)	2.0	2.0		2.0	2.0		2.0	2.0				
Time Before Reduce (s)	0.0	25.0		0.0	25.0		0.0	0.0				
Time To Reduce (s)	0.0	15.0		0.0	15.0		0.0	0.0				
Recall Mode	None	C-Max		None	C-Max		None	None				
Walk Time (s)												
Flash Dont Walk (s)												
Pedestrian Calls (#/hr)												
v/c Ratio	0.10	0.38			0.32	0.15		0.15	0.79			
Control Delay	3.8	9.2			7.5	0.2		39.2	18.9			

Lanes, Volumes, Timings
520: IH 41/94 NB Ramps & CTH KR

12/12/2017

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Queue Delay	0.0	0.3			0.0	0.0		0.0	0.0			
Total Delay	3.8	9.5			7.5	0.2		39.2	18.9			
Queue Length 50th (ft)	0	64			94	0		24	346			
Queue Length 95th (ft)	20	98			163	0		50	353			
Internal Link Dist (ft)		236			325			566			886	
Turn Bay Length (ft)	300								500			
Base Capacity (vph)	392	1153			2946	1538		378	1810			
Starvation Cap Reductn	0	270			0	0		0	0			
Spillback Cap Reductn	0	0			9	0		0	0			
Storage Cap Reductn	0	0			0	0		0	0			
Reduced v/c Ratio	0.09	0.50			0.32	0.15		0.10	0.71			

Intersection Summary	
Area Type:	Other
Cycle Length: 110	
Actuated Cycle Length: 110	
Offset: 108 (98%), Referenced to phase 2:EBWB and 6:EBT, Start of 1st Green	
Natural Cycle: 60	
Control Type: Actuated-Coordinated	

Splits and Phases: 520: IH 41/94 NB Ramps & CTH KR

HCM 2010 Signalized Intersection Summary
520: IH 41/94 NB Ramps & CTH KR

12/12/2017

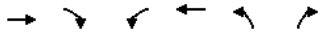
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	35	415	0	0	885	215	30	5	1215	0	0	0
Future Volume (veh/h)	35	415	0	0	885	215	30	5	1215	0	0	0
Number	1	6	16	5	2	12	3	8	18			
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0			
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00			
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Adj Sat Flow, veh/h/ln	1810	1810	0	1900	1810	1810	1900	1810	1810			
Adj Flow Rate, veh/h	37	441	0	0	941	0	32	5	974			
Adj No. of Lanes	1	2	0	0	3	1	0	1	2			
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94			
Percent Heavy Veh, %	5	5	0	5	5	5	5	5	5			
Cap, veh/h	441	906	0	0	3097	1111	136	21	1550			
Arrive On Green	0.07	0.53	0.00	0.00	0.24	0.00	0.09	0.09	0.09			
Sat Flow, veh/h	1723	3529	0	0	4289	1538	1500	234	2707			
Grp Volume(v), veh/h	37	441	0	0	941	0	37	0	974			
Grp Sat Flow(s),veh/h/ln	1723	1719	0	0	1430	1538	1735	0	1354			
Q Serve(g_s), s	0.6	9.0	0.0	0.0	19.8	0.0	2.2	0.0	0.0			
Cycle Q Clear(g_c), s	0.6	9.0	0.0	0.0	19.8	0.0	2.2	0.0	0.0			
Prop In Lane	1.00		0.00	0.00		1.00	0.86		1.00			
Lane Grp Cap(c), veh/h	441	906	0	0	3097	1111	158	0	1550			
V/C Ratio(X)	0.08	0.49	0.00	0.00	0.30	0.00	0.23	0.00	0.63			
Avail Cap(c_a), veh/h	480	906	0	0	3097	1111	378	0	1895			
HCM Platoon Ratio	2.00	2.00	1.00	0.33	0.33	0.33	1.00	1.00	1.00			
Upstream Filter(I)	0.97	0.97	0.00	0.00	1.00	0.00	1.00	0.00	1.00			
Uniform Delay (d), s/veh	5.0	21.3	0.0	0.0	19.2	0.0	46.4	0.0	15.7			
Incr Delay (d2), s/veh	0.0	1.8	0.0	0.0	0.3	0.0	0.3	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(50%),veh/ln	0.3	4.4	0.0	0.0	7.9	0.0	1.1	0.0	9.8			
LnGrp Delay(d),s/veh	5.0	23.1	0.0	0.0	19.4	0.0	46.7	0.0	15.9			
LnGrp LOS	A	C			B		D		B			
Approach Vol, veh/h		478			941			1011				
Approach Delay, s/veh		21.7			19.4			17.0				
Approach LOS		C			B			B				

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2			5	6		8
Phs Duration (G+Y+Rc), s	8.6	85.4			59.0	35.0		16.0
Change Period (Y+Rc), s	4.5	6.0			6.0	* 6		6.0
Max Green Setting (Gmax), s	6.5	63.0			40.5	* 29		24.0
Max Q Clear Time (g_c+I1), s	2.6	21.8			0.0	11.0		4.2
Green Ext Time (p_c), s	0.0	14.8			0.0	4.5		2.6

Intersection Summary	
HCM 2010 Ctrl Delay	18.9
HCM 2010 LOS	B

Notes

* HCM 2010 computational engine requires equal clearance times for the phases crossing the barrier.



Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	1625	5	15	1085	15	5
Future Volume (vph)	1625	5	15	1085	15	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	200		0	0
Storage Lanes		1	1		1	0
Taper Length (ft)			100		100	
Link Speed (mph)	40			40	60	
Link Distance (ft)	405			1895	473	
Travel Time (s)	6.9			32.3	5.4	
Confl. Peds. (#/hr)						
Confl. Bikes (#/hr)						
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94
Growth Factor	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	5%	5%	5%	5%	5%	5%
Bus Blockages (#/hr)	0	0	0	0	0	0
Parking (#/hr)						
Mid-Block Traffic (%)	0%			0%	0%	
Shared Lane Traffic (%)						
Lane Group Flow (vph)	1729	5	16	1154	21	0
Sign Control	Free			Free	Stop	

Intersection Summary	
Area Type:	Other
Control Type: Unsignalized	

Intersection	
Int Delay, s/veh	0.2

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	1625	5	15	1085	15	5
Future Vol, veh/h	1625	5	15	1085	15	5
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	200	-	0	-
Veh in Median Storage, #	0	-	-	0	2	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	94	94	94	94	94	94
Heavy Vehicles, %	5	5	5	5	5	5
Mvmt Flow	1729	5	16	1154	16	5

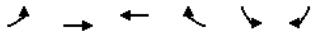
Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	1734	0	2338	865
Stage 1	-	-	-	-	1729	-
Stage 2	-	-	-	-	609	-
Critical Hdwy	-	-	4.2	-	6.9	7
Critical Hdwy Stg 1	-	-	-	-	5.9	-
Critical Hdwy Stg 2	-	-	-	-	5.9	-
Follow-up Hdwy	-	-	2.25	-	3.55	3.35
Pot Cap-1 Maneuver	-	-	*604	-	*35	*406
Stage 1	-	-	-	-	*383	-
Stage 2	-	-	-	-	*617	-
Platoon blocked, %	-	-	1	-	1	1
Mov Cap-1 Maneuver	-	-	*604	-	*34	*406
Mov Cap-2 Maneuver	-	-	-	-	*295	-
Stage 1	-	-	-	-	*373	-
Stage 2	-	-	-	-	*617	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0.2	17.2
HCM LOS			C

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	317	-	-	* 604	-
HCM Lane V/C Ratio	0.067	-	-	0.026	-
HCM Control Delay (s)	17.2	-	-	11.1	-
HCM Lane LOS	C	-	-	B	-
HCM 95th %tile Q(veh)	0.2	-	-	0.1	-

Notes

~: Volume exceeds capacity $: Delay exceeds 300s +: Computation Not Defined *: All major volume in platoon



Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	950	680	675	25	1	425
Future Volume (vph)	950	680	675	25	1	425
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)	500			500	500	500
Storage Lanes	2			1	1	0
Taper Length (ft)	100				100	
Right Turn on Red				Yes		Yes
Link Speed (mph)		40	40		40	
Link Distance (ft)		1895	1499		1652	
Travel Time (s)		32.3	25.6		28.2	
Confl. Peds. (#/hr)						
Confl. Bikes (#/hr)						
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94
Growth Factor	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	5%	5%	5%	5%	5%	5%
Bus Blockages (#/hr)	0	0	0	0	0	0
Parking (#/hr)						
Mid-Block Traffic (%)		0%	0%		0%	
Shared Lane Traffic (%)						
Lane Group Flow (vph)	1011	723	718	27	1	452
Turn Type	Prot	NA	NA	Perm	Prot	pt+ov
Protected Phases	1	6	2		4	4 1
Permitted Phases				2		
Detector Phase	1	6	2	2	4	4 1
Switch Phase						
Minimum Initial (s)	6.0	12.0	12.0	12.0	10.0	
Minimum Split (s)	10.5	18.0	18.0	18.0	16.0	
Total Split (s)	49.0	92.0	43.0	43.0	18.0	
Total Split (%)	44.5%	83.6%	39.1%	39.1%	16.4%	
Maximum Green (s)	44.5	86.0	37.0	37.0	12.0	
Yellow Time (s)	3.5	4.0	4.0	4.0	4.0	
All-Red Time (s)	1.0	2.0	2.0	2.0	2.0	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	
Total Lost Time (s)	4.5	6.0	6.0	6.0	6.0	
Lead/Lag	Lead		Lag	Lag		
Lead-Lag Optimize?	Yes		Yes	Yes		
Vehicle Extension (s)	2.0	5.0	5.0	5.0	2.0	
Minimum Gap (s)	2.0	2.0	2.0	2.0	2.0	
Time Before Reduce (s)	0.0	25.0	25.0	25.0	0.0	
Time To Reduce (s)	0.0	15.0	15.0	15.0	0.0	
Recall Mode	None	C-Max	C-Max	C-Max	None	
Walk Time (s)						
Flash Dont Walk (s)						
Pedestrian Calls (#/hr)						
v/c Ratio	0.86	0.27	0.59	0.04	0.01	0.47
Control Delay	32.9	1.8	30.2	9.1	44.0	15.7

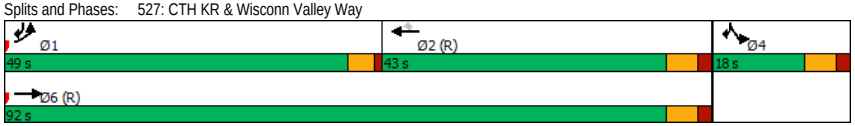
Lanes, Volumes, Timings
527: CTH KR & Wisconn Valley Way

12/12/2017

Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	32.9	1.8	30.2	9.1	44.0	15.7
Queue Length 50th (ft)	272	14	232	0	1	135
Queue Length 95th (ft)	347	51	328	20	6	183
Internal Link Dist (ft)		1815	1419		1572	
Turn Bay Length (ft)	500			500	500	500
Base Capacity (vph)	1349	2687	1212	615	187	1057
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	0.75	0.27	0.59	0.04	0.01	0.43

Intersection Summary	
Area Type:	Other
Cycle Length: 110	
Actuated Cycle Length: 110	
Offset: 71 (65%), Referenced to phase 2:WBT and 6:EBT, Start of 1st Green	
Natural Cycle: 70	
Control Type: Actuated-Coordinated	

Splits and Phases: 527: CTH KR & Wisconn Valley Way



HCM 2010 Signalized Intersection Summary
527: CTH KR & Wisconn Valley Way

12/12/2017

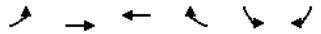
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (veh/h)	950	680	675	25	1	425
Future Volume (veh/h)	950	680	675	25	1	425
Number	1	6	2	12	7	14
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00			1.00	1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1810	1810	1810	1810	1810	1810
Adj Flow Rate, veh/h	1011	723	718	16	1	319
Adj No. of Lanes	2	2	2	1	1	2
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94
Percent Heavy Veh, %	5	5	5	5	5	5
Cap, veh/h	1091	2688	1290	638	188	804
Arrive On Green	0.33	0.78	0.41	0.41	0.11	0.11
Sat Flow, veh/h	3343	3529	3366	1538	1723	1846
Grp Volume(v), veh/h	1011	723	718	16	1	319
Grp Sat Flow(s),veh/h/ln	1672	1719	1556	1538	1723	923
Q Serve(g_s), s	32.1	6.4	19.3	0.7	0.1	12.0
Cycle Q Clear(g_c), s	32.1	6.4	19.3	0.7	0.1	12.0
Prop In Lane	1.00			1.00	1.00	1.00
Lane Grp Cap(c), veh/h	1091	2688	1290	638	188	804
V/C Ratio(X)	0.93	0.27	0.56	0.03	0.01	0.40
Avail Cap(c_a), veh/h	1353	2688	1290	638	188	804
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	35.8	3.3	24.5	19.1	43.7	21.2
Incr Delay (d2), s/veh	8.8	0.2	1.7	0.1	0.0	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	16.1	3.1	8.6	0.3	0.0	7.6
LnGrp Delay(d),s/veh	44.6	3.6	26.2	19.1	43.7	21.3
LnGrp LOS	D	A	C	B	D	C
Approach Vol, veh/h		1734	734		320	
Approach Delay, s/veh		27.5	26.1		21.4	
Approach LOS		C	C		C	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2		4		6		
Phs Duration (G+Y+Rc), s	40.4	51.6		18.0		92.0		
Change Period (Y+Rc), s	4.5	6.0		6.0		6.0		
Max Green Setting (Gmax), s	44.5	37.0		12.0		86.0		
Max Q Clear Time (g_c+I1), s	34.1	21.3		14.0		8.4		
Green Ext Time (p_c), s	1.8	7.0		0.0		11.9		

Intersection Summary	
HCM 2010 Ctrl Delay	26.4
HCM 2010 LOS	C

Notes

User approved changes to right turn type.



Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	1	680	700	1	1	1
Future Volume (vph)	1	680	700	1	1	1
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)	200			200	0	0
Storage Lanes	1			1	1	0
Taper Length (ft)	100				100	
Link Speed (mph)		40	40		25	
Link Distance (ft)		2376	2280		765	
Travel Time (s)		40.5	38.9		20.9	
Confl. Peds. (#/hr)						
Confl. Bikes (#/hr)						
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94
Growth Factor	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	5%	5%	5%	5%	5%	5%
Bus Blockages (#/hr)	0	0	0	0	0	0
Parking (#/hr)						
Mid-Block Traffic (%)		0%	0%		0%	
Shared Lane Traffic (%)						
Lane Group Flow (vph)	1	723	745	1	2	0
Sign Control		Free	Free		Stop	

Intersection Summary	
Area Type:	Other
Control Type: Unsignalized	

Intersection	
Int Delay, s/veh	0

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	1	680	700	1	1	1
Future Vol, veh/h	1	680	700	1	1	1
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	200	-	-	200	0	-
Veh in Median Storage, #	-	0	0	-	2	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	94	94	94	94	94	94
Heavy Vehicles, %	5	5	5	5	5	5
Mvmt Flow	1	723	745	1	1	1

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	746	0	-	0	1109	373
Stage 1	-	-	-	-	745	-
Stage 2	-	-	-	-	364	-
Critical Hdwy	4.2	-	-	-	6.9	7
Critical Hdwy Stg 1	-	-	-	-	5.9	-
Critical Hdwy Stg 2	-	-	-	-	5.9	-
Follow-up Hdwy	2.25	-	-	-	3.55	3.35
Pot Cap-1 Maneuver	838	-	-	-	199	616
Stage 1	-	-	-	-	422	-
Stage 2	-	-	-	-	665	-
Platoon blocked, %			-	-	-	
Mov Cap-1 Maneuver	838	-	-	-	199	616
Mov Cap-2 Maneuver	-	-	-	-	372	-
Stage 1	-	-	-	-	422	-
Stage 2	-	-	-	-	665	-

Approach	EB	WB	SB
HCM Control Delay, s	0	0	12.8
HCM LOS			B

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	838	-	-	-	464
HCM Lane V/C Ratio	0.001	-	-	-	0.005
HCM Control Delay (s)	9.3	-	-	-	12.8
HCM Lane LOS	A	-	-	-	B
HCM 95th %tile Q(veh)	0	-	-	-	0

Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	1	680	700	1	1	1
Future Volume (vph)	1	680	700	1	1	1
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)	200			200	0	0
Storage Lanes	1			1	1	0
Taper Length (ft)	100				100	
Link Speed (mph)		40	40		25	
Link Distance (ft)		2280	1316		751	
Travel Time (s)		38.9	22.4		20.5	
Confl. Peds. (#/hr)						
Confl. Bikes (#/hr)						
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94
Growth Factor	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	5%	5%	5%	5%	5%	5%
Bus Blockages (#/hr)	0	0	0	0	0	0
Parking (#/hr)						
Mid-Block Traffic (%)		0%	0%		0%	
Shared Lane Traffic (%)						
Lane Group Flow (vph)	1	723	745	1	2	0
Sign Control		Free	Free		Stop	

Intersection Summary	
Area Type:	Other
Control Type: Unsignalized	

Intersection	
Int Delay, s/veh	0

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	1	680	700	1	1	1
Future Vol, veh/h	1	680	700	1	1	1
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	200	-	-	200	0	-
Veh in Median Storage, #	-	0	0	-	2	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	94	94	94	94	94	94
Heavy Vehicles, %	5	5	5	5	5	5
Mvmt Flow	1	723	745	1	1	1

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	746	0	-	0	1109	373
Stage 1	-	-	-	-	745	-
Stage 2	-	-	-	-	364	-
Critical Hdwy	4.2	-	-	-	6.9	7
Critical Hdwy Stg 1	-	-	-	-	5.9	-
Critical Hdwy Stg 2	-	-	-	-	5.9	-
Follow-up Hdwy	2.25	-	-	-	3.55	3.35
Pot Cap-1 Maneuver	838	-	-	-	199	616
Stage 1	-	-	-	-	422	-
Stage 2	-	-	-	-	665	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	838	-	-	-	199	616
Mov Cap-2 Maneuver	-	-	-	-	372	-
Stage 1	-	-	-	-	422	-
Stage 2	-	-	-	-	665	-

Approach	EB	WB	SB
HCM Control Delay, s	0	0	12.8
HCM LOS			B

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	838	-	-	-	464
HCM Lane V/C Ratio	0.001	-	-	-	0.005
HCM Control Delay (s)	9.3	-	-	-	12.8
HCM Lane LOS	A	-	-	-	B
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)	415	270	5	50	425	215	20	295	30	90	205	245
Future Volume (vph)	415	270	5	50	425	215	20	295	30	90	205	245
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)	385		200	235		200	300		275	315		315
Storage Lanes	2		0	1		1	1		1	1		0
Taper Length (ft)	100			100			100			100		
Right Turn on Red			Yes			Yes			Yes			Yes
Link Speed (mph)		40			40			40			40	
Link Distance (ft)		1316			1024			1873			1350	
Travel Time (s)		22.4			17.5			31.9			23.0	
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%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	5%	5%	5%	5%	5%	5%	5%	5%	5%	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)	441	287	5	53	452	229	21	314	32	96	218	261
Turn Type	Prot	NA	Perm	Perm	NA	Perm	Perm	NA	Perm	D.P+P	NA	pm+ov
Protected Phases	1	6			2			8		7	4	1
Permitted Phases			6	2		2	8		8	8		4
Detector Phase	1	6	6	2	2	2	8	8	8	7	4	1
Switch Phase												
Minimum Initial (s)	8.0	12.0	12.0	12.0	12.0	12.0	10.0	10.0	10.0	6.0	10.0	8.0
Minimum Split (s)	12.5	18.0	18.0	18.0	18.0	18.0	16.0	16.0	16.0	10.5	16.0	12.5
Total Split (s)	24.5	46.0	46.0	46.0	46.0	46.0	36.0	36.0	36.0	24.5	36.0	24.5
Total Split (%)	18.7%	35.1%	35.1%	35.1%	35.1%	35.1%	27.5%	27.5%	27.5%	18.7%	27.5%	18.7%
Maximum Green (s)	20.0	40.0	40.0	40.0	40.0	40.0	30.0	30.0	30.0	20.0	30.0	20.0
Yellow Time (s)	3.5	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	3.5	4.0	3.5
All-Red Time (s)	1.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	1.0	2.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.5	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	4.5	6.0	4.5
Lead/Lag	Lead			Lag	Lag	Lag	Lag	Lag	Lag	Lead		Lead
Lead-Lag Optimize?							Yes	Yes	Yes	Yes		
Vehicle Extension (s)	3.0	3.0	3.0	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	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	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	0.0	0.0	0.0
Recall Mode	None	None	None	None	None	None	None	None	None	None	None	None
Walk Time (s)												
Flash Dont Walk (s)												
Pedestrian Calls (#/hr)												
v/c Ratio	0.76	0.43	0.01	0.18	0.82	0.38	0.08	0.78	0.08	0.34	0.34	0.27
Control Delay	53.2	18.9	0.0	31.0	48.2	10.0	36.6	54.2	0.4	27.1	27.5	5.4

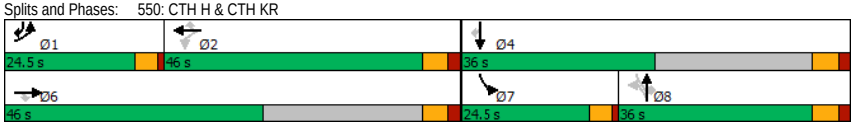
Lanes, Volumes, Timings
550: CTH H & CTH KR

12/12/2017

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	0.0	0.0
Total Delay	53.2	18.9	0.0	31.0	48.2	10.0	36.6	54.2	0.4	27.1	27.5	5.4
Queue Length 50th (ft)	155	167	0	27	293	25	12	211	0	46	113	32
Queue Length 95th (ft)	#254	304	0	64	459	92	36	340	0	87	186	76
Internal Link Dist (ft)		1236			944			1793			1270	
Turn Bay Length (ft)	385		200	235		200	300		275	315		315
Base Capacity (vph)	652	798	992	369	707	711	330	530	521	433	964	1002
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.68	0.36	0.01	0.14	0.64	0.32	0.06	0.59	0.06	0.22	0.23	0.26

Intersection Summary	
Area Type:	Other
Cycle Length: 131	
Actuated Cycle Length: 105.8	
Natural Cycle: 80	
Control Type: Actuated-Uncoordinated	
# 95th percentile volume exceeds capacity, queue may be longer.	
Queue shown is maximum after two cycles.	

Splits and Phases: 550: CTH H & CTH KR



HCM 2010 Signalized Intersection Summary
550: CTH H & CTH KR

12/12/2017

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	415	270	5	50	425	215	20	295	30	90	205	245
Future Volume (veh/h)	415	270	5	50	425	215	20	295	30	90	205	245
Number	1	6	16	5	2	12	3	8	18	7	4	14
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1810	1810	1810	1810	1810	1810	1810	1810	1810	1810	1810	1810
Adj Flow Rate, veh/h	441	287	5	53	452	112	21	314	16	96	218	133
Adj No. of Lanes	2	1	1	1	1	1	1	1	1	1	1	1
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, %	5	5	5	5	5	5	5	5	5	5	5	5
Cap, veh/h	550	656	797	403	539	458	299	381	324	249	601	764
Arrive On Green	0.16	0.52	0.52	0.30	0.30	0.30	0.21	0.21	0.21	0.07	0.33	0.33
Sat Flow, veh/h	3343	1267	1538	1052	1810	1538	997	1810	1538	1723	1810	1538
Grp Volume(v), veh/h	441	287	5	53	452	112	21	314	16	96	218	133
Grp Sat Flow(s),veh/h/ln	1672	1267	1538	1052	1810	1538	997	1810	1538	1723	1810	1538
Q Serve(g_s), s	10.2	11.3	0.1	3.0	18.8	4.4	1.4	13.3	0.7	3.4	7.3	3.8
Cycle Q Clear(g_c), s	10.2	11.3	0.1	3.0	18.8	4.4	1.4	13.3	0.7	3.4	7.3	3.8
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	550	656	797	403	539	458	299	381	324	249	601	764
V/C Ratio(X)	0.80	0.44	0.01	0.13	0.84	0.24	0.07	0.82	0.05	0.39	0.36	0.17
Avail Cap(c_a), veh/h	833	656	797	614	901	766	462	676	575	564	676	828
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	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	32.3	12.1	9.4	20.9	26.4	21.4	25.6	30.3	25.3	23.5	20.3	11.1
Incr Delay (d2), s/veh	3.4	0.5	0.0	0.1	3.6	0.3	0.1	4.5	0.1	1.0	0.4	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	5.0	4.0	0.1	0.9	9.8	1.9	0.4	7.1	0.3	1.7	3.7	1.6
LnGrp Delay(d),s/veh	35.6	12.5	9.4	21.0	30.0	21.6	25.7	34.8	25.4	24.5	20.7	11.2
LnGrp LOS	D	B	A	C	C	C	C	C	C	C	C	B
Approach Vol, veh/h		733			617			351			447	
Approach Delay, s/veh		26.4			27.7			33.9			18.7	
Approach LOS		C			C			C			B	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2		4		6	7	8
Phs Duration (G+Y+Rc), s	17.7	29.9		32.7		47.6	9.8	22.9
Change Period (Y+Rc), s	4.5	6.0		6.0		6.0	4.5	6.0
Max Green Setting (Gmax), s	20.0	40.0		30.0		40.0	20.0	30.0
Max Q Clear Time (g_c+I1), s	12.2	20.8		9.3		13.3	5.4	15.3
Green Ext Time (p_c), s	1.0	3.1		1.5		1.6	0.2	1.6

Intersection Summary		
HCM 2010 Ctrl Delay		26.4
HCM 2010 LOS		C

Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	395	5	50	685	10	20
Future Volume (vph)	395	5	50	685	10	20
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)		200	125		0	125
Storage Lanes		1	0		1	0
Taper Length (ft)			100		100	
Link Speed (mph)	40			40	60	
Link Distance (ft)	1330			280	1528	
Travel Time (s)	22.7			4.8	17.4	
Confl. Peds. (#/hr)						
Confl. Bikes (#/hr)						
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94
Growth Factor	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	5%	5%	5%	5%	5%	5%
Bus Blockages (#/hr)	0	0	0	0	0	0
Parking (#/hr)						
Mid-Block Traffic (%)	0%			0%	0%	
Shared Lane Traffic (%)						
Lane Group Flow (vph)	420	5	53	729	32	0
Sign Control	Free			Free	Stop	

Intersection Summary	
Area Type:	Other
Control Type: Unsignalized	

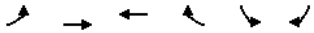
Intersection	
Int Delay, s/veh	0.8

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	395	5	50	685	10	20
Future Vol, veh/h	395	5	50	685	10	20
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	200	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	94	94	94	94	94	94
Heavy Vehicles, %	5	5	5	5	5	5
Mvmt Flow	420	5	53	729	11	21

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	425	0	1255	420
Stage 1	-	-	-	-	420	-
Stage 2	-	-	-	-	835	-
Critical Hdwy	-	-	4.15	-	6.45	6.25
Critical Hdwy Stg 1	-	-	-	-	5.45	-
Critical Hdwy Stg 2	-	-	-	-	5.45	-
Follow-up Hdwy	-	-	2.245	-	3.545	3.345
Pot Cap-1 Maneuver	-	-	1118	-	187	627
Stage 1	-	-	-	-	657	-
Stage 2	-	-	-	-	421	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1118	-	178	627
Mov Cap-2 Maneuver	-	-	-	-	178	-
Stage 1	-	-	-	-	626	-
Stage 2	-	-	-	-	421	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0.6	16.6
HCM LOS			C

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	341	-	-	1118	-
HCM Lane V/C Ratio	0.094	-	-	0.048	-
HCM Control Delay (s)	16.6	-	-	8.4	-
HCM Lane LOS	C	-	-	A	-
HCM 95th %tile Q(veh)	0.3	-	-	0.1	-



Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	25	390	675	60	35	60
Future Volume (vph)	25	390	675	60	35	60
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			200	0	100
Storage Lanes	1			1	1	1
Taper Length (ft)	100				100	
Link Speed (mph)		40	40		40	
Link Distance (ft)		280	1974		716	
Travel Time (s)		4.8	33.6		12.2	
Confl. Peds. (#/hr)						
Confl. Bikes (#/hr)						
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94
Growth Factor	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	5%	5%	5%	5%	5%	5%
Bus Blockages (#/hr)	0	0	0	0	0	0
Parking (#/hr)						
Mid-Block Traffic (%)		0%	0%		0%	
Shared Lane Traffic (%)						
Lane Group Flow (vph)	27	415	718	64	37	64
Sign Control		Free	Free		Stop	

Intersection Summary	
Area Type:	Other
Control Type: Unsignalized	

Intersection	
Int Delay, s/veh	1.7

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	25	390	675	60	35	60
Future Vol, veh/h	25	390	675	60	35	60
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	200	0	100
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	94	94	94	94	94	94
Heavy Vehicles, %	5	5	5	5	5	5
Mvmt Flow	27	415	718	64	37	64

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	782	0	-	0	1187	718
Stage 1	-	-	-	-	718	-
Stage 2	-	-	-	-	469	-
Critical Hdwy	4.15	-	-	-	6.45	6.25
Critical Hdwy Stg 1	-	-	-	-	5.45	-
Critical Hdwy Stg 2	-	-	-	-	5.45	-
Follow-up Hdwy	2.245	-	-	-	3.545	3.345
Pot Cap-1 Maneuver	823	-	-	-	205	424
Stage 1	-	-	-	-	478	-
Stage 2	-	-	-	-	623	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	823	-	-	-	198	424
Mov Cap-2 Maneuver	-	-	-	-	198	-
Stage 1	-	-	-	-	462	-
Stage 2	-	-	-	-	623	-

Approach	EB	WB	SB
HCM Control Delay, s	0.6	0	19.5
HCM LOS			C

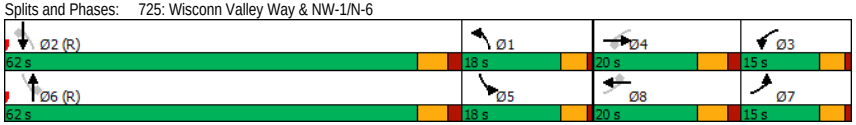
Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	823	-	-	-	198	424
HCM Lane V/C Ratio	0.032	-	-	-	0.188	0.151
HCM Control Delay (s)	9.5	-	-	-	27.3	15
HCM Lane LOS	A	-	-	-	D	C
HCM 95th %tile Q(veh)	0.1	-	-	-	0.7	0.5

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	85	20	25	10	20	35	75	370	50	175	630	70
Future Volume (vph)	85	20	25	10	20	35	75	370	50	175	630	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)	200		200	200		200	200		200	200		200
Storage Lanes	1		1	1		1	1		1	1		1
Taper Length (ft)	100			100			100			100		
Right Turn on Red			Yes			Yes			Yes			Yes
Link Speed (mph)		25			25			40			40	
Link Distance (ft)		765			1097			1660			1642	
Travel Time (s)		20.9			29.9			28.3			28.0	
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%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	5%	5%	5%	5%	5%	5%	5%	5%	5%	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)	90	21	27	11	21	37	80	394	53	186	670	74
Turn Type	D.P+P	NA	Perm	D.P+P	NA	Perm	D.P+P	NA	Perm	D.P+P	NA	Perm
Protected Phases	7	4		3	8		1	6		5	2	
Permitted Phases	8		4	4		8	2		6	6		2
Detector Phase	7	4	4	3	8	8	1	6	6	5	2	2
Switch Phase												
Minimum Initial (s)	6.0	10.0	10.0	6.0	10.0	10.0	6.0	12.0	12.0	6.0	12.0	12.0
Minimum Split (s)	10.5	16.0	16.0	10.5	16.0	16.0	10.5	18.0	18.0	10.5	18.0	18.0
Total Split (s)	15.0	20.0	20.0	15.0	20.0	20.0	18.0	62.0	62.0	18.0	62.0	62.0
Total Split (%)	13.0%	17.4%	17.4%	13.0%	17.4%	17.4%	15.7%	53.9%	53.9%	15.7%	53.9%	53.9%
Maximum Green (s)	10.5	14.0	14.0	10.5	14.0	14.0	13.5	56.0	56.0	13.5	56.0	56.0
Yellow Time (s)	3.5	4.0	4.0	3.5	4.0	4.0	3.5	4.0	4.0	3.5	4.0	4.0
All-Red Time (s)	1.0	2.0	2.0	1.0	2.0	2.0	1.0	2.0	2.0	1.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.5	6.0	6.0	4.5	6.0	6.0	4.5	6.0	6.0	4.5	6.0	6.0
Lead/Lag	Lag	Lead	Lead	Lag	Lead	Lead	Lag	Lead	Lead	Lag	Lead	Lead
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Vehicle Extension (s)	2.0	2.0	2.0	3.0	2.0	2.0	2.0	5.0	5.0	3.0	5.0	5.0
Minimum Gap (s)	2.0	2.0	2.0	3.0	2.0	2.0	2.0	2.0	2.0	3.0	2.0	2.0
Time Before Reduce (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	25.0	25.0	0.0	25.0	25.0
Time To Reduce (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	15.0	15.0	0.0	15.0	15.0
Recall Mode	None	None	None	None	None	None	None	C-Max	C-Max	None	C-Max	C-Max
Walk Time (s)												
Flash Dont Walk (s)												
Pedestrian Calls (#/hr)												
v/c Ratio	0.46	0.08	0.09	0.05	0.13	0.16	0.14	0.17	0.05	0.25	0.28	0.07
Control Delay	49.4	44.6	0.5	38.8	50.8	1.4	3.4	6.7	1.4	4.3	6.1	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	0.0	0.0
Total Delay	49.4	44.6	0.5	38.8	50.8	1.4	3.4	6.7	1.4	4.3	6.1	0.5
Queue Length 50th (ft)	57	13	0	7	15	0	4	20	0	29	92	0
Queue Length 95th (ft)	106	40	0	24	40	0	18	82	5	m49	117	m2
Internal Link Dist (ft)		685			1017			1580			1562	
Turn Bay Length (ft)	200		200	200		200	200		200	200		200
Base Capacity (vph)	264	281	335	285	220	287	668	2308	1070	839	2407	1111
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.34	0.07	0.08	0.04	0.10	0.13	0.12	0.17	0.05	0.22	0.28	0.07

Intersection Summary	
Area Type:	Other
Cycle Length: 115	
Actuated Cycle Length: 115	
Offset: 39 (34%), Referenced to phase 2:NBSB and 6:NBSB, Start of 1st Green	
Natural Cycle: 55	
Control Type: Actuated-Coordinated	
m Volume for 95th percentile queue is metered by upstream signal.	

Splits and Phases: 725: Wisconn Valley Way & NW-1/N-6



HCM 2010 Signalized Intersection Summary
725: Wisconn Valley Way & NW-1/N-6

12/12/2017

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	85	20	25	10	20	35	75	370	50	175	630	70
Future Volume (veh/h)	85	20	25	10	20	35	75	370	50	175	630	70
Number	7	4	14	3	8	18	1	6	16	5	2	12
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1810	1810	1810	1810	1810	1810	1810	1810	1810	1810	1810	1810
Adj Flow Rate, veh/h	90	21	16	11	21	21	80	394	26	186	670	37
Adj No. of Lanes	1	1	1	1	1	1	1	2	1	1	2	1
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, %	5	5	5	5	5	5	5	5	5	5	5	5
Cap, veh/h	242	157	133	240	148	126	666	1674	749	799	1674	749
Arrive On Green	0.05	0.09	0.09	0.04	0.08	0.08	0.20	0.49	0.49	0.20	0.49	0.49
Sat Flow, veh/h	1723	1810	1538	1723	1810	1538	1723	3438	1538	1723	3438	1538
Grp Volume(v), veh/h	90	21	16	11	21	21	80	394	26	186	670	37
Grp Sat Flow(s),veh/h/ln	1723	1810	1538	1723	1810	1538	1723	1719	1538	1723	1719	1538
Q Serve(g_s), s	0.0	1.2	1.1	0.0	1.2	1.5	0.0	7.6	1.0	0.0	14.3	1.5
Cycle Q Clear(g_c), s	0.0	1.2	1.1	0.0	1.2	1.5	0.0	7.6	1.0	0.0	14.3	1.5
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	242	157	133	240	148	126	666	1674	749	799	1674	749
V/C Ratio(X)	0.37	0.13	0.12	0.05	0.14	0.17	0.12	0.24	0.03	0.23	0.40	0.05
Avail Cap(c_a), veh/h	314	220	187	321	220	187	666	1674	749	799	1674	749
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	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.71	0.71	0.71
Uniform Delay (d), s/veh	47.7	48.5	48.5	44.8	49.0	49.1	12.4	17.1	15.4	10.4	18.8	15.5
Incr Delay (d2), s/veh	0.4	0.1	0.1	0.1	0.2	0.2	0.0	0.3	0.1	0.1	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	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.7	0.6	0.5	0.3	0.6	0.6	1.2	3.7	0.4	2.8	6.9	0.6
LnGrp Delay(d),s/veh	48.1	48.7	48.6	44.9	49.2	49.4	12.4	17.4	15.5	10.5	19.3	15.6
LnGrp LOS	D	D	D	D	D	D	B	B	B	B	B	B
Approach Vol, veh/h		127			53			500			893	
Approach Delay, s/veh		48.3			48.4			16.5			17.3	
Approach LOS		D			D			B			B	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	27.4	62.0	9.6	16.0	27.4	62.0	10.2	15.4
Change Period (Y+Rc), s	4.5	6.0	4.5	6.0	4.5	6.0	4.5	6.0
Max Green Setting (Gmax), s	13.5	56.0	10.5	14.0	13.5	56.0	10.5	14.0
Max Q Clear Time (g_c+I1), s	2.0	16.3	2.0	3.2	2.0	9.6	2.0	3.5
Green Ext Time (p_c), s	0.1	10.1	0.0	0.0	0.4	5.6	0.1	0.0

Intersection Summary	
HCM 2010 Ctrl Delay	20.6
HCM 2010 LOS	C

Lanes, Volumes, Timings
750: Wisconn Valley Way & SW-1

12/12/2017

Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	10	30	200	775	395	65
Future Volume (vph)	10	30	200	775	395	65
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	200			200
Storage Lanes	1	1	1			1
Taper Length (ft)	100		100			
Link Speed (mph)	25			40	40	
Link Distance (ft)	938			1652	2249	
Travel Time (s)	25.6			28.2	38.3	
Confl. Peds. (#/hr)						
Confl. Bikes (#/hr)						
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94
Growth Factor	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	5%	5%	5%	5%	5%	5%
Bus Blockages (#/hr)	0	0	0	0	0	0
Parking (#/hr)						
Mid-Block Traffic (%)	0%			0%	0%	
Shared Lane Traffic (%)						
Lane Group Flow (vph)	11	32	213	824	420	69
Sign Control	Stop			Free	Free	

Intersection Summary	
Area Type:	Other
Control Type: Unsignalized	

Intersection	
Int Delay, s/veh	1.7

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	10	30	200	775	395	65
Future Vol, veh/h	10	30	200	775	395	65
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	0	200	-	-	200
Veh in Median Storage, #	2	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	94	94	94	94	94	94
Heavy Vehicles, %	5	5	5	5	5	5
Mvmt Flow	11	32	213	824	420	69

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	1258	210	489	0	-	0
Stage 1	420	-	-	-	-	-
Stage 2	838	-	-	-	-	-
Critical Hdwy	6.9	7	4.2	-	-	-
Critical Hdwy Stg 1	5.9	-	-	-	-	-
Critical Hdwy Stg 2	5.9	-	-	-	-	-
Follow-up Hdwy	3.55	3.35	2.25	-	-	-
Pot Cap-1 Maneuver	159	786	1050	-	-	-
Stage 1	622	-	-	-	-	-
Stage 2	377	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	127	786	1050	-	-	-
Mov Cap-2 Maneuver	155	-	-	-	-	-
Stage 1	496	-	-	-	-	-
Stage 2	377	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	14.8	1.9	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	EBLn2	SBT	SBR
Capacity (veh/h)	1050	-	155	786	-	-
HCM Lane V/C Ratio	0.203	-	0.069	0.041	-	-
HCM Control Delay (s)	9.3	-	29.9	9.8	-	-
HCM Lane LOS	A	-	D	A	-	-
HCM 95th %tile Q(veh)	0.8	-	0.2	0.1	-	-

Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	15	5	35	850	980	75
Future Volume (vph)	15	5	35	850	980	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)	210	0	200			200
Storage Lanes	1	1	1			1
Taper Length (ft)	100		100			
Link Speed (mph)	25			40	40	
Link Distance (ft)	1043			2631	2632	
Travel Time (s)	28.4			44.8	44.9	
Confl. Peds. (#/hr)						
Confl. Bikes (#/hr)						
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94
Growth Factor	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	5%	5%	5%	5%	5%	5%
Bus Blockages (#/hr)	0	0	0	0	0	0
Parking (#/hr)						
Mid-Block Traffic (%)	0%			0%	0%	
Shared Lane Traffic (%)						
Lane Group Flow (vph)	16	5	37	904	1043	80
Sign Control	Stop			Free	Free	

Intersection Summary	
Area Type:	Other
Control Type: Unsignalized	

Intersection	
Int Delay, s/veh	0.4

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	15	5	35	850	980	75
Future Vol, veh/h	15	5	35	850	980	75
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	210	0	200	-	-	200
Veh in Median Storage, #	2	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	94	94	94	94	94	94
Heavy Vehicles, %	5	5	5	5	5	5
Mvmt Flow	16	5	37	904	1043	80

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	1569	522	1123	0	-	0
Stage 1	1043	-	-	-	-	-
Stage 2	526	-	-	-	-	-
Critical Hdwy	6.9	7	4.2	-	-	-
Critical Hdwy Stg 1	5.9	-	-	-	-	-
Critical Hdwy Stg 2	5.9	-	-	-	-	-
Follow-up Hdwy	3.55	3.35	2.25	-	-	-
Pot Cap-1 Maneuver	99	492	601	-	-	-
Stage 1	294	-	-	-	-	-
Stage 2	549	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	93	492	601	-	-	-
Mov Cap-2 Maneuver	242	-	-	-	-	-
Stage 1	276	-	-	-	-	-
Stage 2	549	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	18.8	0.5	0
HCM LOS	C		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	EBLn2	SBT	SBR
Capacity (veh/h)	601	-	242	492	-	-
HCM Lane V/C Ratio	0.062	-	0.066	0.011	-	-
HCM Control Delay (s)	11.4	-	20.9	12.4	-	-
HCM Lane LOS	B	-	C	B	-	-
HCM 95th %tile Q(veh)	0.2	-	0.2	0	-	-

Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	430	260	410	520	285	555
Future Volume (vph)	430	260	410	520	285	555
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)	200	0	200			200
Storage Lanes	2	1	1			1
Taper Length (ft)	100		100			
Right Turn on Red		Yes				Yes
Link Speed (mph)	25			40	40	
Link Distance (ft)	867			1320	1320	
Travel Time (s)	23.6			22.5	22.5	
Confl. Peds. (#/hr)						
Confl. Bikes (#/hr)						
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94
Growth Factor	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	5%	5%	5%	5%	5%	5%
Bus Blockages (#/hr)	0	0	0	0	0	0
Parking (#/hr)						
Mid-Block Traffic (%)	0%			0%	0%	
Shared Lane Traffic (%)						
Lane Group Flow (vph)	457	277	436	553	303	590
Turn Type	Prot	Perm	D.P+P	NA	NA	pm+ov
Protected Phases	4		1	6	2	4
Permitted Phases		4	2			2
Detector Phase	4	4	1	6	2	4
Switch Phase						
Minimum Initial (s)	10.0	10.0	8.0	12.0	12.0	10.0
Minimum Split (s)	24.0	24.0	12.5	24.0	24.0	24.0
Total Split (s)	42.0	42.0	30.0	73.0	43.0	42.0
Total Split (%)	36.5%	36.5%	26.1%	63.5%	37.4%	36.5%
Maximum Green (s)	36.0	36.0	25.5	67.0	37.0	36.0
Yellow Time (s)	4.0	4.0	3.5	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0	1.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.0	6.0	4.5	6.0	6.0	6.0
Lead/Lag			Lead		Lag	
Lead-Lag Optimize?			Yes		Yes	
Vehicle Extension (s)	2.0	2.0	2.0	5.0	5.0	2.0
Minimum Gap (s)	2.0	2.0	2.0	2.0	2.0	2.0
Time Before Reduce (s)	0.0	0.0	0.0	25.0	25.0	0.0
Time To Reduce (s)	0.0	0.0	0.0	15.0	15.0	0.0
Recall Mode	None	None	None	C-Max	C-Max	None
Walk Time (s)						
Flash Dont Walk (s)						
Pedestrian Calls (#/hr)						
v/c Ratio	0.74	0.54	0.55	0.23	0.17	0.47
Control Delay	51.4	8.6	9.5	6.5	3.5	4.4

Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	51.4	8.6	9.5	6.5	3.5	4.4
Queue Length 50th (ft)	166	0	104	65	17	26
Queue Length 95th (ft)	209	68	185	105	29	233
Internal Link Dist (ft)	787			1240	1240	
Turn Bay Length (ft)	200		200			200
Base Capacity (vph)	1044	671	890	2441	1829	1407
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	0.44	0.41	0.49	0.23	0.17	0.42

Intersection Summary	
Area Type:	Other
Cycle Length: 115	
Actuated Cycle Length: 115	
Offset: 13 (11%), Referenced to phase 2:NBSB and 6:NBT, Start of 1st Green	
Natural Cycle: 65	
Control Type: Actuated-Coordinated	

Splits and Phases: 840: CTH H & FC-6

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	430	260	410	520	285	555
Future Volume (veh/h)	430	260	410	520	285	555
Number	7	14	1	6	2	12
Initial Q (Qb), veh	0	0	0	0	0	0
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
Adj Sat Flow, veh/h/ln	1810	1810	1810	1810	1810	1810
Adj Flow Rate, veh/h	457	139	436	553	303	297
Adj No. of Lanes	2	1	1	2	2	1
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94
Percent Heavy Veh, %	5	5	5	5	5	5
Cap, veh/h	536	247	727	2528	1964	1125
Arrive On Green	0.16	0.16	0.12	0.74	0.95	0.95
Sat Flow, veh/h	3343	1538	1723	3529	3529	1538
Grp Volume(v), veh/h	457	139	436	553	303	297
Grp Sat Flow(s),veh/h/ln	1672	1538	1723	1719	1719	1538
Q Serve(g_s), s	15.3	9.6	11.8	5.8	0.5	0.9
Cycle Q Clear(g_c), s	15.3	9.6	11.8	5.8	0.5	0.9
Prop In Lane	1.00	1.00	1.00			1.00
Lane Grp Cap(c), veh/h	536	247	727	2528	1964	1125
V/C Ratio(X)	0.85	0.56	0.60	0.22	0.15	0.26
Avail Cap(c_a), veh/h	1047	481	893	2528	1964	1125
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.67	1.67
Upstream Filter(I)	1.00	1.00	1.00	1.00	0.90	0.90
Uniform Delay (d), s/veh	47.0	44.6	7.1	4.8	1.1	0.5
Incr Delay (d2), s/veh	1.5	0.8	0.3	0.2	0.2	0.5
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	7.2	8.2	5.6	2.8	0.3	0.7
LnGrp Delay(d),s/veh	48.5	45.3	7.4	5.0	1.3	1.0
LnGrp LOS	D	D	A	A	A	A
Approach Vol, veh/h	596			989	600	
Approach Delay, s/veh	47.8			6.1	1.1	
Approach LOS	D			A	A	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2		4		6		
Phs Duration (G+Y+Rc), s	18.9	71.7		24.4		90.6		
Change Period (Y+Rc), s	4.5	6.0		6.0		6.0		
Max Green Setting (Gmax), s	25.5	37.0		36.0		67.0		
Max Q Clear Time (g_c+I1), s	13.8	2.9		17.3		7.8		
Green Ext Time (p_c), s	0.5	6.6		1.1		8.2		

Intersection Summary		
HCM 2010 Ctrl Delay	16.1	
HCM 2010 LOS	B	

Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	1	1	1	930	545	1
Future Volume (vph)	1	1	1	930	545	1
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	200			200
Storage Lanes	1	0	1			1
Taper Length (ft)	100		100			
Link Speed (mph)	25			40	40	
Link Distance (ft)	850			1350	1323	
Travel Time (s)	23.2			23.0	22.6	
Confl. Peds. (#/hr)						
Confl. Bikes (#/hr)						
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94
Growth Factor	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	5%	5%	5%	5%	5%	5%
Bus Blockages (#/hr)	0	0	0	0	0	0
Parking (#/hr)						
Mid-Block Traffic (%)	0%			0%	0%	
Shared Lane Traffic (%)						
Lane Group Flow (vph)	2	0	1	989	580	1
Sign Control	Stop			Free	Free	

Intersection Summary	
Area Type:	Other
Control Type: Unsignalized	

Intersection	
Int Delay, s/veh	0

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	1	1	1	930	545	1
Future Vol, veh/h	1	1	1	930	545	1
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	-	200	-	-	200
Veh in Median Storage, #	2	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	94	94	94	94	94	94
Heavy Vehicles, %	5	5	5	5	5	5
Mvmt Flow	1	1	1	989	580	1

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	1077	290	581	0	-	0
Stage 1	580	-	-	-	-	-
Stage 2	497	-	-	-	-	-
Critical Hdwy	6.9	7	4.2	-	-	-
Critical Hdwy Stg 1	5.9	-	-	-	-	-
Critical Hdwy Stg 2	5.9	-	-	-	-	-
Follow-up Hdwy	3.55	3.35	2.25	-	-	-
Pot Cap-1 Maneuver	209	698	969	-	-	-
Stage 1	515	-	-	-	-	-
Stage 2	568	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	209	698	969	-	-	-
Mov Cap-2 Maneuver	406	-	-	-	-	-
Stage 1	514	-	-	-	-	-
Stage 2	568	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	12	0	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	969	-	513	-	-
HCM Lane V/C Ratio	0.001	-	0.004	-	-
HCM Control Delay (s)	8.7	-	12	-	-
HCM Lane LOS	A	-	B	-	-
HCM 95th %tile Q(veh)	0	-	0	-	-

Lanes, Volumes, Timings
300: W. FRONTAGE RD & STH 11

12/12/2017

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	1	430	1	5	660	25	5	1	5	25	5	10
Future Volume (vph)	1	430	1	5	660	25	5	1	5	25	5	10
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)	290		240	260		240	0		0	0		0
Storage Lanes	1		1	1		1	0		1	0		1
Taper Length (ft)	100			100			100			100		
Link Speed (mph)		45			45			60			60	
Link Distance (ft)		3032			463			1739			983	
Travel Time (s)		45.9			7.0			19.8			11.2	
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%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	5%	5%	5%	5%	5%	5%	5%	5%	5%	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)	1	457	1	5	702	27	0	6	5	0	32	11
Sign Control		Free			Free			Stop			Stop	

Intersection Summary	
Area Type:	Other
Control Type: Unsignalized	

HCM 2010 TWSC
300: W. FRONTAGE RD & STH 11

12/12/2017

Intersection	
Int Delay, s/veh	0.7

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	1	430	1	5	660	25	5	1	5	25	5	10
Future Vol, veh/h	1	430	1	5	660	25	5	1	5	25	5	10
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	290	-	240	260	-	240	-	-	0	-	-	0
Veh in Median Storage, #	-	0	-	-	0	-	-	2	-	-	2	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	94	94	94	94	94	94	94	94	94	94	94	94
Heavy Vehicles, %	5	5	5	5	5	5	5	5	5	5	5	5
Mvmt Flow	1	457	1	5	702	27	5	1	5	27	5	11

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	729	0	0	458	0	0	823	1198	229	943	1172	351
Stage 1	-	-	-	-	-	-	459	459	-	712	712	-
Stage 2	-	-	-	-	-	-	364	739	-	231	460	-
Critical Hdwy	4.2	-	-	4.2	-	-	7.6	6.6	7	7.6	6.6	7
Critical Hdwy Stg 1	-	-	-	-	-	-	6.6	5.6	-	6.6	5.6	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.6	5.6	-	6.6	5.6	-
Follow-up Hdwy	2.25	-	-	2.25	-	-	3.55	4.05	3.35	3.55	4.05	3.35
Pot Cap-1 Maneuver	851	-	-	1078	-	-	261	180	764	213	187	637
Stage 1	-	-	-	-	-	-	544	557	-	383	427	-
Stage 2	-	-	-	-	-	-	619	415	-	742	557	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	851	-	-	1078	-	-	253	179	764	210	186	637
Mov Cap-2 Maneuver	-	-	-	-	-	-	439	349	-	351	357	-
Stage 1	-	-	-	-	-	-	543	556	-	383	425	-
Stage 2	-	-	-	-	-	-	598	413	-	735	556	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0	0.1	11.9	14.8
HCM LOS			B	B

Minor Lane/Major Mvmt	NBLn1	NBLn2	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	421	764	851	-	-	1078	-	-	352	637
HCM Lane V/C Ratio	0.015	0.007	0.001	-	-	0.005	-	-	0.091	0.017
HCM Control Delay (s)	13.7	9.7	9.2	-	-	8.4	-	-	16.2	10.7
HCM Lane LOS	B	A	A	-	-	A	-	-	C	B
HCM 95th %tile Q(veh)	0	0	0	-	-	0	-	-	0.3	0.1

Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	435	25	470	665	25	895
Future Volume (vph)	435	25	470	665	25	895
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)		200	610		175	0
Storage Lanes		1	1		1	2
Taper Length (ft)			100		100	
Right Turn on Red		Yes				Yes
Link Speed (mph)	45			45	35	
Link Distance (ft)	463			1378	1333	
Travel Time (s)	7.0			20.9	26.0	
Confl. Peds. (#/hr)						
Confl. Bikes (#/hr)						
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94
Growth Factor	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	5%	5%	5%	5%	5%	5%
Bus Blockages (#/hr)	0	0	0	0	0	0
Parking (#/hr)						
Mid-Block Traffic (%)	0%			0%	0%	
Shared Lane Traffic (%)						
Lane Group Flow (vph)	463	27	500	707	27	952
Turn Type	NA	Perm	D.P+P	NA	Prot	pt+ov
Protected Phases	6		5	2	8	8 5
Permitted Phases		6	6			
Detector Phase	6	6	5	2	8	8 5
Switch Phase						
Minimum Initial (s)	12.0	12.0	8.0	12.0	10.0	
Minimum Split (s)	18.0	18.0	12.5	18.0	16.0	
Total Split (s)	35.0	35.0	50.0	85.0	30.0	
Total Split (%)	30.4%	30.4%	43.5%	73.9%	26.1%	
Maximum Green (s)	29.0	29.0	45.5	79.0	24.0	
Yellow Time (s)	4.0	4.0	3.5	4.0	4.0	
All-Red Time (s)	2.0	2.0	1.0	2.0	2.0	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	
Total Lost Time (s)	6.0	6.0	4.5	6.0	6.0	
Lead/Lag	Lead	Lead	Lag			
Lead-Lag Optimize?	Yes	Yes	Yes			
Vehicle Extension (s)	5.0	5.0	2.0	5.0	2.0	
Minimum Gap (s)	2.0	2.0	2.0	2.0	2.0	
Time Before Reduce (s)	25.0	25.0	0.0	25.0	0.0	
Time To Reduce (s)	15.0	15.0	0.0	15.0	0.0	
Recall Mode	C-Max	C-Max	None	C-Max	None	
Walk Time (s)						
Flash Dont Walk (s)						
Pedestrian Calls (#/hr)						
v/c Ratio	0.36	0.05	0.51	0.25	0.18	0.64
Control Delay	27.1	8.4	3.8	1.4	51.9	18.1

Lanes, Volumes, Timings
310: IH 41/94 SB Ramps & STH 11 12/12/2017

Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	27.1	8.4	3.8	1.4	51.9	18.1
90th %ile Green (s)	43.0	43.0	45.5	93.0	10.0	
90th %ile Term Code	Coord	Coord	Hold	Coord	Min	
70th %ile Green (s)	43.0	43.0	45.5	93.0	10.0	
70th %ile Term Code	Coord	Coord	Hold	Coord	Min	
50th %ile Green (s)	43.0	43.0	45.5	93.0	10.0	
50th %ile Term Code	Coord	Coord	Hold	Coord	Min	
30th %ile Green (s)	43.0	43.0	45.5	93.0	10.0	
30th %ile Term Code	Coord	Coord	Hold	Coord	Min	
10th %ile Green (s)	43.0	43.0	45.5	93.0	10.0	
10th %ile Term Code	Coord	Coord	Hold	Coord	Min	
Queue Length 50th (ft)	128	0	15	12	19	227
Queue Length 95th (ft)	173	19	46	35	49	303
Internal Link Dist (ft)	383			1298	1253	
Turn Bay Length (ft)		200	610		175	
Base Capacity (vph)	1285	591	978	2780	358	1801
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	0.36	0.05	0.51	0.25	0.08	0.53

Intersection Summary	
Area Type:	Other
Cycle Length: 115	
Actuated Cycle Length: 115	
Offset: 97 (84%), Referenced to phase 2:WBT and 6:EBWB, Start of 1st Green	
Natural Cycle: 60	
Control Type: Actuated-Coordinated	

Splits and Phases: 310: IH 41/94 SB Ramps & STH 11

TADI Synchro 10 Report
C:\Users\mmay\PLC\Shared\WI\2123 Flying Eagle TIA\Analysis\2. 2030 Build\2030_NOBraun_171212_PM.syn

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (veh/h)	435	25	470	665	25	895
Future Volume (veh/h)	435	25	470	665	25	895
Number	6	16	5	2	3	18
Initial Q (Qb), veh	0	0	0	0	0	0
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
Adj Sat Flow, veh/h/ln	1810	1810	1810	1810	1810	1810
Adj Flow Rate, veh/h	463	16	500	707	27	665
Adj No. of Lanes	2	1	1	2	1	2
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94
Percent Heavy Veh, %	5	5	5	5	5	5
Cap, veh/h	867	388	1052	2780	150	1601
Arrive On Green	0.25	0.25	1.00	1.00	0.09	0.09
Sat Flow, veh/h	3529	1538	1723	3529	1723	2707
Grp Volume(v), veh/h	463	16	500	707	27	665
Grp Sat Flow(s),veh/h/ln	1719	1538	1723	1719	1723	1354
Q Serve(g_s), s	13.4	0.9	0.0	0.0	1.7	0.0
Cycle Q Clear(g_c), s	13.4	0.9	0.0	0.0	1.7	0.0
Prop In Lane		1.00	1.00		1.00	1.00
Lane Grp Cap(c), veh/h	867	388	1052	2780	150	1601
V/C Ratio(X)	0.53	0.04	0.48	0.25	0.18	0.42
Avail Cap(c_a), veh/h	867	388	1052	2780	360	1930
HCM Platoon Ratio	1.00	1.00	2.00	2.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	0.91	0.91	1.00	1.00
Uniform Delay (d), s/veh	37.2	32.5	0.0	0.0	48.7	12.7
Incr Delay (d2), s/veh	2.4	0.2	0.1	0.2	0.2	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	10.9	0.7	0.1	0.1	1.4	9.5
LnGrp Delay(d),s/veh	39.5	32.7	0.1	0.2	48.9	12.8
LnGrp LOS	D	C	A	A	D	B
Approach Vol, veh/h	479			1207	692	
Approach Delay, s/veh	39.3			0.2	14.2	
Approach LOS	D			A	B	

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2			5	6		8
Phs Duration (G+Y+Rc), s		99.0			64.0	35.0		16.0
Change Period (Y+Rc), s		6.0			6.0	* 6		6.0
Max Green Setting (Gmax), s		79.0			45.5	* 29		24.0
Max Q Clear Time (g_c+I1), s		2.0			2.0	15.4		3.7
Green Ext Time (p_c), s		11.2			0.7	4.0		1.6

Intersection Summary	
HCM 2010 Ctrl Delay	12.1
HCM 2010 LOS	B

Notes

HCM 2010 Signalized Intersection Summary
310: IH 41/94 SB Ramps & STH 11 12/12/2017

* HCM 2010 computational engine requires equal clearance times for the phases crossing the barrier.

TADI Synchro 10 Report
C:\Users\mmay\PLC\Shared\WI\2123 Flying Eagle TIA\Analysis\2. 2030 Build\2030_NOBraun_171212_PM.syn

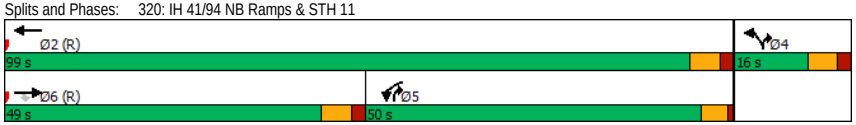
Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	1310	20	1415	1105	30	290
Future Volume (vph)	1310	20	1415	1105	30	290
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12
Grade (%)	0%			0%	0%	
Storage Length (ft)		500	350		500	0
Storage Lanes		1	1		1	2
Taper Length (ft)			100		100	
Right Turn on Red		Yes				Yes
Link Speed (mph)	45			45	35	
Link Distance (ft)	1378			484	1387	
Travel Time (s)	20.9			7.3	27.0	
Confl. Peds. (#/hr)						
Confl. Bikes (#/hr)						
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94
Growth Factor	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	5%	5%	5%	5%	5%	5%
Bus Blockages (#/hr)	0	0	0	0	0	0
Parking (#/hr)						
Mid-Block Traffic (%)	0%			0%	0%	
Shared Lane Traffic (%)						
Lane Group Flow (vph)	1394	21	1505	1176	32	309
Turn Type	NA	Perm	Prot	NA	Prot	pt+ov
Protected Phases	6		5	2	4	4 5
Permitted Phases		6				
Detector Phase	6	6	5	2	4	4 5
Switch Phase						
Minimum Initial (s)	12.0	12.0	8.0	12.0	10.0	
Minimum Split (s)	18.0	18.0	12.5	18.0	16.0	
Total Split (s)	49.0	49.0	50.0	99.0	16.0	
Total Split (%)	42.6%	42.6%	43.5%	86.1%	13.9%	
Maximum Green (s)	43.0	43.0	45.5	93.0	10.0	
Yellow Time (s)	4.0	4.0	3.5	4.0	4.0	
All-Red Time (s)	2.0	2.0	1.0	2.0	2.0	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	
Total Lost Time (s)	6.0	6.0	4.5	6.0	6.0	
Lead/Lag	Lead	Lead	Lag			
Lead-Lag Optimize?	Yes	Yes	Yes			
Vehicle Extension (s)	5.0	5.0	2.0	5.0	2.0	
Minimum Gap (s)	2.0	2.0	2.0	2.0	2.0	
Time Before Reduce (s)	25.0	25.0	0.0	25.0	0.0	
Time To Reduce (s)	15.0	15.0	0.0	15.0	0.0	
Recall Mode	C-Max	C-Max	None	C-Max	None	
Walk Time (s)						
Flash Dont Walk (s)						
Pedestrian Calls (#/hr)						
v/c Ratio	0.90	0.04	0.78	0.42	0.21	0.22
Control Delay	35.7	5.3	18.3	2.0	52.7	14.8

Lanes, Volumes, Timings
320: IH 41/94 NB Ramps & STH 11 12/12/2017

Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Queue Delay	0.0	0.0	0.5	0.1	0.0	0.0
Total Delay	35.7	5.3	18.7	2.1	52.7	14.8
90th %ile Green (s)	43.0	43.0	45.5	93.0	10.0	
90th %ile Term Code	Coord	Coord	Max	Coord	Max	
70th %ile Green (s)	43.0	43.0	45.5	93.0	10.0	
70th %ile Term Code	Coord	Coord	Hold	Coord	Max	
50th %ile Green (s)	43.0	43.0	45.5	93.0	10.0	
50th %ile Term Code	Coord	Coord	Hold	Coord	Max	
30th %ile Green (s)	43.0	43.0	45.5	93.0	10.0	
30th %ile Term Code	Coord	Coord	Hold	Coord	Max	
10th %ile Green (s)	43.0	43.0	45.5	93.0	10.0	
10th %ile Term Code	Coord	Coord	Hold	Coord	Max	
Queue Length 50th (ft)	362	0	339	68	22	64
Queue Length 95th (ft)	#431	8	350	53	55	94
Internal Link Dist (ft)	1298			404	1307	
Turn Bay Length (ft)		500	350		500	
Base Capacity (vph)	1542	588	1918	2780	149	1417
Starvation Cap Reductn	0	0	114	522	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.90	0.04	0.83	0.52	0.21	0.22

Intersection Summary	
Area Type:	Other
Cycle Length: 115	
Actuated Cycle Length: 115	
Offset: 75 (65%), Referenced to phase 2:WBT and 6:EBT, Start of 1st Green	
Natural Cycle: 90	
Control Type: Actuated-Coordinated	
# 95th percentile volume exceeds capacity, queue may be longer.	
Queue shown is maximum after two cycles.	

Splits and Phases: 320: IH 41/94 NB Ramps & STH 11



TADI Synchro 10 Report
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Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (veh/h)	1310	20	1415	1105	30	290
Future Volume (veh/h)	1310	20	1415	1105	30	290
Number	6	16	5	2	7	14
Initial Q (Qb), veh	0	0	0	0	0	0
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
Adj Sat Flow, veh/h/ln	1810	1810	1810	1810	1810	1810
Adj Flow Rate, veh/h	1394	10	1505	1176	32	219
Adj No. of Lanes	3	1	3	2	1	2
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94
Percent Heavy Veh, %	5	5	5	5	5	5
Cap, veh/h	1543	575	1860	2780	150	1271
Arrive On Green	0.25	0.25	0.64	1.00	0.09	0.09
Sat Flow, veh/h	4560	1538	4860	3529	1723	2707
Grp Volume(v), veh/h	1394	10	1505	1176	32	219
Grp Sat Flow(s),veh/h/ln	1375	1538	1620	1719	1723	1354
Q Serve(g_s), s	37.6	0.6	26.6	0.0	2.0	0.0
Cycle Q Clear(g_c), s	37.6	0.6	26.6	0.0	2.0	0.0
Prop In Lane		1.00	1.00		1.00	1.00
Lane Grp Cap(c), veh/h	1543	575	1860	2780	150	1271
V/C Ratio(X)	0.90	0.02	0.81	0.42	0.21	0.17
Avail Cap(c_a), veh/h	1543	575	1923	2780	150	1271
HCM Platoon Ratio	0.67	0.67	1.67	1.67	1.00	1.00
Upstream Filter(I)	0.82	0.82	0.69	0.69	1.00	1.00
Uniform Delay (d), s/veh	41.1	27.2	17.6	0.0	48.8	17.6
Incr Delay (d2), s/veh	7.6	0.0	1.7	0.3	0.3	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	21.2	0.4	16.6	0.2	1.7	6.2
LnGrp Delay(d),s/veh	48.7	27.2	19.3	0.3	49.1	17.6
LnGrp LOS	D	C	B	A	D	B
Approach Vol, veh/h	1404			2681	251	
Approach Delay, s/veh	48.6			11.0	21.6	
Approach LOS	D			B	C	

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2		4	5	6		
Phs Duration (G+Y+Rc), s		99.0		16.0	50.0	49.0		
Change Period (Y+Rc), s		6.0		6.0	6.0	* 6		
Max Green Setting (Gmax), s		93.0		10.0	45.5	* 43		
Max Q Clear Time (g_c+I1), s		2.0		4.0	28.6	39.6		
Green Ext Time (p_c), s		26.0		0.3	3.3	2.9		

Intersection Summary	
HCM 2010 Ctrl Delay	23.8
HCM 2010 LOS	C

Notes

HCM 2010 Signalized Intersection Summary
320: IH 41/94 NB Ramps & STH 11 12/12/2017

* HCM 2010 computational engine requires equal clearance times for the phases crossing the barrier.

TADI Synchro 10 Report
C:\Users\mmay\PLC\Shared\WI\2123 Flying Eagle TIA\Analysis\2. 2030 Build\2030_NOBraun_171212_PM.syn

Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	110	1490	2320	110	160	200
Future Volume (vph)	110	1490	2320	110	160	200
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)	250			250	0	0
Storage Lanes	1			1	1	1
Taper Length (ft)	100				100	
Right Turn on Red				Yes		No
Link Speed (mph)		45	45		40	
Link Distance (ft)		484	568		723	
Travel Time (s)		7.3	8.6		12.3	
Confl. Peds. (#/hr)						
Confl. Bikes (#/hr)						
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94
Growth Factor	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	5%	5%	5%	5%	5%	5%
Bus Blockages (#/hr)	0	0	0	0	0	0
Parking (#/hr)						
Mid-Block Traffic (%)		0%	0%		0%	
Shared Lane Traffic (%)						
Lane Group Flow (vph)	117	1585	2468	117	170	213
Turn Type	Prot	NA	NA	Perm	Prot	pt+ov
Protected Phases	1	6	2		4	4 1
Permitted Phases				2		
Detector Phase	1	6	2	2	4	4 1
Switch Phase						
Minimum Initial (s)	8.0	12.0	12.0	12.0	10.0	
Minimum Split (s)	12.5	18.0	18.0	18.0	16.0	
Total Split (s)	21.0	89.0	68.0	68.0	26.0	
Total Split (%)	18.3%	77.4%	59.1%	59.1%	22.6%	
Maximum Green (s)	16.5	83.0	62.0	62.0	20.0	
Yellow Time (s)	3.5	4.0	4.0	4.0	4.0	
All-Red Time (s)	1.0	2.0	2.0	2.0	2.0	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	
Total Lost Time (s)	4.5	6.0	6.0	6.0	6.0	
Lead/Lag	Lead		Lag	Lag		
Lead-Lag Optimize?	Yes		Yes	Yes		
Vehicle Extension (s)	2.0	5.0	5.0	5.0	2.0	
Minimum Gap (s)	2.0	2.0	2.0	2.0	2.0	
Time Before Reduce (s)	0.0	25.0	25.0	25.0	0.0	
Time To Reduce (s)	0.0	15.0	15.0	15.0	0.0	
Recall Mode	None	C-Max	C-Max	C-Max	None	
Walk Time (s)						
Flash Dont Walk (s)						
Pedestrian Calls (#/hr)						
v/c Ratio	0.64	0.55	0.69	0.12	0.68	0.47
Control Delay	76.6	1.5	16.5	3.2	59.8	36.0

Lanes, Volumes, Timings
323: STH 11 & East Frontage Rd 12/12/2017

Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Queue Delay	0.0	1.0	0.3	0.0	0.0	0.0
Total Delay	76.6	2.5	16.9	3.2	59.8	36.0
90th %ile Green (s)	16.5	83.0	62.0	62.0	20.0	
90th %ile Term Code	Max	Coord	Coord	Coord	Max	
70th %ile Green (s)	14.3	83.1	64.3	64.3	19.9	
70th %ile Term Code	Gap	Coord	Coord	Coord	Gap	
50th %ile Green (s)	12.2	85.3	68.6	68.6	17.7	
50th %ile Term Code	Gap	Coord	Coord	Coord	Gap	
30th %ile Green (s)	10.1	87.7	73.1	73.1	15.3	
30th %ile Term Code	Gap	Coord	Coord	Coord	Gap	
10th %ile Green (s)	8.0	91.6	79.1	79.1	11.4	
10th %ile Term Code	Min	Coord	Coord	Coord	Gap	
Queue Length 50th (ft)	80	23	353	8	120	128
Queue Length 95th (ft)	m85	m29	449	m12	190	185
Internal Link Dist (ft)		404	488		643	
Turn Bay Length (ft)	250			250		
Base Capacity (vph)	246	2886	3582	974	298	477
Starvation Cap Reductn	0	953	486	0	0	0
Spillback Cap Reductn	0	0	82	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.48	0.82	0.80	0.12	0.57	0.45

Intersection Summary
Area Type: Other
Cycle Length: 115
Actuated Cycle Length: 115
Offset: 100 (87%), 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: 323: STH 11 & East Frontage Rd

TADI Synchro 10 Report
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HCM 2010 Signalized Intersection Summary
323: STH 11 & East Frontage Rd

12/12/2017

Movement	EBL	EBT	WBT	WBR	SBL	SBR		
Lane Configurations								
Traffic Volume (veh/h)	110	1490	2320	110	160	200		
Future Volume (veh/h)	110	1490	2320	110	160	200		
Number	1	6	2	12	7	14		
Initial Q (Qb), veh	0	0	0	0	0	0		
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		
Adj Sat Flow, veh/h/ln	1810	1810	1810	1810	1810	1810		
Adj Flow Rate, veh/h	117	1585	2468	58	170	213		
Adj No. of Lanes	1	3	4	1	1	1		
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94		
Percent Heavy Veh, %	5	5	5	5	5	5		
Cap, veh/h	141	2897	3743	970	248	347		
Arrive On Green	0.16	1.00	1.00	1.00	0.14	0.14		
Sat Flow, veh/h	1723	4379	6261	1538	1723	1538		
Grp Volume(v), veh/h	117	1585	2468	58	170	213		
Grp Sat Flow(s),veh/h/ln	1723	1285	1484	1538	1723	1538		
Q Serve(g_s), s	7.6	0.0	0.0	0.0	10.8	14.3		
Cycle Q Clear(g_c), s	7.6	0.0	0.0	0.0	10.8	14.3		
Prop In Lane	1.00			1.00	1.00	1.00		
Lane Grp Cap(c), veh/h	141	2897	3743	970	248	347		
V/C Ratio(X)	0.83	0.55	0.66	0.06	0.68	0.61		
Avail Cap(c_a), veh/h	247	2897	3743	970	300	393		
HCM Platoon Ratio	2.00	2.00	2.00	2.00	1.00	1.00		
Upstream Filter(I)	0.53	0.53	0.41	0.41	1.00	1.00		
Uniform Delay (d), s/veh	47.3	0.0	0.0	0.0	46.7	40.0		
Incr Delay (d2), s/veh	2.6	0.4	0.4	0.0	3.1	1.3		
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0		
%ile BackOfQ(95%),veh/ln	6.0	0.2	0.2	0.0	9.2	17.8		
LnGrp Delay(d),s/veh	49.9	0.4	0.4	0.0	49.9	41.3		
LnGrp LOS	D	A	A	A	D	D		
Approach Vol, veh/h		1702	2526		383			
Approach Delay, s/veh		3.8	0.4		45.1			
Approach LOS		A	A		D			
Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2		4		6		
Phs Duration (G+Y+Rc), s	13.9	78.5		22.6		92.4		
Change Period (Y+Rc), s	4.5	6.0		6.0		6.0		
Max Green Setting (Gmax), s	16.5	62.0		20.0		83.0		
Max Q Clear Time (g_c+I1), s	9.6	2.0		16.3		2.0		
Green Ext Time (p_c), s	0.1	54.5		0.3		39.9		
Intersection Summary								
HCM 2010 Ctrl Delay			5.4					
HCM 2010 LOS			A					

Lanes, Volumes, Timings
327: Wisconn Valley Way & STH 11

12/12/2017

Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	950	700	155	1340	1090	245
Future Volume (vph)	950	700	155	1340	1090	245
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)		500	500		500	500
Storage Lanes		1	1		0	1
Taper Length (ft)			100		100	
Right Turn on Red		Yes				Yes
Link Speed (mph)	45			45	40	
Link Distance (ft)	568			1226	1642	
Travel Time (s)	8.6			18.6	28.0	
Confl. Peds. (#/hr)						
Confl. Bikes (#/hr)						
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94
Growth Factor	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	5%	5%	5%	5%	5%	5%
Bus Blockages (#/hr)	0	0	0	0	0	0
Parking (#/hr)						
Mid-Block Traffic (%)	0%			0%	0%	
Shared Lane Traffic (%)						
Lane Group Flow (vph)	1011	745	165	1426	1160	261
Turn Type	NA	pt+ov	Prot	NA	Prot	pt+ov
Protected Phases	6	6 3	5	2	3	3 5
Permitted Phases						
Detector Phase	6	6 3	5	2	3	3 5
Switch Phase						
Minimum Initial (s)	12.0		6.0	12.0	8.0	
Minimum Split (s)	18.0		10.5	18.0	12.5	
Total Split (s)	44.0		21.0	65.0	50.0	
Total Split (%)	38.3%		18.3%	56.5%	43.5%	
Maximum Green (s)	38.0		16.5	59.0	45.5	
Yellow Time (s)	4.0		3.5	4.0	3.5	
All-Red Time (s)	2.0		1.0	2.0	1.0	
Lost Time Adjust (s)	0.0		0.0	0.0	0.0	
Total Lost Time (s)	6.0		4.5	6.0	4.5	
Lead/Lag	Lead		Lag			
Lead-Lag Optimize?	Yes		Yes			
Vehicle Extension (s)	5.0		2.0	5.0	2.0	
Minimum Gap (s)	2.0		2.0	2.0	2.0	
Time Before Reduce (s)	25.0		0.0	25.0	0.0	
Time To Reduce (s)	15.0		0.0	15.0	0.0	
Recall Mode	C-Max		None	C-Max	None	
Walk Time (s)						
Flash Dont Walk (s)						
Pedestrian Calls (#/hr)						
v/c Ratio	0.59	0.60	0.67	0.80	0.92	0.30
Control Delay	15.2	5.1	48.0	16.9	36.4	8.4

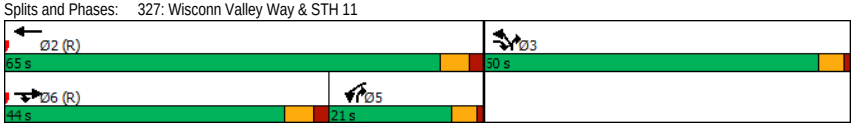
Lanes, Volumes, Timings
327: Wisconn Valley Way & STH 11

12/12/2017

Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Queue Delay	0.0	0.0	0.0	0.1	0.0	0.0
Total Delay	15.2	5.1	48.0	17.0	36.4	8.4
90th %ile Green (s)	38.0		16.5	59.0	45.5	
90th %ile Term Code	Coord		Max	Coord	Max	
70th %ile Green (s)	38.0		16.5	59.0	45.5	
70th %ile Term Code	Coord		Max	Coord	Max	
50th %ile Green (s)	38.0		16.5	59.0	45.5	
50th %ile Term Code	Coord		Hold	Coord	Max	
30th %ile Green (s)	40.4		16.5	61.4	43.1	
30th %ile Term Code	Coord		Hold	Coord	Gap	
10th %ile Green (s)	44.7		16.5	65.7	38.8	
10th %ile Term Code	Coord		Hold	Coord	Gap	
Queue Length 50th (ft)	129	17	99	254	355	67
Queue Length 95th (ft)	178	113	#199	357	#363	m69
Internal Link Dist (ft)	488			1146	1562	
Turn Bay Length (ft)		500	500		500	500
Base Capacity (vph)	1710	1225	246	1780	1319	896
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	13	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.59	0.61	0.67	0.81	0.88	0.29

Intersection Summary	
Area Type:	Other
Cycle Length: 115	
Actuated Cycle Length: 115	
Offset: 96 (83%), Referenced to phase 2:WBT and 6:EBT, Start of 1st Green	
Natural Cycle: 70	
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: 327: Wisconn Valley Way & STH 11



HCM 2010 Signalized Intersection Summary
327: Wisconn Valley Way & STH 11

12/12/2017

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (veh/h)	950	700	155	1340	1090	245
Future Volume (veh/h)	950	700	155	1340	1090	245
Number	6	16	5	2	3	18
Initial Q (Qb), veh	0	0	0	0	0	0
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
Adj Sat Flow, veh/h/ln	1810	1810	1810	1810	1810	1810
Adj Flow Rate, veh/h	1011	426	165	1426	1160	133
Adj No. of Lanes	3	1	1	3	2	1
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94
Percent Heavy Veh, %	5	5	5	5	5	5
Cap, veh/h	1632	1073	274	1822	1228	809
Arrive On Green	0.66	0.66	0.16	0.54	0.37	0.37
Sat Flow, veh/h	5103	1538	1723	4053	3343	1538
Grp Volume(v), veh/h	1011	426	165	1426	1160	133
Grp Sat Flow(s),veh/h/ln	1647	1538	1723	1122	1672	1538
Q Serve(g_s), s	13.5	0.0	10.2	38.8	38.7	0.0
Cycle Q Clear(g_c), s	13.5	0.0	10.2	38.8	38.7	0.0
Prop In Lane		1.00	1.00		1.00	1.00
Lane Grp Cap(c), veh/h	1632	1073	274	1822	1228	809
V/C Ratio(X)	0.62	0.40	0.60	0.78	0.94	0.16
Avail Cap(c_a), veh/h	1632	1073	274	1822	1323	853
HCM Platoon Ratio	2.00	2.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.81	0.81	1.00	1.00	0.72	0.72
Uniform Delay (d), s/veh	15.3	3.1	45.0	21.0	35.2	14.1
Incr Delay (d2), s/veh	1.4	0.9	2.7	3.4	9.9	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	9.8	4.8	8.7	18.3	25.5	3.9
LnGrp Delay(d),s/veh	16.8	4.0	47.7	24.4	45.1	14.2
LnGrp LOS	B	A	D	C	D	B
Approach Vol, veh/h	1437			1591	1293	
Approach Delay, s/veh	13.0			26.8	42.0	
Approach LOS	B			C	D	

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2			5	6		8
Phs Duration (G+Y+Rc), s		68.3			24.3	44.0		46.7
Change Period (Y+Rc), s		6.0			6.0	* 6		4.5
Max Green Setting (Gmax), s		59.0			16.5	* 38		45.5
Max Q Clear Time (g_c+I1), s		40.8			12.2	15.5		40.7
Green Ext Time (p_c), s		13.6			0.1	14.9		1.6

Intersection Summary	
HCM 2010 Ctrl Delay	26.8
HCM 2010 LOS	C

Notes

* HCM 2010 computational engine requires equal clearance times for the phases crossing the barrier.

Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	1120	75	30	1220	275	120
Future Volume (vph)	1120	75	30	1220	275	120
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)		160	260		270	0
Storage Lanes		1	1		2	1
Taper Length (ft)			100		100	
Right Turn on Red		Yes				Yes
Link Speed (mph)	45			45	25	
Link Distance (ft)	1032			3962	724	
Travel Time (s)	15.6			60.0	19.7	
Confl. Peds. (#/hr)						
Confl. Bikes (#/hr)						
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94
Growth Factor	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	5%	5%	5%	5%	5%	5%
Bus Blockages (#/hr)	0	0	0	0	0	0
Parking (#/hr)						
Mid-Block Traffic (%)	0%			0%	0%	
Shared Lane Traffic (%)						
Lane Group Flow (vph)	1191	80	32	1298	293	128
Turn Type	NA	Perm	D.P+P	NA	Prot	Perm
Protected Phases	6		5	2	8	
Permitted Phases		6	6			8
Detector Phase	6	6	5	2	8	8
Switch Phase						
Minimum Initial (s)	12.0	12.0	6.0	12.0	10.0	10.0
Minimum Split (s)	18.0	18.0	10.5	18.0	16.0	16.0
Total Split (s)	70.0	70.0	15.0	85.0	30.0	30.0
Total Split (%)	60.9%	60.9%	13.0%	73.9%	26.1%	26.1%
Maximum Green (s)	64.0	64.0	10.5	79.0	24.0	24.0
Yellow Time (s)	4.0	4.0	3.5	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0	1.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.0	6.0	4.5	6.0	6.0	6.0
Lead/Lag	Lag	Lag	Lead			
Lead-Lag Optimize?	Yes	Yes	Yes			
Vehicle Extension (s)	5.0	5.0	2.0	5.0	2.0	2.0
Minimum Gap (s)	2.0	2.0	2.0	2.0	2.0	2.0
Time Before Reduce (s)	25.0	25.0	0.0	25.0	0.0	0.0
Time To Reduce (s)	15.0	15.0	0.0	15.0	0.0	0.0
Recall Mode	C-Max	C-Max	None	C-Max	None	None
Walk Time (s)						
Flash Dont Walk (s)						
Pedestrian Calls (#/hr)						
v/c Ratio	0.48	0.07	0.09	0.49	0.70	0.42
Control Delay	5.2	0.3	0.6	4.8	57.0	11.8

Lanes, Volumes, Timings
335: N-1 & STH 11

12/12/2017

Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	5.2	0.3	0.6	4.8	57.0	11.8
90th %ile Green (s)	73.8	73.8	6.0	84.3	18.7	18.7
90th %ile Term Code	Coord	Coord	Min	Coord	Gap	Gap
70th %ile Green (s)	76.3	76.3	6.0	86.8	16.2	16.2
70th %ile Term Code	Coord	Coord	Min	Coord	Gap	Gap
50th %ile Green (s)	78.0	78.0	6.0	88.5	14.5	14.5
50th %ile Term Code	Coord	Coord	Min	Coord	Gap	Gap
30th %ile Green (s)	90.2	90.2	0.0	90.2	12.8	12.8
30th %ile Term Code	Coord	Coord	Skip	Coord	Gap	Gap
10th %ile Green (s)	92.8	92.8	0.0	92.8	10.2	10.2
10th %ile Term Code	Coord	Coord	Skip	Coord	Gap	Gap
Queue Length 50th (ft)	62	0	0	107	108	0
Queue Length 95th (ft)	64	m1	m0	128	149	54
Internal Link Dist (ft)	952			3882	644	
Turn Bay Length (ft)		160	260		270	
Base Capacity (vph)	2458	1118	407	2646	696	422
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	0.48	0.07	0.08	0.49	0.42	0.30

Intersection Summary	
Area Type:	Other
Cycle Length: 115	
Actuated Cycle Length: 115	
Offset: 92 (80%), Referenced to phase 2:WBT and 6:EBWB, Start of 1st Green	
Natural Cycle: 60	
Control Type: Actuated-Coordinated	
m Volume for 95th percentile queue is metered by upstream signal.	

Splits and Phases: 335: N-1 & STH 11

HCM 2010 Signalized Intersection Summary
335: N-1 & STH 11

12/12/2017

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (veh/h)	1120	75	30	1220	275	120
Future Volume (veh/h)	1120	75	30	1220	275	120
Number	6	16	5	2	3	18
Initial Q (Qb), veh	0	0	0	0	0	0
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
Adj Sat Flow, veh/h/ln	1810	1810	1810	1810	1810	1810
Adj Flow Rate, veh/h	1191	43	32	1298	293	64
Adj No. of Lanes	2	1	1	2	2	1
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94
Percent Heavy Veh, %	5	5	5	5	5	5
Cap, veh/h	2458	1100	366	2708	361	166
Arrive On Green	0.72	0.72	0.03	0.79	0.11	0.11
Sat Flow, veh/h	3529	1538	1723	3529	3343	1538
Grp Volume(v), veh/h	1191	43	32	1298	293	64
Grp Sat Flow(s),veh/h/ln	1719	1538	1723	1719	1672	1538
Q Serve(g_s), s	17.4	0.9	0.5	14.8	9.9	4.5
Cycle Q Clear(g_c), s	17.4	0.9	0.5	14.8	9.9	4.5
Prop In Lane		1.00	1.00		1.00	1.00
Lane Grp Cap(c), veh/h	2458	1100	366	2708	361	166
V/C Ratio(X)	0.48	0.04	0.09	0.48	0.81	0.38
Avail Cap(c_a), veh/h	2458	1100	466	2708	698	321
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	0.81	0.81	1.00	1.00
Uniform Delay (d), s/veh	7.1	4.8	5.1	4.2	50.1	47.7
Incr Delay (d2), s/veh	0.7	0.1	0.0	0.5	1.7	0.5
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	13.1	0.7	0.5	11.0	8.2	3.5
LnGrp Delay(d),s/veh	7.8	4.9	5.2	4.7	51.8	48.3
LnGrp LOS	A	A	A	A	D	D
Approach Vol, veh/h	1234			1330	357	
Approach Delay, s/veh	7.7			4.7	51.2	
Approach LOS	A			A	D	

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2			5	6		8
Phs Duration (G+Y+Rc), s		96.6			8.3	88.2		18.4
Change Period (Y+Rc), s		6.0			4.5	6.0		6.0
Max Green Setting (Gmax), s		79.0			10.5	64.0		24.0
Max Q Clear Time (g_c+I1), s		16.8			2.5	19.4		11.9
Green Ext Time (p_c), s		27.7			0.0	21.7		0.6

Intersection Summary	
HCM 2010 Ctrl Delay	11.6
HCM 2010 LOS	B

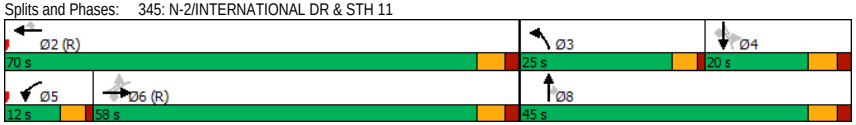
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	50	1190	75	30	995	50	275	200	120	50	200	50
Future Volume (vph)	50	1190	75	30	995	50	275	200	120	50	200	50
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	200		150	295		125	295		140	125		125
Storage Lanes	1		1	1		1	1		1	1		1
Taper Length (ft)	100			100			100			100		
Right Turn on Red			Yes			Yes			Yes			Yes
Link Speed (mph)		45			45			25			40	
Link Distance (ft)		3962			2707			852			628	
Travel Time (s)		60.0			41.0			23.2			10.7	
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%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	5%	5%	5%	5%	5%	5%	5%	5%	5%	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)	53	1266	80	32	1059	53	293	213	128	53	213	53
Turn Type	Perm	NA	Perm	D.P+P	NA	Perm	D.P+P	NA	Perm	Perm	NA	Perm
Protected Phases		6		5	2		3	8			4	
Permitted Phases	6		6	6		2	4		8	4		4
Detector Phase	6	6	6	5	2	2	3	8	8	4	4	4
Switch Phase												
Minimum Initial (s)	12.0	12.0	12.0	6.0	12.0	12.0	8.0	10.0	10.0	10.0	10.0	10.0
Minimum Split (s)	18.0	18.0	18.0	10.5	18.0	18.0	12.5	16.0	16.0	16.0	16.0	16.0
Total Split (s)	58.0	58.0	58.0	12.0	70.0	70.0	25.0	45.0	45.0	20.0	20.0	20.0
Total Split (%)	50.4%	50.4%	50.4%	10.4%	60.9%	60.9%	21.7%	39.1%	39.1%	17.4%	17.4%	17.4%
Maximum Green (s)	52.0	52.0	52.0	7.5	64.0	64.0	20.5	39.0	39.0	14.0	14.0	14.0
Yellow Time (s)	4.0	4.0	4.0	3.5	4.0	4.0	3.5	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0	2.0	1.0	2.0	2.0	1.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.0	6.0	6.0	4.5	6.0	6.0	4.5	6.0	6.0	6.0	6.0	6.0
Lead/Lag	Lag	Lag	Lag	Lead			Lead			Lag	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes								
Vehicle Extension (s)	5.0	5.0	5.0	2.0	5.0	5.0	2.0	2.0	2.0	2.0	2.0	2.0
Minimum Gap (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Time Before Reduce (s)	25.0	25.0	25.0	0.0	25.0	25.0	0.0	0.0	0.0	0.0	0.0	0.0
Time To Reduce (s)	15.0	15.0	15.0	0.0	15.0	15.0	0.0	0.0	0.0	0.0	0.0	0.0
Recall Mode	C-Max	C-Max	C-Max	None	C-Max	C-Max	None	None	None	None	None	None
Walk Time (s)												
Flash Dont Walk (s)												
Pedestrian Calls (#/hr)												
v/c Ratio	0.23	0.69	0.09	0.15	0.52	0.06	0.74	0.20	0.23	0.47	0.61	0.21
Control Delay	13.5	12.2	1.2	10.6	13.4	3.5	44.0	29.5	5.7	62.1	57.1	1.8

Lanes, Volumes, Timings
345: N-2/INTERNATIONAL DR & STH 11 12/12/2017

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	0.0	0.0
Total Delay	13.5	12.2	1.2	10.6	13.4	3.5	44.0	29.5	5.7	62.1	57.1	1.8
90th %ile Green (s)	52.9	52.9	52.9	6.6	64.0	64.0	20.5	39.0	39.0	14.0	14.0	14.0
90th %ile Term Code	Coord	Coord	Coord	Gap	Coord	Coord	Max	Hold	Hold	Max	Max	Max
70th %ile Green (s)	54.6	54.6	54.6	6.0	65.1	65.1	20.5	37.9	37.9	12.9	12.9	12.9
70th %ile Term Code	Coord	Coord	Coord	Min	Coord	Coord	Max	Hold	Hold	Gap	Gap	Gap
50th %ile Green (s)	56.0	56.0	56.0	6.0	66.5	66.5	20.5	36.5	36.5	11.5	11.5	11.5
50th %ile Term Code	Coord	Coord	Coord	Min	Coord	Coord	Max	Hold	Hold	Gap	Gap	Gap
30th %ile Green (s)	70.5	70.5	70.5	0.0	70.5	70.5	18.0	32.5	32.5	10.0	10.0	10.0
30th %ile Term Code	Coord	Coord	Coord	Skip	Coord	Coord	Gap	Hold	Hold	Min	Min	Min
10th %ile Green (s)	74.6	74.6	74.6	0.0	74.6	74.6	13.9	28.4	28.4	10.0	10.0	10.0
10th %ile Term Code	Coord	Coord	Coord	Skip	Coord	Coord	Gap	Hold	Hold	Min	Min	Min
Queue Length 50th (ft)	10	144	0	9	165	2	174	60	0	38	81	0
Queue Length 95th (ft)	31	233	5	m22	194	11	253	87	42	79	118	0
Internal Link Dist (ft)		3882			2627			772			548	
Turn Bay Length (ft)	200		150	295		125	295		140	125		125
Base Capacity (vph)	231	1845	878	228	2037	940	421	1165	606	136	418	287
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.23	0.69	0.09	0.14	0.52	0.06	0.70	0.18	0.21	0.39	0.51	0.18

Intersection Summary	
Area Type:	Other
Cycle Length: 115	
Actuated Cycle Length: 115	
Offset: 40 (35%), Referenced to phase 2:WBT and 6:EBWB, Start of 1st Green	
Natural Cycle: 80	
Control Type: Actuated-Coordinated	
m Volume for 95th percentile queue is metered by upstream signal.	

Splits and Phases: 345: N-2/INTERNATIONAL DR & STH 11



TADI Synchro 10 Report
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Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	50	1190	75	30	995	50	275	200	120	50	200	50
Future Volume (veh/h)	50	1190	75	30	995	50	275	200	120	50	200	50
Number	1	6	16	5	2	12	3	8	18	7	4	14
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1810	1810	1810	1810	1810	1810	1810	1810	1810	1810	1810	1810
Adj Flow Rate, veh/h	53	1266	43	32	1059	26	293	213	64	53	213	26
Adj No. of Lanes	1	2	1	1	2	1	1	2	1	1	2	1
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, %	5	5	5	5	5	5	5	5	5	5	5	5
Cap, veh/h	311	1812	810	222	2061	922	385	1018	456	155	299	134
Arrive On Green	0.53	0.53	0.53	0.04	0.80	0.80	0.17	0.30	0.30	0.09	0.09	0.09
Sat Flow, veh/h	503	3438	1538	1723	3438	1538	1723	3438	1538	1066	3438	1538
Grp Volume(v), veh/h	53	1266	43	32	1059	26	293	213	64	53	213	26
Grp Sat Flow(s),veh/h/ln	503	1719	1538	1723	1719	1538	1723	1719	1538	1066	1719	1538
Q Serve(g_s), s	6.9	31.7	1.6	1.0	12.2	0.4	17.5	5.3	3.5	5.5	6.9	1.8
Cycle Q Clear(g_c), s	10.7	31.7	1.6	1.0	12.2	0.4	17.5	5.3	3.5	5.5	6.9	1.8
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	311	1812	810	222	2061	922	385	1018	456	155	299	134
V/C Ratio(X)	0.17	0.70	0.05	0.14	0.51	0.03	0.76	0.21	0.14	0.34	0.71	0.19
Avail Cap(c_a), veh/h	311	1812	810	277	2061	922	399	1166	522	192	419	187
HCM Platoon Ratio	1.00	1.00	1.00	1.33	1.33	1.33	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.87	0.87	0.87	0.90	0.90	0.90	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	16.5	20.4	13.2	15.9	5.9	4.7	38.5	30.4	29.7	50.4	51.1	48.8
Incr Delay (d2), s/veh	1.0	2.0	0.1	0.1	0.8	0.1	7.1	0.0	0.1	0.5	1.4	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	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	1.9	21.5	1.2	0.8	9.5	0.3	13.9	4.6	2.7	3.0	6.0	1.4
LnGrp Delay(d),s/veh	17.5	22.4	13.3	16.0	6.7	4.8	45.6	30.4	29.8	50.9	52.5	49.0
LnGrp LOS	B	C	B	B	A	A	D	C	C	D	D	D
Approach Vol, veh/h		1362			1117			570			292	
Approach Delay, s/veh		21.9			6.9			38.2			51.9	
Approach LOS		C			A			D			D	

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2	3	4	5	6		8
Phs Duration (G+Y+Rc), s		74.9	24.1	16.0	8.3	66.6		40.1
Change Period (Y+Rc), s		6.0	4.5	6.0	4.5	6.0		6.0
Max Green Setting (Gmax), s		64.0	20.5	14.0	7.5	52.0		39.0
Max Q Clear Time (g_c+I1), s		14.2	19.5	8.9	3.0	33.7		7.3
Green Ext Time (p_c), s		19.1	0.1	0.4	0.0	13.5		1.1

Intersection Summary	
HCM 2010 Ctrl Delay	22.3
HCM 2010 LOS	C

Notes

HCM 2010 Signalized Intersection Summary
345: N-2/INTERNATIONAL DR & STH 11 12/12/2017

User approved pedestrian interval to be less than phase max green.

TADI Synchro 10 Report
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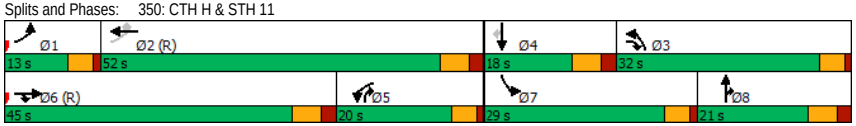
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	100	940	270	295	605	215	335	220	445	355	185	85
Future Volume (vph)	100	940	270	295	605	215	335	220	445	355	185	85
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	285		125	415		125	230		365	250		125
Storage Lanes	1		1	2		1	2		1	2		1
Taper Length (ft)	100			100			100			100		
Right Turn on Red			Yes			Yes			Yes			Yes
Link Speed (mph)		45			45			40			40	
Link Distance (ft)		2707			2688			2632			2362	
Travel Time (s)		41.0			40.7			44.9			40.3	
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%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	5%	5%	5%	5%	5%	5%	5%	5%	5%	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)	106	1000	287	314	644	229	356	234	473	378	197	90
Turn Type	D.P+P	NA	pt+ov	Prot	NA	Perm	Prot	NA	pt+ov	Prot	NA	Perm
Protected Phases	1	6	6 3	5	2		3	8	8 5	7	4	
Permitted Phases	2					2						4
Detector Phase	1	6	6 3	5	2	2	3	8	8 5	7	4	4
Switch Phase												
Minimum Initial (s)	8.0	12.0		8.0	12.0	12.0	8.0	10.0		8.0	10.0	10.0
Minimum Split (s)	12.5	18.0		12.5	18.0	18.0	12.5	16.0		12.5	16.0	16.0
Total Split (s)	13.0	45.0		20.0	52.0	52.0	32.0	21.0		29.0	18.0	18.0
Total Split (%)	11.3%	39.1%		17.4%	45.2%	45.2%	27.8%	18.3%		25.2%	15.7%	15.7%
Maximum Green (s)	8.5	39.0		15.5	46.0	46.0	27.5	15.0		24.5	12.0	12.0
Yellow Time (s)	3.5	4.0		3.5	4.0	4.0	3.5	4.0		3.5	4.0	4.0
All-Red Time (s)	1.0	2.0		1.0	2.0	2.0	1.0	2.0		1.0	2.0	2.0
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	6.0		4.5	6.0	6.0	4.5	6.0		4.5	6.0	6.0
Lead/Lag	Lead	Lead		Lag	Lag	Lag	Lag	Lag		Lead	Lead	Lead
Lead-Lag Optimize?												
Vehicle Extension (s)	1.5	3.7		3.0	3.7	3.7	3.0	1.5		3.0	1.5	1.5
Minimum Gap (s)	1.5	3.5		3.0	3.5	3.5	3.0	1.5		3.0	1.5	1.5
Time Before Reduce (s)	20.0	24.0		0.0	24.0	24.0	0.0	30.0		0.0	30.0	30.0
Time To Reduce (s)	0.0	16.0		0.0	16.0	16.0	0.0	0.0		0.0	0.0	0.0
Recall Mode	None	C-Max		None	C-Max	C-Max	None	None		None	None	None
Walk Time (s)												
Flash Dont Walk (s)												
Pedestrian Calls (#/hr)												
v/c Ratio	0.26	0.76	0.29	0.70	0.42	0.28	0.53	0.49	0.90	0.72	0.61	0.26
Control Delay	9.2	18.1	1.0	56.7	23.7	4.9	46.3	53.3	41.5	53.5	58.4	1.8

Lanes, Volumes, Timings
350: CTH H & STH 11 12/12/2017

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	0.0	0.0
Total Delay	9.2	18.1	1.0	56.7	23.7	4.9	46.3	53.3	41.5	53.5	58.4	1.8
90th %ile Green (s)	8.5	39.0		15.5	46.0	46.0	27.5	16.6		22.9	12.0	12.0
90th %ile Term Code	Max	Coord		Max	Coord	Coord	Hold	Max		Gap	Max	Max
70th %ile Green (s)	8.5	39.0		15.5	46.0	46.0	27.7	19.3		20.2	11.8	11.8
70th %ile Term Code	Max	Coord		Max	Coord	Coord	Hold	Max		Gap	Gap	Gap
50th %ile Green (s)	8.0	41.6		15.5	49.1	49.1	26.4	18.6		18.3	10.5	10.5
50th %ile Term Code	Min	Coord		Max	Coord	Coord	Hold	Gap		Gap	Gap	Gap
30th %ile Green (s)	8.0	47.8		15.5	55.3	55.3	20.7	14.4		16.3	10.0	10.0
30th %ile Term Code	Min	Coord		Max	Coord	Coord	Hold	Gap		Gap	Min	Min
10th %ile Green (s)	8.0	53.8		15.5	61.3	61.3	14.7	11.2		13.5	10.0	10.0
10th %ile Term Code	Min	Coord		Max	Coord	Coord	Hold	Gap		Gap	Min	Min
Queue Length 50th (ft)	31	193	0	115	173	8	101	72	82	138	75	0
Queue Length 95th (ft)	m50	484	4	164	236	57	151	121	#287	181	113	0
Internal Link Dist (ft)		2627			2608			2552			2282	
Turn Bay Length (ft)	285		125	415		125	230		365	250		125
Base Capacity (vph)	409	1322	984	449	1540	805	798	505	538	710	358	364
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.26	0.76	0.29	0.70	0.42	0.28	0.45	0.46	0.88	0.53	0.55	0.25

Intersection Summary
Area Type: Other
Cycle Length: 115
Actuated Cycle Length: 115
Offset: 112 (97%), Referenced to phase 2:EBWB and 6:EBT, Start of 1st Green
Natural Cycle: 75
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: 350: CTH H & STH 11



TADI Synchro 10 Report
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Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	100	940	270	295	605	215	335	220	445	355	185	85
Future Volume (veh/h)	100	940	270	295	605	215	335	220	445	355	185	85
Number	1	6	16	5	2	12	3	8	18	7	4	14
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1810	1810	1810	1810	1810	1810	1810	1810	1810	1810	1810	1810
Adj Flow Rate, veh/h	106	1000	143	314	644	117	356	234	239	378	197	47
Adj No. of Lanes	1	2	1	2	2	1	2	2	1	2	2	1
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, %	5	5	5	5	5	5	5	5	5	5	5	5
Cap, veh/h	458	1166	722	786	1788	800	435	324	507	454	299	134
Arrive On Green	0.02	0.11	0.11	0.24	0.52	0.52	0.13	0.09	0.09	0.14	0.09	0.09
Sat Flow, veh/h	1723	3438	1538	3343	3438	1538	3343	3438	1538	3343	3438	1538
Grp Volume(v), veh/h	106	1000	143	314	644	117	356	234	239	378	197	47
Grp Sat Flow(s),veh/h/ln	1723	1719	1538	1672	1719	1538	1672	1719	1538	1672	1719	1538
Q Serve(g_s), s	3.1	32.9	0.0	9.1	12.7	4.5	11.9	7.6	3.7	12.7	6.4	2.7
Cycle Q Clear(g_c), s	3.1	32.9	0.0	9.1	12.7	4.5	11.9	7.6	3.7	12.7	6.4	2.7
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	458	1166	722	786	1788	800	435	324	507	454	299	134
V/C Ratio(X)	0.23	0.86	0.20	0.40	0.36	0.15	0.82	0.72	0.47	0.83	0.66	0.35
Avail Cap(c_a), veh/h	469	1166	722	786	1788	800	799	448	562	712	359	160
HCM Platoon Ratio	0.33	0.33	0.33	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.73	0.73	0.73	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	11.8	48.3	24.9	37.1	16.3	14.3	48.7	50.6	12.5	48.4	50.8	33.8
Incr Delay (d2), s/veh	0.1	6.2	0.4	0.3	0.6	0.4	3.9	1.7	0.3	4.9	2.0	0.6
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	2.7	22.4	6.5	7.7	10.2	3.6	9.6	6.6	6.3	10.2	5.6	2.1
LnGrp Delay(d),s/veh	11.9	54.5	25.3	37.4	16.9	14.7	52.6	52.3	12.8	53.3	52.8	34.3
LnGrp LOS	B	D	C	D	B	B	D	D	B	D	D	C
Approach Vol, veh/h		1249			1075			829			622	
Approach Delay, s/veh		47.6			22.6			41.0			51.7	
Approach LOS		D			C			D			D	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	12.2	65.8	21.0	16.0	33.0	45.0	20.1	16.8
Change Period (Y+Rc), s	4.5	6.0	6.0	* 6	6.0	* 6	4.5	6.0
Max Green Setting (Gmax), s	8.5	46.0	27.5	* 12	15.5	* 39	24.5	15.0
Max Q Clear Time (g_c+I1), s	5.1	14.7	13.9	8.4	11.1	34.9	14.7	9.6
Green Ext Time (p_c), s	0.0	6.5	1.0	0.2	0.4	2.8	1.0	0.6

Intersection Summary	
HCM 2010 Ctrl Delay	39.7
HCM 2010 LOS	D

Notes

HCM 2010 Signalized Intersection Summary
350: CTH H & STH 11 12/12/2017

* HCM 2010 computational engine requires equal clearance times for the phases crossing the barrier.

TADI Synchro 10 Report
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Lanes, Volumes, Timings
400: W. FRONTAGE RD & BRAUN RD

12/12/2017

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	1	50	5	5	90	5	1	5	5	5	1	5
Future Volume (vph)	1	50	5	5	90	5	1	5	5	5	1	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)	150		0	150		0	0		0	0		0
Storage Lanes	1		0	1		0	0		0	0		0
Taper Length (ft)	100			100			100			100		
Link Speed (mph)		40			40			60			60	
Link Distance (ft)		4191			297			1501			1323	
Travel Time (s)		71.4			5.1			17.1			15.0	
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%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	5%	5%	5%	5%	5%	5%	5%	5%	5%	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)	1	58	0	5	101	0	0	11	0	0	11	0
Sign Control		Free			Free			Stop			Stop	

Intersection Summary	
Area Type:	Other
Control Type: Unsignalized	

HCM 2010 TWSC
400: W. FRONTAGE RD & BRAUN RD

12/12/2017

Intersection	
Int Delay, s/veh	1.4

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	1	50	5	5	90	5	1	5	5	5	1	5
Future Vol, veh/h	1	50	5	5	90	5	1	5	5	5	1	5
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	150	-	-	150	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	2	-	-	2	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	94	94	94	94	94	94	94	94	94	94	94	94
Heavy Vehicles, %	5	5	5	5	5	5	5	5	5	5	5	5
Mvmt Flow	1	53	5	5	96	5	1	5	5	5	1	5

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	101	0	0	58	0	0	170	169	56	172	169	99
Stage 1	-	-	-	-	-	-	58	58	-	109	109	-
Stage 2	-	-	-	-	-	-	112	111	-	63	60	-
Critical Hdwy	4.15	-	-	4.15	-	-	7.15	6.55	6.25	7.15	6.55	6.25
Critical Hdwy Stg 1	-	-	-	-	-	-	6.15	5.55	-	6.15	5.55	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.15	5.55	-	6.15	5.55	-
Follow-up Hdwy	2.245	-	-	2.245	-	-	3.545	4.045	3.345	3.545	4.045	3.345
Pot Cap-1 Maneuver	1473	-	-	1527	-	-	787	718	1002	784	718	949
Stage 1	-	-	-	-	-	-	946	841	-	889	799	-
Stage 2	-	-	-	-	-	-	886	798	-	940	839	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1473	-	-	1527	-	-	779	715	1002	773	715	949
Mov Cap-2 Maneuver	-	-	-	-	-	-	815	739	-	815	739	-
Stage 1	-	-	-	-	-	-	945	840	-	888	797	-
Stage 2	-	-	-	-	-	-	877	796	-	928	838	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0.1	0.4	9.3	9.2
HCM LOS			A	A

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	847	1473	-	-	1527	-	-	862
HCM Lane V/C Ratio	0.014	0.001	-	-	0.003	-	-	0.014
HCM Control Delay (s)	9.3	7.4	-	-	7.4	-	-	9.2
HCM Lane LOS	A	A	-	-	A	-	-	A
HCM 95th %tile Q(veh)	0	0	-	-	0	-	-	0

Lanes, Volumes, Timings
420: Old East Frontage & BRAUN RD

12/12/2017

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	5	55	1	30	85	275	5	20	110	270	5	10
Future Volume (vph)	5	55	1	30	85	275	5	20	110	270	5	10
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)	150		0	150		150	0		150	0		0
Storage Lanes	1		0	1		1	0		1	0		0
Taper Length (ft)	100			100			100			100		
Link Speed (mph)		40			40			35			35	
Link Distance (ft)		297			1150			2474			2062	
Travel Time (s)		5.1			19.6			48.2			40.2	
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%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	5%	5%	5%	5%	5%	5%	5%	5%	5%	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)	5	60	0	32	90	293	0	26	117	0	303	0
Sign Control		Free			Free			Stop			Stop	

Intersection Summary	
Area Type:	Other
Control Type: Unsignalized	

HCM 2010 TWSC
420: Old East Frontage & BRAUN RD

12/12/2017

Intersection	
Int Delay, s/veh	6.8

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	5	55	1	30	85	275	5	20	110	270	5	10
Future Vol, veh/h	5	55	1	30	85	275	5	20	110	270	5	10
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	150	-	-	150	-	150	-	-	150	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	2	-	-	2	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	94	94	94	94	94	94	94	94	94	94	94	94
Heavy Vehicles, %	5	5	5	5	5	5	5	5	5	5	5	5
Mvmt Flow	5	59	1	32	90	293	5	21	117	287	5	11

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	383	0	0	60	0	0	379	517	60	293	224	90
Stage 1	-	-	-	-	-	-	70	70	-	154	154	-
Stage 2	-	-	-	-	-	-	309	447	-	139	70	-
Critical Hdwy	4.15	-	-	4.15	-	-	7.15	6.55	6.25	7.15	6.55	6.25
Critical Hdwy Stg 1	-	-	-	-	-	-	6.15	5.55	-	6.15	5.55	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.15	5.55	-	6.15	5.55	-
Follow-up Hdwy	2.245	-	-	2.245	-	-	3.545	4.045	3.345	3.545	4.045	3.345
Pot Cap-1 Maneuver	1159	-	-	1525	-	-	573	458	997	653	670	960
Stage 1	-	-	-	-	-	-	932	831	-	841	764	-
Stage 2	-	-	-	-	-	-	695	568	-	857	831	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1159	-	-	1525	-	-	552	447	997	548	653	960
Mov Cap-2 Maneuver	-	-	-	-	-	-	623	517	-	643	691	-
Stage 1	-	-	-	-	-	-	928	828	-	838	748	-
Stage 2	-	-	-	-	-	-	668	556	-	734	828	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0.7	0.6	9.7	15.3
HCM LOS			A	C

Minor Lane/Major Mvmt	NBLn1	NBLn2	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	535	997	1159	-	-	1525	-	-	651
HCM Lane V/C Ratio	0.05	0.117	0.005	-	-	0.021	-	-	0.466
HCM Control Delay (s)	12.1	9.1	8.1	-	-	7.4	-	-	15.3
HCM Lane LOS	B	A	A	-	-	A	-	-	C
HCM 95th %tile Q(veh)	0.2	0.4	0	-	-	0.1	-	-	2.5

Lanes, Volumes, Timings
430: Wisconn Valley Way & BRAUN RD 12/12/2017

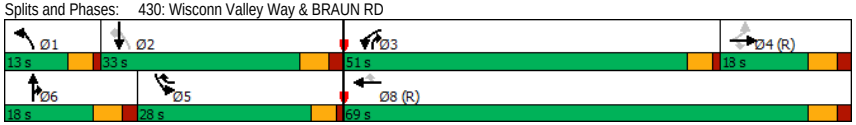
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	140	205	90	620	260	540	60	95	375	400	100	70
Future Volume (vph)	140	205	90	620	260	540	60	95	375	400	100	70
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	350		350	350		350	350		350	350		350
Storage Lanes	1		1	2		0	1		2	2		1
Taper Length (ft)	100			100			100			100		
Right Turn on Red			Yes			Yes			Yes			Yes
Link Speed (mph)		40			40			40			40	
Link Distance (ft)		1150			1793			1753			1357	
Travel Time (s)		19.6			30.6			29.9			23.1	
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%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	5%	5%	5%	5%	5%	5%	5%	5%	5%	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)	149	218	96	660	277	574	64	101	399	426	106	74
Turn Type	Perm	NA	Perm	Prot	NA	pm+ov	D.P+P	NA	pt+ov	Prot	NA	Perm
Protected Phases		4		3	8	5	1	6	6 3	5	2	
Permitted Phases	4		4			8	2					2
Detector Phase	4	4	4	3	8	5	1	6	6 3	5	2	2
Switch Phase												
Minimum Initial (s)	10.0	10.0	10.0	8.0	12.0	8.0	8.0	12.0		8.0	12.0	12.0
Minimum Split (s)	16.0	16.0	16.0	12.5	18.0	12.5	12.5	18.0		12.5	18.0	18.0
Total Split (s)	18.0	18.0	18.0	51.0	69.0	28.0	13.0	18.0		28.0	33.0	33.0
Total Split (%)	15.7%	15.7%	15.7%	44.3%	60.0%	24.3%	11.3%	15.7%		24.3%	28.7%	28.7%
Maximum Green (s)	12.0	12.0	12.0	46.5	63.0	23.5	8.5	12.0		23.5	27.0	27.0
Yellow Time (s)	4.0	4.0	4.0	3.5	4.0	3.5	3.5	4.0		3.5	4.0	4.0
All-Red Time (s)	2.0	2.0	2.0	1.0	2.0	1.0	1.0	2.0		1.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0
Total Lost Time (s)	6.0	6.0	6.0	4.5	6.0	4.5	4.5	6.0		4.5	6.0	6.0
Lead/Lag	Lag	Lag	Lag	Lead		Lag	Lead	Lead		Lag	Lag	Lag
Lead-Lag Optimize?												
Vehicle Extension (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	5.0		2.0	5.0	5.0
Minimum Gap (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0		2.0	2.0	2.0
Time Before Reduce (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	25.0		0.0	25.0	25.0
Time To Reduce (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	15.0		0.0	15.0	15.0
Recall Mode	C-Max	C-Max	C-Max	None	C-Max	None	None	None		None	None	None
Walk Time (s)												
Flash Dont Walk (s)												
Pedestrian Calls (#/hr)												
v/c Ratio	0.46	0.40	0.18	0.80	0.26	0.44	0.16	0.28	0.40	0.77	0.14	0.17
Control Delay	41.9	37.4	5.6	50.7	6.8	1.8	27.4	49.8	11.4	36.4	19.5	1.3

Lanes, Volumes, Timings
430: Wisconn Valley Way & BRAUN RD 12/12/2017

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	0.0	0.0
Total Delay	41.9	37.4	5.6	50.7	6.8	1.8	27.4	49.8	11.4	36.4	19.5	1.3
90th %ile Green (s)	23.2	23.2	23.2	35.3	63.0	23.5	8.5	12.0		23.5	27.0	27.0
90th %ile Term Code	Coord	Coord	Coord	Gap	Coord	Max	Max	Max		Max	Hold	Hold
70th %ile Green (s)	28.6	28.6	28.6	31.5	64.6	21.9	8.5	12.0		21.9	25.4	25.4
70th %ile Term Code	Coord	Coord	Coord	Gap	Coord	Gap	Max	Max		Gap	Hold	Hold
50th %ile Green (s)	35.0	35.0	35.0	28.0	67.5	19.0	8.0	12.0		19.0	23.0	23.0
50th %ile Term Code	Coord	Coord	Coord	Gap	Coord	Gap	Min	Max		Gap	Hold	Hold
30th %ile Green (s)	39.8	39.8	39.8	25.3	69.6	16.9	8.0	12.0		16.9	20.9	20.9
30th %ile Term Code	Coord	Coord	Coord	Gap	Coord	Gap	Min	Max		Gap	Hold	Hold
10th %ile Green (s)	46.7	46.7	46.7	21.3	72.5	14.0	0.0	12.0		14.0	30.5	30.5
10th %ile Term Code	Coord	Coord	Coord	Gap	Coord	Gap	Skip	Max		Gap	Hold	Hold
Queue Length 50th (ft)	89	127	0	171	37	0	33	36	50	155	14	1
Queue Length 95th (ft)	#197	231	33	265	63	44	63	64	55	201	24	0
Internal Link Dist (ft)		1070			1713			1673			1277	
Turn Bay Length (ft)	350		350	350		350	350		350	350		350
Base Capacity (vph)	321	545	543	1348	1061	1291	398	358	1401	681	828	457
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.46	0.40	0.18	0.49	0.26	0.44	0.16	0.28	0.28	0.63	0.13	0.16

Intersection Summary	
Area Type:	Other
Cycle Length: 115	
Actuated Cycle Length: 115	
Offset: 5 (4%), Referenced to phase 4:EBTL and 8:WBT, Start of 1st Green	
Natural Cycle: 80	
Control Type: Actuated-Coordinated	
# 95th percentile volume exceeds capacity, queue may be longer.	
Queue shown is maximum after two cycles.	

Splits and Phases: 430: Wisconn Valley Way & BRAUN RD



TADI Synchro 10 Report
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Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	140	205	90	620	260	540	60	95	375	400	100	70
Future Volume (veh/h)	140	205	90	620	260	540	60	95	375	400	100	70
Number	7	4	14	3	8	18	1	6	16	5	2	12
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1810	1810	1810	1810	1810	1810	1810	1810	1810	1810	1810	1810
Adj Flow Rate, veh/h	149	218	48	660	277	287	64	101	282	426	106	37
Adj No. of Lanes	1	1	1	2	1	1	1	2	2	2	2	1
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, %	5	5	5	5	5	5	5	5	5	5	5	5
Cap, veh/h	336	603	513	736	1072	1137	382	359	878	490	700	313
Arrive On Green	0.33	0.33	0.33	0.22	0.59	0.59	0.06	0.10	0.10	0.15	0.20	0.20
Sat Flow, veh/h	819	1810	1538	3343	1810	1538	1723	3438	2707	3343	3438	1538
Grp Volume(v), veh/h	149	218	48	660	277	287	64	101	282	426	106	37
Grp Sat Flow(s),veh/h/ln	819	1810	1538	1672	1810	1538	1723	1719	1354	1672	1719	1538
Q Serve(g_s), s	17.1	10.5	2.5	22.1	8.5	0.0	3.3	3.1	5.2	14.3	2.9	2.3
Cycle Q Clear(g_c), s	17.1	10.5	2.5	22.1	8.5	0.0	3.3	3.1	5.2	14.3	2.9	2.3
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	336	603	513	736	1072	1137	382	359	878	490	700	313
V/C Ratio(X)	0.44	0.36	0.09	0.90	0.26	0.25	0.17	0.28	0.32	0.87	0.15	0.12
Avail Cap(c_a), veh/h	336	603	513	1352	1072	1137	405	359	878	683	807	361
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	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	31.2	29.1	26.4	43.6	11.3	4.8	32.4	47.5	12.1	48.0	37.6	37.4
Incr Delay (d2), s/veh	4.2	1.7	0.4	1.7	0.6	0.5	0.1	0.9	0.4	6.7	0.2	0.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	7.6	9.4	2.0	15.6	7.8	5.3	2.8	2.8	3.6	11.4	2.5	1.8
LnGrp Delay(d),s/veh	35.5	30.7	26.7	45.2	11.9	5.3	32.5	48.4	12.5	54.7	37.9	37.7
LnGrp LOS	D	C	C	D	B	A	C	D	B	D	D	D
Approach Vol, veh/h		415			1224			447			569	
Approach Delay, s/veh		32.0			28.3			23.5			50.5	
Approach LOS		C			C			C			D	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6		8
Phs Duration (G+Y+Rc), s	11.5	29.4	29.8	44.3	22.9	18.0		74.1
Change Period (Y+Rc), s	4.5	6.0	4.5	6.0	6.0	* 6		6.0
Max Green Setting (Gmax), s	8.5	27.0	46.5	12.0	23.5	* 12		63.0
Max Q Clear Time (g_c+I1), s	5.3	4.9	24.1	19.1	16.3	7.2		10.5
Green Ext Time (p_c), s	0.0	1.2	1.2	0.0	0.5	1.3		1.4

Intersection Summary	
HCM 2010 Ctrl Delay	32.8
HCM 2010 LOS	C

Notes

HCM 2010 Signalized Intersection Summary
430: Wisconn Valley Way & BRAUN RD 12/12/2017

* HCM 2010 computational engine requires equal clearance times for the phases crossing the barrier.

TADI Synchro 10 Report
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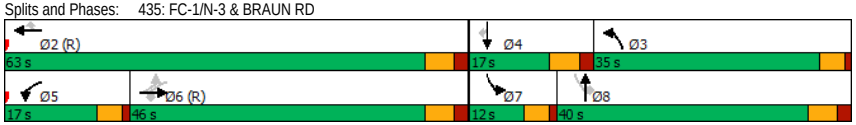
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	20	580	380	145	810	5	530	1	200	25	1	80
Future Volume (vph)	20	580	380	145	810	5	530	1	200	25	1	80
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	200		200	200		200	0		0	0		0
Storage Lanes	1		1	1		1	2		1	1		1
Taper Length (ft)	100			100			100			100		
Right Turn on Red			Yes			Yes			Yes			Yes
Link Speed (mph)		40			40			25			25	
Link Distance (ft)		1318			2538			651			891	
Travel Time (s)		22.5			43.3			17.8			24.3	
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%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	5%	5%	5%	5%	5%	5%	5%	5%	5%	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)	21	617	404	154	862	5	564	1	213	27	1	85
Turn Type	Perm	NA	Perm	D.P+P	NA	Perm	Prot	NA	Perm	D.P+P	NA	Perm
Protected Phases		6		5	2		3	8		7	4	
Permitted Phases	6		6	6		2			8	8		4
Detector Phase	6	6	6	5	2	2	3	8	8	7	4	4
Switch Phase												
Minimum Initial (s)	12.0	12.0	12.0	8.0	12.0	12.0	8.0	10.0	10.0	6.0	10.0	10.0
Minimum Split (s)	18.0	18.0	18.0	12.5	18.0	18.0	12.5	16.0	16.0	10.5	16.0	16.0
Total Split (s)	46.0	46.0	46.0	17.0	63.0	63.0	35.0	40.0	40.0	12.0	17.0	17.0
Total Split (%)	40.0%	40.0%	40.0%	14.8%	54.8%	54.8%	30.4%	34.8%	34.8%	10.4%	14.8%	14.8%
Maximum Green (s)	40.0	40.0	40.0	12.5	57.0	57.0	30.5	34.0	34.0	7.5	11.0	11.0
Yellow Time (s)	4.0	4.0	4.0	3.5	4.0	4.0	3.5	4.0	4.0	3.5	4.0	4.0
All-Red Time (s)	2.0	2.0	2.0	1.0	2.0	2.0	1.0	2.0	2.0	1.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.0	6.0	6.0	4.5	6.0	6.0	4.5	6.0	6.0	4.5	6.0	6.0
Lead/Lag	Lag	Lag	Lag	Lead			Lag	Lag	Lag	Lead	Lead	Lead
Lead-Lag Optimize?	Yes	Yes	Yes	Yes			Yes	Yes	Yes	Yes	Yes	Yes
Vehicle Extension (s)	5.0	5.0	5.0	2.0	5.0	5.0	2.0	2.0	2.0	2.0	2.0	2.0
Minimum Gap (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Time Before Reduce (s)	25.0	25.0	25.0	0.0	25.0	25.0	0.0	0.0	0.0	0.0	0.0	0.0
Time To Reduce (s)	15.0	15.0	15.0	0.0	15.0	15.0	0.0	0.0	0.0	0.0	0.0	0.0
Recall Mode	C-Max	C-Max	C-Max	None	C-Max	C-Max	None	None	None	None	None	None
Walk Time (s)												
Flash Dont Walk (s)												
Pedestrian Calls (#/hr)												
v/c Ratio	0.08	0.39	0.43	0.34	0.42	0.01	0.82	0.00	0.39	0.06	0.01	0.34
Control Delay	16.1	15.4	2.9	7.3	6.5	0.0	53.6	31.0	6.7	23.7	48.0	6.3

Lanes, Volumes, Timings
435: FC-1/N-3 & BRAUN RD 12/12/2017

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	0.0	0.0
Total Delay	16.1	15.4	2.9	7.3	6.5	0.0	53.6	31.0	6.7	23.7	48.0	6.3
90th %ile Green (s)	41.2	41.2	41.2	13.4	59.1	59.1	29.4	32.2	32.2	7.2	10.0	10.0
90th %ile Term Code	Coord	Coord	Coord	Gap	Coord	Coord	Gap	Hold	Hold	Gap	Min	Min
70th %ile Green (s)	47.0	47.0	47.0	10.8	62.3	62.3	26.2	29.9	29.9	6.3	10.0	10.0
70th %ile Term Code	Coord	Coord	Coord	Gap	Coord	Coord	Gap	Hold	Hold	Gap	Min	Min
50th %ile Green (s)	50.9	50.9	50.9	9.3	64.7	64.7	23.8	27.8	27.8	6.0	10.0	10.0
50th %ile Term Code	Coord	Coord	Coord	Gap	Coord	Coord	Gap	Hold	Hold	Min	Min	Min
30th %ile Green (s)	54.5	54.5	54.5	8.0	67.0	67.0	21.5	36.0	36.0	0.0	10.0	10.0
30th %ile Term Code	Coord	Coord	Coord	Min	Coord	Coord	Gap	Hold	Hold	Skip	Min	Min
10th %ile Green (s)	74.0	74.0	74.0	8.0	86.5	86.5	18.0	16.5	16.5	0.0	0.0	0.0
10th %ile Term Code	Coord	Coord	Coord	Min	Coord	Coord	Gap	Hold	Hold	Skip	Skip	Skip
Queue Length 50th (ft)	6	102	15	17	52	0	207	1	0	13	1	0
Queue Length 95th (ft)	m17	161	31	28	180	m0	254	5	56	31	6	18
Internal Link Dist (ft)		1238			2458			571			811	
Turn Bay Length (ft)	200		200	200		200						
Base Capacity (vph)	276	1600	931	496	2030	937	884	541	609	433	173	262
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.08	0.39	0.43	0.31	0.42	0.01	0.64	0.00	0.35	0.06	0.01	0.32

Intersection Summary	
Area Type:	Other
Cycle Length: 115	
Actuated Cycle Length: 115	
Offset: 107 (93%), Referenced to phase 2:WBT and 6:EBWB, Start of 1st Green	
Natural Cycle: 65	
Control Type: Actuated-Coordinated	
m Volume for 95th percentile queue is metered by upstream signal.	

Splits and Phases: 435: FC-1/N-3 & BRAUN RD



TADI Synchro 10 Report
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Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	20	580	380	145	810	5	530	1	200	25	1	80
Future Volume (veh/h)	20	580	380	145	810	5	530	1	200	25	1	80
Number	1	6	16	5	2	12	3	8	18	7	4	14
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1810	1810	1810	1810	1810	1810	1810	1810	1810	1810	1810	1810
Adj Flow Rate, veh/h	21	617	202	154	862	5	564	1	107	27	1	42
Adj No. of Lanes	1	2	1	1	2	1	2	1	1	1	1	1
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, %	5	5	5	5	5	5	5	5	5	5	5	5
Cap, veh/h	323	1577	706	401	1949	872	635	470	399	437	157	133
Arrive On Green	0.46	0.46	0.46	0.07	0.57	0.57	0.19	0.26	0.26	0.03	0.09	0.09
Sat Flow, veh/h	618	3438	1538	1723	3438	1538	3343	1810	1538	1723	1810	1538
Grp Volume(v), veh/h	21	617	202	154	862	5	564	1	107	27	1	42
Grp Sat Flow(s),veh/h/ln	618	1719	1538	1723	1719	1538	1672	1810	1538	1723	1810	1538
Q Serve(g_s), s	2.3	13.6	9.4	5.3	16.7	0.2	18.9	0.0	6.4	1.3	0.1	2.9
Cycle Q Clear(g_c), s	6.6	13.6	9.4	5.3	16.7	0.2	18.9	0.0	6.4	1.3	0.1	2.9
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	323	1577	706	401	1949	872	635	470	399	437	157	133
V/C Ratio(X)	0.06	0.39	0.29	0.38	0.44	0.01	0.89	0.00	0.27	0.06	0.01	0.32
Avail Cap(c_a), veh/h	323	1577	706	470	1949	872	887	535	455	497	173	147
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	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	19.9	20.5	19.4	15.1	14.4	10.8	45.4	31.5	33.9	29.5	48.0	49.3
Incr Delay (d2), s/veh	0.4	0.7	1.0	0.2	0.7	0.0	6.6	0.0	0.1	0.0	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	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	0.8	10.8	7.5	4.6	12.8	0.1	14.3	0.0	4.9	1.1	0.1	2.3
LnGrp Delay(d),s/veh	20.3	21.3	20.4	15.4	15.1	10.8	52.0	31.6	34.0	29.5	48.0	49.8
LnGrp LOS	C	C	C	B	B	B	D	C	C	C	D	D
Approach Vol, veh/h		840			1021			672			70	
Approach Delay, s/veh		21.0			15.1			49.1			42.0	
Approach LOS		C			B			D			D	

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s		71.2	27.8	16.0	12.4	58.8	8.0	35.8
Change Period (Y+Rc), s		6.0	6.0	* 6	4.5	6.0	4.5	6.0
Max Green Setting (Gmax), s		57.0	30.5	* 11	12.5	40.0	7.5	34.0
Max Q Clear Time (g_c+I1), s		18.7	20.9	4.9	7.3	15.6	3.3	8.4
Green Ext Time (p_c), s		13.3	0.9	0.0	0.1	9.5	0.0	0.2

Intersection Summary	
HCM 2010 Ctrl Delay	26.5
HCM 2010 LOS	C

Notes

HCM 2010 Signalized Intersection Summary
435: FC-1/N-3 & BRAUN RD 12/12/2017

* HCM 2010 computational engine requires equal clearance times for the phases crossing the barrier.

TADI Synchro 10 Report
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Lanes, Volumes, Timings
440: FC-2/N-4 & BRAUN RD

12/12/2017

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	20	770	15	5	870	10	20	1	10	35	1	70
Future Volume (vph)	20	770	15	5	870	10	20	1	10	35	1	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)	200		200	200		200	0		0	0		0
Storage Lanes	1		1	1		1	0		1	0		1
Taper Length (ft)	100			100			100			100		
Link Speed (mph)		40			40			25			25	
Link Distance (ft)		2538			1725			716			880	
Travel Time (s)		43.3			29.4			19.5			24.0	
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%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	5%	5%	5%	5%	5%	5%	5%	5%	5%	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)	21	819	16	5	926	11	0	22	11	0	38	74
Sign Control		Free			Free			Stop			Stop	

Intersection Summary	
Area Type:	Other
Control Type: Unsignalized	

HCM 2010 TWSC
440: FC-2/N-4 & BRAUN RD

12/12/2017

Intersection	
Int Delay, s/veh	0.9

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	20	770	15	5	870	10	20	1	10	35	1	70
Future Vol, veh/h	20	770	15	5	870	10	20	1	10	35	1	70
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	200	-	200	200	-	200	-	-	0	-	-	0
Veh in Median Storage, #	-	0	-	-	0	-	-	2	-	-	2	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	94	94	94	94	94	94	94	94	94	94	94	94
Heavy Vehicles, %	5	5	5	5	5	5	5	5	5	5	5	5
Mvmt Flow	21	819	16	5	926	11	21	1	11	37	1	74

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	937	0	0	835	0	0	1335	1808	410	1388	1813	463
Stage 1	-	-	-	-	-	-	861	861	-	936	936	-
Stage 2	-	-	-	-	-	-	474	947	-	452	877	-
Critical Hdwy	4.2	-	-	4.2	-	-	7.6	6.6	7	7.6	6.6	7
Critical Hdwy Stg 1	-	-	-	-	-	-	6.6	5.6	-	6.6	5.6	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.6	5.6	-	6.6	5.6	-
Follow-up Hdwy	2.25	-	-	2.25	-	-	3.55	4.05	3.35	3.55	4.05	3.35
Pot Cap-1 Maneuver	*1080	-	-	1148	-	-	*404	*348	*777	*404	*342	*725
Stage 1	-	-	-	-	-	-	*690	*614	-	*684	*600	-
Stage 2	-	-	-	-	-	-	*684	*600	-	*734	*601	-
Platoon blocked, %	1	-	-	1	-	-	1	1	1	1	1	1
Mov Cap-1 Maneuver	*1080	-	-	1148	-	-	*356	*340	*777	*391	*334	*725
Mov Cap-2 Maneuver	-	-	-	-	-	-	*507	*480	-	*558	*479	-
Stage 1	-	-	-	-	-	-	*676	*603	-	*671	*597	-
Stage 2	-	-	-	-	-	-	*610	*597	-	*708	*590	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0.2	0	11.5	11
HCM LOS			B	B

Minor Lane/Major Mvmt	NBLn1	NBLn2	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	506	777 *	1080	-	-	1148	-	-	555	725
HCM Lane V/C Ratio	0.044	0.014	0.02	-	-	0.005	-	-	0.069	0.103
HCM Control Delay (s)	12.4	9.7	8.4	-	-	8.2	-	-	12	10.5
HCM Lane LOS	B	A	A	-	-	A	-	-	B	B
HCM 95th %tile Q(veh)	0.1	0	0.1	-	-	0	-	-	0.2	0.3

Notes			
~: Volume exceeds capacity	$: Delay exceeds 300s	+: Computation Not Defined	*: All major volume in platoon

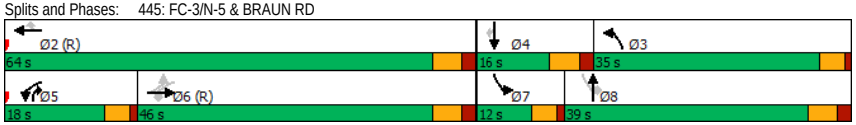
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	15	420	380	140	305	10	530	1	205	40	1	50
Future Volume (vph)	15	420	380	140	305	10	530	1	205	40	1	50
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	200		200	200		200	0		0	0		0
Storage Lanes	1		1	1		1	2		1	1		1
Taper Length (ft)	100			100			100			100		
Right Turn on Red			Yes			Yes			Yes			Yes
Link Speed (mph)		40			40			25			25	
Link Distance (ft)		1725			1726			580			904	
Travel Time (s)		29.4			29.4			15.8			24.7	
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%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	5%	5%	5%	5%	5%	5%	5%	5%	5%	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)	16	447	404	149	324	11	564	1	218	43	1	53
Turn Type	Perm	NA	Perm	D.P+P	NA	Perm	Prot	NA	pm+ov	D.P+P	NA	Perm
Protected Phases		6		5	2		3	8	5	7	4	
Permitted Phases	6		6	6		2			8	8		4
Detector Phase	6	6	6	5	2	2	3	8	5	7	4	4
Switch Phase												
Minimum Initial (s)	12.0	12.0	12.0	6.0	12.0	12.0	8.0	10.0	6.0	6.0	10.0	10.0
Minimum Split (s)	18.0	18.0	18.0	10.5	18.0	18.0	12.5	16.0	10.5	10.5	16.0	16.0
Total Split (s)	46.0	46.0	46.0	18.0	64.0	64.0	35.0	39.0	18.0	12.0	16.0	16.0
Total Split (%)	40.0%	40.0%	40.0%	15.7%	55.7%	55.7%	30.4%	33.9%	15.7%	10.4%	13.9%	13.9%
Maximum Green (s)	40.0	40.0	40.0	13.5	58.0	58.0	30.5	33.0	13.5	7.5	10.0	10.0
Yellow Time (s)	4.0	4.0	4.0	3.5	4.0	4.0	3.5	4.0	3.5	3.5	4.0	4.0
All-Red Time (s)	2.0	2.0	2.0	1.0	2.0	2.0	1.0	2.0	1.0	1.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.0	6.0	6.0	4.5	6.0	6.0	4.5	6.0	4.5	4.5	6.0	6.0
Lead/Lag	Lag	Lag	Lag	Lead			Lag	Lag	Lead	Lead	Lead	Lead
Lead-Lag Optimize?	Yes	Yes	Yes	Yes			Yes	Yes	Yes	Yes	Yes	Yes
Vehicle Extension (s)	5.0	5.0	5.0	2.0	5.0	5.0	2.0	2.0	2.0	2.0	2.0	2.0
Minimum Gap (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Time Before Reduce (s)	25.0	25.0	25.0	0.0	25.0	25.0	0.0	0.0	0.0	0.0	0.0	0.0
Time To Reduce (s)	15.0	15.0	15.0	0.0	15.0	15.0	0.0	0.0	0.0	0.0	0.0	0.0
Recall Mode	C-Max	C-Max	C-Max	None	C-Max	C-Max	None	None	None	None	None	None
Walk Time (s)												
Flash Dont Walk (s)												
Pedestrian Calls (#/hr)												
v/c Ratio	0.03	0.28	0.43	0.28	0.16	0.01	0.82	0.00	0.39	0.09	0.01	0.21
Control Delay	9.9	8.7	1.7	9.9	8.7	0.1	53.6	37.0	5.9	24.1	48.0	1.9

Lanes, Volumes, Timings
445: FC-3/N-5 & BRAUN RD 12/12/2017

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	0.0	0.0
Total Delay	9.9	8.7	1.7	9.9	8.7	0.1	53.6	37.0	5.9	24.1	48.0	1.9
90th %ile Green (s)	41.5	41.5	41.5	13.1	59.1	59.1	29.4	31.9	13.1	7.5	10.0	10.0
90th %ile Term Code	Coord	Coord	Coord	Gap	Coord	Coord	Gap	Hold	Gap	Max	Max	Max
70th %ile Green (s)	47.2	47.2	47.2	10.6	62.3	62.3	26.2	0.0	10.6	42.2	10.0	10.0
70th %ile Term Code	Coord	Coord	Coord	Gap	Coord	Coord	Gap	Skip	Gap	Hold	Max	Max
50th %ile Green (s)	51.1	51.1	51.1	9.1	64.7	64.7	23.8	0.0	9.1	39.8	10.0	10.0
50th %ile Term Code	Coord	Coord	Coord	Gap	Coord	Coord	Gap	Skip	Gap	Hold	Max	Max
30th %ile Green (s)	54.8	54.8	54.8	7.7	67.0	67.0	21.5	36.0	7.7	0.0	10.0	10.0
30th %ile Term Code	Coord	Coord	Coord	Gap	Coord	Coord	Gap	Hold	Gap	Skip	Max	Max
10th %ile Green (s)	76.0	76.0	76.0	6.0	86.5	86.5	18.0	16.5	6.0	0.0	0.0	0.0
10th %ile Term Code	Coord	Coord	Coord	Min	Coord	Coord	Gap	Hold	Min	Skip	Skip	Skip
Queue Length 50th (ft)	3	35	2	58	70	0	207	1	0	21	1	0
Queue Length 95th (ft)	m8	61	9	87	85	m0	254	5	44	43	6	0
Internal Link Dist (ft)		1645			1646			500			824	
Turn Bay Length (ft)	200		200	200		200						
Base Capacity (vph)	473	1618	937	594	2030	937	884	528	607	488	157	250
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.03	0.28	0.43	0.25	0.16	0.01	0.64	0.00	0.36	0.09	0.01	0.21

Intersection Summary	
Area Type:	Other
Cycle Length: 115	
Actuated Cycle Length: 115	
Offset: 63 (55%), Referenced to phase 2:WBT and 6:EBWB, Start of 1st Green	
Natural Cycle: 60	
Control Type: Actuated-Coordinated	
m Volume for 95th percentile queue is metered by upstream signal.	

Splits and Phases: 445: FC-3/N-5 & BRAUN RD



TADI Synchro 10 Report
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Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	15	420	380	140	305	10	530	1	205	40	1	50
Future Volume (veh/h)	15	420	380	140	305	10	530	1	205	40	1	50
Number	1	6	16	5	2	12	3	8	18	7	4	14
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1810	1810	1810	1810	1810	1810	1810	1810	1810	1810	1810	1810
Adj Flow Rate, veh/h	16	447	202	149	324	6	564	1	112	43	1	26
Adj No. of Lanes	1	2	1	1	2	1	2	1	1	1	1	1
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, %	5	5	5	5	5	5	5	5	5	5	5	5
Cap, veh/h	534	1596	714	463	1949	872	635	454	484	440	157	133
Arrive On Green	0.46	0.46	0.46	0.13	1.00	1.00	0.19	0.25	0.25	0.04	0.09	0.09
Sat Flow, veh/h	1016	3438	1538	1723	3438	1538	3343	1810	1538	1723	1810	1538
Grp Volume(v), veh/h	16	447	202	149	324	6	564	1	112	43	1	26
Grp Sat Flow(s),veh/h/ln	1016	1719	1538	1723	1719	1538	1672	1810	1538	1723	1810	1538
Q Serve(g_s), s	1.0	9.2	4.2	5.3	0.0	0.0	18.9	0.0	6.2	2.1	0.1	1.8
Cycle Q Clear(g_c), s	1.0	9.2	4.2	5.3	0.0	0.0	18.9	0.0	6.2	2.1	0.1	1.8
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	534	1596	714	463	1949	872	635	454	484	440	157	133
V/C Ratio(X)	0.03	0.28	0.28	0.32	0.17	0.01	0.89	0.00	0.23	0.10	0.01	0.19
Avail Cap(c_a), veh/h	534	1596	714	556	1949	872	887	519	539	485	157	134
HCM Platoon Ratio	1.00	1.00	1.00	2.00	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	0.97	0.97	0.97	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	16.8	19.0	3.9	13.5	0.0	0.0	45.4	32.3	29.2	29.8	48.0	48.8
Incr Delay (d2), s/veh	0.1	0.4	1.0	0.1	0.2	0.0	6.6	0.0	0.1	0.0	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	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	0.5	7.9	3.6	4.4	0.1	0.0	14.3	0.0	4.8	1.8	0.1	1.4
LnGrp Delay(d),s/veh	16.9	19.4	4.9	13.7	0.2	0.0	52.0	32.3	29.2	29.8	48.0	49.0
LnGrp LOS	B	B	A	B	A	A	D	C	C	C	D	D
Approach Vol, veh/h		665			479			677			70	
Approach Delay, s/veh		14.9			4.4			48.2			37.2	
Approach LOS		B			A			D			D	

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s		71.2	27.8	16.0	11.8	59.4	9.0	34.8
Change Period (Y+Rc), s		6.0	6.0	* 6	4.5	6.0	4.5	6.0
Max Green Setting (Gmax), s		58.0	30.5	* 10	13.5	40.0	7.5	33.0
Max Q Clear Time (g_c+I1), s		2.0	20.9	3.8	7.3	11.2	4.1	8.2
Green Ext Time (p_c), s		4.4	0.9	0.0	0.1	7.5	0.0	0.2

Intersection Summary	
HCM 2010 Ctrl Delay	25.0
HCM 2010 LOS	C

Notes

HCM 2010 Signalized Intersection Summary
445: FC-3/N-5 & BRAUN RD 12/12/2017

* HCM 2010 computational engine requires equal clearance times for the phases crossing the barrier.

TADI Synchro 10 Report
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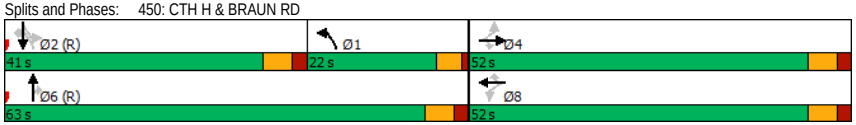
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	265	145	265	35	95	15	185	640	55	35	535	180
Future Volume (vph)	265	145	265	35	95	15	185	640	55	35	535	180
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	210		125	165		190	400		200	365		215
Storage Lanes	1		0	1		1	1		1	1		1
Taper Length (ft)	100			100			100			100		
Right Turn on Red			Yes			Yes			Yes			Yes
Link Speed (mph)		40			40			40			40	
Link Distance (ft)		1726			1167			1320			2631	
Travel Time (s)		29.4			19.9			22.5			44.8	
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%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	5%	5%	5%	5%	5%	5%	5%	5%	5%	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)	282	154	282	37	101	16	197	681	59	37	569	191
Turn Type	Perm	NA	Perm	Perm	NA	Perm	D.P+P	NA	Perm	Perm	NA	Perm
Protected Phases		4			8		1	6			2	
Permitted Phases	4		4	8		8	2		6	2		2
Detector Phase	4	4	4	8	8	8	1	6	6	2	2	2
Switch Phase												
Minimum Initial (s)	12.0	12.0	12.0	12.0	12.0	12.0	8.0	10.0	10.0	10.0	10.0	10.0
Minimum Split (s)	18.0	18.0	18.0	18.0	18.0	18.0	12.5	16.0	16.0	16.0	16.0	16.0
Total Split (s)	52.0	52.0	52.0	52.0	52.0	52.0	22.0	63.0	63.0	41.0	41.0	41.0
Total Split (%)	45.2%	45.2%	45.2%	45.2%	45.2%	45.2%	19.1%	54.8%	54.8%	35.7%	35.7%	35.7%
Maximum Green (s)	46.0	46.0	46.0	46.0	46.0	46.0	17.5	57.0	57.0	35.0	35.0	35.0
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	3.5	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	1.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.0	6.0	6.0	6.0	6.0	6.0	4.5	6.0	6.0	6.0	6.0	6.0
Lead/Lag							Lag			Lead	Lead	Lead
Lead-Lag Optimize?							Yes			Yes	Yes	Yes
Vehicle Extension (s)	3.0	3.0	3.0	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	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	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	0.0	0.0	0.0
Recall Mode	None	None	None	None	None	None	None	C-Max	C-Max	C-Max	C-Max	C-Max
Walk Time (s)												
Flash Dont Walk (s)												
Pedestrian Calls (#/hr)												
v/c Ratio	0.79	0.30	0.44	0.12	0.20	0.03	0.36	0.32	0.06	0.14	0.39	0.25
Control Delay	52.7	32.0	6.8	27.5	29.6	0.1	9.2	4.6	0.2	12.1	11.3	1.0

Lanes, Volumes, Timings
450: CTH H & BRAUN RD 12/12/2017

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	0.0	0.0
Total Delay	52.7	32.0	6.8	27.5	29.6	0.1	9.2	4.6	0.2	12.1	11.3	1.0
90th %ile Green (s)	44.5	44.5	44.5	44.5	44.5	44.5	17.5	58.5	58.5	36.5	36.5	36.5
90th %ile Term Code	Gap	Gap	Gap	Hold	Hold	Hold	Hold	Coord	Coord	Coord	Coord	Coord
70th %ile Green (s)	37.8	37.8	37.8	37.8	37.8	37.8	17.5	65.2	65.2	43.2	43.2	43.2
70th %ile Term Code	Gap	Gap	Gap	Hold	Hold	Hold	Hold	Coord	Coord	Coord	Coord	Coord
50th %ile Green (s)	32.7	32.7	32.7	32.7	32.7	32.7	17.5	70.3	70.3	48.3	48.3	48.3
50th %ile Term Code	Gap	Gap	Gap	Hold	Hold	Hold	Hold	Coord	Coord	Coord	Coord	Coord
30th %ile Green (s)	28.1	28.1	28.1	28.1	28.1	28.1	17.5	74.9	74.9	52.9	52.9	52.9
30th %ile Term Code	Gap	Gap	Gap	Hold	Hold	Hold	Hold	Coord	Coord	Coord	Coord	Coord
10th %ile Green (s)	20.5	20.5	20.5	20.5	20.5	20.5	17.5	82.5	82.5	60.5	60.5	60.5
10th %ile Term Code	Gap	Gap	Gap	Hold	Hold	Hold	Hold	Coord	Coord	Coord	Coord	Coord
Queue Length 50th (ft)	147	76	17	20	57	0	18	34	0	8	73	0
Queue Length 95th (ft)	209	109	50	41	86	0	78	116	m0	m19	106	m4
Internal Link Dist (ft)		1646			1087			1240			2551	
Turn Bay Length (ft)	210		125	165		190	400		200	365		215
Base Capacity (vph)	500	724	784	452	724	666	552	2101	963	266	1443	756
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.56	0.21	0.36	0.08	0.14	0.02	0.36	0.32	0.06	0.14	0.39	0.25

Intersection Summary	
Area Type:	Other
Cycle Length: 115	
Actuated Cycle Length: 115	
Offset: 12 (10%), Referenced to phase 2:NBSB and 6:NBT, Start of 1st Green	
Natural Cycle: 55	
Control Type: Actuated-Coordinated	
m Volume for 95th percentile queue is metered by upstream signal.	

Splits and Phases: 450: CTH H & BRAUN RD



TADI Synchro 10 Report
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Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	265	145	265	35	95	15	185	640	55	35	535	180
Future Volume (veh/h)	265	145	265	35	95	15	185	640	55	35	535	180
Number	7	4	14	3	8	18	1	6	16	5	2	12
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1810	1810	1810	1810	1810	1810	1810	1810	1810	1810	1810	1810
Adj Flow Rate, veh/h	282	154	144	37	101	11	197	681	32	37	569	95
Adj No. of Lanes	1	1	1	1	1	1	1	2	1	1	2	1
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, %	5	5	5	5	5	5	5	5	5	5	5	5
Cap, veh/h	371	527	448	314	527	448	614	2078	930	280	1046	468
Arrive On Green	0.49	0.49	0.49	0.29	0.29	0.29	0.50	1.00	1.00	0.30	0.30	0.30
Sat Flow, veh/h	1239	1810	1538	1046	1810	1538	1723	3438	1538	713	3438	1538
Grp Volume(v), veh/h	282	154	144	37	101	11	197	681	32	37	569	95
Grp Sat Flow(s),veh/h/ln	1239	1810	1538	1046	1810	1538	1723	1719	1538	713	1719	1538
Q Serve(g_s), s	24.6	5.9	6.6	3.2	4.8	0.6	0.0	0.0	0.0	4.4	15.9	5.3
Cycle Q Clear(g_c), s	29.5	5.9	6.6	9.1	4.8	0.6	0.0	0.0	0.0	4.4	15.9	5.3
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	371	527	448	314	527	448	614	2078	930	280	1046	468
V/C Ratio(X)	0.76	0.29	0.32	0.12	0.19	0.02	0.32	0.33	0.03	0.13	0.54	0.20
Avail Cap(c_a), veh/h	506	724	615	428	724	615	614	2078	930	280	1046	468
HCM Platoon Ratio	1.67	1.67	1.67	1.00	1.00	1.00	2.00	2.00	2.00	1.00	1.00	1.00
Upstream Filter(I)	0.96	0.96	0.96	1.00	1.00	1.00	0.80	0.80	0.80	1.00	1.00	1.00
Uniform Delay (d), s/veh	30.8	22.4	22.6	34.4	30.6	29.1	16.1	0.0	0.0	29.3	33.3	29.7
Incr Delay (d2), s/veh	4.3	0.3	0.4	0.2	0.2	0.0	0.2	0.3	0.1	1.0	2.0	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	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	13.6	5.3	5.0	1.7	4.4	0.5	5.4	0.2	0.0	1.7	12.4	4.3
LnGrp Delay(d),s/veh	35.1	22.7	23.0	34.6	30.8	29.1	16.3	0.3	0.1	30.3	35.4	30.6
LnGrp LOS	D	C	C	C	C	C	B	A	A	C	D	C
Approach Vol, veh/h		580			149			910			701	
Approach Delay, s/veh		28.8			31.6			3.8			34.5	
Approach LOS		C			C			A			C	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2		4		6		8
Phs Duration (G+Y+Rc), s	34.5	41.0		39.5		75.5		39.5
Change Period (Y+Rc), s	6.0	* 6		6.0		6.0		6.0
Max Green Setting (Gmax), s	17.5	* 35		46.0		57.0		46.0
Max Q Clear Time (g_c+I1), s	2.0	17.9		31.5		2.0		11.1
Green Ext Time (p_c), s	0.4	3.9		2.0		5.2		0.7

Intersection Summary	
HCM 2010 Ctrl Delay	21.0
HCM 2010 LOS	C

Notes

HCM 2010 Signalized Intersection Summary
450: CTH H & BRAUN RD 12/12/2017

* HCM 2010 computational engine requires equal clearance times for the phases crossing the barrier.

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Lanes, Volumes, Timings
470: 90th Street & BRAUN RD

12/12/2017

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	20	205	1	5	135	25	1	70	5	15	65	10
Future Volume (vph)	20	205	1	5	135	25	1	70	5	15	65	10
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)	150		150	150		150	150		150	150		150
Storage Lanes	1		0	1		0	0		0	0		1
Taper Length (ft)	100			100			100			100		
Link Speed (mph)		40			40			40			40	
Link Distance (ft)		1497			2104			2628			2696	
Travel Time (s)		25.5			35.9			44.8			46.0	
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%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	5%	5%	5%	5%	5%	5%	5%	5%	5%	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)	21	219	0	5	171	0	0	80	0	0	85	11
Sign Control		Free			Free			Stop			Stop	

Intersection Summary	
Area Type:	Other
Control Type: Unsignalized	

HCM 2010 TWSC
470: 90th Street & BRAUN RD

12/12/2017

Intersection	
Int Delay, s/veh	4.3

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	20	205	1	5	135	25	1	70	5	15	65	10
Future Vol, veh/h	20	205	1	5	135	25	1	70	5	15	65	10
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	150	-	-	150	-	-	-	-	-	-	-	150
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	94	94	94	94	94	94	94	94	94	94	94	94
Heavy Vehicles, %	5	5	5	5	5	5	5	5	5	5	5	5
Mvmt Flow	21	218	1	5	144	27	1	74	5	16	69	11

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	171	0	0	219	0	0	469	442	219	468	429	158
Stage 1	-	-	-	-	-	-	261	261	-	168	168	-
Stage 2	-	-	-	-	-	-	208	181	-	300	261	-
Critical Hdwy	4.15	-	-	4.15	-	-	7.15	6.55	6.25	7.15	6.55	6.25
Critical Hdwy Stg 1	-	-	-	-	-	-	6.15	5.55	-	6.15	5.55	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.15	5.55	-	6.15	5.55	-
Follow-up Hdwy	2.245	-	-	2.245	-	-	3.545	4.045	3.345	3.545	4.045	3.345
Pot Cap-1 Maneuver	1388	-	-	1333	-	-	500	505	813	500	514	880
Stage 1	-	-	-	-	-	-	737	687	-	827	754	-
Stage 2	-	-	-	-	-	-	787	744	-	703	687	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1388	-	-	1333	-	-	436	495	813	433	504	880
Mov Cap-2 Maneuver	-	-	-	-	-	-	436	495	-	433	504	-
Stage 1	-	-	-	-	-	-	726	677	-	815	751	-
Stage 2	-	-	-	-	-	-	703	741	-	612	677	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0.7	0.2	13.4	13.4
HCM LOS			B	B

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	507	1388	-	-	1333	-	-	489	880
HCM Lane V/C Ratio	0.159	0.015	-	-	0.004	-	-	0.174	0.012
HCM Control Delay (s)	13.4	7.6	-	-	7.7	-	-	13.9	9.1
HCM Lane LOS	B	A	-	-	A	-	-	B	A
HCM 95th %tile Q(veh)	0.6	0	-	-	0	-	-	0.6	0

Lanes, Volumes, Timings
500: W. FRONTAGE RD & CTH KR

12/12/2017

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	5	165	5	5	300	5	1	5	1	5	5	5
Future Volume (vph)	5	165	5	5	300	5	1	5	1	5	5	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)	325		130	305		135	0		190	0		130
Storage Lanes	1		1	1		1	0		1	0		1
Taper Length (ft)	100			100			100			100		
Link Speed (mph)		40			40			60			60	
Link Distance (ft)		3127			1061			2031			2356	
Travel Time (s)		53.3			18.1			23.1			26.8	
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%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	5%	5%	5%	5%	5%	5%	5%	5%	5%	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)	5	176	5	5	319	5	0	6	1	0	10	5
Sign Control		Free			Free			Stop			Stop	

Intersection Summary	
Area Type:	Other
Control Type: Unsignalized	

HCM 2010 TWSC
500: W. FRONTAGE RD & CTH KR

12/12/2017

Intersection	
Int Delay, s/veh	0.7

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	5	165	5	5	300	5	1	5	1	5	5	5
Future Vol, veh/h	5	165	5	5	300	5	1	5	1	5	5	5
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	325	-	130	305	-	135	-	-	190	-	-	130
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	94	94	94	94	94	94	94	94	94	94	94	94
Heavy Vehicles, %	5	5	5	5	5	5	5	5	5	5	5	5
Mvmt Flow	5	176	5	5	319	5	1	5	1	5	5	5

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	324	0	0	181	0	0	523	520	176	521	520	319
Stage 1	-	-	-	-	-	-	186	186	-	329	329	-
Stage 2	-	-	-	-	-	-	337	334	-	192	191	-
Critical Hdwy	4.15	-	-	4.15	-	-	7.15	6.55	6.25	7.15	6.55	6.25
Critical Hdwy Stg 1	-	-	-	-	-	-	6.15	5.55	-	6.15	5.55	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.15	5.55	-	6.15	5.55	-
Follow-up Hdwy	2.245	-	-	2.245	-	-	3.545	4.045	3.345	3.545	4.045	3.345
Pot Cap-1 Maneuver	1219	-	-	1376	-	-	460	456	859	461	456	715
Stage 1	-	-	-	-	-	-	809	740	-	678	641	-
Stage 2	-	-	-	-	-	-	671	638	-	803	737	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1219	-	-	1376	-	-	450	452	859	454	452	715
Mov Cap-2 Maneuver	-	-	-	-	-	-	450	452	-	454	452	-
Stage 1	-	-	-	-	-	-	806	737	-	675	638	-
Stage 2	-	-	-	-	-	-	658	635	-	793	734	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0.2	0.1	12.5	12.1
HCM LOS			B	B

Minor Lane/Major Mvmt	NBLn1	NBLn2	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	452	859	1219	-	-	1376	-	-	453	715
HCM Lane V/C Ratio	0.014	0.001	0.004	-	-	0.004	-	-	0.023	0.007
HCM Control Delay (s)	13.1	9.2	8	-	-	7.6	-	-	13.1	10.1
HCM Lane LOS	B	A	A	-	-	A	-	-	B	B
HCM 95th %tile Q(veh)	0	0	0	-	-	0	-	-	0.1	0

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Synchro 10 Report

Lanes, Volumes, Timings
510: IH 41/94 SB Ramps & CTH KR 12/12/2017

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	150	20	1165	280	0	0	0	0	130	5	30
Future Volume (vph)	0	150	20	1165	280	0	0	0	0	130	5	30
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		500	300		0	0		0	500		500
Storage Lanes	0		1	0		0	0		0	0		1
Taper Length (ft)	100			100			100			100		
Right Turn on Red			Yes			Yes			Yes			Yes
Link Speed (mph)		40			40			35			35	
Link Distance (ft)		1061			316			612			963	
Travel Time (s)		18.1			5.4			11.9			18.8	
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%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	5%	5%	5%	5%	5%	5%	5%	5%	5%	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)	0	160	21	1239	298	0	0	0	0	0	143	32
Turn Type		NA	Perm	Prot	NA					Split	NA	Perm
Protected Phases		6		5	2					4	4	
Permitted Phases			6									4
Detector Phase		6	6	5	2					4	4	4
Switch Phase												
Minimum Initial (s)		10.0	10.0	12.0	12.0					10.0	10.0	10.0
Minimum Split (s)		16.0	16.0	16.5	18.0					16.0	16.0	16.0
Total Split (s)		20.0	20.0	62.0	82.0					28.0	28.0	28.0
Total Split (%)		18.2%	18.2%	56.4%	74.5%					25.5%	25.5%	25.5%
Maximum Green (s)		14.0	14.0	57.5	76.0					22.0	22.0	22.0
Yellow Time (s)		4.0	4.0	3.5	4.0					4.0	4.0	4.0
All-Red Time (s)		2.0	2.0	1.0	2.0					2.0	2.0	2.0
Lost Time Adjust (s)		0.0	0.0	0.0	0.0						0.0	0.0
Total Lost Time (s)		6.0	6.0	4.5	6.0						6.0	6.0
Lead/Lag		Lead	Lead	Lag								
Lead-Lag Optimize?												
Vehicle Extension (s)		5.0	5.0	2.0	5.0					2.0	2.0	2.0
Minimum Gap (s)		2.0	2.0	2.0	2.0					2.0	2.0	2.0
Time Before Reduce (s)		25.0	25.0	0.0	25.0					0.0	0.0	0.0
Time To Reduce (s)		15.0	15.0	0.0	15.0					0.0	0.0	0.0
Recall Mode		C-Max	C-Max	None	C-Max					None	None	None
Walk Time (s)												
Flash Dont Walk (s)												
Pedestrian Calls (#/hr)												
v/c Ratio		0.23	0.06	0.71	0.28						0.66	0.12
Control Delay		39.0	0.3	16.4	5.5						59.8	0.9

Lanes, Volumes, Timings
510: IH 41/94 SB Ramps & CTH KR 12/12/2017

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Queue Delay		0.0	0.0	0.1	0.5						0.0	0.0
Total Delay		39.0	0.3	16.5	5.9						59.8	0.9
90th %ile Green (s)		17.0	17.0	57.5	79.0					19.0	19.0	19.0
90th %ile Term Code		Coord	Coord	Hold	Coord					Gap	Gap	Gap
70th %ile Green (s)		20.3	20.3	57.5	82.3					15.7	15.7	15.7
70th %ile Term Code		Coord	Coord	Hold	Coord					Gap	Gap	Gap
50th %ile Green (s)		22.5	22.5	57.5	84.5					13.5	13.5	13.5
50th %ile Term Code		Coord	Coord	Hold	Coord					Gap	Gap	Gap
30th %ile Green (s)		24.8	24.8	57.5	86.8					11.2	11.2	11.2
30th %ile Term Code		Coord	Coord	Hold	Coord					Gap	Gap	Gap
10th %ile Green (s)		26.0	26.0	57.5	88.0					10.0	10.0	10.0
10th %ile Term Code		Coord	Coord	Hold	Coord					Min	Min	Min
Queue Length 50th (ft)		48	0	285	67						98	0
Queue Length 95th (ft)		82	0	327	97						157	0
Internal Link Dist (ft)		981			236			532			883	
Turn Bay Length (ft)			500	300								500
Base Capacity (vph)		691	380	1743	1078						345	378
Starvation Cap Reductn		0	0	48	411						0	0
Spillback Cap Reductn		0	0	0	0						0	0
Storage Cap Reductn		0	0	0	0						0	0
Reduced v/c Ratio		0.23	0.06	0.73	0.45						0.41	0.08

Intersection Summary	
Area Type:	Other
Cycle Length: 110	
Actuated Cycle Length: 110	
Offset: 21 (19%), Referenced to phase 2:WBT and 6:EBT, Start of 1st Green	
Natural Cycle: 60	
Control Type: Actuated-Coordinated	

Splits and Phases: 510: IH 41/94 SB Ramps & CTH KR

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Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	150	20	1165	280	0	0	0	0	130	5	30
Future Volume (veh/h)	0	150	20	1165	280	0	0	0	0	130	5	30
Number	1	6	16	5	2	12				7	4	14
Initial Q (Qb), veh	0	0	0	0	0	0				0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00				1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	0	1810	1810	1810	1810	0				1900	1810	1810
Adj Flow Rate, veh/h	0	160	10	1239	298	0				138	5	16
Adj No. of Lanes	0	2	1	2	1	0				0	1	1
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	5	5	5	5	0				5	5	5
Cap, veh/h	0	438	196	2031	1114	0				169	6	156
Arrive On Green	0.00	0.13	0.13	1.00	1.00	0.00				0.10	0.10	0.10
Sat Flow, veh/h	0	3529	1538	3343	1810	0				1666	60	1538
Grp Volume(v), veh/h	0	160	10	1239	298	0				143	0	16
Grp Sat Flow(s),veh/h/ln	0	1719	1538	1672	1411	0				1726	0	1538
Q Serve(g_s), s	0.0	4.7	0.6	0.0	0.0	0.0				8.9	0.0	1.0
Cycle Q Clear(g_c), s	0.0	4.7	0.6	0.0	0.0	0.0				8.9	0.0	1.0
Prop In Lane	0.00		1.00	1.00		0.00				0.97		1.00
Lane Grp Cap(c), veh/h	0	438	196	2031	1114	0				175	0	156
V/C Ratio(X)	0.00	0.37	0.05	0.61	0.27	0.00				0.82	0.00	0.10
Avail Cap(c_a), veh/h	0	438	196	2031	1114	0				345	0	308
HCM Platoon Ratio	1.00	1.00	1.00	1.67	1.67	1.00				1.00	1.00	1.00
Upstream Filter(I)	0.00	1.00	1.00	0.90	0.90	0.00				1.00	0.00	1.00
Uniform Delay (d), s/veh	0.0	43.9	42.2	0.0	0.0	0.0				48.4	0.0	44.9
Incr Delay (d2), s/veh	0.0	2.4	0.5	0.4	0.5	0.0				3.5	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	0.0	4.3	0.5	0.2	0.3	0.0				7.9	0.0	0.8
LnGrp Delay(d),s/veh	0.0	46.3	42.7	0.4	0.5	0.0				51.9	0.0	45.0
LnGrp LOS		D	D	A	A					D		D
Approach Vol, veh/h		170			1537						159	
Approach Delay, s/veh		46.1			0.4						51.2	
Approach LOS		D			A						D	

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2		4	5	6		
Phs Duration (G+Y+Rc), s		92.8		17.2	72.8	20.0		
Change Period (Y+Rc), s		6.0		6.0	6.0	* 6		
Max Green Setting (Gmax), s		76.0		22.0	57.5	* 14		
Max Q Clear Time (g_c+I1), s		2.0		10.9	2.0	6.7		
Green Ext Time (p_c), s		3.8		0.3	2.8	0.8		

Intersection Summary	
HCM 2010 Ctrl Delay	8.9
HCM 2010 LOS	A

Notes

HCM 2010 Signalized Intersection Summary
510: IH 41/94 SB Ramps & CTH KR 12/12/2017

* HCM 2010 computational engine requires equal clearance times for the phases crossing the barrier.

TADI Synchro 10 Report
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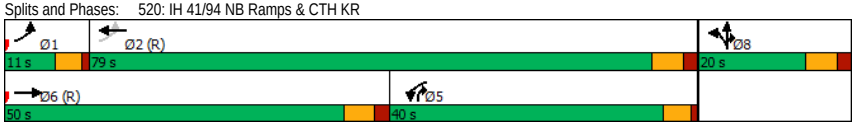
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	10	270	0	0	1380	145	65	1	770	0	0	0
Future Volume (vph)	10	270	0	0	1380	145	65	1	770	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	300		0	250		0	500		500	0		0
Storage Lanes	1		0	1		1	0		2	0		0
Taper Length (ft)	100			100			100			100		
Right Turn on Red			Yes			Yes			Yes			Yes
Link Speed (mph)		40			40			35			35	
Link Distance (ft)		316			405			646			966	
Travel Time (s)		5.4			6.9			12.6			18.8	
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%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	5%	5%	5%	5%	5%	5%	5%	5%	5%	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)	11	287	0	0	1468	154	0	70	819	0	0	0
Turn Type	D.P+P	NA			NA	Free	Split	NA	pt+ov			
Protected Phases	1	6		5	2		8	8	5 8			
Permitted Phases	2					Free						
Detector Phase	1	6		5	2		8	8	5 8			
Switch Phase												
Minimum Initial (s)	5.0	12.0		6.0	12.0		10.0	10.0				
Minimum Split (s)	9.5	18.0		10.5	18.0		16.0	16.0				
Total Split (s)	11.0	50.0		40.0	79.0		20.0	20.0				
Total Split (%)	10.0%	45.5%		36.4%	71.8%		18.2%	18.2%				
Maximum Green (s)	6.5	44.0		35.5	73.0		14.0	14.0				
Yellow Time (s)	3.5	4.0		3.5	4.0		4.0	4.0				
All-Red Time (s)	1.0	2.0		1.0	2.0		2.0	2.0				
Lost Time Adjust (s)	0.0	0.0			0.0			0.0				
Total Lost Time (s)	4.5	6.0			6.0			6.0				
Lead/Lag	Lead	Lead		Lag	Lag							
Lead-Lag Optimize?				Yes								
Vehicle Extension (s)	2.0	5.0		2.0	5.0		2.0	2.0				
Minimum Gap (s)	2.0	2.0		2.0	2.0		2.0	2.0				
Time Before Reduce (s)	0.0	25.0		0.0	25.0		0.0	0.0				
Time To Reduce (s)	0.0	15.0		0.0	15.0		0.0	0.0				
Recall Mode	None	C-Max		None	C-Max		None	None				
Walk Time (s)												
Flash Dont Walk (s)												
Pedestrian Calls (#/hr)												
v/c Ratio	0.05	0.20			0.44	0.10		0.39	0.48			
Control Delay	3.4	3.5			4.3	0.1		52.3	2.8			

Lanes, Volumes, Timings
520: IH 41/94 NB Ramps & CTH KR 12/12/2017

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Queue Delay	0.0	0.0			0.1	0.0		0.0	0.0			
Total Delay	3.4	3.5			4.4	0.1		52.3	2.8			
90th %ile Green (s)	5.0	44.0		35.5	74.5		14.0	14.0				
90th %ile Term Code	Min	Coord		Hold	Coord		Max	Max				
70th %ile Green (s)	0.0	45.7		35.5	85.7		12.3	12.3				
70th %ile Term Code	Skip	Coord		Hold	Coord		Gap	Gap				
50th %ile Green (s)	0.0	47.2		35.5	87.2		10.8	10.8				
50th %ile Term Code	Skip	Coord		Hold	Coord		Gap	Gap				
30th %ile Green (s)	0.0	48.0		35.5	88.0		10.0	10.0				
30th %ile Term Code	Skip	Coord		Hold	Coord		Min	Min				
10th %ile Green (s)	0.0	48.0		35.5	88.0		10.0	10.0				
10th %ile Term Code	Skip	Coord		Hold	Coord		Min	Min				
Queue Length 50th (ft)	1	30			100	0		47	11			
Queue Length 95th (ft)	4	51			198	m0		91	45			
Internal Link Dist (ft)		236			325			566			886	
Turn Bay Length (ft)	300								500			
Base Capacity (vph)	257	1456			3301	1538		219	1742			
Starvation Cap Reductn	0	0			0	0		0	0			
Spillback Cap Reductn	0	0			527	0		0	0			
Storage Cap Reductn	0	0			0	0		0	0			
Reduced v/c Ratio	0.04	0.20			0.53	0.10		0.32	0.47			

Intersection Summary	
Area Type:	Other
Cycle Length: 110	
Actuated Cycle Length: 110	
Offset: 10 (9%), Referenced to phase 2:EBWB and 6:EBT, Start of 1st Green	
Natural Cycle: 55	
Control Type: Actuated-Coordinated	
m Volume for 95th percentile queue is metered by upstream signal.	

Splits and Phases: 520: IH 41/94 NB Ramps & CTH KR



TADI Synchro 10 Report
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Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	10	270	0	0	1380	145	65	1	770	0	0	0
Future Volume (veh/h)	10	270	0	0	1380	145	65	1	770	0	0	0
Number	1	6	16	5	2	12	3	8	18			
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0			
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00			
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Adj Sat Flow, veh/h/ln	1810	1810	0	1900	1810	1810	1900	1810	1810			
Adj Flow Rate, veh/h	11	287	0	0	1468	0	69	1	574			
Adj No. of Lanes	1	2	0	0	3	1	0	1	2			
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94			
Percent Heavy Veh, %	5	5	0	5	5	5	5	5	5			
Cap, veh/h	348	1375	0	0	3200	1148	155	2	1181			
Arrive On Green	0.03	0.80	0.00	0.00	1.00	0.00	0.09	0.09	0.09			
Sat Flow, veh/h	1723	3529	0	0	4289	1538	1700	25	2707			
Grp Volume(v), veh/h	11	287	0	0	1468	0	70	0	574			
Grp Sat Flow(s),veh/h/ln	1723	1719	0	0	1430	1538	1725	0	1354			
Q Serve(g_s), s	0.2	2.2	0.0	0.0	0.0	0.0	4.2	0.0	0.0			
Cycle Q Clear(g_c), s	0.2	2.2	0.0	0.0	0.0	0.0	4.2	0.0	0.0			
Prop In Lane	1.00		0.00	0.00		1.00	0.99		1.00			
Lane Grp Cap(c), veh/h	348	1375	0	0	3200	1148	157	0	1181			
V/C Ratio(X)	0.03	0.21	0.00	0.00	0.46	0.00	0.45	0.00	0.49			
Avail Cap(c_a), veh/h	428	1375	0	0	3200	1148	219	0	1280			
HCM Platoon Ratio	2.00	2.00	1.00	2.00	2.00	2.00	1.00	1.00	1.00			
Upstream Filter(I)	0.98	0.98	0.00	0.00	1.00	0.00	1.00	0.00	1.00			
Uniform Delay (d), s/veh	3.2	6.8	0.0	0.0	0.0	0.0	47.4	0.0	22.2			
Incr Delay (d2), s/veh	0.0	0.3	0.0	0.0	0.5	0.0	0.7	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	0.1	2.0	0.0	0.0	0.3	0.0	3.7	0.0	10.3			
LnGrp Delay(d),s/veh	3.2	7.2	0.0	0.0	0.5	0.0	48.1	0.0	22.3			
LnGrp LOS	A	A			A		D		C			
Approach Vol, veh/h		298			1468			644				
Approach Delay, s/veh		7.0			0.5			25.1				
Approach LOS		A			A			C				
Timer	1	2	3	4	5	6	7	8				
Assigned Phs	1	2			5	6		8				
Phs Duration (G+Y+Rc), s	5.9	88.1			44.0	50.0		16.0				
Change Period (Y+Rc), s	4.5	6.0			6.0	* 6		6.0				
Max Green Setting (Gmax), s	6.5	73.0			35.5	* 44		14.0				
Max Q Clear Time (g_c+I1), s	2.2	2.0			0.0	4.2		6.2				
Green Ext Time (p_c), s	0.0	34.3			0.0	3.6		1.1				
Intersection Summary												
HCM 2010 Ctrl Delay			7.9									
HCM 2010 LOS			A									
Notes												

HCM 2010 Signalized Intersection Summary
520: IH 41/94 NB Ramps & CTH KR 12/12/2017

* HCM 2010 computational engine requires equal clearance times for the phases crossing the barrier.

TADI Synchro 10 Report
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Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	1035	5	10	1520	5	20
Future Volume (vph)	1035	5	10	1520	5	20
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	200		0	0
Storage Lanes		1	1		1	0
Taper Length (ft)			100		100	
Link Speed (mph)	40			40	60	
Link Distance (ft)	405			1895	376	
Travel Time (s)	6.9			32.3	4.3	
Confl. Peds. (#/hr)						
Confl. Bikes (#/hr)						
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94
Growth Factor	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	5%	5%	5%	5%	5%	5%
Bus Blockages (#/hr)	0	0	0	0	0	0
Parking (#/hr)						
Mid-Block Traffic (%)	0%			0%	0%	
Shared Lane Traffic (%)						
Lane Group Flow (vph)	1101	5	11	1617	26	0
Sign Control	Free			Free	Stop	

Intersection Summary	
Area Type:	Other
Control Type: Unsignalized	

Intersection	
Int Delay, s/veh	0.2

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	1035	5	10	1520	5	20
Future Vol, veh/h	1035	5	10	1520	5	20
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	200	-	0	-
Veh in Median Storage, #	0	-	-	0	2	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	94	94	94	94	94	94
Heavy Vehicles, %	5	5	5	5	5	5
Mvmt Flow	1101	5	11	1617	5	21

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	1106	0	1932	551
Stage 1	-	-	-	-	1101	-
Stage 2	-	-	-	-	831	-
Critical Hdwy	-	-	4.2	-	6.9	7
Critical Hdwy Stg 1	-	-	-	-	5.9	-
Critical Hdwy Stg 2	-	-	-	-	5.9	-
Follow-up Hdwy	-	-	2.25	-	3.55	3.35
Pot Cap-1 Maneuver	-	-	*974	-	*39	*654
Stage 1	-	-	-	-	*617	-
Stage 2	-	-	-	-	*435	-
Platoon blocked, %	-	-	1	-	1	1
Mov Cap-1 Maneuver	-	-	*974	-	*38	*654
Mov Cap-2 Maneuver	-	-	-	-	*324	-
Stage 1	-	-	-	-	*610	-
Stage 2	-	-	-	-	*435	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0.1	12
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	543	-	-	* 974	-
HCM Lane V/C Ratio	0.049	-	-	0.011	-
HCM Control Delay (s)	12	-	-	8.7	-
HCM Lane LOS	B	-	-	A	-
HCM 95th %tile Q(veh)	0.2	-	-	0	-

Notes			
~: Volume exceeds capacity	$: Delay exceeds 300s	+: Computation Not Defined	*: All major volume in platoon

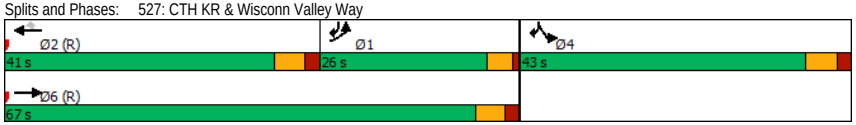
Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	495	560	605	15	35	925
Future Volume (vph)	495	560	605	15	35	925
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12
Grade (%)		0%	0%		0%	
Storage Length (ft)	500			500	500	500
Storage Lanes	2			1	1	0
Taper Length (ft)	100				100	
Right Turn on Red				Yes		Yes
Link Speed (mph)		40	40		40	
Link Distance (ft)		1895	1499		1652	
Travel Time (s)		32.3	25.6		28.2	
Confl. Peds. (#/hr)						
Confl. Bikes (#/hr)						
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94
Growth Factor	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	5%	5%	5%	5%	5%	5%
Bus Blockages (#/hr)	0	0	0	0	0	0
Parking (#/hr)						
Mid-Block Traffic (%)		0%	0%		0%	
Shared Lane Traffic (%)						
Lane Group Flow (vph)	527	596	644	16	37	984
Turn Type	Prot	NA	NA	Perm	Prot	pt+ov
Protected Phases	1	6	2		4	4 1
Permitted Phases				2		
Detector Phase	1	6	2	2	4	4 1
Switch Phase						
Minimum Initial (s)	6.0	12.0	12.0	12.0	10.0	
Minimum Split (s)	10.5	18.0	18.0	18.0	16.0	
Total Split (s)	26.0	67.0	41.0	41.0	43.0	
Total Split (%)	23.6%	60.9%	37.3%	37.3%	39.1%	
Maximum Green (s)	21.5	61.0	35.0	35.0	37.0	
Yellow Time (s)	3.5	4.0	4.0	4.0	4.0	
All-Red Time (s)	1.0	2.0	2.0	2.0	2.0	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	
Total Lost Time (s)	4.5	6.0	6.0	6.0	6.0	
Lead/Lag	Lag		Lead	Lead		
Lead-Lag Optimize?	Yes		Yes	Yes		
Vehicle Extension (s)	2.0	5.0	5.0	5.0	2.0	
Minimum Gap (s)	2.0	2.0	2.0	2.0	2.0	
Time Before Reduce (s)	0.0	25.0	25.0	25.0	0.0	
Time To Reduce (s)	0.0	15.0	15.0	15.0	0.0	
Recall Mode	None	C-Max	C-Max	C-Max	None	
Walk Time (s)						
Flash Dont Walk (s)						
Pedestrian Calls (#/hr)						
v/c Ratio	0.81	0.30	0.75	0.03	0.07	0.89
Control Delay	47.1	10.1	39.5	11.5	25.4	31.2

Lanes, Volumes, Timings
527: CTH KR & Wisconn Valley Way 12/12/2017

Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	47.1	10.1	39.5	11.5	25.4	31.2
90th %ile Green (s)	21.5	61.0	35.0	35.0	37.0	
90th %ile Term Code	Max	Coord	Coord	Coord	Max	
70th %ile Green (s)	21.5	61.0	35.0	35.0	37.0	
70th %ile Term Code	Max	Coord	Coord	Coord	Max	
50th %ile Green (s)	21.5	61.0	35.0	35.0	37.0	
50th %ile Term Code	Max	Coord	Coord	Coord	Max	
30th %ile Green (s)	21.5	62.4	36.4	36.4	35.6	
30th %ile Term Code	Max	Coord	Coord	Coord	Gap	
10th %ile Green (s)	21.5	68.9	42.9	42.9	29.1	
10th %ile Term Code	Max	Coord	Coord	Coord	Gap	
Queue Length 50th (ft)	190	85	290	0	18	417
Queue Length 95th (ft)	#264	125	388	16	42	#637
Internal Link Dist (ft)		1815	1419		1572	
Turn Bay Length (ft)	500			500	500	500
Base Capacity (vph)	651	1964	861	526	578	1131
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	0.81	0.30	0.75	0.03	0.06	0.87

Intersection Summary
Area Type: Other
Cycle Length: 110
Actuated Cycle Length: 110
Offset: 19 (17%), Referenced to phase 2:WBT and 6:EBT, Start of 1st Green
Natural Cycle: 75
Control Type: Actuated-Coordinated
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Splits and Phases: 527: CTH KR & Wisconn Valley Way



TADI Synchro 10 Report
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Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (veh/h)	495	560	605	15	35	925
Future Volume (veh/h)	495	560	605	15	35	925
Number	1	6	2	12	7	14
Initial Q (Qb), veh	0	0	0	0	0	0
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
Adj Sat Flow, veh/h/ln	1810	1810	1810	1810	1810	1810
Adj Flow Rate, veh/h	527	596	644	11	37	691
Adj No. of Lanes	2	2	2	1	1	2
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94
Percent Heavy Veh, %	5	5	5	5	5	5
Cap, veh/h	1429	2750	818	489	157	988
Arrive On Green	0.85	1.00	0.32	0.32	0.09	0.09
Sat Flow, veh/h	3343	3529	3094	1538	1723	1907
Grp Volume(v), veh/h	527	596	644	11	37	691
Grp Sat Flow(s),veh/h/ln	1672	1719	1285	1538	1723	954
Q Serve(g_s), s	3.7	0.0	25.1	0.5	2.2	0.0
Cycle Q Clear(g_c), s	3.7	0.0	25.1	0.5	2.2	0.0
Prop In Lane	1.00			1.00	1.00	1.00
Lane Grp Cap(c), veh/h	1429	2750	818	489	157	988
V/C Ratio(X)	0.37	0.22	0.79	0.02	0.24	0.70
Avail Cap(c_a), veh/h	1429	2750	818	489	580	1456
HCM Platoon Ratio	2.00	2.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	4.8	0.0	34.1	25.8	46.5	20.0
Incr Delay (d2), s/veh	0.1	0.2	7.6	0.1	0.3	0.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	2.9	0.1	14.8	0.4	1.9	15.8
LnGrp Delay(d),s/veh	4.9	0.2	41.7	25.8	46.7	20.4
LnGrp LOS	A	A	D	C	D	C
Approach Vol, veh/h		1123	655		728	
Approach Delay, s/veh		2.4	41.4		21.7	
Approach LOS		A	D		C	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2		4		6		
Phs Duration (G+Y+Rc), s	53.0	41.0		16.0		94.0		
Change Period (Y+Rc), s	6.0	* 6		6.0		6.0		
Max Green Setting (Gmax), s	21.5	* 35		37.0		61.0		
Max Q Clear Time (g_c+I1), s	5.7	27.1		4.2		2.0		
Green Ext Time (p_c), s	0.9	3.9		1.7		9.0		

Intersection Summary	
HCM 2010 Ctrl Delay	18.2
HCM 2010 LOS	B

Notes

HCM 2010 Signalized Intersection Summary
527: CTH KR & Wisconn Valley Way 12/12/2017

* HCM 2010 computational engine requires equal clearance times for the phases crossing the barrier.
User approved changes to right turn type.

TADI Synchro 10 Report
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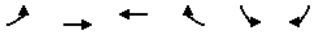


Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	1	595	620	1	1	1
Future Volume (vph)	1	595	620	1	1	1
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12
Grade (%)		0%	0%		0%	
Storage Length (ft)	200			200	0	0
Storage Lanes	1			1	1	0
Taper Length (ft)	100				100	
Link Speed (mph)		40	40		25	
Link Distance (ft)		2376	2280		765	
Travel Time (s)		40.5	38.9		20.9	
Confl. Peds. (#/hr)						
Confl. Bikes (#/hr)						
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94
Growth Factor	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	5%	5%	5%	5%	5%	5%
Bus Blockages (#/hr)	0	0	0	0	0	0
Parking (#/hr)						
Mid-Block Traffic (%)		0%	0%		0%	
Shared Lane Traffic (%)						
Lane Group Flow (vph)	1	633	660	1	2	0
Sign Control		Free	Free		Stop	

Intersection Summary	
Area Type:	Other
Control Type: Unsignalized	

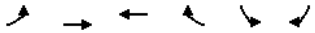
Intersection	
Int Delay, s/veh	0

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	1	595	620	1	1	1
Future Vol, veh/h	1	595	620	1	1	1
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	200	-	-	200	0	-
Veh in Median Storage, #	-	0	0	-	2	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	94	94	94	94	94	94
Heavy Vehicles, %	5	5	5	5	5	5
Mvmt Flow	1	633	660	1	1	1

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	661	0	-	0	979	330
Stage 1	-	-	-	-	660	-
Stage 2	-	-	-	-	319	-
Critical Hdwy	4.2	-	-	-	6.9	7
Critical Hdwy Stg 1	-	-	-	-	5.9	-
Critical Hdwy Stg 2	-	-	-	-	5.9	-
Follow-up Hdwy	2.25	-	-	-	3.55	3.35
Pot Cap-1 Maneuver	903	-	-	-	242	657
Stage 1	-	-	-	-	468	-
Stage 2	-	-	-	-	701	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	903	-	-	-	242	657
Mov Cap-2 Maneuver	-	-	-	-	414	-
Stage 1	-	-	-	-	468	-
Stage 2	-	-	-	-	701	-

Approach	EB	WB	SB
HCM Control Delay, s	0	0	12.1
HCM LOS			B

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	903	-	-	-	508
HCM Lane V/C Ratio	0.001	-	-	-	0.004
HCM Control Delay (s)	9	-	-	-	12.1
HCM Lane LOS	A	-	-	-	B
HCM 95th %tile Q(veh)	0	-	-	-	0



Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	1	595	620	1	1	1
Future Volume (vph)	1	595	620	1	1	1
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)	200			200	0	0
Storage Lanes	1			1	1	0
Taper Length (ft)	100				100	
Link Speed (mph)		40	40		25	
Link Distance (ft)		2280	1316		751	
Travel Time (s)		38.9	22.4		20.5	
Confl. Peds. (#/hr)						
Confl. Bikes (#/hr)						
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94
Growth Factor	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	5%	5%	5%	5%	5%	5%
Bus Blockages (#/hr)	0	0	0	0	0	0
Parking (#/hr)						
Mid-Block Traffic (%)		0%	0%		0%	
Shared Lane Traffic (%)						
Lane Group Flow (vph)	1	633	660	1	2	0
Sign Control		Free	Free		Stop	

Intersection Summary	
Area Type:	Other
Control Type: Unsignalized	

Intersection	
Int Delay, s/veh	0

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	1	595	620	1	1	1
Future Vol, veh/h	1	595	620	1	1	1
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	200	-	-	200	0	-
Veh in Median Storage, #	-	0	0	-	2	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	94	94	94	94	94	94
Heavy Vehicles, %	5	5	5	5	5	5
Mvmt Flow	1	633	660	1	1	1

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	661	0	-	0	979	330
Stage 1	-	-	-	-	660	-
Stage 2	-	-	-	-	319	-
Critical Hdwy	4.2	-	-	-	6.9	7
Critical Hdwy Stg 1	-	-	-	-	5.9	-
Critical Hdwy Stg 2	-	-	-	-	5.9	-
Follow-up Hdwy	2.25	-	-	-	3.55	3.35
Pot Cap-1 Maneuver	903	-	-	-	242	657
Stage 1	-	-	-	-	468	-
Stage 2	-	-	-	-	701	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	903	-	-	-	242	657
Mov Cap-2 Maneuver	-	-	-	-	414	-
Stage 1	-	-	-	-	468	-
Stage 2	-	-	-	-	701	-

Approach	EB	WB	SB
HCM Control Delay, s	0	0	12.1
HCM LOS			B

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	903	-	-	-	508
HCM Lane V/C Ratio	0.001	-	-	-	0.004
HCM Control Delay (s)	9	-	-	-	12.1
HCM Lane LOS	A	-	-	-	B
HCM 95th %tile Q(veh)	0	-	-	-	0

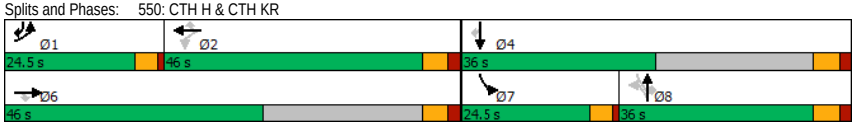
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	240	330	15	20	235	100	5	215	35	150	260	370
Future Volume (vph)	240	330	15	20	235	100	5	215	35	150	260	370
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	385		200	235		200	300		275	315		315
Storage Lanes	2		0	1		1	1		1	1		0
Taper Length (ft)	100			100			100			100		
Right Turn on Red			Yes			Yes			Yes			Yes
Link Speed (mph)		40			40			40			40	
Link Distance (ft)		1316			1024			1873			1350	
Travel Time (s)		22.4			17.5			31.9			23.0	
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%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	5%	5%	5%	5%	5%	5%	5%	5%	5%	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)	255	351	16	21	250	106	5	229	37	160	277	394
Turn Type	Prot	NA	Perm	Perm	NA	Perm	Perm	NA	Perm	D.P+P	NA	pm+ov
Protected Phases	1	6			2			8		7	4	1
Permitted Phases			6	2		2	8		8	8		4
Detector Phase	1	6	6	2	2	2	8	8	8	7	4	1
Switch Phase												
Minimum Initial (s)	8.0	12.0	12.0	12.0	12.0	12.0	10.0	10.0	10.0	6.0	10.0	8.0
Minimum Split (s)	12.5	18.0	18.0	18.0	18.0	18.0	16.0	16.0	16.0	10.5	16.0	12.5
Total Split (s)	24.5	46.0	46.0	46.0	46.0	46.0	36.0	36.0	36.0	24.5	36.0	24.5
Total Split (%)	18.7%	35.1%	35.1%	35.1%	35.1%	35.1%	27.5%	27.5%	27.5%	18.7%	27.5%	18.7%
Maximum Green (s)	20.0	40.0	40.0	40.0	40.0	40.0	30.0	30.0	30.0	20.0	30.0	20.0
Yellow Time (s)	3.5	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	3.5	4.0	3.5
All-Red Time (s)	1.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	1.0	2.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.5	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	4.5	6.0	4.5
Lead/Lag	Lead			Lag	Lag	Lag	Lag	Lag	Lag	Lead		Lead
Lead-Lag Optimize?				Yes	Yes	Yes				Yes		
Vehicle Extension (s)	3.0	3.0	3.0	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	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	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	0.0	0.0	0.0
Recall Mode	None	None	None	None	None	None	None	None	None	None	None	None
Walk Time (s)												
Flash Dont Walk (s)												
Pedestrian Calls (#/hr)												
v/c Ratio	0.49	0.63	0.02	0.11	0.61	0.25	0.02	0.62	0.09	0.37	0.38	0.35
Control Delay	36.2	23.9	0.1	29.2	36.2	8.0	29.4	38.2	0.5	18.7	19.6	1.9

Lanes, Volumes, Timings
550: CTH H & CTH KR 12/12/2017

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	0.0	0.0
Total Delay	36.2	23.9	0.1	29.2	36.2	8.0	29.4	38.2	0.5	18.7	19.6	1.9
90th %ile Green (s)	18.3	50.8	50.8	28.0	28.0	28.0	25.3	25.3	25.3	15.6	45.4	18.3
90th %ile Term Code	Gap	Hold	Hold	Gap	Gap	Gap	Gap	Gap	Gap	Gap	Hold	Gap
70th %ile Green (s)	13.7	38.4	38.4	20.2	20.2	20.2	18.9	18.9	18.9	11.7	35.1	13.7
70th %ile Term Code	Gap	Hold	Hold	Gap	Gap	Gap	Gap	Gap	Gap	Gap	Hold	Gap
50th %ile Green (s)	11.7	32.8	32.8	16.6	16.6	16.6	15.5	15.5	15.5	9.9	29.9	11.7
50th %ile Term Code	Gap	Hold	Hold	Gap	Gap	Gap	Gap	Gap	Gap	Gap	Hold	Gap
30th %ile Green (s)	10.0	28.0	28.0	13.5	13.5	13.5	12.7	12.7	12.7	8.5	25.7	10.0
30th %ile Term Code	Gap	Hold	Hold	Gap	Gap	Gap	Gap	Gap	Gap	Gap	Hold	Gap
10th %ile Green (s)	8.1	24.6	24.6	12.0	12.0	12.0	10.0	10.0	10.0	7.1	21.6	8.1
10th %ile Term Code	Gap	Hold	Hold	Min	Min	Min	Min	Min	Min	Gap	Hold	Gap
Queue Length 50th (ft)	56	172	0	8	105	0	2	97	0	46	88	2
Queue Length 95th (ft)	123	390	0	32	232	42	13	220	0	113	198	36
Internal Link Dist (ft)		1236			944			1793			1270	
Turn Bay Length (ft)	385		200	235		200	300		275	315		315
Base Capacity (vph)	890	1063	1300	464	966	870	426	724	675	597	1316	1242
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.29	0.33	0.01	0.05	0.26	0.12	0.01	0.32	0.05	0.27	0.21	0.32

Intersection Summary	
Area Type:	Other
Cycle Length: 131	
Actuated Cycle Length: 78.5	
Natural Cycle: 60	
Control Type: Actuated-Uncoordinated	
90th %ile Actuated Cycle: 108.2	
70th %ile Actuated Cycle: 85.5	
50th %ile Actuated Cycle: 74.7	
30th %ile Actuated Cycle: 65.7	
10th %ile Actuated Cycle: 58.2	

Splits and Phases: 550: CTH H & CTH KR



TADI Synchro 10 Report
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HCM 2010 Signalized Intersection Summary
550: CTH H & CTH KR

12/12/2017

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	240	330	15	20	235	100	5	215	35	150	260	370
Future Volume (veh/h)	240	330	15	20	235	100	5	215	35	150	260	370
Number	1	6	16	5	2	12	3	8	18	7	4	14
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1810	1810	1810	1810	1810	1810	1810	1810	1810	1810	1810	1810
Adj Flow Rate, veh/h	255	351	11	21	250	53	5	229	21	160	277	197
Adj No. of Lanes	2	1	1	1	1	1	1	1	1	1	1	1
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, %	5	5	5	5	5	5	5	5	5	5	5	5
Cap, veh/h	462	543	659	333	382	325	283	319	271	370	652	767
Arrive On Green	0.14	0.43	0.43	0.21	0.21	0.21	0.18	0.18	0.18	0.11	0.36	0.36
Sat Flow, veh/h	3343	1267	1538	987	1810	1538	890	1810	1538	1723	1810	1538
Grp Volume(v), veh/h	255	351	11	21	250	53	5	229	21	160	277	197
Grp Sat Flow(s),veh/h/ln	1672	1267	1538	987	1810	1538	890	1810	1538	1723	1810	1538
Q Serve(g_s), s	4.0	12.5	0.2	1.0	7.2	1.6	0.3	6.8	0.6	4.2	6.6	4.2
Cycle Q Clear(g_c), s	4.0	12.5	0.2	1.1	7.2	1.6	0.3	6.8	0.6	4.2	6.6	4.2
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	462	543	659	333	382	325	283	319	271	370	652	767
V/C Ratio(X)	0.55	0.65	0.02	0.06	0.65	0.16	0.02	0.72	0.08	0.43	0.42	0.26
Avail Cap(c_a), veh/h	1176	891	1082	819	1273	1082	596	955	812	795	955	1024
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	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	22.9	12.8	9.4	18.2	20.5	18.3	19.4	22.1	19.6	16.7	13.7	8.2
Incr Delay (d2), s/veh	1.0	1.3	0.0	0.1	1.9	0.2	0.0	3.0	0.1	0.8	0.4	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	3.5	8.0	0.2	0.5	6.7	1.3	0.1	6.6	0.5	3.6	6.0	3.3
LnGrp Delay(d),s/veh	23.9	14.2	9.4	18.2	22.4	18.6	19.4	25.1	19.7	17.5	14.2	8.4
LnGrp LOS	C	B	A	B	C	B	B	C	B	B	B	A
Approach Vol, veh/h		617			324			255			634	
Approach Delay, s/veh		18.1			21.5			24.6			13.2	
Approach LOS		B			C			C			B	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2		4		6	7	8
Phs Duration (G+Y+Rc), s	12.4	18.0		26.5		30.4	10.5	16.0
Change Period (Y+Rc), s	4.5	6.0		6.0		6.0	4.5	6.0
Max Green Setting (Gmax), s	20.0	40.0		30.0		40.0	20.0	30.0
Max Q Clear Time (g_c+I1), s	6.0	9.2		8.6		14.5	6.2	8.8
Green Ext Time (p_c), s	0.7	1.7		2.1		2.0	0.3	1.2

Intersection Summary			
HCM 2010 Ctrl Delay		17.9	
HCM 2010 LOS		B	

Lanes, Volumes, Timings
565: 72nd Ave & CTH KR

12/12/2017

Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	500	5	20	340	5	35
Future Volume (vph)	500	5	20	340	5	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)		200	125		0	125
Storage Lanes		1	0		1	0
Taper Length (ft)			100		100	
Link Speed (mph)	40			40	60	
Link Distance (ft)	1330			280	1528	
Travel Time (s)	22.7			4.8	17.4	
Confl. Peds. (#/hr)						
Confl. Bikes (#/hr)						
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94
Growth Factor	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	5%	5%	5%	5%	5%	5%
Bus Blockages (#/hr)	0	0	0	0	0	0
Parking (#/hr)						
Mid-Block Traffic (%)	0%			0%	0%	
Shared Lane Traffic (%)						
Lane Group Flow (vph)	532	5	21	362	42	0
Sign Control	Free			Free	Stop	

Intersection Summary	
Area Type:	Other
Control Type: Unsignalized	

HCM 2010 TWSC
565: 72nd Ave & CTH KR 12/12/2017

Intersection	
Int Delay, s/veh	0.8

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	500	5	20	340	5	35
Future Vol, veh/h	500	5	20	340	5	35
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	200	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	94	94	94	94	94	94
Heavy Vehicles, %	5	5	5	5	5	5
Mvmt Flow	532	5	21	362	5	37

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	537	0	936	532
Stage 1	-	-	-	-	532	-
Stage 2	-	-	-	-	404	-
Critical Hdwy	-	-	4.15	-	6.45	6.25
Critical Hdwy Stg 1	-	-	-	-	5.45	-
Critical Hdwy Stg 2	-	-	-	-	5.45	-
Follow-up Hdwy	-	-	2.245	-	3.545	3.345
Pot Cap-1 Maneuver	-	-	1016	-	291	542
Stage 1	-	-	-	-	583	-
Stage 2	-	-	-	-	668	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1016	-	285	542
Mov Cap-2 Maneuver	-	-	-	-	285	-
Stage 1	-	-	-	-	571	-
Stage 2	-	-	-	-	668	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0.5	13.1
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	487	-	-	1016	-
HCM Lane V/C Ratio	0.087	-	-	0.021	-
HCM Control Delay (s)	13.1	-	-	8.6	-
HCM Lane LOS	B	-	-	A	-
HCM 95th %tile Q(veh)	0.3	-	-	0.1	-

Lanes, Volumes, Timings
570: CTH KR & 90th Street 12/12/2017

Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	35	500	335	30	45	25
Future Volume (vph)	35	500	335	30	45	25
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			200	0	100
Storage Lanes	1			1	1	1
Taper Length (ft)	100				100	
Link Speed (mph)		40	40		40	
Link Distance (ft)		280	1974		716	
Travel Time (s)		4.8	33.6		12.2	
Confl. Peds. (#/hr)						
Confl. Bikes (#/hr)						
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94
Growth Factor	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	5%	5%	5%	5%	5%	5%
Bus Blockages (#/hr)	0	0	0	0	0	0
Parking (#/hr)						
Mid-Block Traffic (%)		0%	0%		0%	
Shared Lane Traffic (%)						
Lane Group Flow (vph)	37	532	356	32	48	27
Sign Control		Free	Free		Stop	

Intersection Summary	
Area Type:	Other
Control Type: Unsignalized	

HCM 2010 TWSC
570: CTH KR & 90th Street 12/12/2017

Intersection	
Int Delay, s/veh	1.5

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	35	500	335	30	45	25
Future Vol, veh/h	35	500	335	30	45	25
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	200	0	100
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	94	94	94	94	94	94
Heavy Vehicles, %	5	5	5	5	5	5
Mvmt Flow	37	532	356	32	48	27

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	388	0	-	0	962	356
Stage 1	-	-	-	-	356	-
Stage 2	-	-	-	-	606	-
Critical Hdwy	4.15	-	-	-	6.45	6.25
Critical Hdwy Stg 1	-	-	-	-	5.45	-
Critical Hdwy Stg 2	-	-	-	-	5.45	-
Follow-up Hdwy	2.245	-	-	-	3.545	3.345
Pot Cap-1 Maneuver	1154	-	-	-	280	681
Stage 1	-	-	-	-	702	-
Stage 2	-	-	-	-	539	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1154	-	-	-	271	681
Mov Cap-2 Maneuver	-	-	-	-	271	-
Stage 1	-	-	-	-	680	-
Stage 2	-	-	-	-	539	-

Approach	EB	WB	SB
HCM Control Delay, s	0.5	0	17.3
HCM LOS			C

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	1154	-	-	-	271	681
HCM Lane V/C Ratio	0.032	-	-	-	0.177	0.039
HCM Control Delay (s)	8.2	-	-	-	21.1	10.5
HCM Lane LOS	A	-	-	-	C	B
HCM 95th %tile Q(veh)	0.1	-	-	-	0.6	0.1

Lanes, Volumes, Timings
725: Wisconn Valley Way & NW-1/N-6 12/12/2017

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	540	25	125	40	70	140	120	645	10	35	405	415
Future Volume (vph)	540	25	125	40	70	140	120	645	10	35	405	415
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)	200		200	200		200	200		200	200		200
Storage Lanes	1		1	1		1	1		1	1		1
Taper Length (ft)	100			100			100			100		
Right Turn on Red			Yes			Yes			Yes			Yes
Link Speed (mph)		25			25			40			40	
Link Distance (ft)		765			1097			1660			1642	
Travel Time (s)		20.9			29.9			28.3			28.0	
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%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	5%	5%	5%	5%	5%	5%	5%	5%	5%	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)	574	27	133	43	74	149	128	686	11	37	431	441
Turn Type	D.P+P	NA	Perm	D.P+P	NA	Perm	D.P+P	NA	Perm	D.P+P	NA	Perm
Protected Phases	7	4		3	8		1	6		5	2	
Permitted Phases	8		4	4		8	2		6	6		2
Detector Phase	7	4	4	3	8	8	1	6	6	5	2	2
Switch Phase												
Minimum Initial (s)	6.0	10.0	10.0	6.0	10.0	10.0	6.0	12.0	12.0	6.0	12.0	12.0
Minimum Split (s)	10.5	16.0	16.0	10.5	16.0	16.0	10.5	18.0	18.0	10.5	18.0	18.0
Total Split (s)	38.0	45.0	45.0	12.0	19.0	19.0	18.0	43.0	43.0	15.0	40.0	40.0
Total Split (%)	33.0%	39.1%	39.1%	10.4%	16.5%	16.5%	15.7%	37.4%	37.4%	13.0%	34.8%	34.8%
Maximum Green (s)	33.5	39.0	39.0	7.5	13.0	13.0	13.5	37.0	37.0	10.5	34.0	34.0
Yellow Time (s)	3.5	4.0	4.0	3.5	4.0	4.0	3.5	4.0	4.0	3.5	4.0	4.0
All-Red Time (s)	1.0	2.0	2.0	1.0	2.0	2.0	1.0	2.0	2.0	1.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.5	6.0	6.0	4.5	6.0	6.0	4.5	6.0	6.0	4.5	6.0	6.0
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lag	Lead	Lead	Lag	Lead	Lead
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Vehicle Extension (s)	2.0	2.0	2.0	3.0	2.0	2.0	2.0	5.0	5.0	3.0	5.0	5.0
Minimum Gap (s)	2.0	2.0	2.0	3.0	2.0	2.0	2.0	2.0	2.0	3.0	2.0	2.0
Time Before Reduce (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	25.0	25.0	0.0	25.0	25.0
Time To Reduce (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	15.0	15.0	0.0	15.0	15.0
Recall Mode	None	None	None	None	None	None	None	C-Max	C-Max	None	C-Max	C-Max
Walk Time (s)												
Flash Dont Walk (s)												
Pedestrian Calls (#/hr)												
v/c Ratio	0.86	0.04	0.21	0.07	0.44	0.52	0.32	0.50	0.02	0.13	0.36	0.54
Control Delay	39.2	24.3	5.0	16.6	57.7	13.7	28.5	39.4	0.0	14.8	20.8	5.7

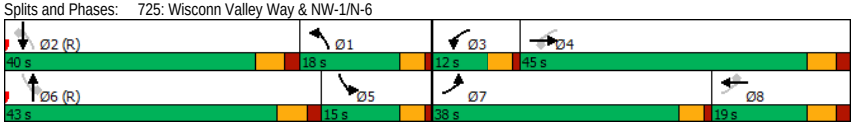
Lanes, Volumes, Timings
725: Wisconn Valley Way & NW-1/N-6

12/12/2017

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	0.0	0.0
Total Delay	39.2	24.3	5.0	16.6	57.7	13.7	28.5	39.4	0.0	14.8	20.8	5.7
90th %ile Green (s)	38.0	42.2	42.2	8.7	12.9	12.9	9.0	37.1	37.1	6.0	34.1	34.1
90th %ile Term Code	Max	Hold	Hold	Gap	Gap	Gap	Hold	Coord	Coord	Min	Coord	Coord
70th %ile Green (s)	38.0	40.9	40.9	7.7	10.6	10.6	9.0	39.4	39.4	6.0	36.4	36.4
70th %ile Term Code	Max	Hold	Hold	Gap	Gap	Gap	Hold	Coord	Coord	Min	Coord	Coord
50th %ile Green (s)	38.0	40.9	40.9	7.1	10.0	10.0	9.0	40.0	40.0	6.0	37.0	37.0
50th %ile Term Code	Max	Hold	Hold	Gap	Min	Min	Hold	Coord	Coord	Min	Coord	Coord
30th %ile Green (s)	35.4	39.0	39.0	6.4	10.0	10.0	6.0	53.1	53.1	0.0	42.6	42.6
30th %ile Term Code	Gap	Hold	Hold	Gap	Min	Min	Min	Coord	Coord	Skip	Coord	Coord
10th %ile Green (s)	29.5	44.0	44.0	0.0	10.0	10.0	6.0	59.0	59.0	0.0	48.5	48.5
10th %ile Term Code	Gap	Hold	Hold	Skip	Min	Min	Min	Coord	Coord	Skip	Coord	Coord
Queue Length 50th (ft)	329	13	0	17	53	0	67	239	0	14	117	62
Queue Length 95th (ft)	445	33	40	36	100	55	113	304	m0	m22	173	91
Internal Link Dist (ft)		685			1017			1580			1562	
Turn Bay Length (ft)	200		200	200		200	200		200	200		200
Base Capacity (vph)	683	651	638	598	204	313	480	1366	706	360	1187	819
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.84	0.04	0.21	0.07	0.36	0.48	0.27	0.50	0.02	0.10	0.36	0.54

Intersection Summary	
Area Type:	Other
Cycle Length: 115	
Actuated Cycle Length: 115	
Offset: 36 (31%), Referenced to phase 2:NBSB and 6:NBSB, Start of 1st Green	
Natural Cycle: 75	
Control Type: Actuated-Coordinated	
m Volume for 95th percentile queue is metered by upstream signal.	

Splits and Phases: 725: Wisconn Valley Way & NW-1/N-6



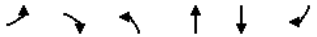
HCM 2010 Signalized Intersection Summary
725: Wisconn Valley Way & NW-1/N-6

12/12/2017

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	540	25	125	40	70	140	120	645	10	35	405	415
Future Volume (veh/h)	540	25	125	40	70	140	120	645	10	35	405	415
Number	7	4	14	3	8	18	1	6	16	5	2	12
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1810	1810	1810	1810	1810	1810	1810	1810	1810	1810	1810	1810
Adj Flow Rate, veh/h	574	27	69	43	74	75	128	686	6	37	431	223
Adj No. of Lanes	1	1	1	1	1	1	1	2	1	1	2	1
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, %	5	5	5	5	5	5	5	5	5	5	5	5
Cap, veh/h	622	614	522	544	157	134	457	1106	495	376	1016	455
Arrive On Green	0.29	0.34	0.34	0.04	0.09	0.09	0.14	0.32	0.32	0.12	0.30	0.30
Sat Flow, veh/h	1723	1810	1538	1723	1810	1538	1723	3438	1538	1723	3438	1538
Grp Volume(v), veh/h	574	27	69	43	74	75	128	686	6	37	431	223
Grp Sat Flow(s),veh/h/ln	1723	1810	1538	1723	1810	1538	1723	1719	1538	1723	1719	1538
Q Serve(g_s), s	33.5	1.2	3.6	1.8	4.5	5.4	0.0	19.4	0.3	0.0	11.6	13.7
Cycle Q Clear(g_c), s	33.5	1.2	3.6	1.8	4.5	5.4	0.0	19.4	0.3	0.0	11.6	13.7
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	622	614	522	544	157	134	457	1106	495	376	1016	455
V/C Ratio(X)	0.92	0.04	0.13	0.08	0.47	0.56	0.28	0.62	0.01	0.10	0.42	0.49
Avail Cap(c_a), veh/h	622	614	522	589	205	174	457	1106	495	376	1016	455
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	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.75	0.75	0.75
Uniform Delay (d), s/veh	33.8	25.5	26.3	22.8	50.0	50.4	30.3	33.0	26.6	32.3	32.6	33.4
Incr Delay (d2), s/veh	19.1	0.0	0.0	0.1	0.8	1.4	0.1	2.6	0.0	0.1	1.0	2.8
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	27.0	1.0	2.7	1.6	4.1	4.2	5.9	14.7	0.2	1.6	9.0	9.7
LnGrp Delay(d),s/veh	52.9	25.5	26.3	22.9	50.8	51.8	30.5	35.7	26.6	32.4	33.6	36.2
LnGrp LOS	D	C	C	C	D	D	C	D	C	C	C	D
Approach Vol, veh/h		670			192			820			691	
Approach Delay, s/veh		49.1			44.9			34.8			34.4	
Approach LOS		D			D			C			C	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	21.0	40.0	9.0	45.0	18.0	43.0	38.0	16.0
Change Period (Y+Rc), s	4.5	6.0	4.5	6.0	4.5	6.0	4.5	6.0
Max Green Setting (Gmax), s	13.5	34.0	7.5	39.0	10.5	37.0	33.5	13.0
Max Q Clear Time (g_c+I1), s	2.0	15.7	3.8	5.6	2.0	21.4	35.5	7.4
Green Ext Time (p_c), s	0.1	6.1	0.0	0.2	0.0	6.6	0.0	0.2

Intersection Summary	
HCM 2010 Ctrl Delay	39.5
HCM 2010 LOS	D



Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	60	175	35	475	785	20
Future Volume (vph)	60	175	35	475	785	20
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	200			200
Storage Lanes	1	1	1			1
Taper Length (ft)	100		100			
Link Speed (mph)	25			40	40	
Link Distance (ft)	938			1652	2249	
Travel Time (s)	25.6			28.2	38.3	
Confl. Peds. (#/hr)						
Confl. Bikes (#/hr)						
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94
Growth Factor	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	5%	5%	5%	5%	5%	5%
Bus Blockages (#/hr)	0	0	0	0	0	0
Parking (#/hr)						
Mid-Block Traffic (%)	0%			0%	0%	
Shared Lane Traffic (%)						
Lane Group Flow (vph)	64	186	37	505	835	21
Sign Control	Stop			Free	Free	

Intersection Summary	
Area Type:	Other
Control Type: Unsignalized	

Intersection	
Int Delay, s/veh	2.6

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	60	175	35	475	785	20
Future Vol, veh/h	60	175	35	475	785	20
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	0	200	-	-	200
Veh in Median Storage, #	2	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	94	94	94	94	94	94
Heavy Vehicles, %	5	5	5	5	5	5
Mvmt Flow	64	186	37	505	835	21

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	1162	418	856	0	-	0
Stage 1	835	-	-	-	-	-
Stage 2	327	-	-	-	-	-
Critical Hdwy	6.9	7	4.2	-	-	-
Critical Hdwy Stg 1	5.9	-	-	-	-	-
Critical Hdwy Stg 2	5.9	-	-	-	-	-
Follow-up Hdwy	3.55	3.35	2.25	-	-	-
Pot Cap-1 Maneuver	184	575	761	-	-	-
Stage 1	379	-	-	-	-	-
Stage 2	694	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	175	575	761	-	-	-
Mov Cap-2 Maneuver	325	-	-	-	-	-
Stage 1	360	-	-	-	-	-
Stage 2	694	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	15.4	0.7	0
HCM LOS	C		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	EBLn2	SBT	SBR
Capacity (veh/h)	761	-	325	575	-	-
HCM Lane V/C Ratio	0.049	-	0.196	0.324	-	-
HCM Control Delay (s)	10	-	18.8	14.2	-	-
HCM Lane LOS	A	-	C	B	-	-
HCM 95th %tile Q(veh)	0.2	-	0.7	1.4	-	-

Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	65	30	5	935	735	15
Future Volume (vph)	65	30	5	935	735	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)	210	0	200			200
Storage Lanes	1	1	1			1
Taper Length (ft)	100		100			
Link Speed (mph)	25			40	40	
Link Distance (ft)	1043			2631	2632	
Travel Time (s)	28.4			44.8	44.9	
Confl. Peds. (#/hr)						
Confl. Bikes (#/hr)						
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94
Growth Factor	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	5%	5%	5%	5%	5%	5%
Bus Blockages (#/hr)	0	0	0	0	0	0
Parking (#/hr)						
Mid-Block Traffic (%)	0%			0%	0%	
Shared Lane Traffic (%)						
Lane Group Flow (vph)	69	32	5	995	782	16
Sign Control	Stop			Free	Free	

Intersection Summary	
Area Type:	Other
Control Type: Unsignalized	

Intersection	
Int Delay, s/veh	0.9

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	65	30	5	935	735	15
Future Vol, veh/h	65	30	5	935	735	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	210	0	200	-	-	200
Veh in Median Storage, #	2	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	94	94	94	94	94	94
Heavy Vehicles, %	5	5	5	5	5	5
Mvmt Flow	69	32	5	995	782	16

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	1290	391	798	0	-	0
Stage 1	782	-	-	-	-	-
Stage 2	508	-	-	-	-	-
Critical Hdwy	6.9	7	4.2	-	-	-
Critical Hdwy Stg 1	5.9	-	-	-	-	-
Critical Hdwy Stg 2	5.9	-	-	-	-	-
Follow-up Hdwy	3.55	3.35	2.25	-	-	-
Pot Cap-1 Maneuver	151	599	801	-	-	-
Stage 1	404	-	-	-	-	-
Stage 2	561	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	150	599	801	-	-	-
Mov Cap-2 Maneuver	336	-	-	-	-	-
Stage 1	402	-	-	-	-	-
Stage 2	561	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	16.2	0.1	0
HCM LOS	C		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	EBLn2	SBT	SBR
Capacity (veh/h)	801	-	336	599	-	-
HCM Lane V/C Ratio	0.007	-	0.206	0.053	-	-
HCM Control Delay (s)	9.5	-	18.5	11.3	-	-
HCM Lane LOS	A	-	C	B	-	-
HCM 95th %tile Q(veh)	0	-	0.8	0.2	-	-

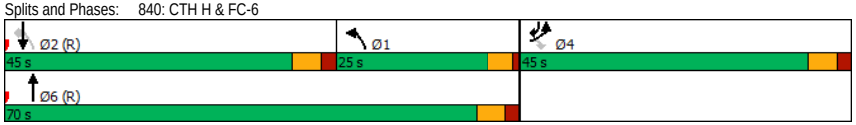
Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	585	375	260	295	405	430
Future Volume (vph)	585	375	260	295	405	430
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12
Grade (%)	0%			0%	0%	
Storage Length (ft)	200	0	200			200
Storage Lanes	2	1	1			1
Taper Length (ft)	100		100			
Right Turn on Red		Yes				Yes
Link Speed (mph)	25			40	40	
Link Distance (ft)	867			1320	1320	
Travel Time (s)	23.6			22.5	22.5	
Confl. Peds. (#/hr)						
Confl. Bikes (#/hr)						
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94
Growth Factor	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	5%	5%	5%	5%	5%	5%
Bus Blockages (#/hr)	0	0	0	0	0	0
Parking (#/hr)						
Mid-Block Traffic (%)	0%			0%	0%	
Shared Lane Traffic (%)						
Lane Group Flow (vph)	622	399	277	314	431	457
Turn Type	Prot	Perm	D.P+P	NA	NA	pm+ov
Protected Phases	4		1	6	2	4
Permitted Phases		4	2			2
Detector Phase	4	4	1	6	2	4
Switch Phase						
Minimum Initial (s)	10.0	10.0	8.0	12.0	12.0	10.0
Minimum Split (s)	24.0	24.0	12.5	24.0	24.0	24.0
Total Split (s)	45.0	45.0	25.0	70.0	45.0	45.0
Total Split (%)	39.1%	39.1%	21.7%	60.9%	39.1%	39.1%
Maximum Green (s)	39.0	39.0	20.5	64.0	39.0	39.0
Yellow Time (s)	4.0	4.0	3.5	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0	1.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.0	6.0	4.5	6.0	6.0	6.0
Lead/Lag			Lag		Lead	
Lead-Lag Optimize?			Yes		Yes	
Vehicle Extension (s)	2.0	2.0	2.0	5.0	5.0	2.0
Minimum Gap (s)	2.0	2.0	2.0	2.0	2.0	2.0
Time Before Reduce (s)	0.0	0.0	0.0	25.0	25.0	0.0
Time To Reduce (s)	0.0	0.0	0.0	15.0	15.0	0.0
Recall Mode	None	None	None	C-Max	C-Max	None
Walk Time (s)						
Flash Dont Walk (s)						
Pedestrian Calls (#/hr)						
v/c Ratio	0.78	0.59	0.40	0.14	0.29	0.37
Control Delay	47.8	7.1	13.0	8.3	7.5	1.3

Lanes, Volumes, Timings
840: CTH H & FC-6 12/12/2017

Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	47.8	7.1	13.0	8.3	7.5	1.3
90th %ile Green (s)	34.4	34.4	20.5	68.6	43.6	34.4
90th %ile Term Code	Gap	Gap	Hold	Coord	Coord	Gap
70th %ile Green (s)	30.2	30.2	20.5	72.8	47.8	30.2
70th %ile Term Code	Gap	Gap	Hold	Coord	Coord	Gap
50th %ile Green (s)	27.8	27.8	20.5	75.2	50.2	27.8
50th %ile Term Code	Gap	Gap	Hold	Coord	Coord	Gap
30th %ile Green (s)	24.5	24.5	20.5	78.5	53.5	24.5
30th %ile Term Code	Gap	Gap	Hold	Coord	Coord	Gap
10th %ile Green (s)	20.8	20.8	20.5	82.2	57.2	20.8
10th %ile Term Code	Gap	Gap	Hold	Coord	Coord	Gap
Queue Length 50th (ft)	222	0	74	42	39	0
Queue Length 95th (ft)	265	74	135	72	62	25
Internal Link Dist (ft)	787			1240	1240	
Turn Bay Length (ft)	200		200			200
Base Capacity (vph)	1131	785	689	2255	1508	1226
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	0.55	0.51	0.40	0.14	0.29	0.37

Intersection Summary	
Area Type:	Other
Cycle Length: 115	
Actuated Cycle Length: 115	
Offset: 28 (24%), Referenced to phase 2:NBSB and 6:NBT, Start of 1st Green	
Natural Cycle: 65	
Control Type: Actuated-Coordinated	

Splits and Phases: 840: CTH H & FC-6



TADI Synchro 10 Report
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Movement	EBL	EBR	NBL	NBT	SBT	SBR		
Lane Configurations								
Traffic Volume (veh/h)	585	375	260	295	405	430		
Future Volume (veh/h)	585	375	260	295	405	430		
Number	7	14	1	6	2	12		
Initial Q (Qb), veh	0	0	0	0	0	0		
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		
Adj Sat Flow, veh/h/ln	1810	1810	1810	1810	1810	1810		
Adj Flow Rate, veh/h	622	202	277	314	431	228		
Adj No. of Lanes	2	1	1	2	2	1		
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94		
Percent Heavy Veh, %	5	5	5	5	5	5		
Cap, veh/h	708	325	770	2352	1166	847		
Arrive On Green	0.21	0.21	0.29	0.68	0.57	0.57		
Sat Flow, veh/h	3343	1538	1723	3529	3529	1538		
Grp Volume(v), veh/h	622	202	277	314	431	228		
Grp Sat Flow(s),veh/h/ln	1672	1538	1723	1719	1719	1538		
Q Serve(g_s), s	20.7	13.7	0.0	3.7	7.9	6.7		
Cycle Q Clear(g_c), s	20.7	13.7	0.0	3.7	7.9	6.7		
Prop In Lane	1.00	1.00	1.00			1.00		
Lane Grp Cap(c), veh/h	708	325	770	2352	1166	847		
V/C Ratio(X)	0.88	0.62	0.36	0.13	0.37	0.27		
Avail Cap(c_a), veh/h	1134	522	770	2352	1166	847		
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.67	1.67		
Upstream Filter(I)	1.00	1.00	1.00	1.00	0.92	0.92		
Uniform Delay (d), s/veh	43.9	41.1	17.4	6.3	18.2	8.6		
Incr Delay (d2), s/veh	3.0	0.7	0.1	0.1	0.8	0.7		
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0		
%ile BackOfQ(95%),veh/ln	15.0	17.1	10.2	3.1	6.9	7.5		
LnGrp Delay(d),s/veh	46.9	41.9	17.5	6.4	19.0	9.3		
LnGrp LOS	D	D	B	A	B	A		
Approach Vol, veh/h	824			591	659			
Approach Delay, s/veh	45.7			11.6	15.7			
Approach LOS	D			B	B			

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2		4		6		
Phs Duration (G+Y+Rc), s	39.7	45.0		30.3		84.7		
Change Period (Y+Rc), s	6.0	* 6		6.0		6.0		
Max Green Setting (Gmax), s	20.5	* 39		39.0		64.0		
Max Q Clear Time (g_c+I1), s	2.0	9.9		22.7		5.7		
Green Ext Time (p_c), s	0.4	7.4		1.6		4.2		

Intersection Summary	
HCM 2010 Ctrl Delay	26.4
HCM 2010 LOS	C

Notes

HCM 2010 Signalized Intersection Summary
840: CTH H & FC-6 12/12/2017

* HCM 2010 computational engine requires equal clearance times for the phases crossing the barrier.

TADI Synchro 10 Report
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Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	1	1	1	555	780	1
Future Volume (vph)	1	1	1	555	780	1
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	200			200
Storage Lanes	1	0	1			1
Taper Length (ft)	100		100			
Link Speed (mph)	25			40	40	
Link Distance (ft)	850			1350	1323	
Travel Time (s)	23.2			23.0	22.6	
Confl. Peds. (#/hr)						
Confl. Bikes (#/hr)						
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94
Growth Factor	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	5%	5%	5%	5%	5%	5%
Bus Blockages (#/hr)	0	0	0	0	0	0
Parking (#/hr)						
Mid-Block Traffic (%)	0%			0%	0%	
Shared Lane Traffic (%)						
Lane Group Flow (vph)	2	0	1	590	830	1
Sign Control	Stop			Free	Free	

Intersection Summary	
Area Type:	Other
Control Type: Unsignalized	

Intersection	
Int Delay, s/veh	0

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	1	1	1	555	780	1
Future Vol, veh/h	1	1	1	555	780	1
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	-	200	-	-	200
Veh in Median Storage, #	2	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	94	94	94	94	94	94
Heavy Vehicles, %	5	5	5	5	5	5
Mvmt Flow	1	1	1	590	830	1

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	1127	415	831	0	-	0
Stage 1	830	-	-	-	-	-
Stage 2	297	-	-	-	-	-
Critical Hdwy	6.9	7	4.2	-	-	-
Critical Hdwy Stg 1	5.9	-	-	-	-	-
Critical Hdwy Stg 2	5.9	-	-	-	-	-
Follow-up Hdwy	3.55	3.35	2.25	-	-	-
Pot Cap-1 Maneuver	194	578	778	-	-	-
Stage 1	381	-	-	-	-	-
Stage 2	719	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	194	578	778	-	-	-
Mov Cap-2 Maneuver	346	-	-	-	-	-
Stage 1	381	-	-	-	-	-
Stage 2	719	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	13.4	0	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	778	-	433	-	-
HCM Lane V/C Ratio	0.001	-	0.005	-	-
HCM Control Delay (s)	9.6	-	13.4	-	-
HCM Lane LOS	A	-	B	-	-
HCM 95th %tile Q(veh)	0	-	0	-	-

APPENDIX D

YEAR 2040 FULL BUILD
TOTAL TRAFFIC
PEAK HOUR ANALYSIS OUTPUTS

Lanes, Volumes, Timings
300: W. FRONTAGE RD & STH 11

12/14/2017

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	30	1010	5	5	405	65	5	10	5	95	5	10
Future Volume (vph)	30	1010	5	5	405	65	5	10	5	95	5	10
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)	290		240	260		240	0		0	0		0
Storage Lanes	1		1	1		1	0		1	0		1
Taper Length (ft)	100			100			100			100		
Link Speed (mph)		45			45			60			60	
Link Distance (ft)		3032			463			1739			983	
Travel Time (s)		45.9			7.0			19.8			11.2	
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%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	5%	5%	5%	5%	5%	5%	5%	5%	5%	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)	32	1074	5	5	431	69	0	16	5	0	106	11
Sign Control		Free			Free			Stop			Stop	

Intersection Summary	
Area Type:	Other
Control Type: Unsignalized	

HCM 2010 TWSC
300: W. FRONTAGE RD & STH 11

12/14/2017

Intersection	
Int Delay, s/veh	1.7

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	30	1010	5	5	405	65	5	10	5	95	5	10
Future Vol, veh/h	30	1010	5	5	405	65	5	10	5	95	5	10
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	290	-	240	260	-	240	-	-	0	-	-	0
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	2	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	94	94	94	94	94	94	94	94	94	94	94	94
Heavy Vehicles, %	5	5	5	5	5	5	5	5	5	5	5	5
Mvmt Flow	32	1074	5	5	431	69	5	11	5	101	5	11

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	500	0	0	1079	0	0	1366	1648	537	1048	1584	216
Stage 1	-	-	-	-	-	-	1138	1138	-	441	441	-
Stage 2	-	-	-	-	-	-	228	510	-	607	1143	-
Critical Hdwy	4.2	-	-	4.2	-	-	7.6	6.6	7	7.6	6.6	7
Critical Hdwy Stg 1	-	-	-	-	-	-	6.6	5.6	-	6.6	5.6	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.6	5.6	-	6.6	5.6	-
Follow-up Hdwy	2.25	-	-	2.25	-	-	3.55	4.05	3.35	3.55	4.05	3.35
Pot Cap-1 Maneuver	1040	-	-	625	-	-	103	95	481	178	104	779
Stage 1	-	-	-	-	-	-	209	268	-	557	568	-
Stage 2	-	-	-	-	-	-	745	528	-	443	267	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1040	-	-	625	-	-	97	91	481	165	100	779
Mov Cap-2 Maneuver	-	-	-	-	-	-	190	229	-	337	230	-
Stage 1	-	-	-	-	-	-	203	260	-	540	563	-
Stage 2	-	-	-	-	-	-	722	524	-	407	259	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0.2	0.1	20.6	20.1
HCM LOS			C	C

Minor Lane/Major Mvmt	NBLn1	NBLn2	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	214	481	1040	-	-	625	-	-	329	779
HCM Lane V/C Ratio	0.075	0.011	0.031	-	-	0.009	-	-	0.323	0.014
HCM Control Delay (s)	23.2	12.6	8.6	-	-	10.8	-	-	21.1	9.7
HCM Lane LOS	C	B	A	-	-	B	-	-	C	A
HCM 95th %tile Q(veh)	0.2	0	0.1	-	-	0	-	-	1.4	0

Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	1015	95	210	440	35	950
Future Volume (vph)	1015	95	210	440	35	950
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)		200	610		175	0
Storage Lanes		1	1		1	2
Taper Length (ft)			100		100	
Right Turn on Red		Yes				Yes
Link Speed (mph)	45			45	35	
Link Distance (ft)	463			1378	1333	
Travel Time (s)	7.0			20.9	26.0	
Confl. Peds. (#/hr)						
Confl. Bikes (#/hr)						
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94
Growth Factor	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	5%	5%	5%	5%	5%	5%
Bus Blockages (#/hr)	0	0	0	0	0	0
Parking (#/hr)						
Mid-Block Traffic (%)	0%			0%	0%	
Shared Lane Traffic (%)						
Lane Group Flow (vph)	1080	101	223	468	37	1011
Turn Type	NA	Perm	D.P+P	NA	Prot	pt+ov
Protected Phases	6		5	2	8	8 5
Permitted Phases		6	6			
Detector Phase	6	6	5	2	8	8 5
Switch Phase						
Minimum Initial (s)	12.0	12.0	8.0	12.0	10.0	
Minimum Split (s)	18.0	18.0	12.5	18.0	16.0	
Total Split (s)	60.0	60.0	20.0	80.0	35.0	
Total Split (%)	52.2%	52.2%	17.4%	69.6%	30.4%	
Maximum Green (s)	54.0	54.0	15.5	74.0	29.0	
Yellow Time (s)	4.0	4.0	3.5	4.0	4.0	
All-Red Time (s)	2.0	2.0	1.0	2.0	2.0	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	
Total Lost Time (s)	6.0	6.0	4.5	6.0	6.0	
Lead/Lag	Lag	Lag	Lead			
Lead-Lag Optimize?	Yes	Yes	Yes			
Vehicle Extension (s)	5.0	5.0	2.0	5.0	2.0	
Minimum Gap (s)	2.0	2.0	2.0	2.0	2.0	
Time Before Reduce (s)	25.0	25.0	0.0	25.0	0.0	
Time To Reduce (s)	15.0	15.0	0.0	15.0	0.0	
Recall Mode	C-Max	C-Max	None	C-Max	None	
Walk Time (s)						
Flash Dont Walk (s)						
Pedestrian Calls (#/hr)						
v/c Ratio	0.65	0.13	0.64	0.21	0.09	0.87
Control Delay	24.7	4.4	21.8	11.0	33.7	37.8

Lanes, Volumes, Timings
310: IH 41/94 SB Ramps & STH 11 12/14/2017

Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	24.7	4.4	21.8	11.0	33.7	37.8
Queue Length 50th (ft)	316	3	105	105	21	346
Queue Length 95th (ft)	391	32	146	124	49	450
Internal Link Dist (ft)	383			1298	1253	
Turn Bay Length (ft)		200	610		175	
Base Capacity (vph)	1674	797	378	2212	433	1203
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	0.65	0.13	0.59	0.21	0.09	0.84

Intersection Summary	
Area Type:	Other
Cycle Length: 115	
Actuated Cycle Length: 115	
Offset: 67 (58%), Referenced to phase 2:WBT and 6:EBWB, Start of 1st Green	
Natural Cycle: 60	
Control Type: Actuated-Coordinated	

Splits and Phases: 310: IH 41/94 SB Ramps & STH 11

TADI Synchro 10 Report
2040_Braun IC_171211_AM.syn

HCM 2010 Signalized Intersection Summary
310: IH 41/94 SB Ramps & STH 11

12/14/2017

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (veh/h)	1015	95	210	440	35	950
Future Volume (veh/h)	1015	95	210	440	35	950
Number	6	16	5	2	3	18
Initial Q (Qb), veh	0	0	0	0	0	0
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
Adj Sat Flow, veh/h/ln	1810	1810	1810	1810	1810	1810
Adj Flow Rate, veh/h	1080	53	223	468	37	708
Adj No. of Lanes	2	1	1	2	1	2
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94
Percent Heavy Veh, %	5	5	5	5	5	5
Cap, veh/h	1797	804	349	2212	435	904
Arrive On Green	0.52	0.52	0.16	1.00	0.25	0.25
Sat Flow, veh/h	3529	1538	1723	3529	1723	2707
Grp Volume(v), veh/h	1080	53	223	468	37	708
Grp Sat Flow(s),veh/h/ln	1719	1538	1723	1719	1723	1354
Q Serve(g_s), s	25.1	2.0	7.2	0.0	1.9	27.1
Cycle Q Clear(g_c), s	25.1	2.0	7.2	0.0	1.9	27.1
Prop In Lane		1.00	1.00		1.00	1.00
Lane Grp Cap(c), veh/h	1797	804	349	2212	435	904
V/C Ratio(X)	0.60	0.07	0.64	0.21	0.09	0.78
Avail Cap(c_a), veh/h	1797	804	441	2212	435	904
HCM Platoon Ratio	1.00	1.00	2.00	2.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	0.98	0.98	1.00	1.00
Uniform Delay (d), s/veh	19.1	13.6	13.8	0.0	32.9	34.6
Incr Delay (d2), s/veh	1.5	0.2	0.8	0.2	0.0	4.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	18.0	1.5	6.1	0.1	1.6	16.0
LnGrp Delay(d),s/veh	20.6	13.7	14.6	0.2	32.9	38.7
LnGrp LOS	C	B	B	A	C	D
Approach Vol, veh/h	1133			691	745	
Approach Delay, s/veh	20.3			4.9	38.4	
Approach LOS	C			A	D	

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2			5	6		8
Phs Duration (G+Y+Rc), s		80.0			13.9	66.1		35.0
Change Period (Y+Rc), s		6.0			4.5	6.0		6.0
Max Green Setting (Gmax), s		74.0			15.5	54.0		29.0
Max Q Clear Time (g_c+I1), s		2.0			9.2	27.1		29.1
Green Ext Time (p_c), s		6.5			0.2	14.8		0.0

Intersection Summary	
HCM 2010 Ctrl Delay	21.4
HCM 2010 LOS	C

Lanes, Volumes, Timings
320: IH 41/94 NB Ramps & STH 11

12/14/2017

Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	1900	65	570	615	35	550
Future Volume (vph)	1900	65	570	615	35	550
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)		500	500		500	0
Storage Lanes		1	1		1	2
Taper Length (ft)			100		100	
Right Turn on Red		Yes				Yes
Link Speed (mph)	45			45	35	
Link Distance (ft)	1378			484	1387	
Travel Time (s)	20.9			7.3	27.0	
Confl. Peds. (#/hr)						
Confl. Bikes (#/hr)						
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94
Growth Factor	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	5%	5%	5%	5%	5%	5%
Bus Blockages (#/hr)	0	0	0	0	0	0
Parking (#/hr)						
Mid-Block Traffic (%)	0%			0%	0%	
Shared Lane Traffic (%)						
Lane Group Flow (vph)	2021	69	606	654	37	585
Turn Type	NA	Perm	Prot	NA	Prot	pt+ov
Protected Phases	6		5	2	4	4 5
Permitted Phases		6				
Detector Phase	6	6	5	2	4	4 5
Switch Phase						
Minimum Initial (s)	12.0	12.0	8.0	12.0	10.0	
Minimum Split (s)	18.0	18.0	12.5	18.0	16.0	
Total Split (s)	60.0	60.0	35.0	95.0	20.0	
Total Split (%)	52.2%	52.2%	30.4%	82.6%	17.4%	
Maximum Green (s)	54.0	54.0	30.5	89.0	14.0	
Yellow Time (s)	4.0	4.0	3.5	4.0	4.0	
All-Red Time (s)	2.0	2.0	1.0	2.0	2.0	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	
Total Lost Time (s)	6.0	6.0	4.5	6.0	6.0	
Lead/Lag	Lead	Lead	Lag			
Lead-Lag Optimize?	Yes	Yes	Yes			
Vehicle Extension (s)	5.0	5.0	2.0	5.0	2.0	
Minimum Gap (s)	2.0	2.0	2.0	2.0	2.0	
Time Before Reduce (s)	25.0	25.0	0.0	25.0	0.0	
Time To Reduce (s)	15.0	15.0	0.0	15.0	0.0	
Recall Mode	C-Max	C-Max	None	C-Max	None	
Walk Time (s)						
Flash Dont Walk (s)						
Pedestrian Calls (#/hr)						
v/c Ratio	0.81	0.09	0.69	0.24	0.25	0.55
Control Delay	21.6	0.5	36.1	2.7	53.5	29.3

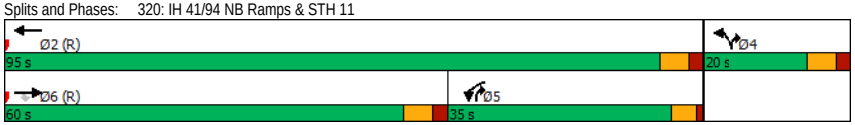
Lanes, Volumes, Timings
320: IH 41/94 NB Ramps & STH 11

12/14/2017

Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	21.6	0.5	36.1	2.7	53.5	29.3
Queue Length 50th (ft)	352	0	190	53	26	186
Queue Length 95th (ft)	418	m2	261	50	61	249
Internal Link Dist (ft)	1298			404	1307	
Turn Bay Length (ft)		500	500		500	
Base Capacity (vph)	2491	809	884	2780	209	1156
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	0.81	0.09	0.69	0.24	0.18	0.51

Intersection Summary	
Area Type:	Other
Cycle Length: 115	
Actuated Cycle Length: 115	
Offset: 93 (81%), Referenced to phase 2:WBT and 6:EBT, Start of 1st Green	
Natural Cycle: 80	
Control Type: Actuated-Coordinated	
m Volume for 95th percentile queue is metered by upstream signal.	

Splits and Phases: 320: IH 41/94 NB Ramps & STH 11



HCM 2010 Signalized Intersection Summary
320: IH 41/94 NB Ramps & STH 11

12/14/2017

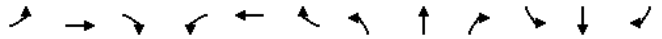
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (veh/h)	1900	65	570	615	35	550
Future Volume (veh/h)	1900	65	570	615	35	550
Number	6	16	5	2	7	14
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)		1.00	1.00		1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1810	1810	1810	1810	1810	1810
Adj Flow Rate, veh/h	2021	37	606	654	37	409
Adj No. of Lanes	3	1	2	2	1	2
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94
Percent Heavy Veh, %	5	5	5	5	5	5
Cap, veh/h	2320	722	959	2780	150	1012
Arrive On Green	0.94	0.94	0.29	0.81	0.09	0.09
Sat Flow, veh/h	5103	1538	3343	3529	1723	2707
Grp Volume(v), veh/h	2021	37	606	654	37	409
Grp Sat Flow(s),veh/h/ln	1647	1538	1672	1719	1723	1354
Q Serve(g_s), s	15.8	0.2	18.2	5.2	2.3	0.0
Cycle Q Clear(g_c), s	15.8	0.2	18.2	5.2	2.3	0.0
Prop In Lane		1.00	1.00		1.00	1.00
Lane Grp Cap(c), veh/h	2320	722	959	2780	150	1012
V/C Ratio(X)	0.87	0.05	0.63	0.24	0.25	0.40
Avail Cap(c_a), veh/h	2320	722	959	2780	210	1106
HCM Platoon Ratio	2.00	2.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.57	0.57	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	2.3	1.9	35.7	2.6	49.0	26.6
Incr Delay (d2), s/veh	2.9	0.1	1.0	0.2	0.3	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	9.1	0.2	13.2	4.4	2.0	10.7
LnGrp Delay(d),s/veh	5.2	1.9	36.7	2.8	49.3	26.6
LnGrp LOS	A	A	D	A	D	C
Approach Vol, veh/h	2058			1260	446	
Approach Delay, s/veh	5.1			19.1	28.5	
Approach LOS	A			B	C	

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2		4	5	6		
Phs Duration (G+Y+Rc), s		99.0		16.0	39.0	60.0		
Change Period (Y+Rc), s		6.0		6.0	6.0	* 6		
Max Green Setting (Gmax), s		89.0		14.0	30.5	* 54		
Max Q Clear Time (g_c+I1), s		7.2		4.3	20.2	17.8		
Green Ext Time (p_c), s		10.1		0.8	0.9	30.8		

Intersection Summary	
HCM 2010 Ctrl Delay	12.6
HCM 2010 LOS	B

Notes

* HCM 2010 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	1830	385	130	940	245	175	1	65	70	5	70
Future Volume (vph)	235	1830	385	130	940	245	175	1	65	70	5	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)	500		500	500		500	500		500	500		500
Storage Lanes	1		1	1		1	1		1	1		1
Taper Length (ft)	100			100			100			100		
Right Turn on Red			Yes			Yes			Yes			Yes
Link Speed (mph)		45			45			40			40	
Link Distance (ft)		568			1226			1642			699	
Travel Time (s)		8.6			18.6			28.0			11.9	
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%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	5%	5%	5%	5%	5%	5%	5%	5%	5%	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)	250	1947	410	138	1000	261	186	1	69	74	5	74
Turn Type	D.P+P	NA	Perm	D.P+P	NA	Perm	Prot	NA	pt+ov	D.P+P	NA	pm+ov
Protected Phases	1	6		5	2		3	8	8 5	7	4	1
Permitted Phases	2		6	6		2				8		4
Detector Phase	1	6	6	5	2	2	3	8	8 5	7	4	1
Switch Phase												
Minimum Initial (s)	6.0	12.0	12.0	6.0	12.0	12.0	8.0	8.0		6.0	8.0	6.0
Minimum Split (s)	10.5	18.0	18.0	10.5	18.0	18.0	12.5	14.0		10.5	14.0	10.5
Total Split (s)	20.0	69.0	69.0	15.0	64.0	64.0	17.0	18.0		13.0	14.0	20.0
Total Split (%)	17.4%	60.0%	60.0%	13.0%	55.7%	55.7%	14.8%	15.7%		11.3%	12.2%	17.4%
Maximum Green (s)	15.5	63.0	63.0	10.5	58.0	58.0	12.5	12.0		8.5	8.0	15.5
Yellow Time (s)	3.5	4.0	4.0	3.5	4.0	4.0	3.5	4.0		3.5	4.0	3.5
All-Red Time (s)	1.0	2.0	2.0	1.0	2.0	2.0	1.0	2.0		1.0	2.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0
Total Lost Time (s)	4.5	6.0	6.0	4.5	6.0	6.0	4.5	6.0		4.5	6.0	4.5
Lead/Lag	Lead	Lead	Lead	Lag	Lag	Lag	Lag	Lead		Lag	Lead	Lead
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes		Yes	Yes	Yes
Vehicle Extension (s)	2.0	5.0	5.0	2.0	5.0	5.0	2.0	2.0		2.0	2.0	2.0
Minimum Gap (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0		2.0	2.0	2.0
Time Before Reduce (s)	0.0	25.0	25.0	0.0	25.0	25.0	0.0	0.0		0.0	0.0	0.0
Time To Reduce (s)	0.0	15.0	15.0	0.0	15.0	15.0	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
Walk Time (s)												
Flash Dont Walk (s)												
Pedestrian Calls (#/hr)												
v/c Ratio	0.75	0.64	0.37	0.61	0.48	0.26	0.39	0.01	0.17	0.36	0.04	0.24
Control Delay	37.3	7.6	0.7	30.6	9.6	1.6	38.8	44.0	4.5	45.3	50.8	2.4

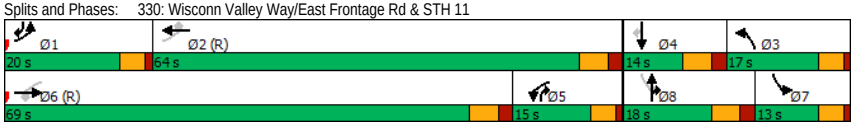
Lanes, Volumes, Timings
330: Wisconn Valley Way/East Frontage Rd & STH 11

12/14/2017

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	0.0	0.0
Total Delay	37.3	7.6	0.7	30.6	9.6	1.6	38.8	44.0	4.5	45.3	50.8	2.4
Queue Length 50th (ft)	75	126	1	35	87	0	63	1	0	48	4	0
Queue Length 95th (ft)	m115	145	m0	#113	167	26	102	m5	11	86	16	4
Internal Link Dist (ft)		488			1146			1562			619	
Turn Bay Length (ft)	500		500	500		500	500		500	500		500
Base Capacity (vph)	380	3019	1099	225	2065	1020	493	188	448	232	125	343
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.66	0.64	0.37	0.61	0.48	0.26	0.38	0.01	0.15	0.32	0.04	0.22

Intersection Summary	
Area Type:	Other
Cycle Length: 115	
Actuated Cycle Length: 115	
Offset: 100 (87%), Referenced to phase 2:EBWB and 6:EBWB, Start of 1st Green	
Natural Cycle: 75	
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: 330: Wisconn Valley Way/East Frontage Rd & STH 11



HCM 2010 Signalized Intersection Summary
330: Wisconn Valley Way/East Frontage Rd & STH 11

12/14/2017

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	235	1830	385	130	940	245	175	1	65	70	5	70
Future Volume (veh/h)	235	1830	385	130	940	245	175	1	65	70	5	70
Number	1	6	16	5	2	12	3	8	18	7	4	14
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1810	1810	1810	1810	1810	1810	1810	1810	1810	1810	1810	1810
Adj Flow Rate, veh/h	250	1947	208	138	1000	133	186	1	37	74	5	37
Adj No. of Lanes	1	3	1	1	3	1	2	1	1	1	1	1
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, %	5	5	5	5	5	5	5	5	5	5	5	5
Cap, veh/h	402	2706	843	305	2088	924	244	126	283	279	125	220
Arrive On Green	0.07	0.55	0.55	0.11	0.60	0.60	0.07	0.07	0.07	0.07	0.07	0.07
Sat Flow, veh/h	1723	4940	1538	1723	3474	1538	3343	1810	1538	1723	1810	1538
Grp Volume(v), veh/h	250	1947	208	138	1000	133	186	1	37	74	5	37
Grp Sat Flow(s),veh/h/ln	1723	1647	1538	1723	1158	1538	1672	1810	1538	1723	1810	1538
Q Serve(g_s), s	6.3	33.8	8.1	1.0	18.5	2.6	6.3	0.1	0.0	0.0	0.3	1.9
Cycle Q Clear(g_c), s	6.3	33.8	8.1	1.0	18.5	2.6	6.3	0.1	0.0	0.0	0.3	1.9
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	402	2706	843	305	2088	924	244	126	283	279	125	220
V/C Ratio(X)	0.62	0.72	0.25	0.45	0.48	0.14	0.76	0.01	0.13	0.27	0.04	0.17
Avail Cap(c_a), veh/h	506	2706	843	305	2088	924	363	189	336	281	126	221
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	1.00	1.00	1.00	1.00	1.00	0.99	0.99	0.99	1.00	1.00	1.00
Uniform Delay (d), s/veh	10.2	19.4	13.6	40.4	12.9	3.5	52.3	49.8	39.2	44.9	50.0	25.9
Incr Delay (d2), s/veh	0.6	1.7	0.7	0.4	0.8	0.3	2.3	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	5.4	22.3	6.4	7.1	10.1	2.1	5.4	0.1	1.8	3.9	0.3	1.4
LnGrp Delay(d),s/veh	10.8	21.1	14.3	40.7	13.6	3.8	54.6	49.8	39.3	45.1	50.0	26.0
LnGrp LOS	B	C	B	D	B	A	D	D	D	D	D	C
Approach Vol, veh/h		2405			1271			224			116	
Approach Delay, s/veh		19.4			15.6			52.1			39.2	
Approach LOS		B			B			D			D	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	13.0	75.1	12.9	13.9	19.2	69.0	12.8	14.0
Change Period (Y+Rc), s	4.5	6.0	4.5	6.0	6.0	* 6	4.5	6.0
Max Green Setting (Gmax), s	15.5	58.0	12.5	8.0	10.5	* 63	8.5	12.0
Max Q Clear Time (g_c+I1), s	8.3	20.5	8.3	3.9	3.0	35.8	2.0	2.1
Green Ext Time (p_c), s	0.2	16.5	0.1	0.0	0.1	24.1	0.0	0.0

Intersection Summary	
HCM 2010 Ctrl Delay	20.6
HCM 2010 LOS	C

Notes

* HCM 2010 computational engine requires equal clearance times for the phases crossing the barrier.

Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	1530	435	270	1230	85	50
Future Volume (vph)	1530	435	270	1230	85	50
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)		160	260		270	0
Storage Lanes		1	1		2	1
Taper Length (ft)			100		100	
Right Turn on Red		Yes				Yes
Link Speed (mph)	45			45	25	
Link Distance (ft)	1032			3962	724	
Travel Time (s)	15.6			60.0	19.7	
Confl. Peds. (#/hr)						
Confl. Bikes (#/hr)						
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94
Growth Factor	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	5%	5%	5%	5%	5%	5%
Bus Blockages (#/hr)	0	0	0	0	0	0
Parking (#/hr)						
Mid-Block Traffic (%)	0%			0%	0%	
Shared Lane Traffic (%)						
Lane Group Flow (vph)	1628	463	287	1309	90	53
Turn Type	NA	Perm	D.P+P	NA	Prot	Perm
Protected Phases	6		5	2	8	
Permitted Phases		6	6			8
Detector Phase	6	6	5	2	8	8
Switch Phase						
Minimum Initial (s)	12.0	12.0	6.0	12.0	10.0	10.0
Minimum Split (s)	18.0	18.0	10.5	18.0	16.0	16.0
Total Split (s)	70.0	70.0	25.0	95.0	20.0	20.0
Total Split (%)	60.9%	60.9%	21.7%	82.6%	17.4%	17.4%
Maximum Green (s)	64.0	64.0	20.5	89.0	14.0	14.0
Yellow Time (s)	4.0	4.0	3.5	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0	1.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.0	6.0	4.5	6.0	6.0	6.0
Lead/Lag	Lag	Lag	Lead			
Lead-Lag Optimize?	Yes	Yes	Yes			
Vehicle Extension (s)	5.0	5.0	2.0	5.0	2.0	2.0
Minimum Gap (s)	2.0	2.0	2.0	2.0	2.0	2.0
Time Before Reduce (s)	25.0	25.0	0.0	25.0	0.0	0.0
Time To Reduce (s)	15.0	15.0	0.0	15.0	0.0	0.0
Recall Mode	C-Max	C-Max	None	C-Max	None	None
Walk Time (s)						
Flash Dont Walk (s)						
Pedestrian Calls (#/hr)						
v/c Ratio	0.75	0.43	0.76	0.45	0.31	0.29
Control Delay	5.2	1.0	42.2	0.8	52.4	17.6

Lanes, Volumes, Timings
335: N-1 & STH 11

12/14/2017

Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	5.2	1.0	42.2	0.8	52.4	17.6
Queue Length 50th (ft)	51	0	101	7	32	0
Queue Length 95th (ft)	76	0	162	21	59	39
Internal Link Dist (ft)	952			3882	644	
Turn Bay Length (ft)		160	260		270	
Base Capacity (vph)	2171	1075	419	2912	406	233
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	0.75	0.43	0.68	0.45	0.22	0.23

Intersection Summary	
Area Type:	Other
Cycle Length: 115	
Actuated Cycle Length: 115	
Offset: 102 (89%), Referenced to phase 2:WBT and 6:EBWB, Start of 1st Green	
Natural Cycle: 80	
Control Type: Actuated-Coordinated	

Splits and Phases: 335: N-1 & STH 11

HCM 2010 Signalized Intersection Summary
335: N-1 & STH 11

12/14/2017

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (veh/h)	1530	435	270	1230	85	50
Future Volume (veh/h)	1530	435	270	1230	85	50
Number	6	16	5	2	3	18
Initial Q (Qb), veh	0	0	0	0	0	0
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
Adj Sat Flow, veh/h/ln	1810	1810	1810	1810	1810	1810
Adj Flow Rate, veh/h	1628	234	287	1309	90	26
Adj No. of Lanes	2	1	1	2	2	1
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94
Percent Heavy Veh, %	5	5	5	5	5	5
Cap, veh/h	2334	1044	316	2788	284	130
Arrive On Green	0.68	0.68	0.09	0.81	0.08	0.08
Sat Flow, veh/h	3529	1538	1723	3529	3343	1538
Grp Volume(v), veh/h	1628	234	287	1309	90	26
Grp Sat Flow(s),veh/h/ln	1719	1538	1723	1719	1672	1538
Q Serve(g_s), s	33.2	6.6	8.4	13.4	2.9	1.8
Cycle Q Clear(g_c), s	33.2	6.6	8.4	13.4	2.9	1.8
Prop In Lane		1.00	1.00		1.00	1.00
Lane Grp Cap(c), veh/h	2334	1044	316	2788	284	130
V/C Ratio(X)	0.70	0.22	0.91	0.47	0.32	0.20
Avail Cap(c_a), veh/h	2334	1044	463	2788	407	187
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	0.79	0.79	1.00	1.00
Uniform Delay (d), s/veh	11.3	7.0	27.4	3.3	49.5	49.0
Incr Delay (d2), s/veh	1.8	0.5	10.7	0.4	0.2	0.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	22.8	5.3	14.4	10.0	2.4	1.4
LnGrp Delay(d),s/veh	13.0	7.5	38.1	3.8	49.7	49.3
LnGrp LOS	B	A	D	A	D	D
Approach Vol, veh/h	1862			1596	116	
Approach Delay, s/veh	12.3			9.9	49.6	
Approach LOS	B			A	D	

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2			5	6		8
Phs Duration (G+Y+Rc), s		99.2			15.2	84.1		15.8
Change Period (Y+Rc), s		6.0			4.5	6.0		6.0
Max Green Setting (Gmax), s		89.0			20.5	64.0		14.0
Max Q Clear Time (g_c+I1), s		15.4			10.4	35.2		4.9
Green Ext Time (p_c), s		29.9			0.3	23.7		0.1

Intersection Summary		
HCM 2010 Ctrl Delay	12.5	
HCM 2010 LOS	B	

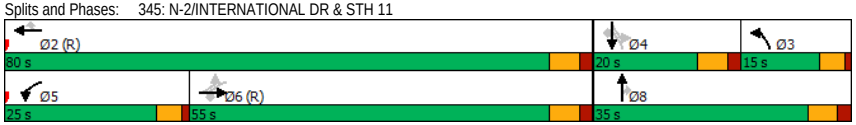
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	50	1125	430	270	1395	50	80	200	50	50	200	50
Future Volume (vph)	50	1125	430	270	1395	50	80	200	50	50	200	50
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	200		150	295		125	295		140	125		125
Storage Lanes	1		1	1		1	1		1	1		1
Taper Length (ft)	100			100			100			100		
Right Turn on Red			Yes			Yes			Yes			Yes
Link Speed (mph)		45			45			25			40	
Link Distance (ft)		3962			2707			852			628	
Travel Time (s)		60.0			41.0			23.2			10.7	
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%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	5%	5%	5%	5%	5%	5%	5%	5%	5%	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)	53	1197	457	287	1484	53	85	213	53	53	213	53
Turn Type	Perm	NA	Perm	D.P+P	NA	Perm	D.P+P	NA	Perm	Perm	NA	Perm
Protected Phases		6		5	2		3	8			4	
Permitted Phases	6		6	6		2	4		8	4		4
Detector Phase	6	6	6	5	2	2	3	8	8	4	4	4
Switch Phase												
Minimum Initial (s)	12.0	12.0	12.0	6.0	12.0	12.0	8.0	10.0	10.0	10.0	10.0	10.0
Minimum Split (s)	18.0	18.0	18.0	10.5	18.0	18.0	12.5	16.0	16.0	16.0	16.0	16.0
Total Split (s)	55.0	55.0	55.0	25.0	80.0	80.0	15.0	35.0	35.0	20.0	20.0	20.0
Total Split (%)	47.8%	47.8%	47.8%	21.7%	69.6%	69.6%	13.0%	30.4%	30.4%	17.4%	17.4%	17.4%
Maximum Green (s)	49.0	49.0	49.0	20.5	74.0	74.0	10.5	29.0	29.0	14.0	14.0	14.0
Yellow Time (s)	4.0	4.0	4.0	3.5	4.0	4.0	3.5	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0	2.0	1.0	2.0	2.0	1.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.0	6.0	6.0	4.5	6.0	6.0	4.5	6.0	6.0	6.0	6.0	6.0
Lead/Lag	Lag	Lag	Lag	Lead			Lag			Lead	Lead	Lead
Lead-Lag Optimize?	Yes	Yes	Yes	Yes								
Vehicle Extension (s)	5.0	5.0	5.0	2.0	5.0	5.0	2.0	2.0	2.0	2.0	2.0	2.0
Minimum Gap (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Time Before Reduce (s)	25.0	25.0	25.0	0.0	25.0	25.0	0.0	0.0	0.0	0.0	0.0	0.0
Time To Reduce (s)	15.0	15.0	15.0	0.0	15.0	15.0	0.0	0.0	0.0	0.0	0.0	0.0
Recall Mode	C-Max	C-Max	C-Max	None	C-Max	C-Max	None	None	None	None	None	None
Walk Time (s)												
Flash Dont Walk (s)												
Pedestrian Calls (#/hr)												
v/c Ratio	0.33	0.68	0.50	0.72	0.61	0.05	0.36	0.33	0.15	0.47	0.61	0.20
Control Delay	20.2	16.0	5.5	35.0	5.0	0.5	42.3	40.6	5.8	62.5	57.1	1.6

Lanes, Volumes, Timings
345: N-2/INTERNATIONAL DR & STH 11 12/14/2017

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	0.0	0.0
Total Delay	20.2	16.0	5.5	35.0	5.0	0.5	42.3	40.6	5.8	62.5	57.1	1.6
Queue Length 50th (ft)	10	116	37	97	115	0	52	70	0	38	81	0
Queue Length 95th (ft)	m21	287	103	m147	126	m1	95	103	22	79	118	0
Internal Link Dist (ft)		3882			2627			772			548	
Turn Bay Length (ft)	200		150	295		125	295		140	125		125
Base Capacity (vph)	162	1755	921	442	2431	1112	275	866	440	134	418	299
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.33	0.68	0.50	0.65	0.61	0.05	0.31	0.25	0.12	0.40	0.51	0.18

Intersection Summary	
Area Type:	Other
Cycle Length: 115	
Actuated Cycle Length: 115	
Offset: 42 (37%), Referenced to phase 2:WBT and 6:EBWB, Start of 1st Green	
Natural Cycle: 90	
Control Type: Actuated-Coordinated	
m Volume for 95th percentile queue is metered by upstream signal.	

Splits and Phases: 345: N-2/INTERNATIONAL DR & STH 11



TADI
2040_Braun IC_171211_AM.syn
Synchro 10 Report

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	50	1125	430	270	1395	50	80	200	50	50	200	50
Future Volume (veh/h)	50	1125	430	270	1395	50	80	200	50	50	200	50
Number	1	6	16	5	2	12	3	8	18	7	4	14
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1810	1810	1810	1810	1810	1810	1810	1810	1810	1810	1810	1810
Adj Flow Rate, veh/h	53	1197	228	287	1484	26	85	213	26	53	213	26
Adj No. of Lanes	1	2	1	1	2	1	1	2	1	1	2	1
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, %	5	5	5	5	5	5	5	5	5	5	5	5
Cap, veh/h	199	1817	813	327	2278	1019	238	801	358	135	398	178
Arrive On Green	0.53	0.53	0.53	0.10	0.66	0.66	0.06	0.23	0.23	0.12	0.12	0.12
Sat Flow, veh/h	335	3438	1538	1723	3438	1538	1723	3438	1538	1104	3438	1538
Grp Volume(v), veh/h	53	1197	228	287	1484	26	85	213	26	53	213	26
Grp Sat Flow(s),veh/h/ln	335	1719	1538	1723	1719	1538	1723	1719	1538	1104	1719	1538
Q Serve(g_s), s	12.8	29.0	9.4	8.7	29.5	0.7	0.0	5.8	1.5	5.4	6.7	1.7
Cycle Q Clear(g_c), s	26.8	29.0	9.4	8.7	29.5	0.7	0.0	5.8	1.5	11.2	6.7	1.7
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	199	1817	813	327	2278	1019	238	801	358	135	398	178
V/C Ratio(X)	0.27	0.66	0.28	0.88	0.65	0.03	0.36	0.27	0.07	0.39	0.53	0.15
Avail Cap(c_a), veh/h	199	1817	813	470	2278	1019	283	867	388	141	419	187
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)	0.60	0.60	0.60	0.56	0.56	0.56	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	24.1	19.6	15.0	20.3	11.5	6.7	47.8	36.1	34.4	52.8	47.9	45.7
Incr Delay (d2), s/veh	2.0	1.1	0.5	5.7	0.8	0.0	0.3	0.1	0.0	0.7	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	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	2.3	18.7	6.7	8.1	18.7	0.5	4.6	5.0	1.2	3.0	5.8	1.4
LnGrp Delay(d),s/veh	26.0	20.8	15.5	25.9	12.3	6.7	48.1	36.1	34.4	53.5	48.4	45.9
LnGrp LOS	C	C	B	C	B	A	D	D	C	D	D	D
Approach Vol, veh/h		1478			1797			324			292	
Approach Delay, s/veh		20.1			14.4			39.1			49.1	
Approach LOS		C			B			D			D	

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2	3	4	5	6		8
Phs Duration (G+Y+Rc), s		82.2	13.5	19.3	15.4	66.8		32.8
Change Period (Y+Rc), s		6.0	6.0	* 6	4.5	6.0		6.0
Max Green Setting (Gmax), s		74.0	10.5	* 14	20.5	49.0		29.0
Max Q Clear Time (g_c+I1), s		31.5	2.0	13.2	10.7	31.0		7.8
Green Ext Time (p_c), s		27.6	0.1	0.1	0.3	13.8		0.9

Intersection Summary	
HCM 2010 Ctrl Delay	21.3
HCM 2010 LOS	C

Notes

HCM 2010 Signalized Intersection Summary
345: N-2/INTERNATIONAL DR & STH 11 12/14/2017

User approved pedestrian interval to be less than phase max green.
* HCM 2010 computational engine requires equal clearance times for the phases crossing the barrier.

TADI Synchro 10 Report
2040_Braun IC_171211_AM.syn

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	160	680	335	785	1270	305	250	310	450	130	320	145
Future Volume (vph)	160	680	335	785	1270	305	250	310	450	130	320	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)	285		125	415		125	230		365	250		125
Storage Lanes	1		1	2		1	2		2	2		1
Taper Length (ft)	100			100			100			100		
Right Turn on Red			Yes			Yes			Yes			Yes
Link Speed (mph)		45			45			40			40	
Link Distance (ft)		2707			2688			2632			2362	
Travel Time (s)		41.0			40.7			44.9			40.3	
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%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	5%	5%	5%	5%	5%	5%	5%	5%	5%	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)	170	723	356	835	1351	324	266	330	479	138	340	154
Turn Type	D.P+P	NA	Perm	Prot	NA	Perm	Prot	NA	pt+ov	Prot	NA	Perm
Protected Phases	1	6		5	2		3	8	8 5	7	4	
Permitted Phases	2		6			2						4
Detector Phase	1	6	6	5	2	2	3	8	8 5	7	4	4
Switch Phase												
Minimum Initial (s)	8.0	12.0	12.0	8.0	12.0	12.0	8.0	10.0		8.0	10.0	10.0
Minimum Split (s)	12.5	18.0	18.0	12.5	18.0	18.0	12.5	16.0		12.5	16.0	16.0
Total Split (s)	15.0	37.0	37.0	35.0	57.0	57.0	18.0	20.0		23.0	25.0	25.0
Total Split (%)	13.0%	32.2%	32.2%	30.4%	49.6%	49.6%	15.7%	17.4%		20.0%	21.7%	21.7%
Maximum Green (s)	10.5	31.0	31.0	30.5	51.0	51.0	13.5	14.0		18.5	19.0	19.0
Yellow Time (s)	3.5	4.0	4.0	3.5	4.0	4.0	3.5	4.0		3.5	4.0	4.0
All-Red Time (s)	1.0	2.0	2.0	1.0	2.0	2.0	1.0	2.0		1.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0
Total Lost Time (s)	4.5	6.0	6.0	4.5	6.0	6.0	4.5	6.0		4.5	6.0	6.0
Lead/Lag	Lead	Lead	Lead	Lag	Lag	Lag	Lag	Lag		Lead	Lead	Lead
Lead-Lag Optimize?												
Vehicle Extension (s)	1.5	3.7	3.7	3.0	3.7	3.7	3.0	1.5		3.0	1.5	1.5
Minimum Gap (s)	1.5	3.5	3.5	3.0	3.5	3.5	3.0	1.5		3.0	1.5	1.5
Time Before Reduce (s)	20.0	24.0	24.0	0.0	24.0	24.0	0.0	30.0		0.0	30.0	30.0
Time To Reduce (s)	0.0	16.0	16.0	0.0	16.0	16.0	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
Walk Time (s)												
Flash Dont Walk (s)												
Pedestrian Calls (#/hr)												
v/c Ratio	0.76	0.69	0.56	0.94	0.81	0.39	0.69	0.61	0.37	0.46	0.75	0.43
Control Delay	49.3	30.9	9.8	61.4	31.3	11.9	39.5	30.5	3.0	54.6	58.9	7.0

Lanes, Volumes, Timings
350: CTH H & STH 11 12/14/2017

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	0.0	0.0
Total Delay	49.3	30.9	9.8	61.4	31.3	11.9	39.5	30.5	3.0	54.6	58.9	7.0
Queue Length 50th (ft)	42	184	36	312	457	76	97	96	5	51	129	0
Queue Length 95th (ft)	m#151	237	94	#436	577	153	128	123	5	81	174	36
Internal Link Dist (ft)		2627			2608			2552			2282	
Turn Bay Length (ft)	285		125	415		125	230		365	250		125
Base Capacity (vph)	234	1048	635	884	1662	823	408	547	1284	536	568	408
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.73	0.69	0.56	0.94	0.81	0.39	0.65	0.60	0.37	0.26	0.60	0.38

Intersection Summary

Area Type: Other
Cycle Length: 115
Actuated Cycle Length: 115
Offset: 108 (94%), Referenced to phase 2:EBWB and 6:EBT, Start of 1st Green
Natural Cycle: 90
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: 350: CTH H & STH 11

TADI
2040_Braun IC_171211_AM.syn
Synchro 10 Report

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	160	680	335	785	1270	305	250	310	450	130	320	145
Future Volume (veh/h)	160	680	335	785	1270	305	250	310	450	130	320	145
Number	1	6	16	5	2	12	3	8	18	7	4	14
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1810	1810	1810	1810	1810	1810	1810	1810	1810	1810	1810	1810
Adj Flow Rate, veh/h	170	723	180	835	1351	164	266	330	335	138	340	80
Adj No. of Lanes	1	2	1	2	2	1	2	2	2	2	2	1
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, %	5	5	5	5	5	5	5	5	5	5	5	5
Cap, veh/h	250	927	415	1017	1779	796	325	556	1262	230	413	185
Arrive On Green	0.02	0.09	0.09	0.30	0.52	0.52	0.10	0.16	0.16	0.07	0.12	0.12
Sat Flow, veh/h	1723	3438	1538	3343	3438	1538	3343	3438	2707	3343	3438	1538
Grp Volume(v), veh/h	170	723	180	835	1351	164	266	330	335	138	340	80
Grp Sat Flow(s),veh/h/ln	1723	1719	1538	1672	1719	1538	1672	1719	1354	1672	1719	1538
Q Serve(g_s), s	5.1	23.7	12.8	26.6	35.9	6.6	9.0	10.2	1.8	4.6	11.1	4.5
Cycle Q Clear(g_c), s	5.1	23.7	12.8	26.6	35.9	6.6	9.0	10.2	1.8	4.6	11.1	4.5
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	250	927	415	1017	1779	796	325	556	1262	230	413	185
V/C Ratio(X)	0.68	0.78	0.43	0.82	0.76	0.21	0.82	0.59	0.27	0.60	0.82	0.43
Avail Cap(c_a), veh/h	288	927	415	1017	1779	796	392	556	1262	538	568	254
HCM Platoon Ratio	0.33	0.33	0.33	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.71	0.71	0.71	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	22.8	49.0	44.1	37.1	22.0	15.0	50.9	44.7	7.6	52.0	49.4	31.4
Incr Delay (d2), s/veh	2.6	4.7	2.3	5.5	3.1	0.6	10.8	1.2	0.0	2.5	5.0	0.6
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	5.5	16.7	9.0	19.0	24.5	5.3	8.2	8.6	3.4	4.0	9.4	3.5
LnGrp Delay(d),s/veh	25.4	53.7	46.4	42.6	25.1	15.6	61.7	45.9	7.6	54.5	54.4	32.0
LnGrp LOS	C	D	D	D	C	B	E	D	A	D	D	C
Approach Vol, veh/h		1073			2350			931			558	
Approach Delay, s/veh		48.0			30.7			36.6			51.2	
Approach LOS		D			C			D			D	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	12.5	65.5	17.2	19.8	41.0	37.0	12.4	24.6
Change Period (Y+Rc), s	4.5	6.0	6.0	* 6	6.0	* 6	4.5	6.0
Max Green Setting (Gmax), s	10.5	51.0	13.5	* 19	30.5	* 31	18.5	14.0
Max Q Clear Time (g_c+I1), s	7.1	37.9	11.0	13.1	28.6	25.7	6.6	12.2
Green Ext Time (p_c), s	0.0	9.1	0.2	0.7	0.7	2.8	0.3	0.4

Intersection Summary	
HCM 2010 Ctrl Delay	37.9
HCM 2010 LOS	D

Notes

HCM 2010 Signalized Intersection Summary
350: CTH H & STH 11 12/14/2017

* HCM 2010 computational engine requires equal clearance times for the phases crossing the barrier.

TADI Synchro 10 Report
2040_Braun IC_171211_AM.syn

Lanes, Volumes, Timings
400: W. FRONTAGE RD & BRAUN RD

12/14/2017

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	1	155	5	5	60	5	1	5	1	5	1	5
Future Volume (vph)	1	155	5	5	60	5	1	5	1	5	1	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)	350		350	150		150	0		350	0		350
Storage Lanes	1		1	1		1	0		1	0		1
Taper Length (ft)	100			100			100			100		
Link Speed (mph)		40			40			60			60	
Link Distance (ft)		4191			1151			1501			1323	
Travel Time (s)		71.4			19.6			17.1			15.0	
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%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	5%	5%	5%	5%	5%	5%	5%	5%	5%	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)	1	165	5	5	64	5	0	6	1	0	6	5
Sign Control		Free			Free			Stop			Stop	

Intersection Summary	
Area Type:	Other
Control Type: Unsignalized	

HCM 2010 TWSC
400: W. FRONTAGE RD & BRAUN RD

12/14/2017

Intersection	
Int Delay, s/veh	0.9

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	1	155	5	5	60	5	1	5	1	5	1	5
Future Vol, veh/h	1	155	5	5	60	5	1	5	1	5	1	5
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	350	-	350	150	-	150	-	-	350	-	-	350
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	94	94	94	94	94	94	94	94	94	94	94	94
Heavy Vehicles, %	5	5	5	5	5	5	5	5	5	5	5	5
Mvmt Flow	1	165	5	5	64	5	1	5	1	5	1	5

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	69	0	0	170	0	0	247	246	165	247	246	64
Stage 1	-	-	-	-	-	-	167	167	-	74	74	-
Stage 2	-	-	-	-	-	-	80	79	-	173	172	-
Critical Hdwy	4.15	-	-	4.15	-	-	7.15	6.55	6.25	7.15	6.55	6.25
Critical Hdwy Stg 1	-	-	-	-	-	-	6.15	5.55	-	6.15	5.55	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.15	5.55	-	6.15	5.55	-
Follow-up Hdwy	2.245	-	-	2.245	-	-	3.545	4.045	3.345	3.545	4.045	3.345
Pot Cap-1 Maneuver	1513	-	-	1389	-	-	700	651	872	700	651	992
Stage 1	-	-	-	-	-	-	828	755	-	928	828	-
Stage 2	-	-	-	-	-	-	921	823	-	822	751	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1513	-	-	1389	-	-	693	648	872	692	648	992
Mov Cap-2 Maneuver	-	-	-	-	-	-	693	648	-	692	648	-
Stage 1	-	-	-	-	-	-	827	754	-	927	825	-
Stage 2	-	-	-	-	-	-	912	820	-	815	750	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0	0.5	10.4	9.5
HCM LOS			B	A

Minor Lane/Major Mvmt	NBLn1	NBLn2	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	655	872	1513	-	-	1389	-	-	684	992
HCM Lane V/C Ratio	0.01	0.001	0.001	-	-	0.004	-	-	0.009	0.005
HCM Control Delay (s)	10.6	9.1	7.4	-	-	7.6	-	-	10.3	8.6
HCM Lane LOS	B	A	A	-	-	A	-	-	B	A
HCM 95th %tile Q(veh)	0	0	0	-	-	0	-	-	0	0

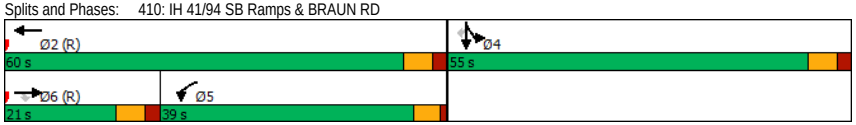
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	160	1	695	70	0	0	0	0	1605	1	1
Future Volume (vph)	0	160	1	695	70	0	0	0	0	1605	1	1
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	0		500	0		0	0		0	0		0
Storage Lanes	0		1	2		0	0		0	2		1
Taper Length (ft)	100			100			100			100		
Right Turn on Red			Yes			Yes			Yes			Yes
Link Speed (mph)		40			40			35			35	
Link Distance (ft)		1151			297			761			952	
Travel Time (s)		19.6			5.1			14.8			18.5	
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%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	5%	5%	5%	5%	5%	5%	5%	5%	5%	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 (%)										33%		
Lane Group Flow (vph)	0	170	1	739	74	0	0	0	0	1144	564	1
Turn Type		NA	Perm	Prot	NA					Split	NA	Perm
Protected Phases		6		5	2					4	4	
Permitted Phases			6									4
Detector Phase		6	6	5	2					4	4	4
Switch Phase												
Minimum Initial (s)		15.0	15.0	8.0	15.0					10.0	10.0	10.0
Minimum Split (s)		21.0	21.0	12.5	21.0					16.0	16.0	16.0
Total Split (s)		21.0	21.0	39.0	60.0					55.0	55.0	55.0
Total Split (%)		18.3%	18.3%	33.9%	52.2%					47.8%	47.8%	47.8%
Maximum Green (s)		15.0	15.0	34.5	54.0					49.0	49.0	49.0
Yellow Time (s)		4.0	4.0	3.5	4.0					4.0	4.0	4.0
All-Red Time (s)		2.0	2.0	1.0	2.0					2.0	2.0	2.0
Lost Time Adjust (s)		0.0	0.0	0.0	0.0					0.0	0.0	0.0
Total Lost Time (s)		6.0	6.0	4.5	6.0					6.0	6.0	6.0
Lead/Lag		Lead	Lead	Lag								
Lead-Lag Optimize?												
Vehicle Extension (s)		5.0	5.0	2.0	5.0					2.0	2.0	2.0
Minimum Gap (s)		2.0	2.0	2.0	2.0					2.0	2.0	2.0
Time Before Reduce (s)		25.0	25.0	0.0	25.0					0.0	0.0	0.0
Time To Reduce (s)		15.0	15.0	0.0	15.0					0.0	0.0	0.0
Recall Mode		C-Max	C-Max	None	C-Max					None	None	None
Walk Time (s)												
Flash Dont Walk (s)												
Pedestrian Calls (#/hr)												
v/c Ratio		0.34	0.00	0.74	0.08					0.89	0.88	0.00
Control Delay		47.1	0.0	31.9	4.4					41.2	47.2	0.0

Lanes, Volumes, Timings
410: IH 41/94 SB Ramps & BRAUN RD 12/14/2017

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Queue Delay		0.0	0.0	51.8	0.0					2.2	3.1	0.0
Total Delay		47.1	0.0	83.6	4.4					43.4	50.3	0.0
Queue Length 50th (ft)		61	0	288	8					413	403	0
Queue Length 95th (ft)		96	0	365	15					515	#628	0
Internal Link Dist (ft)		1071			217			681			872	
Turn Bay Length (ft)			500									
Base Capacity (vph)		501	297	1000	877					1333	668	704
Starvation Cap Reductn		0	0	394	0					0	0	0
Spillback Cap Reductn		0	0	0	0					93	46	0
Storage Cap Reductn		0	0	0	0					0	0	0
Reduced v/c Ratio		0.34	0.00	1.22	0.08					0.92	0.91	0.00

Intersection Summary
Area Type: Other
Cycle Length: 115
Actuated Cycle Length: 115
Offset: 23 (20%), Referenced to phase 2:WBT and 6:EBT, Start of 1st Green
Natural Cycle: 90
Control Type: Actuated-Coordinated
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Splits and Phases: 410: IH 41/94 SB Ramps & BRAUN RD



TADI
2040_Braun IC_171211_AM.syn
Synchro 10 Report

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	160	1	695	70	0	0	0	0	1605	1	1
Future Volume (veh/h)	0	160	1	695	70	0	0	0	0	1605	1	1
Number	1	6	16	5	2	12				7	4	14
Initial Q (Qb), veh	0	0	0	0	0	0				0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00				1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	0	1810	1810	1810	1810	0				1810	1810	1810
Adj Flow Rate, veh/h	0	170	1	739	74	0				1708	0	1
Adj No. of Lanes	0	2	1	2	1	0				3	0	1
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	5	5	5	5	0				5	5	5
Cap, veh/h	0	448	201	1171	964	0				1875	0	558
Arrive On Green	0.00	0.13	0.13	0.12	0.18	0.00				0.36	0.00	0.36
Sat Flow, veh/h	0	3529	1538	3343	1810	0				5170	0	1538
Grp Volume(v), veh/h	0	170	1	739	74	0				1708	0	1
Grp Sat Flow(s),veh/h/ln	0	1719	1538	1672	1810	0				1723	0	1538
Q Serve(g_s), s	0.0	5.2	0.1	24.2	3.9	0.0				36.2	0.0	0.0
Cycle Q Clear(g_c), s	0.0	5.2	0.1	24.2	3.9	0.0				36.2	0.0	0.0
Prop In Lane	0.00		1.00	1.00		0.00				1.00		1.00
Lane Grp Cap(c), veh/h	0	448	201	1171	964	0				1875	0	558
V/C Ratio(X)	0.00	0.38	0.00	0.63	0.08	0.00				0.91	0.00	0.00
Avail Cap(c_a), veh/h	0	448	201	1171	964	0				2203	0	655
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	45.7	43.5	43.8	23.8	0.0				34.9	0.0	23.4
Incr Delay (d2), s/veh	0.0	2.4	0.0	0.8	0.2	0.0				5.1	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
%ile BackOfQ(95%),veh/ln	0.0	4.7	0.1	16.8	3.6	0.0				24.9	0.0	0.0
LnGrp Delay(d),s/veh	0.0	48.2	43.6	44.6	23.9	0.0				40.0	0.0	23.4
LnGrp LOS		D	D	D	C					D		C
Approach Vol, veh/h		171			813						1709	
Approach Delay, s/veh		48.1			42.7						40.0	
Approach LOS		D			D						D	

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2		4	5	6		
Phs Duration (G+Y+Rc), s		67.3		47.7	46.3	21.0		
Change Period (Y+Rc), s		6.0		6.0	6.0	* 6		
Max Green Setting (Gmax), s		54.0		49.0	34.5	* 15		
Max Q Clear Time (g_c+I1), s		5.9		38.2	26.2	7.2		
Green Ext Time (p_c), s		0.8		3.6	1.1	0.8		

Intersection Summary	
HCM 2010 Ctrl Delay	41.3
HCM 2010 LOS	D

Notes

HCM 2010 Signalized Intersection Summary
410: IH 41/94 SB Ramps & BRAUN RD 12/14/2017

User approved volume balancing among the lanes for turning movement.
* HCM 2010 computational engine requires equal clearance times for the phases crossing the barrier.

TADI Synchro 10 Report
2040_Braun IC_171211_AM.syn

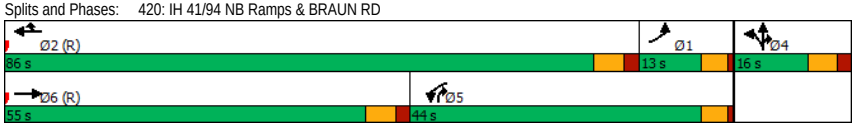
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	1	1765	0	0	765	735	1	1	1670	0	0	0
Future Volume (vph)	1	1765	0	0	765	735	1	1	1670	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	150		0	300		500	0		0	0		0
Storage Lanes	1		0	0		0	0		3	0		0
Taper Length (ft)	100			100			100			100		
Right Turn on Red			Yes			Yes			Yes			Yes
Link Speed (mph)		40			40			35			35	
Link Distance (ft)		297			1150			2474			2062	
Travel Time (s)		5.1			19.6			48.2			40.2	
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%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	5%	5%	5%	5%	5%	5%	5%	5%	5%	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)	1	1878	0	0	814	782	0	2	1777	0	0	0
Turn Type	Prot	NA			NA	Prot	Split	NA	pt+ov			
Protected Phases	1	6		5	2	2	4	4	5 4			
Permitted Phases												
Detector Phase	1	6		5	2	2	4	4	5 4			
Switch Phase												
Minimum Initial (s)	8.0	15.0		8.0	15.0	15.0	10.0	10.0				
Minimum Split (s)	12.5	21.0		12.5	21.0	21.0	16.0	16.0				
Total Split (s)	13.0	55.0		44.0	86.0	86.0	16.0	16.0				
Total Split (%)	11.3%	47.8%		38.3%	74.8%	74.8%	13.9%	13.9%				
Maximum Green (s)	8.5	49.0		39.5	80.0	80.0	10.0	10.0				
Yellow Time (s)	3.5	4.0		3.5	4.0	4.0	4.0	4.0				
All-Red Time (s)	1.0	2.0		1.0	2.0	2.0	2.0	2.0				
Lost Time Adjust (s)	0.0	0.0			0.0	0.0		0.0				
Total Lost Time (s)	4.5	6.0			6.0	6.0		6.0				
Lead/Lag	Lag	Lead		Lag	Lead	Lead						
Lead-Lag Optimize?												
Vehicle Extension (s)	2.0	5.0		2.0	5.0	5.0	2.0	2.0				
Minimum Gap (s)	2.0	2.0		2.0	2.0	2.0	2.0	2.0				
Time Before Reduce (s)	0.0	25.0		0.0	25.0	25.0	0.0	0.0				
Time To Reduce (s)	0.0	15.0		0.0	15.0	15.0	0.0	0.0				
Recall Mode	None	C-Max		None	C-Max	C-Max	None	None				
Walk Time (s)												
Flash Dont Walk (s)												
Pedestrian Calls (#/hr)												
v/c Ratio	0.01	0.89			0.26	0.34		0.01	0.87			
Control Delay	0.0	11.6			1.2	0.7		48.5	32.0			

Lanes, Volumes, Timings
420: IH 41/94 NB Ramps & BRAUN RD 12/14/2017

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Queue Delay	0.0	1.4			0.0	0.0		0.0	0.0			
Total Delay	0.0	13.0			1.3	0.7		48.5	32.0			
Queue Length 50th (ft)	0	50			5	5		1	412			
Queue Length 95th (ft)	0	54			40	9		10	487			
Internal Link Dist (ft)		217			1070			2394			1982	
Turn Bay Length (ft)	150					500						
Base Capacity (vph)	127	2104			3103	2289		158	2019			
Starvation Cap Reductn	0	95			0	0		0	0			
Spillback Cap Reductn	0	0			518	0		0	0			
Storage Cap Reductn	0	0			0	0		0	0			
Reduced v/c Ratio	0.01	0.93			0.31	0.34		0.01	0.88			

Intersection Summary	
Area Type:	Other
Cycle Length: 115	
Actuated Cycle Length: 115	
Offset: 88 (77%), Referenced to phase 2:WBT and 6:EBT, Start of 1st Green	
Natural Cycle: 75	
Control Type: Actuated-Coordinated	

Splits and Phases: 420: IH 41/94 NB Ramps & BRAUN RD



TADI
2040_Braun IC_171211_AM.syn
Synchro 10 Report

HCM 2010 Signalized Intersection Summary
420: IH 41/94 NB Ramps & BRAUN RD

12/14/2017

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	1	1765	0	0	765	735	1	1	1670	0	0	0
Future Volume (veh/h)	1	1765	0	0	765	735	1	1	1670	0	0	0
Number	1	6	16	5	2	12	7	4	14			
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0			
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00			
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Adj Sat Flow, veh/h/ln	1810	1810	0	1900	1810	1810	1900	1810	1810			
Adj Flow Rate, veh/h	1	1878	0	0	814	548	1	1	1458			
Adj No. of Lanes	1	3	0	0	3	2	0	1	3			
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94			
Percent Heavy Veh, %	5	5	0	5	5	5	5	5	5			
Cap, veh/h	127	2105	0	0	2757	1883	77	77	1807			
Arrive On Green	0.02	0.14	0.00	0.00	1.00	1.00	0.09	0.09	0.09			
Sat Flow, veh/h	1723	5103	0	0	3963	2707	883	883	4199			
Grp Volume(v), veh/h	1	1878	0	0	814	548	2	0	1458			
Grp Sat Flow(s),veh/h/ln	1723	1647	0	0	1321	1354	1765	0	1400			
Q Serve(g_s), s	0.1	43.0	0.0	0.0	0.0	0.0	0.1	0.0	0.0			
Cycle Q Clear(g_c), s	0.1	43.0	0.0	0.0	0.0	0.0	0.1	0.0	0.0			
Prop In Lane	1.00		0.00	0.00		1.00	0.50		1.00			
Lane Grp Cap(c), veh/h	127	2105	0	0	2757	1883	154	0	1807			
V/C Ratio(X)	0.01	0.89	0.00	0.00	0.30	0.29	0.01	0.00	0.81			
Avail Cap(c_a), veh/h	127	2105	0	0	2757	1883	154	0	1807			
HCM Platoon Ratio	0.33	0.33	1.00	2.00	2.00	2.00	1.00	1.00	1.00			
Upstream Filter(I)	0.47	0.47	0.00	0.00	0.91	0.91	1.00	0.00	1.00			
Uniform Delay (d), s/veh	52.0	46.8	0.0	0.0	0.0	0.0	48.0	0.0	28.6			
Incr Delay (d2), s/veh	0.0	3.1	0.0	0.0	0.2	0.4	0.0	0.0	2.6			
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	0.1	25.2	0.0	0.0	0.1	0.2	0.1	0.0	22.3			
LnGrp Delay(d),s/veh	52.0	49.9	0.0	0.0	0.2	0.4	48.0	0.0	31.2			
LnGrp LOS	D	D			A	A	D		C			
Approach Vol, veh/h		1879			1362			1460				
Approach Delay, s/veh		49.9			0.3			31.2				
Approach LOS		D			A			C				

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2		4	5	6		
Phs Duration (G+Y+Rc), s	13.0	86.0		16.0	44.0	55.0		
Change Period (Y+Rc), s	4.5	6.0		6.0	4.5	6.0		
Max Green Setting (Gmax), s	8.5	80.0		10.0	39.5	49.0		
Max Q Clear Time (g_c+I1), s	2.1	2.0		2.1	0.0	45.0		
Green Ext Time (p_c), s	0.0	25.3		2.9	0.0	3.8		

Intersection Summary	
HCM 2010 Ctrl Delay	29.7
HCM 2010 LOS	C

Lanes, Volumes, Timings
430: Wisconn Valley Way & BRAUN RD

12/14/2017

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	220	3095	120	115	1385	320	20	55	170	135	130	95
Future Volume (vph)	220	3095	120	115	1385	320	20	55	170	135	130	95
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)	350		350	350		350	350		350	350		350
Storage Lanes	2		1	2		1	1		1	2		2
Taper Length (ft)	100			100			100			100		
Right Turn on Red			Yes			Yes			Yes			Yes
Link Speed (mph)		40			40			40			40	
Link Distance (ft)		1150			1793			1753			1357	
Travel Time (s)		19.6			30.6			29.9			23.1	
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%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	5%	5%	5%	5%	5%	5%	5%	5%	5%	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)	234	3293	128	122	1473	340	21	59	181	144	138	101
Turn Type	Prot	NA	Perm	Prot	NA	pt+ov	D.P+P	NA	pt+ov	Prot	NA	pm+ov
Protected Phases	7	4		3	8	8 5	1	6	6 3	5	2	7
Permitted Phases			4				2					2
Detector Phase	7	4	4	3	8	8 5	1	6	6 3	5	2	7
Switch Phase												
Minimum Initial (s)	6.0	10.0	10.0	8.0	12.0		8.0	12.0		8.0	12.0	6.0
Minimum Split (s)	10.5	16.0	16.0	12.5	18.0		12.5	18.0		12.5	18.0	10.5
Total Split (s)	19.0	67.0	67.0	14.0	62.0		13.0	18.0		16.0	21.0	19.0
Total Split (%)	16.5%	58.3%	58.3%	12.2%	53.9%		11.3%	15.7%		13.9%	18.3%	16.5%
Maximum Green (s)	14.5	61.0	61.0	9.5	56.0		8.5	12.0		11.5	15.0	14.5
Yellow Time (s)	3.5	4.0	4.0	3.5	4.0		3.5	4.0		3.5	4.0	3.5
All-Red Time (s)	1.0	2.0	2.0	1.0	2.0		1.0	2.0		1.0	2.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	0.0
Total Lost Time (s)	4.5	6.0	6.0	4.5	6.0		4.5	6.0		4.5	6.0	4.5
Lead/Lag	Lead	Lead	Lead	Lag	Lag		Lead	Lead		Lag	Lag	Lead
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes		Yes	Yes		Yes	Yes	Yes
Vehicle Extension (s)	2.0	2.0	2.0	2.0	2.0		2.0	5.0		2.0	5.0	2.0
Minimum Gap (s)	2.0	2.0	2.0	2.0	2.0		2.0	2.0		2.0	2.0	2.0
Time Before Reduce (s)	0.0	0.0	0.0	0.0	0.0		0.0	25.0		0.0	25.0	0.0
Time To Reduce (s)	0.0	0.0	0.0	0.0	0.0		0.0	15.0		0.0	15.0	0.0
Recall Mode	None	C-Max	C-Max	None	C-Max		None	None		None	None	None
Walk Time (s)												
Flash Dont Walk (s)												
Pedestrian Calls (#/hr)												
v/c Ratio	0.67	0.97	0.14	0.44	0.45	0.33	0.07	0.16	0.41	0.53	0.22	0.10
Control Delay	56.3	25.7	2.1	49.0	11.9	1.8	33.7	48.2	15.6	52.4	38.7	1.4

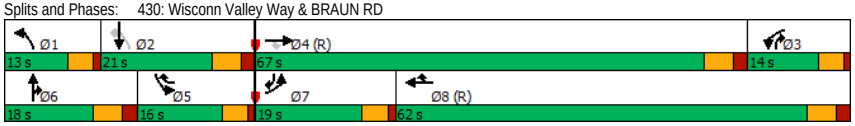
Lanes, Volumes, Timings
430: Wisconn Valley Way & BRAUN RD

12/14/2017

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	0.0	0.0
Total Delay	56.3	25.7	2.1	49.0	11.9	1.8	33.7	48.2	15.6	52.4	38.7	1.4
Queue Length 50th (ft)	91	570	5	47	111	1	12	21	32	48	35	0
Queue Length 95th (ft)	m99	#797	m5	m72	124	m7	33	43	98	77	58	2
Internal Link Dist (ft)		1070			1713			1673			1277	
Turn Bay Length (ft)	350		350	350		350	350		350	350		350
Base Capacity (vph)	420	3411	900	275	3271	1040	308	358	446	333	630	1058
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.56	0.97	0.14	0.44	0.45	0.33	0.07	0.16	0.41	0.43	0.22	0.10

Intersection Summary	
Area Type:	Other
Cycle Length: 115	
Actuated Cycle Length: 115	
Offset: 91 (79%), Referenced to phase 4:EBT and 8:WBT, Start of 1st Green	
Natural Cycle: 100	
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: 430: Wisconn Valley Way & BRAUN RD



HCM 2010 Signalized Intersection Summary
430: Wisconn Valley Way & BRAUN RD

12/14/2017

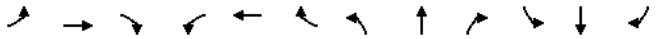
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	220	3095	120	115	1385	320	20	55	170	135	130	95
Future Volume (veh/h)	220	3095	120	115	1385	320	20	55	170	135	130	95
Number	7	4	14	3	8	18	1	6	16	5	2	12
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1810	1810	1810	1810	1810	1810	1810	1810	1810	1810	1810	1810
Adj Flow Rate, veh/h	234	3293	64	122	1473	170	21	59	91	144	138	53
Adj No. of Lanes	2	4	1	2	4	1	1	2	1	2	2	2
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, %	5	5	5	5	5	5	5	5	5	5	5	5
Cap, veh/h	288	3302	816	293	3392	944	256	359	295	230	523	646
Arrive On Green	0.17	1.00	1.00	0.09	0.54	0.54	0.03	0.10	0.10	0.07	0.15	0.15
Sat Flow, veh/h	3343	6225	1538	3343	6225	1538	1723	3438	1538	3343	3438	2707
Grp Volume(v), veh/h	234	3293	64	122	1473	170	21	59	91	144	138	53
Grp Sat Flow(s),veh/h/ln	1672	1556	1538	1672	1556	1538	1723	1719	1538	1672	1719	1354
Q Serve(g_s), s	7.7	0.0	0.0	4.0	16.2	1.8	1.2	1.8	0.0	4.8	4.1	1.7
Cycle Q Clear(g_c), s	7.7	0.0	0.0	4.0	16.2	1.8	1.2	1.8	0.0	4.8	4.1	1.7
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	288	3302	816	293	3392	944	256	359	295	230	523	646
V/C Ratio(X)	0.81	1.00	0.08	0.42	0.43	0.18	0.08	0.16	0.31	0.63	0.26	0.08
Avail Cap(c_a), veh/h	422	3302	816	293	3392	944	325	359	295	334	523	646
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)	0.35	0.35	0.35	1.00	1.00	1.00	1.00	1.00	1.00	0.99	0.99	0.99
Uniform Delay (d), s/veh	46.7	0.0	0.0	49.7	15.6	2.6	38.6	46.9	39.9	52.1	43.1	34.0
Incr Delay (d2), s/veh	1.7	8.7	0.1	0.4	0.4	0.4	0.1	0.5	1.3	1.0	0.6	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	5.5	3.4	0.0	3.3	11.4	1.8	1.0	1.6	4.6	4.1	3.6	1.2
LnGrp Delay(d),s/veh	48.3	8.7	0.1	50.0	16.0	3.0	38.7	47.4	41.2	53.1	43.6	34.1
LnGrp LOS	D	A	A	D	B	A	D	D	D	D	D	C
Approach Vol, veh/h		3591			1765			171			335	
Approach Delay, s/veh		11.1			17.1			43.0			46.2	
Approach LOS		B			B			D			D	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	8.4	23.5	16.1	67.0	13.9	18.0	14.4	68.7
Change Period (Y+Rc), s	4.5	6.0	6.0	* 6	6.0	* 6	4.5	6.0
Max Green Setting (Gmax), s	8.5	15.0	9.5	* 61	11.5	* 12	14.5	56.0
Max Q Clear Time (g_c+I1), s	3.2	6.1	6.0	2.0	6.8	3.8	9.7	18.2
Green Ext Time (p_c), s	0.0	1.0	0.1	43.6	0.1	0.6	0.2	9.0

Intersection Summary	
HCM 2010 Ctrl Delay	15.8
HCM 2010 LOS	B

Notes

* HCM 2010 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)	310	2340	750	320	1200	40	560	1	210	10	1	60
Future Volume (vph)	310	2340	750	320	1200	40	560	1	210	10	1	60
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)	200		200	200		200	0		0	0		0
Storage Lanes	2		1	2		1	2		1	1		1
Taper Length (ft)	100			100			100			100		
Right Turn on Red			Yes			Yes			Yes			Yes
Link Speed (mph)		40			40			25			25	
Link Distance (ft)		1318			2538			651			891	
Travel Time (s)		22.5			43.3			17.8			24.3	
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%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	5%	5%	5%	5%	5%	5%	5%	5%	5%	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)	330	2489	798	340	1277	43	596	1	223	11	1	64
Turn Type	Prot	NA	pt+ov	Prot	NA	Perm	Prot	NA	pm+ov	D.P+P	NA	pt+ov
Protected Phases	1	6	6 3	5	2		3	8	5	7	4	4 1
Permitted Phases						2			8	8		
Detector Phase	1	6	6 3	5	2	2	3	8	5	7	4	4 1
Switch Phase												
Minimum Initial (s)	8.0	12.0		8.0	12.0	12.0	8.0	10.0	8.0	6.0	10.0	
Minimum Split (s)	12.5	18.0		12.5	18.0	18.0	12.5	16.0	12.5	10.5	16.0	
Total Split (s)	25.0	53.0		18.0	46.0	46.0	28.0	32.0	18.0	12.0	16.0	
Total Split (%)	21.7%	46.1%		15.7%	40.0%	40.0%	24.3%	27.8%	15.7%	10.4%	13.9%	
Maximum Green (s)	20.5	47.0		13.5	40.0	40.0	23.5	26.0	13.5	7.5	10.0	
Yellow Time (s)	3.5	4.0		3.5	4.0	4.0	3.5	4.0	3.5	3.5	4.0	
All-Red Time (s)	1.0	2.0		1.0	2.0	2.0	1.0	2.0	1.0	1.0	2.0	
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	6.0		4.5	6.0	6.0	4.5	6.0	4.5	4.5	6.0	
Lead/Lag	Lead	Lead		Lag	Lag	Lag	Lag	Lag	Lag	Lead	Lead	
Lead-Lag Optimize?	Yes	Yes		Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	
Vehicle Extension (s)	2.0	5.0		2.0	5.0	5.0	2.0	2.0	2.0	2.0	2.0	
Minimum Gap (s)	2.0	2.0		2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	
Time Before Reduce (s)	0.0	25.0		0.0	25.0	25.0	0.0	0.0	0.0	0.0	0.0	
Time To Reduce (s)	0.0	15.0		0.0	15.0	15.0	0.0	0.0	0.0	0.0	0.0	
Recall Mode	None	C-Max		None	C-Max	C-Max	None	None	None	None	None	
Walk Time (s)												
Flash Dont Walk (s)												
Pedestrian Calls (#/hr)												
v/c Ratio	0.73	0.91	0.68	0.87	0.49	0.06	0.90	0.00	0.29	0.03	0.01	0.15
Control Delay	50.5	14.6	2.5	54.4	9.3	1.1	62.5	30.0	6.5	25.3	48.0	0.7

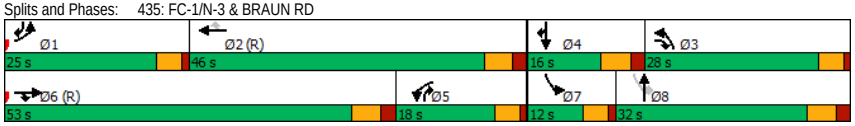
Lanes, Volumes, Timings
435: FC-1/N-3 & BRAUN RD

12/14/2017

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	0.0	0.0
Total Delay	50.5	14.6	2.5	54.4	9.3	1.1	62.5	30.0	6.5	25.3	48.0	0.7
Queue Length 50th (ft)	109	466	0	127	114	0	222	1	25	5	1	0
Queue Length 95th (ft)	m107	m#497	m0	#211	157	m0	#316	5	69	19	6	0
Internal Link Dist (ft)		1238			2458			571			811	
Turn Bay Length (ft)	200		200	200		200						
Base Capacity (vph)	594	2750	1176	391	2630	715	681	527	764	440	157	494
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.56	0.91	0.68	0.87	0.49	0.06	0.88	0.00	0.29	0.03	0.01	0.13

Intersection Summary	
Area Type:	Other
Cycle Length: 115	
Actuated Cycle Length: 115	
Offset: 44 (38%), Referenced to phase 2:WBT and 6:EBT, Start of 1st Green	
Natural Cycle: 100	
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: 435: FC-1/N-3 & BRAUN RD



HCM 2010 Signalized Intersection Summary
435: FC-1/N-3 & BRAUN RD

12/14/2017

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	310	2340	750	320	1200	40	560	1	210	10	1	60
Future Volume (veh/h)	310	2340	750	320	1200	40	560	1	210	10	1	60
Number	1	6	16	5	2	12	3	8	18	7	4	14
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1810	1810	1810	1810	1810	1810	1810	1810	1810	1810	1810	1810
Adj Flow Rate, veh/h	330	2489	479	340	1277	22	596	1	111	11	1	32
Adj No. of Lanes	2	4	1	2	4	1	2	1	1	1	1	1
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, %	5	5	5	5	5	5	5	5	5	5	5	5
Cap, veh/h	393	2544	928	1538	4757	1175	650	504	1136	434	156	313
Arrive On Green	0.12	0.41	0.41	0.15	0.25	0.25	0.19	0.28	0.28	0.02	0.09	0.09
Sat Flow, veh/h	3343	6225	1538	3343	6225	1538	3343	1810	1538	1723	1810	1538
Grp Volume(v), veh/h	330	2489	479	340	1277	22	596	1	111	11	1	32
Grp Sat Flow(s),veh/h/ln	1672	1556	1538	1672	1556	1538	1672	1810	1538	1723	1810	1538
Q Serve(g_s), s	11.1	45.3	0.0	10.3	18.9	1.2	20.1	0.0	0.5	0.5	0.1	2.0
Cycle Q Clear(g_c), s	11.1	45.3	0.0	10.3	18.9	1.2	20.1	0.0	0.5	0.5	0.1	2.0
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	393	2544	928	1538	4757	1175	650	504	1136	434	156	313
V/C Ratio(X)	0.84	0.98	0.52	0.22	0.27	0.02	0.92	0.00	0.10	0.03	0.01	0.10
Avail Cap(c_a), veh/h	596	2544	928	1538	4757	1175	683	504	1136	519	157	314
HCM Platoon Ratio	1.00	1.00	1.00	0.33	0.33	0.33	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	0.87	0.87	0.87	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	49.7	33.5	13.2	30.7	17.2	10.6	45.4	30.0	13.3	28.9	48.0	42.7
Incr Delay (d2), s/veh	4.1	13.4	2.1	0.0	0.1	0.0	16.3	0.0	0.0	0.0	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	9.2	29.4	14.1	8.1	12.6	1.0	16.1	0.0	3.1	0.4	0.1	1.5
LnGrp Delay(d),s/veh	53.8	46.9	15.2	30.7	17.3	10.6	61.7	30.0	13.4	28.9	48.0	42.8
LnGrp LOS	D	D	B	C	B	B	E	C	B	C	D	D
Approach Vol, veh/h		3298			1639			708			44	
Approach Delay, s/veh		43.0			20.0			54.1			39.4	
Approach LOS		D			C			D			D	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	18.0	94.5	28.4	15.9	59.5	53.0	6.3	38.0
Change Period (Y+Rc), s	4.5	6.0	6.0	* 6	6.0	* 6	4.5	6.0
Max Green Setting (Gmax), s	20.5	40.0	23.5	* 10	13.5	* 47	7.5	26.0
Max Q Clear Time (g_c+I1), s	13.1	20.9	22.1	4.0	12.3	47.3	2.5	2.5
Green Ext Time (p_c), s	0.4	13.2	0.3	0.0	0.1	0.0	0.0	0.2

Intersection Summary	
HCM 2010 Ctrl Delay	37.7
HCM 2010 LOS	D

Notes

* HCM 2010 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)	270	2270	20	10	1495	60	15	1	10	10	1	50
Future Volume (vph)	270	2270	20	10	1495	60	15	1	10	10	1	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)	200		200	200		200	0		0	0		0
Storage Lanes	1		0	1		1	0		1	0		1
Taper Length (ft)	100			100			100			100		
Right Turn on Red			Yes			Yes			Yes			Yes
Link Speed (mph)		40			40			25			25	
Link Distance (ft)		2538			1725			716			880	
Travel Time (s)		43.3			29.4			19.5			24.0	
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%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	5%	5%	5%	5%	5%	5%	5%	5%	5%	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)	287	2415	21	11	1590	64	0	17	11	0	12	53
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	12.0	12.0	6.0	12.0	12.0	10.0	10.0	10.0	10.0	10.0	10.0
Minimum Split (s)	10.5	18.0	18.0	10.5	18.0	18.0	16.0	16.0	16.0	16.0	16.0	16.0
Total Split (s)	30.0	84.0	84.0	11.0	65.0	65.0	20.0	20.0	20.0	20.0	20.0	20.0
Total Split (%)	26.1%	73.0%	73.0%	9.6%	56.5%	56.5%	17.4%	17.4%	17.4%	17.4%	17.4%	17.4%
Maximum Green (s)	25.5	78.0	78.0	6.5	59.0	59.0	14.0	14.0	14.0	14.0	14.0	14.0
Yellow Time (s)	3.5	4.0	4.0	3.5	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	1.0	2.0	2.0	1.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
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	6.0	6.0	4.5	6.0	6.0		6.0	6.0		6.0	6.0
Lead/Lag	Lead	Lead	Lead	Lag	Lag	Lag						
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes						
Vehicle Extension (s)	2.0	5.0	5.0	2.0	5.0	5.0	2.0	2.0	2.0	2.0	2.0	2.0
Minimum Gap (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Time Before Reduce (s)	0.0	25.0	25.0	0.0	25.0	25.0	0.0	0.0	0.0	0.0	0.0	0.0
Time To Reduce (s)	0.0	15.0	15.0	0.0	15.0	15.0	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 Dont Walk (s)												
Pedestrian Calls (#/hr)												
v/c Ratio	0.71	0.59	0.02	0.07	0.50	0.06		0.15	0.04		0.10	0.21
Control Delay	26.2	5.5	0.0	1.7	2.7	0.2		51.9	0.3		50.7	1.9

Lanes, Volumes, Timings
440: FC-2/N-4 & BRAUN RD

12/14/2017

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	26.2	5.5	0.0	1.7	2.7	0.2		51.9	0.3		50.7	1.9
Queue Length 50th (ft)	95	674	0	0	8	0		12	0		8	0
Queue Length 95th (ft)	m84	723	m0	m1	41	m0		36	0		28	0
Internal Link Dist (ft)		2458			1645			636			800	
Turn Bay Length (ft)	200		200	200		200						
Base Capacity (vph)	514	4089	1288	164	3188	1017		160	299		161	299
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	0.56	0.59	0.02	0.07	0.50	0.06		0.11	0.04		0.07	0.18

Intersection Summary	
Area Type:	Other
Cycle Length: 115	
Actuated Cycle Length: 115	
Offset: 92 (80%), Referenced to phase 2:EBWB and 6:EBWB, Start of 1st Green	
Natural Cycle: 65	
Control Type: Actuated-Coordinated	
m Volume for 95th percentile queue is metered by upstream signal.	

Splits and Phases: 440: FC-2/N-4 & BRAUN RD

HCM 2010 Signalized Intersection Summary
440: FC-2/N-4 & BRAUN RD

12/14/2017

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	270	2270	20	10	1495	60	15	1	10	10	1	50
Future Volume (veh/h)	270	2270	20	10	1495	60	15	1	10	10	1	50
Number	1	6	16	5	2	12	3	8	18	7	4	14
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1810	1810	1810	1810	1810	1810	1900	1810	1810	1900	1810	1810
Adj Flow Rate, veh/h	287	2415	10	11	1590	32	16	1	6	11	1	26
Adj No. of Lanes	1	3	1	1	3	1	0	1	1	0	1	1
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, %	5	5	5	5	5	5	5	5	5	5	5	5
Cap, veh/h	399	3351	1043	312	3513	1094	159	8	115	156	12	115
Arrive On Green	0.14	1.00	1.00	0.18	1.00	1.00	0.07	0.07	0.07	0.07	0.07	0.07
Sat Flow, veh/h	1723	4940	1538	1723	4940	1538	1312	108	1538	1288	156	1538
Grp Volume(v), veh/h	287	2415	10	11	1590	32	17	0	6	12	0	26
Grp Sat Flow(s),veh/h/ln	1723	1647	1538	1723	1647	1538	1420	0	1538	1444	0	1538
Q Serve(g_s), s	5.8	0.0	0.0	0.0	0.0	0.0	0.4	0.0	0.4	0.0	0.0	1.8
Cycle Q Clear(g_c), s	5.8	0.0	0.0	0.0	0.0	0.0	1.1	0.0	0.4	0.7	0.0	1.8
Prop In Lane	1.00		1.00	1.00		1.00	0.94		1.00	0.92		1.00
Lane Grp Cap(c), veh/h	399	3351	1043	312	3513	1094	167	0	115	168	0	115
V/C Ratio(X)	0.72	0.72	0.01	0.04	0.45	0.03	0.10	0.00	0.05	0.07	0.00	0.23
Avail Cap(c_a), veh/h	659	3351	1043	312	3513	1094	232	0	187	234	0	187
HCM Platoon Ratio	2.00	2.00	2.00	2.00	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.41	0.41	0.41	0.76	0.76	0.76	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	3.1	0.0	0.0	3.0	0.0	0.0	49.7	0.0	49.4	49.6	0.0	50.1
Incr Delay (d2), s/veh	0.4	0.6	0.0	0.0	0.3	0.0	0.1	0.0	0.1	0.1	0.0	0.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	4.4	0.3	0.0	0.1	0.2	0.0	0.9	0.0	0.3	0.6	0.0	1.4
LnGrp Delay(d),s/veh	3.5	0.6	0.0	3.0	0.3	0.0	49.8	0.0	49.5	49.6	0.0	50.5
LnGrp LOS	A	A	A	A	A	A	D		D	D		D
Approach Vol, veh/h		2712			1633			23			38	
Approach Delay, s/veh		0.9			0.3			49.8			50.2	
Approach LOS		A			A			D			D	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2		4	5	6		8
Phs Duration (G+Y+Rc), s	12.6	87.8		14.6	16.4	84.0		14.6
Change Period (Y+Rc), s	4.5	6.0		6.0	6.0	* 6		6.0
Max Green Setting (Gmax), s	25.5	59.0		14.0	6.5	* 78		14.0
Max Q Clear Time (g_c+I1), s	7.8	2.0		3.8	2.0	2.0		3.1
Green Ext Time (p_c), s	0.4	34.9		0.0	0.0	66.6		0.0

Intersection Summary		
HCM 2010 Ctrl Delay	1.4	
HCM 2010 LOS	A	

Notes

* HCM 2010 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)	195	1345	750	315	970	65	560	1	210	10	1	35
Future Volume (vph)	195	1345	750	315	970	65	560	1	210	10	1	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)	200		200	200		200	0		0	0		0
Storage Lanes	1		1	1		1	2		1	1		1
Taper Length (ft)	100			100			100			100		
Right Turn on Red			Yes			Yes			Yes			Yes
Link Speed (mph)		40			40			25			25	
Link Distance (ft)		1725			1726			580			904	
Travel Time (s)		29.4			29.4			15.8			24.7	
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%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	5%	5%	5%	5%	5%	5%	5%	5%	5%	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)	207	1431	798	335	1032	69	596	1	223	11	1	37
Turn Type	D.P+P	NA	pm+ov	D.P+P	NA	Perm	Prot	NA	pm+ov	D.P+P	NA	Perm
Protected Phases	1	6	3	5	2		3	8	5	7	4	
Permitted Phases	2		6	6		2			8	8		4
Detector Phase	1	6	3	5	2	2	3	8	5	7	4	4
Switch Phase												
Minimum Initial (s)	6.0	12.0	8.0	6.0	12.0	12.0	8.0	10.0	6.0	6.0	10.0	10.0
Minimum Split (s)	10.5	18.0	12.5	10.5	18.0	18.0	12.5	16.0	10.5	10.5	16.0	16.0
Total Split (s)	21.0	44.0	28.0	26.0	49.0	49.0	28.0	34.0	26.0	11.0	17.0	17.0
Total Split (%)	18.3%	38.3%	24.3%	22.6%	42.6%	42.6%	24.3%	29.6%	22.6%	9.6%	14.8%	14.8%
Maximum Green (s)	16.5	38.0	23.5	21.5	43.0	43.0	23.5	28.0	21.5	6.5	11.0	11.0
Yellow Time (s)	3.5	4.0	3.5	3.5	4.0	4.0	3.5	4.0	3.5	3.5	4.0	4.0
All-Red Time (s)	1.0	2.0	1.0	1.0	2.0	2.0	1.0	2.0	1.0	1.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.5	6.0	4.5	4.5	6.0	6.0	4.5	6.0	4.5	4.5	6.0	6.0
Lead/Lag	Lag	Lag	Lag	Lead	Lead	Lead	Lag	Lead	Lead	Lag	Lead	Lead
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Vehicle Extension (s)	2.0	5.0	2.0	2.0	5.0	5.0	2.0	2.0	2.0	2.0	2.0	2.0
Minimum Gap (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Time Before Reduce (s)	0.0	25.0	0.0	0.0	25.0	25.0	0.0	0.0	0.0	0.0	0.0	0.0
Time To Reduce (s)	0.0	15.0	0.0	0.0	15.0	15.0	0.0	0.0	0.0	0.0	0.0	0.0
Recall Mode	None	C-Max	None	None	C-Max	C-Max	None	None	None	None	None	None
Walk Time (s)												
Flash Dont Walk (s)												
Pedestrian Calls (#/hr)												
v/c Ratio	0.51	0.71	0.69	0.90	0.48	0.09	0.87	0.00	0.29	0.03	0.01	0.11
Control Delay	9.7	14.2	20.6	64.7	20.5	0.7	58.8	39.0	4.6	24.9	48.0	0.6

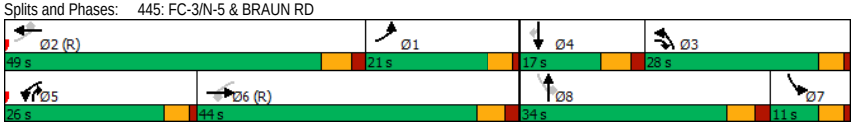
Lanes, Volumes, Timings
445: FC-3/N-5 & BRAUN RD

12/14/2017

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	0.0	0.0
Total Delay	9.7	14.2	20.6	64.7	20.5	0.7	58.8	39.0	4.6	24.9	48.0	0.6
Queue Length 50th (ft)	26	380	542	161	151	1	219	1	14	5	1	0
Queue Length 95th (ft)	80	354	676	m#309	177	m3	#305	6	48	19	6	0
Internal Link Dist (ft)		1645			1646			500			824	
Turn Bay Length (ft)	200		200	200		200						
Base Capacity (vph)	406	2007	1155	391	2161	776	701	509	798	415	173	353
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.51	0.71	0.69	0.86	0.48	0.09	0.85	0.00	0.28	0.03	0.01	0.10

Intersection Summary	
Area Type:	Other
Cycle Length: 115	
Actuated Cycle Length: 115	
Offset: 2 (2%), Referenced to phase 2:EBWB and 6:EBWB, Start of 1st Green	
Natural Cycle: 90	
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: 445: FC-3/N-5 & BRAUN RD



HCM 2010 Signalized Intersection Summary
445: FC-3/N-5 & BRAUN RD

12/14/2017

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	195	1345	750	315	970	65	560	1	210	10	1	35
Future Volume (veh/h)	195	1345	750	315	970	65	560	1	210	10	1	35
Number	1	6	16	5	2	12	3	8	18	7	4	14
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1810	1810	1810	1810	1810	1810	1810	1810	1810	1810	1810	1810
Adj Flow Rate, veh/h	207	1431	479	335	1032	37	596	1	111	11	1	21
Adj No. of Lanes	1	3	1	1	3	1	2	1	1	1	1	1
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, %	5	5	5	5	5	5	5	5	5	5	5	5
Cap, veh/h	411	1940	903	367	1847	575	650	157	355	503	156	132
Arrive On Green	0.30	0.79	0.79	0.05	0.12	0.12	0.19	0.09	0.09	0.19	0.09	0.09
Sat Flow, veh/h	1723	4940	1538	1723	4940	1538	3343	1810	1538	1723	1810	1538
Grp Volume(v), veh/h	207	1431	479	335	1032	37	596	1	111	11	1	21
Grp Sat Flow(s),veh/h/ln	1723	1647	1538	1723	1647	1538	1672	1810	1538	1723	1810	1538
Q Serve(g_s), s	0.0	17.0	6.1	14.3	22.6	2.4	20.1	0.1	4.0	0.0	0.1	1.5
Cycle Q Clear(g_c), s	0.0	17.0	6.1	14.3	22.6	2.4	20.1	0.1	4.0	0.0	0.1	1.5
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	411	1940	903	367	1847	575	650	157	355	503	156	132
V/C Ratio(X)	0.50	0.74	0.53	0.91	0.56	0.06	0.92	0.01	0.31	0.02	0.01	0.16
Avail Cap(c_a), veh/h	411	1940	903	441	1847	575	683	441	596	503	173	147
HCM Platoon Ratio	2.00	2.00	2.00	0.33	0.33	0.33	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.78	0.78	0.78	0.66	0.66	0.66	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	29.8	9.3	1.3	30.0	41.5	32.6	45.4	48.0	15.6	30.1	48.1	48.7
Incr Delay (d2), s/veh	0.3	2.0	1.7	14.0	0.8	0.1	16.3	0.0	0.2	0.0	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	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	7.7	11.6	4.5	16.7	14.8	1.9	16.1	0.1	3.0	0.5	0.1	1.1
LnGrp Delay(d),s/veh	30.1	11.3	3.1	44.0	42.3	32.8	61.7	48.0	15.8	30.1	48.1	48.9
LnGrp LOS	C	B	A	D	D	C	E	D	B	C	D	D
Approach Vol, veh/h		2117			1404			708			33	
Approach Delay, s/veh		11.3			42.4			54.5			42.6	
Approach LOS		B			D			D			D	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	23.2	49.0	26.9	15.9	21.1	51.2	26.8	16.0
Change Period (Y+Rc), s	6.0	* 6	4.5	6.0	4.5	6.0	4.5	6.0
Max Green Setting (Gmax), s	16.5	* 43	23.5	11.0	21.5	38.0	6.5	28.0
Max Q Clear Time (g_c+I1), s	2.0	24.6	22.1	3.5	16.3	19.0	2.0	6.0
Green Ext Time (p_c), s	0.2	10.9	0.3	0.0	0.3	16.2	0.0	0.2

Intersection Summary	
HCM 2010 Ctrl Delay	29.0
HCM 2010 LOS	C

Notes

* HCM 2010 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)	265	565	745	110	310	105	640	645	100	175	720	400
Future Volume (vph)	265	565	745	110	310	105	640	645	100	175	720	400
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)	210		125	165		190	400		200	365		215
Storage Lanes	2		0	1		1	2		1	1		1
Taper Length (ft)	100			100			100			100		
Right Turn on Red			Yes			Yes			Yes			Yes
Link Speed (mph)		40			40			40			40	
Link Distance (ft)		1726			1167			1320			2631	
Travel Time (s)		29.4			19.9			22.5			44.8	
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%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	5%	5%	5%	5%	5%	5%	5%	5%	5%	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)	282	601	793	117	330	112	681	686	106	186	766	426
Turn Type	Prot	NA	pm+ov	D.P+P	NA	Perm	Prot	NA	Perm	D.P+P	NA	pm+ov
Protected Phases	7	4	1	3	8		1	6		5	2	7
Permitted Phases			4	4		8			6	6		2
Detector Phase	7	4	1	3	8	8	1	6	6	5	2	7
Switch Phase												
Minimum Initial (s)	8.0	12.0	8.0	5.0	12.0	12.0	8.0	10.0	10.0	10.0	10.0	8.0
Minimum Split (s)	12.5	18.0	12.5	9.5	18.0	18.0	12.5	16.0	16.0	16.0	16.0	12.5
Total Split (s)	21.0	41.0	31.0	11.0	31.0	31.0	31.0	47.0	47.0	16.0	32.0	21.0
Total Split (%)	18.3%	35.7%	27.0%	9.6%	27.0%	27.0%	27.0%	40.9%	40.9%	13.9%	27.8%	18.3%
Maximum Green (s)	16.5	35.0	26.5	6.5	25.0	25.0	26.5	41.0	41.0	10.0	26.0	16.5
Yellow Time (s)	3.5	4.0	3.5	3.5	4.0	4.0	3.5	4.0	4.0	4.0	4.0	3.5
All-Red Time (s)	1.0	2.0	1.0	1.0	2.0	2.0	1.0	2.0	2.0	2.0	2.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.5	6.0	4.5	4.5	6.0	6.0	4.5	6.0	6.0	6.0	6.0	4.5
Lead/Lag	Lag	Lag	Lead	Lead	Lead	Lead	Lead	Lead	Lead	Lag	Lag	Lag
Lead-Lag Optimize?	Yes	Yes		Yes	Yes	Yes				Yes		Yes
Vehicle Extension (s)	3.0	3.0	3.0	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	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	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	0.0	0.0	0.0
Recall Mode	None	None	None	None	None	None	None	C-Max	C-Max	None	C-Max	None
Walk Time (s)												
Flash Dont Walk (s)												
Pedestrian Calls (#/hr)												
v/c Ratio	0.42	0.84	0.87	0.69	0.57	0.32	0.85	0.50	0.15	0.52	0.87	0.54
Control Delay	14.9	20.8	26.7	45.7	51.6	2.7	58.1	32.9	2.7	16.1	36.4	9.2

Lanes, Volumes, Timings
450: CTH H & BRAUN RD

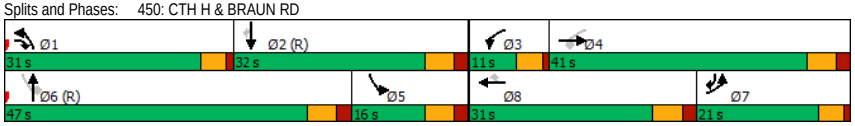
12/14/2017

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	0.0	0.0
Total Delay	14.9	20.8	26.7	45.7	51.6	2.7	58.1	32.9	2.7	16.1	36.4	9.2
Queue Length 50th (ft)	41	49	580	57	86	0	246	188	4	36	291	138
Queue Length 95th (ft)	79	94	718	#106	115	2	#355	273	m14	m55	m#375	m196
Internal Link Dist (ft)		1646			1087			1240			2551	
Turn Bay Length (ft)	210		125	165		190	400		200	365		215
Base Capacity (vph)	677	826	917	170	1073	479	809	1360	720	359	880	786
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.42	0.73	0.86	0.69	0.31	0.23	0.84	0.50	0.15	0.52	0.87	0.54

Intersection Summary

Area Type: Other
Cycle Length: 115
Actuated Cycle Length: 115
Offset: 102 (89%), Referenced to phase 2:SBT and 6:NBSB, Start of 1st Green
Natural Cycle: 90
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: 450: CTH H & BRAUN RD



HCM 2010 Signalized Intersection Summary
450: CTH H & BRAUN RD

12/14/2017

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	265	565	745	110	310	105	640	645	100	175	720	400
Future Volume (veh/h)	265	565	745	110	310	105	640	645	100	175	720	400
Number	7	4	14	3	8	18	1	6	16	5	2	12
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1810	1810	1810	1810	1810	1810	1810	1810	1810	1810	1810	1810
Adj Flow Rate, veh/h	282	601	474	117	330	59	681	686	53	186	766	213
Adj No. of Lanes	2	2	1	1	3	1	2	2	1	1	2	1
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, %	5	5	5	5	5	5	5	5	5	5	5	5
Cap, veh/h	687	723	748	185	515	160	735	1226	548	427	944	739
Arrive On Green	0.07	0.09	0.09	0.06	0.10	0.10	0.29	0.47	0.47	0.12	0.27	0.27
Sat Flow, veh/h	3343	2714	1538	1723	4940	1538	3343	3438	1538	1723	3438	1538
Grp Volume(v), veh/h	282	601	474	117	330	59	681	686	53	186	766	213
Grp Sat Flow(s),veh/h/ln	1672	1357	1538	1723	1647	1538	1672	1719	1538	1723	1719	1538
Q Serve(g_s), s	9.3	25.1	25.2	5.7	7.4	4.1	22.7	16.4	1.7	0.0	23.9	4.8
Cycle Q Clear(g_c), s	9.3	25.1	25.2	5.7	7.4	4.1	22.7	16.4	1.7	0.0	23.9	4.8
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	687	723	748	185	515	160	735	1226	548	427	944	739
V/C Ratio(X)	0.41	0.83	0.63	0.63	0.64	0.37	0.93	0.56	0.10	0.44	0.81	0.29
Avail Cap(c_a), veh/h	687	826	806	185	1074	334	770	1226	548	427	944	739
HCM Platoon Ratio	0.33	0.33	0.33	1.00	1.00	1.00	1.33	1.33	1.33	1.00	1.00	1.00
Upstream Filter(I)	0.71	0.71	0.71	1.00	1.00	1.00	0.79	0.79	0.79	1.00	1.00	1.00
Uniform Delay (d), s/veh	46.9	49.9	26.9	31.8	49.4	48.0	39.8	23.8	11.9	34.2	38.9	6.1
Incr Delay (d2), s/veh	0.3	4.7	1.0	6.9	1.3	1.4	14.0	1.5	0.3	0.7	7.5	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	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	7.2	14.3	15.6	5.5	6.2	3.3	17.0	12.2	1.3	9.0	18.1	4.0
LnGrp Delay(d),s/veh	47.2	54.6	28.0	38.7	50.8	49.4	53.8	25.2	12.2	34.9	46.5	7.1
LnGrp LOS	D	D	C	D	D	D	D	C	B	C	D	A
Approach Vol, veh/h		1357			506			1420			1165	
Approach Delay, s/veh		43.8			47.8			38.4			37.4	
Approach LOS		D			D			D			D	

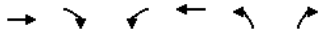
Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	29.8	37.6	11.0	36.6	20.4	47.0	29.6	18.0
Change Period (Y+Rc), s	4.5	6.0	4.5	6.0	6.0	6.0	6.0	* 6
Max Green Setting (Gmax), s	26.5	26.0	6.5	35.0	10.0	41.0	16.5	* 25
Max Q Clear Time (g_c+I1), s	24.7	25.9	7.7	27.2	2.0	18.4	11.3	9.4
Green Ext Time (p_c), s	0.5	0.1	0.0	3.4	0.3	4.7	0.4	1.9

Intersection Summary

HCM 2010 Ctrl Delay 40.9
HCM 2010 LOS D

Notes

* HCM 2010 computational engine requires equal clearance times for the phases crossing the barrier.



Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	675	165	115	490	35	20
Future Volume (vph)	675	165	115	490	35	20
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)		200	200		0	0
Storage Lanes		0	1		1	1
Taper Length (ft)			100		100	
Link Speed (mph)	40			40	25	
Link Distance (ft)	1167			1166	902	
Travel Time (s)	19.9			19.9	24.6	
Confl. Peds. (#/hr)						
Confl. Bikes (#/hr)						
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94
Growth Factor	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	5%	5%	5%	5%	5%	5%
Bus Blockages (#/hr)	0	0	0	0	0	0
Parking (#/hr)						
Mid-Block Traffic (%)	0%			0%	0%	
Shared Lane Traffic (%)						
Lane Group Flow (vph)	718	176	122	521	37	21
Sign Control	Free			Free	Stop	

Intersection Summary	
Area Type:	Other
Control Type: Unsignalized	

Intersection	
Int Delay, s/veh	1.6

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	675	165	115	490	35	20
Future Vol, veh/h	675	165	115	490	35	20
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	200	-	0	0
Veh in Median Storage, #	0	-	-	0	1	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	94	94	94	94	94	94
Heavy Vehicles, %	5	5	5	5	5	5
Mvmt Flow	718	176	122	521	37	21

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	894	0	1483	718
Stage 1	-	-	-	-	718	-
Stage 2	-	-	-	-	765	-
Critical Hdwy	-	-	4.15	-	6.45	6.25
Critical Hdwy Stg 1	-	-	-	-	5.45	-
Critical Hdwy Stg 2	-	-	-	-	5.45	-
Follow-up Hdwy	-	-	2.245	-	3.545	3.345
Pot Cap-1 Maneuver	-	-	746	-	135	424
Stage 1	-	-	-	-	478	-
Stage 2	-	-	-	-	454	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	746	-	113	424
Mov Cap-2 Maneuver	-	-	-	-	217	-
Stage 1	-	-	-	-	400	-
Stage 2	-	-	-	-	454	-

Approach	EB	WB	NB
HCM Control Delay, s	0	2	21
HCM LOS			C

Minor Lane/Major Mvmt	NBLn1	NBLn2	EBT	EBR	WBL	WBT
Capacity (veh/h)	217	424	-	-	746	-
HCM Lane V/C Ratio	0.172	0.05	-	-	0.164	-
HCM Control Delay (s)	25	13.9	-	-	10.8	-
HCM Lane LOS	D	B	-	-	B	-
HCM 95th %tile Q(veh)	0.6	0.2	-	-	0.6	-

Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	220	475	115	510	95	25
Future Volume (vph)	220	475	115	510	95	25
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)		200	200		0	0
Storage Lanes		1	1		1	1
Taper Length (ft)			100		100	
Link Speed (mph)	40			40	25	
Link Distance (ft)	1434			1497	989	
Travel Time (s)	24.4			25.5	27.0	
Confl. Peds. (#/hr)						
Confl. Bikes (#/hr)						
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94
Growth Factor	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	5%	5%	5%	5%	5%	5%
Bus Blockages (#/hr)	0	0	0	0	0	0
Parking (#/hr)						
Mid-Block Traffic (%)	0%			0%	0%	
Shared Lane Traffic (%)						
Lane Group Flow (vph)	234	505	122	543	101	27
Sign Control	Free			Free	Stop	

Intersection Summary	
Area Type:	Other
Control Type: Unsignalized	

Intersection	
Int Delay, s/veh	2.6

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	220	475	115	510	95	25
Future Vol, veh/h	220	475	115	510	95	25
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	200	200	-	0	0
Veh in Median Storage, #	0	-	-	0	1	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	94	94	94	94	94	94
Heavy Vehicles, %	5	5	5	5	5	5
Mvmt Flow	234	505	122	543	101	27

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	739	0	1021	234
Stage 1	-	-	-	-	234	-
Stage 2	-	-	-	-	787	-
Critical Hdwy	-	-	4.15	-	6.45	6.25
Critical Hdwy Stg 1	-	-	-	-	5.45	-
Critical Hdwy Stg 2	-	-	-	-	5.45	-
Follow-up Hdwy	-	-	2.245	-	3.545	3.345
Pot Cap-1 Maneuver	-	-	854	-	258	798
Stage 1	-	-	-	-	798	-
Stage 2	-	-	-	-	443	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	854	-	221	798
Mov Cap-2 Maneuver	-	-	-	-	277	-
Stage 1	-	-	-	-	684	-
Stage 2	-	-	-	-	443	-

Approach	EB	WB	NB
HCM Control Delay, s	0	1.8	22.1
HCM LOS			C

Minor Lane/Major Mvmt	NBLn1	NBLn2	EBT	EBR	WBL	WBT
Capacity (veh/h)	277	798	-	-	854	-
HCM Lane V/C Ratio	0.365	0.033	-	-	0.143	-
HCM Control Delay (s)	25.3	9.7	-	-	9.9	-
HCM Lane LOS	D	A	-	-	A	-
HCM 95th %tile Q(veh)	1.6	0.1	-	-	0.5	-

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	35	195	5	40	410	20	10	105	5	15	175	200
Future Volume (vph)	35	195	5	40	410	20	10	105	5	15	175	200
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)	150		150	150		150	150		150	150		150
Storage Lanes	1		0	1		0	0		0	0		1
Taper Length (ft)	100			100			100			100		
Right Turn on Red			Yes			Yes			Yes			Yes
Link Speed (mph)		40			40			40			40	
Link Distance (ft)		1497			2104			2628			2696	
Travel Time (s)		25.5			35.9			44.8			46.0	
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%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	5%	5%	5%	5%	5%	5%	5%	5%	5%	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)	37	212	0	43	457	0	0	128	0	0	202	213
Turn Type	Perm	NA		Perm	NA		Perm	NA		Perm	NA	Perm
Protected Phases		6			2			8			4	
Permitted Phases	6			2			8			4		4
Detector Phase	6	6		2	2		8	8		4	4	4
Switch Phase												
Minimum Initial (s)	12.0	12.0		12.0	12.0		10.0	10.0		10.0	10.0	10.0
Minimum Split (s)	18.0	18.0		18.0	18.0		16.0	16.0		16.0	16.0	16.0
Total Split (s)	46.0	46.0		46.0	46.0		36.0	36.0		36.0	36.0	36.0
Total Split (%)	56.1%	56.1%		56.1%	56.1%		43.9%	43.9%		43.9%	43.9%	43.9%
Maximum Green (s)	40.0	40.0		40.0	40.0		30.0	30.0		30.0	30.0	30.0
Yellow Time (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	4.0
All-Red Time (s)	2.0	2.0		2.0	2.0		2.0	2.0		2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0		0.0	0.0			0.0			0.0	0.0
Total Lost Time (s)	6.0	6.0		6.0	6.0			6.0			6.0	6.0
Lead/Lag												
Lead-Lag Optimize?												
Vehicle Extension (s)	5.0	5.0		5.0	5.0		2.0	2.0		2.0	2.0	2.0
Minimum Gap (s)	2.0	2.0		2.0	2.0		2.0	2.0		2.0	2.0	2.0
Time Before Reduce (s)	25.0	25.0		25.0	25.0		0.0	0.0		0.0	0.0	0.0
Time To Reduce (s)	15.0	15.0		15.0	15.0		0.0	0.0		0.0	0.0	0.0
Recall Mode	Min	Min		Min	Min		None	None		None	None	None
Walk Time (s)												
Flash Dont Walk (s)												
Pedestrian Calls (#/hr)												
v/c Ratio	0.10	0.27		0.09	0.58			0.28			0.43	0.38
Control Delay	7.6	8.3		7.2	12.0			15.6			17.7	5.2

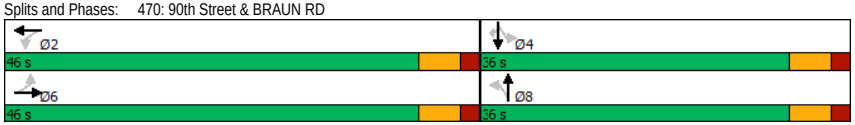
Lanes, Volumes, Timings
470: 90th Street & BRAUN RD

12/14/2017

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	7.6	8.3		7.2	12.0			15.6			17.7	5.2
Queue Length 50th (ft)	4	26		5	67			23			38	0
Queue Length 95th (ft)	18	67		19	154			69			106	41
Internal Link Dist (ft)		1417			2024			2548			2616	
Turn Bay Length (ft)	150			150								150
Base Capacity (vph)	745	1661		1043	1657			1260			1276	1180
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	0.05	0.13		0.04	0.28			0.10			0.16	0.18

Intersection Summary	
Area Type:	Other
Cycle Length: 82	
Actuated Cycle Length: 42.3	
Natural Cycle: 40	
Control Type: Actuated-Uncoordinated	

Splits and Phases: 470: 90th Street & BRAUN RD



HCM 2010 Signalized Intersection Summary
470: 90th Street & BRAUN RD

12/14/2017

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	35	195	5	40	410	20	10	105	5	15	175	200
Future Volume (veh/h)	35	195	5	40	410	20	10	105	5	15	175	200
Number	1	6	16	5	2	12	3	8	18	7	4	14
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1810	1810	1900	1810	1810	1900	1900	1810	1900	1900	1810	1810
Adj Flow Rate, veh/h	37	207	5	43	436	21	11	112	5	16	186	107
Adj No. of Lanes	1	1	0	1	1	0	0	1	0	0	1	1
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, %	5	5	5	5	5	5	5	5	5	5	5	5
Cap, veh/h	389	734	18	576	714	34	119	429	18	119	454	405
Arrive On Green	0.42	0.42	0.42	0.42	0.42	0.42	0.26	0.26	0.26	0.26	0.26	0.26
Sat Flow, veh/h	904	1760	43	1132	1712	82	58	1629	69	58	1725	1538
Grp Volume(v), veh/h	37	0	212	43	0	457	128	0	0	202	0	107
Grp Sat Flow(s),veh/h/ln	904	0	1802	1132	0	1795	1755	0	0	1782	0	1538
Q Serve(g_s), s	1.3	0.0	2.9	1.0	0.0	7.5	0.0	0.0	0.0	0.0	0.0	2.1
Cycle Q Clear(g_c), s	8.7	0.0	2.9	3.9	0.0	7.5	2.1	0.0	0.0	3.5	0.0	2.1
Prop In Lane	1.00		0.02	1.00		0.05	0.09		0.04	0.08		1.00
Lane Grp Cap(c), veh/h	389	0	752	576	0	749	566	0	0	573	0	405
V/C Ratio(X)	0.10	0.00	0.28	0.07	0.00	0.61	0.23	0.00	0.00	0.35	0.00	0.26
Avail Cap(c_a), veh/h	974	0	1919	1308	0	1911	1472	0	0	1507	0	1228
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	0.00	0.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	12.0	0.0	7.2	8.5	0.0	8.6	11.0	0.0	0.0	11.5	0.0	11.0
Incr Delay (d2), s/veh	0.2	0.0	0.4	0.1	0.0	1.7	0.1	0.0	0.0	0.1	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	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	0.6	0.0	2.7	0.6	0.0	7.3	1.9	0.0	0.0	3.2	0.0	1.6
LnGrp Delay(d),s/veh	12.2	0.0	7.7	8.6	0.0	10.3	11.0	0.0	0.0	11.6	0.0	11.1
LnGrp LOS	B		A	A		B	B			B		B
Approach Vol, veh/h		249			500			128			309	
Approach Delay, s/veh		8.3			10.1			11.0			11.4	
Approach LOS		A			B			B			B	

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2		4		6		8
Phs Duration (G+Y+Rc), s		21.7		15.9		21.7		15.9
Change Period (Y+Rc), s		6.0		6.0		6.0		6.0
Max Green Setting (Gmax), s		40.0		30.0		40.0		30.0
Max Q Clear Time (g_c+I1), s		9.5		5.5		10.7		4.1
Green Ext Time (p_c), s		6.2		0.8		2.7		0.4

Intersection Summary	
HCM 2010 Ctrl Delay	10.2
HCM 2010 LOS	B

Lanes, Volumes, Timings
500: W. FRONTAGE RD & CTH KR

12/14/2017

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	5	555	1	1	260	5	5	5	1	5	5	5
Future Volume (vph)	5	555	1	1	260	5	5	5	1	5	5	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)	325		130	305		135	0		190	0		130
Storage Lanes	1		1	1		1	0		1	0		1
Taper Length (ft)	100			100			100			100		
Link Speed (mph)		40			40			60			60	
Link Distance (ft)		3127			1061			2031			2356	
Travel Time (s)		53.3			18.1			23.1			26.8	
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%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	5%	5%	5%	5%	5%	5%	5%	5%	5%	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)	5	590	1	1	277	5	0	10	1	0	10	5
Sign Control		Free			Free			Stop			Stop	

Intersection Summary	
Area Type:	Other
Control Type: Unsignalized	

HCM 2010 TWSC
500: W. FRONTAGE RD & CTH KR

12/14/2017

Intersection	
Int Delay, s/veh	0.6

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	5	555	1	1	260	5	5	5	1	5	5	5
Future Vol, veh/h	5	555	1	1	260	5	5	5	1	5	5	5
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	325	-	130	305	-	135	-	-	190	-	-	130
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	94	94	94	94	94	94	94	94	94	94	94	94
Heavy Vehicles, %	5	5	5	5	5	5	5	5	5	5	5	5
Mvmt Flow	5	590	1	1	277	5	5	5	1	5	5	5

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	282	0	0	591	0	0	887	884	590	883	880	277
Stage 1	-	-	-	-	-	-	600	600	-	279	279	-
Stage 2	-	-	-	-	-	-	287	284	-	604	601	-
Critical Hdwy	4.15	-	-	4.15	-	-	7.15	6.55	6.25	7.15	6.55	6.25
Critical Hdwy Stg 1	-	-	-	-	-	-	6.15	5.55	-	6.15	5.55	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.15	5.55	-	6.15	5.55	-
Follow-up Hdwy	2.245	-	-	2.245	-	-	3.545	4.045	3.345	3.545	4.045	3.345
Pot Cap-1 Maneuver	1263	-	-	970	-	-	262	281	502	263	283	755
Stage 1	-	-	-	-	-	-	483	485	-	721	674	-
Stage 2	-	-	-	-	-	-	714	671	-	480	485	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1263	-	-	970	-	-	255	280	502	258	282	755
Mov Cap-2 Maneuver	-	-	-	-	-	-	255	280	-	258	282	-
Stage 1	-	-	-	-	-	-	481	483	-	718	673	-
Stage 2	-	-	-	-	-	-	703	670	-	472	483	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0.1	0	18.4	15.9
HCM LOS			C	C

Minor Lane/Major Mvmt	NBLn1	NBLn2	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	267	502	1263	-	-	970	-	-	269	755
HCM Lane V/C Ratio	0.04	0.002	0.004	-	-	0.001	-	-	0.04	0.007
HCM Control Delay (s)	19	12.2	7.9	-	-	8.7	-	-	18.9	9.8
HCM Lane LOS	C	B	A	-	-	A	-	-	C	A
HCM 95th %tile Q(veh)	0.1	0	0	-	-	0	-	-	0.1	0

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	500	60	520	250	0	0	0	0	415	695	15
Future Volume (vph)	0	500	60	520	250	0	0	0	0	415	695	15
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		500	300		0	0		0	500		500
Storage Lanes	0		1	0		0	0		0	1		1
Taper Length (ft)	100			100			100			100		
Right Turn on Red			Yes			Yes			Yes			Yes
Link Speed (mph)		40			40			35			35	
Link Distance (ft)		1061			316			612			963	
Travel Time (s)		18.1			5.4			11.9			18.8	
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%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	5%	5%	5%	5%	5%	5%	5%	5%	5%	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)	0	532	64	553	266	0	0	0	0	441	739	16
Turn Type		NA	Perm	Prot	NA					Split	NA	Perm
Protected Phases		6		5	2					4	4	
Permitted Phases			6									4
Detector Phase		6	6	5	2					4	4	4
Switch Phase												
Minimum Initial (s)		10.0	10.0	12.0	12.0					10.0	10.0	10.0
Minimum Split (s)		16.0	16.0	16.5	18.0					16.0	16.0	16.0
Total Split (s)		29.0	29.0	40.0	69.0					41.0	41.0	41.0
Total Split (%)		26.4%	26.4%	36.4%	62.7%					37.3%	37.3%	37.3%
Maximum Green (s)		23.0	23.0	35.5	63.0					35.0	35.0	35.0
Yellow Time (s)		4.0	4.0	3.5	4.0					4.0	4.0	4.0
All-Red Time (s)		2.0	2.0	1.0	2.0					2.0	2.0	2.0
Lost Time Adjust (s)		0.0	0.0	0.0	0.0					0.0	0.0	0.0
Total Lost Time (s)		6.0	6.0	4.5	6.0					6.0	6.0	6.0
Lead/Lag		Lead	Lead	Lag								
Lead-Lag Optimize?		Yes	Yes	Yes								
Vehicle Extension (s)		5.0	5.0	2.0	5.0					2.0	2.0	2.0
Minimum Gap (s)		2.0	2.0	2.0	2.0					2.0	2.0	2.0
Time Before Reduce (s)		25.0	25.0	0.0	25.0					0.0	0.0	0.0
Time To Reduce (s)		15.0	15.0	0.0	15.0					0.0	0.0	0.0
Recall Mode		C-Max	C-Max	None	C-Max					None	None	None
Walk Time (s)												
Flash Dont Walk (s)												
Pedestrian Calls (#/hr)												
v/c Ratio		0.66	0.15	0.51	0.31					0.88	0.74	0.03
Control Delay		43.4	4.6	18.7	4.3					56.7	39.8	0.1

Lanes, Volumes, Timings
510: IH 41/94 SB Ramps & CTH KR 12/14/2017

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Queue Delay		0.2	0.0	4.5	0.3					0.0	0.0	0.0
Total Delay		43.6	4.6	23.2	4.6					56.7	39.8	0.1
Queue Length 50th (ft)		185	0	197	28					284	237	0
Queue Length 95th (ft)		244	23	215	m39					#444	305	0
Internal Link Dist (ft)		981			236			532			883	
Turn Bay Length (ft)			500	300						500		500
Base Capacity (vph)		809	430	1076	845					546	1093	550
Starvation Cap Reductn		0	0	437	200					0	0	0
Spillback Cap Reductn		30	0	0	0					0	0	0
Storage Cap Reductn		0	0	0	0					0	0	0
Reduced v/c Ratio		0.68	0.15	0.87	0.41					0.81	0.68	0.03

Intersection Summary	
Area Type:	Other
Cycle Length: 110	
Actuated Cycle Length: 110	
Offset: 9 (8%), Referenced to phase 2:WBT and 6:EBT, Start of 1st Green	
Natural Cycle: 60	
Control Type: Actuated-Coordinated	
Description: Defacto SBL; Stripe as LT, T, T, R, but behaves as L, T, T, R in AM.	

\# 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: 510: IH 41/94 SB Ramps & CTH KR

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Synchro 10 Report

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	500	60	520	250	0	0	0	0	415	695	15
Future Volume (veh/h)	0	500	60	520	250	0	0	0	0	415	695	15
Number	1	6	16	5	2	12				7	4	14
Initial Q (Qb), veh	0	0	0	0	0	0				0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00				1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	0	1810	1810	1810	1810	0				1810	1810	1810
Adj Flow Rate, veh/h	0	532	32	553	266	0				441	739	11
Adj No. of Lanes	0	2	1	2	1	0				1	2	1
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	5	5	5	5	0				5	5	5
Cap, veh/h	0	719	322	1144	855	0				491	980	438
Arrive On Green	0.00	0.21	0.21	0.57	1.00	0.00				0.28	0.28	0.28
Sat Flow, veh/h	0	3529	1538	3343	1810	0				1723	3438	1538
Grp Volume(v), veh/h	0	532	32	553	266	0				441	739	11
Grp Sat Flow(s),veh/h/ln	0	1719	1538	1672	1411	0				1723	1719	1538
Q Serve(g_s), s	0.0	15.9	1.8	10.8	0.0	0.0				27.0	21.5	0.6
Cycle Q Clear(g_c), s	0.0	15.9	1.8	10.8	0.0	0.0				27.0	21.5	0.6
Prop In Lane	0.00		1.00	1.00		0.00				1.00		1.00
Lane Grp Cap(c), veh/h	0	719	322	1144	855	0				491	980	438
V/C Ratio(X)	0.00	0.74	0.10	0.48	0.31	0.00				0.90	0.75	0.03
Avail Cap(c_a), veh/h	0	719	322	1144	855	0				548	1094	489
HCM Platoon Ratio	1.00	1.00	1.00	1.67	1.67	1.00				1.00	1.00	1.00
Upstream Filter(I)	0.00	1.00	1.00	0.94	0.94	0.00				1.00	1.00	1.00
Uniform Delay (d), s/veh	0.0	40.7	35.1	17.8	0.0	0.0				37.8	35.8	28.3
Incr Delay (d2), s/veh	0.0	6.7	0.6	0.1	0.9	0.0				15.5	2.2	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	12.9	1.5	8.4	0.4	0.0				21.3	15.8	1.0
LnGrp Delay(d),s/veh	0.0	47.4	35.8	17.9	0.9	0.0				53.2	38.0	28.3
LnGrp LOS		D	D	B	A					D	D	C
Approach Vol, veh/h		564			819						1191	
Approach Delay, s/veh		46.8			12.4						43.6	
Approach LOS		D			B						D	

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2		4	5	6		
Phs Duration (G+Y+Rc), s		72.7		37.3	43.7	29.0		
Change Period (Y+Rc), s		6.0		6.0	6.0	* 6		
Max Green Setting (Gmax), s		63.0		35.0	35.5	* 23		
Max Q Clear Time (g_c+I1), s		2.0		29.0	12.8	17.9		
Green Ext Time (p_c), s		3.3		2.3	1.0	2.3		

Intersection Summary	
HCM 2010 Ctrl Delay	34.4
HCM 2010 LOS	C

Notes

HCM 2010 Signalized Intersection Summary
510: IH 41/94 SB Ramps & CTH KR 12/14/2017

* HCM 2010 computational engine requires equal clearance times for the phases crossing the barrier.

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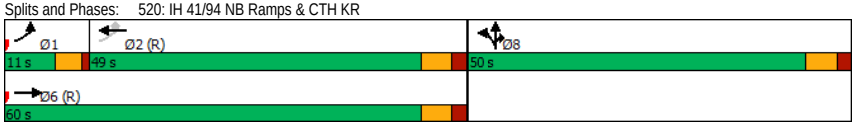
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	40	875	0	0	735	275	35	1670	895	0	0	0
Future Volume (vph)	40	875	0	0	735	275	35	1670	895	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	300		0	500		500	500		500	0		0
Storage Lanes	1		0	1		1	0		2	0		0
Taper Length (ft)	100			100			100			100		
Right Turn on Red			Yes			Yes			Yes			Yes
Link Speed (mph)		40			40			35			35	
Link Distance (ft)		316			405			646			966	
Travel Time (s)		5.4			6.9			12.6			18.8	
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%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	5%	5%	5%	5%	5%	5%	5%	5%	5%	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)	43	931	0	0	782	293	0	1814	952	0	0	0
Turn Type	D.P+P	NA			NA	Perm	Split	NA	Prot			
Protected Phases	1	6			2		8	8	8			
Permitted Phases	2					2						
Detector Phase	1	6			2	2	8	8	8			
Switch Phase												
Minimum Initial (s)	6.0	12.0			12.0	12.0	10.0	10.0	10.0			
Minimum Split (s)	10.5	18.0			18.0	18.0	16.0	16.0	16.0			
Total Split (s)	11.0	60.0			49.0	49.0	50.0	50.0	50.0			
Total Split (%)	10.0%	54.5%			44.5%	44.5%	45.5%	45.5%	45.5%			
Maximum Green (s)	6.5	54.0			43.0	43.0	44.0	44.0	44.0			
Yellow Time (s)	3.5	4.0			4.0	4.0	4.0	4.0	4.0			
All-Red Time (s)	1.0	2.0			2.0	2.0	2.0	2.0	2.0			
Lost Time Adjust (s)	0.0	0.0			0.0	0.0		0.0	0.0			
Total Lost Time (s)	4.5	6.0			6.0	6.0		6.0	6.0			
Lead/Lag	Lead				Lag	Lag						
Lead-Lag Optimize?	Yes				Yes	Yes						
Vehicle Extension (s)	2.0	5.0			5.0	5.0	2.0	2.0	2.0			
Minimum Gap (s)	2.0	2.0			2.0	2.0	2.0	2.0	2.0			
Time Before Reduce (s)	0.0	25.0			25.0	25.0	0.0	0.0	0.0			
Time To Reduce (s)	0.0	15.0			15.0	15.0	0.0	0.0	0.0			
Recall Mode	None	C-Max			C-Max	C-Max	None	None	None			
Walk Time (s)												
Flash Dont Walk (s)												
Pedestrian Calls (#/hr)												
v/c Ratio	0.13	0.55			0.37	0.40		0.92	0.81			
Control Delay	0.7	11.0			15.7	9.6		40.1	30.8			

Lanes, Volumes, Timings
520: IH 41/94 NB Ramps & CTH KR 12/14/2017

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Queue Delay	0.0	2.0			0.0	0.0		0.0	0.0			
Total Delay	0.7	13.0			15.7	9.6		40.1	30.8			
Queue Length 50th (ft)	0	176			72	34		438	285			
Queue Length 95th (ft)	m0	209			91	66		#519	382			
Internal Link Dist (ft)		236			325			566			886	
Turn Bay Length (ft)	300					500			500			
Base Capacity (vph)	327	1687			2133	724		1974	1175			
Starvation Cap Reductn	0	574			0	0		0	0			
Spillback Cap Reductn	0	0			61	0		0	0			
Storage Cap Reductn	0	0			0	0		0	0			
Reduced v/c Ratio	0.13	0.84			0.38	0.40		0.92	0.81			

Intersection Summary	
Area Type:	Other
Cycle Length: 110	
Actuated Cycle Length: 110	
Offset: 0 (0%), Referenced to phase 2:EBWB and 6:EBT, Start of 1st 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: 520: IH 41/94 NB Ramps & CTH KR



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Synchro 10 Report

HCM 2010 Signalized Intersection Summary
520: IH 41/94 NB Ramps & CTH KR

12/14/2017

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	40	875	0	0	735	275	35	1670	895	0	0	0
Future Volume (veh/h)	40	875	0	0	735	275	35	1670	895	0	0	0
Number	1	6	16	5	2	12	3	8	18			
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0			
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00			
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Adj Sat Flow, veh/h/ln	1810	1810	0	0	1810	1810	1900	1810	1810			
Adj Flow Rate, veh/h	43	931	0	0	782	149	37	1777	665			
Adj No. of Lanes	1	2	0	0	3	1	0	3	2			
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94			
Percent Heavy Veh, %	5	5	0	0	5	5	5	5	5			
Cap, veh/h	310	1696	0	0	2037	634	39	1989	1077			
Arrive On Green	0.08	0.99	0.00	0.00	0.41	0.41	0.40	0.40	0.40			
Sat Flow, veh/h	1723	3529	0	0	5103	1538	98	5000	2707			
Grp Volume(v), veh/h	43	931	0	0	782	149	682	1132	665			
Grp Sat Flow(s),veh/h/ln	1723	1719	0	0	1647	1538	1805	1647	1354			
Q Serve(g_s), s	1.5	0.9	0.0	0.0	12.2	6.9	40.3	34.7	21.6			
Cycle Q Clear(g_c), s	1.5	0.9	0.0	0.0	12.2	6.9	40.3	34.7	21.6			
Prop In Lane	1.00		0.00	0.00		1.00	0.05		1.00			
Lane Grp Cap(c), veh/h	310	1696	0	0	2037	634	718	1310	1077			
V/C Ratio(X)	0.14	0.55	0.00	0.00	0.38	0.23	0.95	0.86	0.62			
Avail Cap(c_a), veh/h	343	1696	0	0	2037	634	722	1317	1083			
HCM Platoon Ratio	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Upstream Filter(I)	0.56	0.56	0.00	0.00	1.00	1.00	1.00	1.00	1.00			
Uniform Delay (d), s/veh	16.9	0.4	0.0	0.0	22.6	21.0	32.1	30.4	26.4			
Incr Delay (d2), s/veh	0.0	0.7	0.0	0.0	0.5	0.9	21.9	5.9	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	1.3	0.8	0.0	0.0	9.5	5.6	32.6	23.5	12.8			
LnGrp Delay(d),s/veh	16.9	1.1	0.0	0.0	23.1	21.9	54.0	36.3	27.2			
LnGrp LOS	B	A			C	C	D	D	C			
Approach Vol, veh/h		974			931			2479				
Approach Delay, s/veh		1.8			22.9			38.7				
Approach LOS		A			C			D				

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2				6		8
Phs Duration (G+Y+Rc), s	8.9	51.4				60.3		49.7
Change Period (Y+Rc), s	4.5	6.0				6.0		6.0
Max Green Setting (Gmax), s	6.5	43.0				54.0		44.0
Max Q Clear Time (g_c+I1), s	3.5	14.2				2.9		42.3
Green Ext Time (p_c), s	0.0	11.7				16.1		1.5

Intersection Summary	
HCM 2010 Ctrl Delay	27.2
HCM 2010 LOS	C

Lanes, Volumes, Timings
530: East Frontage Rd/Wisconn Valley Way & CTH KR

12/14/2017

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	295	1470	5	10	875	45	15	5	1	10	5	120
Future Volume (vph)	295	1470	5	10	875	45	15	5	1	10	5	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)	500		500	500		500	500		0	500		500
Storage Lanes	1		1	1		1	1		0	1		0
Taper Length (ft)	100			100			100			100		
Right Turn on Red			Yes			Yes			Yes			Yes
Link Speed (mph)		40			40			40			40	
Link Distance (ft)		1895			1499			1131			1652	
Travel Time (s)		32.3			25.6			19.3			28.2	
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%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	5%	5%	5%	5%	5%	5%	5%	5%	5%	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)	314	1564	5	11	931	48	16	6	0	11	5	128
Turn Type	D.P+P	NA	Perm	Perm	NA	Perm	Perm	NA		Perm	NA	pm+ov
Protected Phases	1	6			2			8			4	1
Permitted Phases	2		6	2		2	8			4		4
Detector Phase	1	6	6	2	2	2	8	8		4	4	1
Switch Phase												
Minimum Initial (s)	6.0	12.0	12.0	12.0	12.0	12.0	10.0	10.0		10.0	10.0	6.0
Minimum Split (s)	10.5	18.0	18.0	18.0	18.0	18.0	16.0	16.0		16.0	16.0	10.5
Total Split (s)	30.0	90.0	90.0	60.0	60.0	60.0	20.0	20.0		20.0	20.0	30.0
Total Split (%)	27.3%	81.8%	81.8%	54.5%	54.5%	54.5%	18.2%	18.2%		18.2%	18.2%	27.3%
Maximum Green (s)	25.5	84.0	84.0	54.0	54.0	54.0	14.0	14.0		14.0	14.0	25.5
Yellow Time (s)	3.5	4.0	4.0	4.0	4.0	4.0	4.0	4.0		4.0	4.0	3.5
All-Red Time (s)	1.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0		2.0	2.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0
Total Lost Time (s)	4.5	6.0	6.0	6.0	6.0	6.0	6.0	6.0		6.0	6.0	4.5
Lead/Lag	Lag			Lead	Lead	Lead						Lag
Lead-Lag Optimize?	Yes			Yes	Yes	Yes						Yes
Vehicle Extension (s)	2.0	5.0	5.0	5.0	5.0	5.0	2.0	2.0		2.0	2.0	2.0
Minimum Gap (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0		2.0	2.0	2.0
Time Before Reduce (s)	0.0	25.0	25.0	25.0	25.0	25.0	0.0	0.0		0.0	0.0	0.0
Time To Reduce (s)	0.0	15.0	15.0	15.0	15.0	15.0	0.0	0.0		0.0	0.0	0.0
Recall Mode	None	C-Max	C-Max	C-Max	C-Max	C-Max	None	None		None	None	None
Walk Time (s)												
Flash Dont Walk (s)												
Pedestrian Calls (#/hr)												
v/c Ratio	0.46	0.49	0.00	0.07	0.44	0.05	0.10	0.04		0.07	0.03	0.25
Control Delay	2.8	0.5	0.0	13.4	13.2	0.6	47.5	43.2		46.9	46.2	10.9

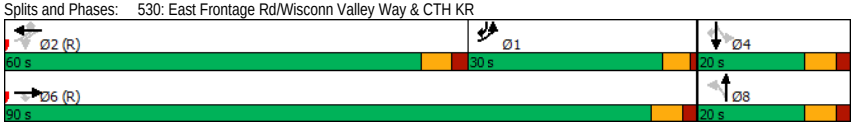
Lanes, Volumes, Timings
530: East Frontage Rd/Wisconn Valley Way & CTH KR

12/14/2017

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	0.0
Total Delay	2.8	0.5	0.0	13.4	13.2	0.6	47.5	43.2		46.9	46.2	10.9
Queue Length 50th (ft)	7	0	0	2	140	0	11	3		7	3	24
Queue Length 95th (ft)	m9	8	m0	14	270	4	33	17		27	15	61
Internal Link Dist (ft)		1815			1419			1051			1572	
Turn Bay Length (ft)	500		500	500		500	500			500		500
Base Capacity (vph)	686	3163	1417	159	2112	979	230	225		230	230	508
Starvation Cap Reductn	0	0	0	0	0	0	0	0		0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0		0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0		0	0	0
Reduced v/c Ratio	0.46	0.49	0.00	0.07	0.44	0.05	0.07	0.03		0.05	0.02	0.25

Intersection Summary	
Area Type:	Other
Cycle Length: 110	
Actuated Cycle Length: 110	
Offset: 102 (93%), Referenced to phase 2:EBWB and 6:EBT, Start of 1st Green	
Natural Cycle: 60	
Control Type: Actuated-Coordinated	
m Volume for 95th percentile queue is metered by upstream signal.	

Splits and Phases: 530: East Frontage Rd/Wisconn Valley Way & CTH KR



HCM 2010 Signalized Intersection Summary
530: East Frontage Rd/Wisconn Valley Way & CTH KR

12/14/2017

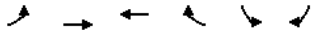
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	295	1470	5	10	875	45	15	5	1	10	5	120
Future Volume (veh/h)	295	1470	5	10	875	45	15	5	1	10	5	120
Number	1	6	16	5	2	12	3	8	18	7	4	14
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1810	1810	1810	1810	1810	1810	1810	1810	1900	1810	1810	1810
Adj Flow Rate, veh/h	314	1564	5	11	931	27	16	5	1	11	5	64
Adj No. of Lanes	1	2	1	1	2	1	1	1	0	1	1	1
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, %	5	5	5	5	5	5	5	5	5	5	5	5
Cap, veh/h	682	2764	1237	169	1688	755	174	127	25	180	157	531
Arrive On Green	0.26	0.80	0.80	0.49	0.49	0.49	0.09	0.09	0.09	0.09	0.09	0.09
Sat Flow, veh/h	1723	3438	1538	317	3438	1538	1288	1465	293	1364	1810	1538
Grp Volume(v), veh/h	314	1564	5	11	931	27	16	0	6	11	5	64
Grp Sat Flow(s),veh/h/ln	1723	1719	1538	317	1719	1538	1288	0	1758	1364	1810	1538
Q Serve(g_s), s	0.0	18.0	0.1	2.7	20.8	1.0	1.3	0.0	0.3	0.8	0.3	0.0
Cycle Q Clear(g_c), s	0.0	18.0	0.1	20.7	20.8	1.0	1.5	0.0	0.3	1.2	0.3	0.0
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.17	1.00		1.00
Lane Grp Cap(c), veh/h	682	2764	1237	169	1688	755	174	0	153	180	157	531
V/C Ratio(X)	0.46	0.57	0.00	0.07	0.55	0.04	0.09	0.00	0.04	0.06	0.03	0.12
Avail Cap(c_a), veh/h	682	2764	1237	169	1688	755	226	0	224	235	230	593
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	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	21.2	3.9	2.1	25.8	19.5	14.5	46.7	0.0	46.0	46.5	46.0	24.6
Incr Delay (d2), s/veh	0.2	0.8	0.0	0.7	1.3	0.1	0.1	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	11.5	13.4	0.1	0.5	15.4	0.8	0.8	0.0	0.3	0.6	0.3	2.4
LnGrp Delay(d),s/veh	21.4	4.7	2.1	26.5	20.9	14.6	46.8	0.0	46.1	46.6	46.0	24.6
LnGrp LOS	C	A	A	C	C	B	D		D	D	D	C
Approach Vol, veh/h		1883			969			22			80	
Approach Delay, s/veh		7.5			20.7			46.6			29.0	
Approach LOS		A			C			D			C	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2		4		6		8
Phs Duration (G+Y+Rc), s	34.4	60.0		15.6		94.4		15.6
Change Period (Y+Rc), s	6.0	* 6		6.0		6.0		6.0
Max Green Setting (Gmax), s	25.5	* 54		14.0		84.0		14.0
Max Q Clear Time (g_c+I1), s	2.0	22.8		3.2		20.0		3.5
Green Ext Time (p_c), s	0.4	14.0		0.1		38.6		0.0

Intersection Summary	
HCM 2010 Ctrl Delay	12.7
HCM 2010 LOS	B

Notes

* HCM 2010 computational engine requires equal clearance times for the phases crossing the barrier.
User approved changes to right turn type.



Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	1	1480	930	1	1	1
Future Volume (vph)	1	1480	930	1	1	1
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)	200			200	0	0
Storage Lanes	1			1	1	0
Taper Length (ft)	100				100	
Link Speed (mph)		40	40		25	
Link Distance (ft)		2376	2280		765	
Travel Time (s)		40.5	38.9		20.9	
Confl. Peds. (#/hr)						
Confl. Bikes (#/hr)						
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94
Growth Factor	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	5%	5%	5%	5%	5%	5%
Bus Blockages (#/hr)	0	0	0	0	0	0
Parking (#/hr)						
Mid-Block Traffic (%)		0%	0%		0%	
Shared Lane Traffic (%)						
Lane Group Flow (vph)	1	1574	989	1	2	0
Sign Control		Free	Free		Stop	

Intersection Summary	
Area Type:	Other
Control Type: Unsignalized	

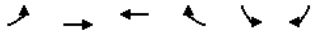
Intersection	
Int Delay, s/veh	0

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	1	1480	930	1	1	1
Future Vol, veh/h	1	1480	930	1	1	1
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	200	-	-	200	0	-
Veh in Median Storage, #	-	0	0	-	2	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	94	94	94	94	94	94
Heavy Vehicles, %	5	5	5	5	5	5
Mvmt Flow	1	1574	989	1	1	1

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	990	0	-	0	1778	495
Stage 1	-	-	-	-	989	-
Stage 2	-	-	-	-	789	-
Critical Hdwy	4.2	-	-	-	6.9	7
Critical Hdwy Stg 1	-	-	-	-	5.9	-
Critical Hdwy Stg 2	-	-	-	-	5.9	-
Follow-up Hdwy	2.25	-	-	-	3.55	3.35
Pot Cap-1 Maneuver	676	-	-	-	71	512
Stage 1	-	-	-	-	314	-
Stage 2	-	-	-	-	400	-
Platoon blocked, %			-	-	-	
Mov Cap-1 Maneuver	676	-	-	-	71	512
Mov Cap-2 Maneuver	-	-	-	-	243	-
Stage 1	-	-	-	-	314	-
Stage 2	-	-	-	-	400	-

Approach	EB	WB	SB
HCM Control Delay, s	0	0	16
HCM LOS			C

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	676	-	-	-	330
HCM Lane V/C Ratio	0.002	-	-	-	0.006
HCM Control Delay (s)	10.3	-	-	-	16
HCM Lane LOS	B	-	-	-	C
HCM 95th %tile Q(veh)	0	-	-	-	0



Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	1	1480	930	1	1	1
Future Volume (vph)	1	1480	930	1	1	1
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)	200			200	0	0
Storage Lanes	1			1	1	0
Taper Length (ft)	100				100	
Link Speed (mph)		40	40		25	
Link Distance (ft)		2280	1316		751	
Travel Time (s)		38.9	22.4		20.5	
Confl. Peds. (#/hr)						
Confl. Bikes (#/hr)						
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94
Growth Factor	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	5%	5%	5%	5%	5%	5%
Bus Blockages (#/hr)	0	0	0	0	0	0
Parking (#/hr)						
Mid-Block Traffic (%)		0%	0%		0%	
Shared Lane Traffic (%)						
Lane Group Flow (vph)	1	1574	989	1	2	0
Sign Control		Free	Free		Stop	

Intersection Summary	
Area Type:	Other
Control Type: Unsignalized	

Intersection	
Int Delay, s/veh	0

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	1	1480	930	1	1	1
Future Vol, veh/h	1	1480	930	1	1	1
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	200	-	-	200	0	-
Veh in Median Storage, #	-	0	0	-	2	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	94	94	94	94	94	94
Heavy Vehicles, %	5	5	5	5	5	5
Mvmt Flow	1	1574	989	1	1	1

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	990	0	-	0	1778	495
Stage 1	-	-	-	-	989	-
Stage 2	-	-	-	-	789	-
Critical Hdwy	4.2	-	-	-	6.9	7
Critical Hdwy Stg 1	-	-	-	-	5.9	-
Critical Hdwy Stg 2	-	-	-	-	5.9	-
Follow-up Hdwy	2.25	-	-	-	3.55	3.35
Pot Cap-1 Maneuver	676	-	-	-	71	512
Stage 1	-	-	-	-	314	-
Stage 2	-	-	-	-	400	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	676	-	-	-	71	512
Mov Cap-2 Maneuver	-	-	-	-	243	-
Stage 1	-	-	-	-	314	-
Stage 2	-	-	-	-	400	-

Approach	EB	WB	SB
HCM Control Delay, s	0	0	16
HCM LOS			C

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	676	-	-	-	330
HCM Lane V/C Ratio	0.002	-	-	-	0.006
HCM Control Delay (s)	10.3	-	-	-	16
HCM Lane LOS	B	-	-	-	C
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)	695	785	5	55	560	300	20	365	60	185	240	340
Future Volume (vph)	695	785	5	55	560	300	20	365	60	185	240	340
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)	385		200	235		200	300		275	315		315
Storage Lanes	2		1	1		1	1		1	1		1
Taper Length (ft)	100			100			100			100		
Right Turn on Red			Yes			Yes			Yes			Yes
Link Speed (mph)		40			40			40			40	
Link Distance (ft)		1316			1024			1873			1350	
Travel Time (s)		22.4			17.5			31.9			23.0	
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%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	5%	5%	5%	5%	5%	5%	5%	5%	5%	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)	739	835	5	59	596	319	21	388	64	197	255	362
Turn Type	Prot	NA	Perm	Perm	NA	Perm	Perm	NA	Perm	D.P+P	NA	pm+ov
Protected Phases	1	6			2			8		7	4	1
Permitted Phases			6	2		2	8		8	8		4
Detector Phase	1	6	6	2	2	2	8	8	8	7	4	1
Switch Phase												
Minimum Initial (s)	8.0	12.0	12.0	12.0	12.0	12.0	10.0	10.0	10.0	6.0	10.0	8.0
Minimum Split (s)	12.5	18.0	18.0	18.0	18.0	18.0	16.0	16.0	16.0	10.5	16.0	12.5
Total Split (s)	36.0	71.0	71.0	35.0	35.0	35.0	27.0	27.0	27.0	17.0	44.0	36.0
Total Split (%)	31.3%	61.7%	61.7%	30.4%	30.4%	30.4%	23.5%	23.5%	23.5%	14.8%	38.3%	31.3%
Maximum Green (s)	31.5	65.0	65.0	29.0	29.0	29.0	21.0	21.0	21.0	12.5	38.0	31.5
Yellow Time (s)	3.5	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	3.5	4.0	3.5
All-Red Time (s)	1.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	1.0	2.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.5	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	4.5	6.0	4.5
Lead/Lag	Lead			Lag	Lag	Lag	Lag	Lag	Lag	Lead		Lead
Lead-Lag Optimize?							Yes	Yes	Yes	Yes		
Vehicle Extension (s)	3.0	3.0	3.0	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	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	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	0.0	0.0	0.0
Recall Mode	None	None	None	None	None	None	C-Max	C-Max	C-Max	None	C-Max	None
Walk Time (s)												
Flash Dont Walk (s)												
Pedestrian Calls (#/hr)												
v/c Ratio	0.86	0.63	0.01	0.58	0.77	0.60	0.09	0.49	0.15	0.54	0.20	0.34
Control Delay	51.7	21.5	0.0	62.0	48.6	14.7	40.1	42.8	1.5	46.6	38.2	7.6

Lanes, Volumes, Timings
550: CTH H & CTH KR

12/14/2017

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	0.0	0.0
Total Delay	51.7	21.5	0.0	62.0	48.6	14.7	40.1	42.8	1.5	46.6	38.2	7.6
Queue Length 50th (ft)	263	282	0	38	215	45	13	140	0	141	95	65
Queue Length 95th (ft)	336	355	0	#90	275	134	37	193	6	219	139	164
Internal Link Dist (ft)		1236			944			1793			1270	
Turn Bay Length (ft)	385		200	235		200	300		275	315		315
Base Capacity (vph)	913	1431	900	114	866	570	246	786	439	373	1281	1088
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.81	0.58	0.01	0.52	0.69	0.56	0.09	0.49	0.15	0.53	0.20	0.33

Intersection Summary	
Area Type:	Other
Cycle Length: 115	
Actuated Cycle Length: 115	
Offset: 80 (70%), Referenced to phase 4:SBT and 8:NBSB, Start of 1st Green	
Natural Cycle: 75	
Control Type: Actuated-Coordinated	
# 95th percentile volume exceeds capacity, queue may be longer.	
Queue shown is maximum after two cycles.	

Splits and Phases: 550: CTH H & CTH KR

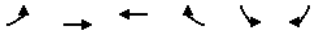
HCM 2010 Signalized Intersection Summary
550: CTH H & CTH KR

12/14/2017

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	695	785	5	55	560	300	20	365	60	185	240	340
Future Volume (veh/h)	695	785	5	55	560	300	20	365	60	185	240	340
Number	1	6	16	5	2	12	3	8	18	7	4	14
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1810	1810	1810	1810	1810	1810	1810	1810	1810	1810	1810	1810
Adj Flow Rate, veh/h	739	835	5	59	596	159	21	388	32	197	255	181
Adj No. of Lanes	2	2	1	1	2	1	1	2	1	1	2	1
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, %	5	5	5	5	5	5	5	5	5	5	5	5
Cap, veh/h	815	1247	757	195	719	322	306	907	406	395	1388	996
Arrive On Green	0.24	0.49	0.49	0.21	0.21	0.21	0.26	0.26	0.26	0.17	0.67	0.67
Sat Flow, veh/h	3343	2533	1538	633	3438	1538	922	3438	1538	1723	3438	1538
Grp Volume(v), veh/h	739	835	5	59	596	159	21	388	32	197	255	181
Grp Sat Flow(s),veh/h/ln	1672	1267	1538	633	1719	1538	922	1719	1538	1723	1719	1538
Q Serve(g_s), s	24.7	28.7	0.2	9.3	19.1	10.5	2.0	10.8	1.8	9.6	3.2	3.2
Cycle Q Clear(g_c), s	24.7	28.7	0.2	9.3	19.1	10.5	2.0	10.8	1.8	9.6	3.2	3.2
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	815	1247	757	195	719	322	306	907	406	395	1388	996
V/C Ratio(X)	0.91	0.67	0.01	0.30	0.83	0.49	0.07	0.43	0.08	0.50	0.18	0.18
Avail Cap(c_a), veh/h	916	1432	869	222	867	388	306	907	406	409	1388	996
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.67	1.67	1.67
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	42.2	22.1	14.9	39.7	43.5	40.1	31.9	35.1	31.8	24.9	11.7	4.2
Incr Delay (d2), s/veh	11.7	1.0	0.0	0.9	5.8	1.2	0.4	1.5	0.4	1.0	0.3	0.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	18.6	15.4	0.1	3.0	14.7	8.1	1.0	9.1	1.5	8.1	2.7	2.7
LnGrp Delay(d),s/veh	53.9	23.1	14.9	40.5	49.3	41.3	32.3	36.6	32.2	25.8	12.0	4.6
LnGrp LOS	D	C	B	D	D	D	C	D	C	C	B	A
Approach Vol, veh/h		1579			814			441			633	
Approach Delay, s/veh		37.5			47.1			36.1			14.2	
Approach LOS		D			D			D			B	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2		4		6	7	8
Phs Duration (G+Y+Rc), s	32.5	30.0		52.4		62.6	16.1	36.3
Change Period (Y+Rc), s	4.5	6.0		6.0		6.0	4.5	6.0
Max Green Setting (Gmax), s	31.5	29.0		38.0		65.0	12.5	21.0
Max Q Clear Time (g_c+I1), s	26.7	21.1		5.2		30.7	11.6	12.8
Green Ext Time (p_c), s	1.4	3.0		2.2		6.3	0.1	1.6

Intersection Summary		
HCM 2010 Ctrl Delay	35.3	
HCM 2010 LOS	D	



Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	140	890	885	40	10	30
Future Volume (vph)	140	890	885	40	10	30
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)	200			200	130	0
Storage Lanes	1			1	1	1
Taper Length (ft)	100				100	
Link Speed (mph)		40	40		25	
Link Distance (ft)		343	1367		1031	
Travel Time (s)		5.8	23.3		28.1	
Confl. Peds. (#/hr)						
Confl. Bikes (#/hr)						
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94
Growth Factor	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	5%	5%	5%	5%	5%	5%
Bus Blockages (#/hr)	0	0	0	0	0	0
Parking (#/hr)						
Mid-Block Traffic (%)		0%	0%		0%	
Shared Lane Traffic (%)						
Lane Group Flow (vph)	149	947	941	43	11	32
Sign Control		Free	Free		Stop	

Intersection Summary	
Area Type:	Other
Control Type: Unsignalized	

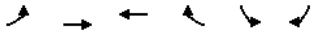
Intersection	
Int Delay, s/veh	1.3

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	140	890	885	40	10	30
Future Vol, veh/h	140	890	885	40	10	30
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	200	-	-	200	130	0
Veh in Median Storage, #	-	0	0	-	1	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	94	94	94	94	94	94
Heavy Vehicles, %	5	5	5	5	5	5
Mvmt Flow	149	947	941	43	11	32

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	984	0	-	0	2186	941
Stage 1	-	-	-	-	941	-
Stage 2	-	-	-	-	1245	-
Critical Hdwy	4.15	-	-	-	6.45	6.25
Critical Hdwy Stg 1	-	-	-	-	5.45	-
Critical Hdwy Stg 2	-	-	-	-	5.45	-
Follow-up Hdwy	2.245	-	-	-	3.545	3.345
Pot Cap-1 Maneuver	690	-	-	-	49	315
Stage 1	-	-	-	-	375	-
Stage 2	-	-	-	-	268	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	690	-	-	-	38	315
Mov Cap-2 Maneuver	-	-	-	-	91	-
Stage 1	-	-	-	-	294	-
Stage 2	-	-	-	-	268	-

Approach	EB	WB	SB
HCM Control Delay, s	1.6	0	25.7
HCM LOS			D

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	690	-	-	-	91	315
HCM Lane V/C Ratio	0.216	-	-	-	0.117	0.101
HCM Control Delay (s)	11.6	-	-	-	49.7	17.7
HCM Lane LOS	B	-	-	-	E	C
HCM 95th %tile Q(veh)	0.8	-	-	-	0.4	0.3



Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	425	475	835	45	10	90
Future Volume (vph)	425	475	835	45	10	90
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)	200			200	140	0
Storage Lanes	1			1	1	1
Taper Length (ft)	100				100	
Link Speed (mph)		40	40		25	
Link Distance (ft)		1310	1330		1054	
Travel Time (s)		22.3	22.7		28.7	
Confl. Peds. (#/hr)						
Confl. Bikes (#/hr)						
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94
Growth Factor	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	5%	5%	5%	5%	5%	5%
Bus Blockages (#/hr)	0	0	0	0	0	0
Parking (#/hr)						
Mid-Block Traffic (%)		0%	0%		0%	
Shared Lane Traffic (%)						
Lane Group Flow (vph)	452	505	888	48	11	96
Sign Control		Free	Free		Stop	

Intersection Summary	
Area Type:	Other
Control Type: Unsignalized	

Intersection	
Int Delay, s/veh	5.1

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	425	475	835	45	10	90
Future Vol, veh/h	425	475	835	45	10	90
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	200	-	-	200	140	0
Veh in Median Storage, #	-	0	0	-	1	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	94	94	94	94	94	94
Heavy Vehicles, %	5	5	5	5	5	5
Mvmt Flow	452	505	888	48	11	96

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	936	0	-	0	2297	888
Stage 1	-	-	-	-	888	-
Stage 2	-	-	-	-	1409	-
Critical Hdwy	4.15	-	-	-	6.45	6.25
Critical Hdwy Stg 1	-	-	-	-	5.45	-
Critical Hdwy Stg 2	-	-	-	-	5.45	-
Follow-up Hdwy	2.245	-	-	-	3.545	3.345
Pot Cap-1 Maneuver	720	-	-	-	42	338
Stage 1	-	-	-	-	397	-
Stage 2	-	-	-	-	222	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	720	-	-	-	16	338
Mov Cap-2 Maneuver	-	-	-	-	275	-
Stage 1	-	-	-	-	148	-
Stage 2	-	-	-	-	222	-

Approach	EB	WB	SB
HCM Control Delay, s	8.5	0	19.7
HCM LOS			C

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	720	-	-	-	275	338
HCM Lane V/C Ratio	0.628	-	-	-	0.039	0.283
HCM Control Delay (s)	18.1	-	-	-	18.6	19.8
HCM Lane LOS	C	-	-	-	C	C
HCM 95th %tile Q(veh)	4.5	-	-	-	0.1	1.1

Lanes, Volumes, Timings
565: 72nd Ave/90th Street & CTH KR

12/14/2017

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	30	460	5	40	815	95	10	5	15	45	10	65
Future Volume (vph)	30	460	5	40	815	95	10	5	15	45	10	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)	125		200	125		0	0		125	0		125
Storage Lanes	1		1	1		1	0		1	0		1
Taper Length (ft)	100			100			100			100		
Link Speed (mph)		40			40			60			40	
Link Distance (ft)		1330			280			1528			764	
Travel Time (s)		22.7			4.8			17.4			13.0	
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%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	5%	5%	5%	5%	5%	5%	5%	5%	5%	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)	32	489	5	43	867	101	0	16	16	0	59	69
Sign Control		Free			Free			Stop			Stop	

Intersection Summary	
Area Type:	Other
Control Type: Unsignalized	

HCM 2010 TWSC
565: 72nd Ave/90th Street & CTH KR

12/14/2017

Intersection	
Int Delay, s/veh	2.6

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	30	460	5	40	815	95	10	5	15	45	10	65
Future Vol, veh/h	30	460	5	40	815	95	10	5	15	45	10	65
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	125	-	200	125	-	0	-	-	125	-	-	125
Veh in Median Storage, #	-	0	-	-	0	-	-	1	-	-	1	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	94	94	94	94	94	94	94	94	94	94	94	94
Heavy Vehicles, %	5	5	5	5	5	5	5	5	5	5	5	5
Mvmt Flow	32	489	5	43	867	101	11	5	16	48	11	69

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	968	0	0	494	0	0	1597	1607	489	1519	1511	867
Stage 1	-	-	-	-	-	-	553	553	-	953	953	-
Stage 2	-	-	-	-	-	-	1044	1054	-	566	558	-
Critical Hdwy	4.15	-	-	4.15	-	-	7.15	6.55	6.25	7.15	6.55	6.25
Critical Hdwy Stg 1	-	-	-	-	-	-	6.15	5.55	-	6.15	5.55	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.15	5.55	-	6.15	5.55	-
Follow-up Hdwy	2.245	-	-	2.245	-	-	3.545	4.045	3.345	3.545	4.045	3.345
Pot Cap-1 Maneuver	700	-	-	1054	-	-	84	103	573	96	118	348
Stage 1	-	-	-	-	-	-	512	509	-	307	334	-
Stage 2	-	-	-	-	-	-	273	299	-	504	507	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	700	-	-	1054	-	-	61	94	573	85	108	348
Mov Cap-2 Maneuver	-	-	-	-	-	-	136	190	-	195	217	-
Stage 1	-	-	-	-	-	-	488	486	-	293	320	-
Stage 2	-	-	-	-	-	-	203	287	-	462	484	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0.6	0.4	21.7	23.7
HCM LOS			C	C

Minor Lane/Major Mvmt	NBLn1	NBLn2	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	150	573	700	-	-	1054	-	-	199	348
HCM Lane V/C Ratio	0.106	0.028	0.046	-	-	0.04	-	-	0.294	0.199
HCM Control Delay (s)	31.8	11.5	10.4	-	-	8.6	-	-	30.5	17.9
HCM Lane LOS	D	B	B	-	-	A	-	-	D	C
HCM 95th %tile Q(veh)	0.4	0.1	0.1	-	-	0.1	-	-	1.2	0.7

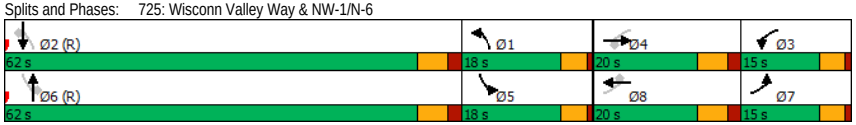
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	70	20	60	55	35	40	130	125	200	215	215	45
Future Volume (vph)	70	20	60	55	35	40	130	125	200	215	215	45
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	200		200	200		200	200		200	200		200
Storage Lanes	1		1	1		1	1		1	1		1
Taper Length (ft)	100			100			100			100		
Right Turn on Red			Yes			Yes			Yes			Yes
Link Speed (mph)		25			25			40			40	
Link Distance (ft)		765			1097			1660			1642	
Travel Time (s)		20.9			29.9			28.3			28.0	
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%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	5%	5%	5%	5%	5%	5%	5%	5%	5%	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)	74	21	64	59	37	43	138	133	213	229	229	48
Turn Type	D.P+P	NA	Perm	D.P+P	NA	Perm	D.P+P	NA	Perm	D.P+P	NA	Perm
Protected Phases	7	4		3	8		1	6		5	2	
Permitted Phases	8		4	4		8	2		6	6		2
Detector Phase	7	4	4	3	8	8	1	6	6	5	2	2
Switch Phase												
Minimum Initial (s)	6.0	10.0	10.0	6.0	10.0	10.0	6.0	12.0	12.0	6.0	12.0	12.0
Minimum Split (s)	10.5	16.0	16.0	10.5	16.0	16.0	10.5	18.0	18.0	10.5	18.0	18.0
Total Split (s)	15.0	20.0	20.0	15.0	20.0	20.0	18.0	62.0	62.0	18.0	62.0	62.0
Total Split (%)	13.0%	17.4%	17.4%	13.0%	17.4%	17.4%	15.7%	53.9%	53.9%	15.7%	53.9%	53.9%
Maximum Green (s)	10.5	14.0	14.0	10.5	14.0	14.0	13.5	56.0	56.0	13.5	56.0	56.0
Yellow Time (s)	3.5	4.0	4.0	3.5	4.0	4.0	3.5	4.0	4.0	3.5	4.0	4.0
All-Red Time (s)	1.0	2.0	2.0	1.0	2.0	2.0	1.0	2.0	2.0	1.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.5	6.0	6.0	4.5	6.0	6.0	4.5	6.0	6.0	4.5	6.0	6.0
Lead/Lag	Lag	Lead	Lead	Lag	Lead	Lead	Lag	Lead	Lead	Lag	Lead	Lead
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Vehicle Extension (s)	2.0	2.0	2.0	3.0	2.0	2.0	2.0	5.0	5.0	3.0	5.0	5.0
Minimum Gap (s)	2.0	2.0	2.0	3.0	2.0	2.0	2.0	2.0	2.0	3.0	2.0	2.0
Time Before Reduce (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	25.0	25.0	0.0	25.0	25.0
Time To Reduce (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	15.0	15.0	0.0	15.0	15.0
Recall Mode	None	None	None	None	None	None	None	C-Max	C-Max	None	C-Max	C-Max
Walk Time (s)												
Flash Dont Walk (s)												
Pedestrian Calls (#/hr)												
v/c Ratio	0.38	0.13	0.27	0.30	0.24	0.18	0.16	0.06	0.19	0.25	0.10	0.04
Control Delay	46.7	50.8	3.8	44.2	53.0	1.7	4.2	3.7	0.8	2.1	3.1	0.1

Lanes, Volumes, Timings
725: Wisconn Valley Way & NW-1/N-6 12/14/2017

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	0.0	0.0
Total Delay	46.7	50.8	3.8	44.2	53.0	1.7	4.2	3.7	0.8	2.1	3.1	0.1
Queue Length 50th (ft)	47	15	0	37	26	0	19	10	0	15	11	0
Queue Length 95th (ft)	91	40	7	76	61	0	32	16	6	22	19	m1
Internal Link Dist (ft)		685			1017			1580			1562	
Turn Bay Length (ft)	200		200	200		200	200		200	200		200
Base Capacity (vph)	262	220	287	264	220	287	949	2304	1101	1021	2304	1068
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.28	0.10	0.22	0.22	0.17	0.15	0.15	0.06	0.19	0.22	0.10	0.04

Intersection Summary	
Area Type:	Other
Cycle Length: 115	
Actuated Cycle Length: 115	
Offset: 41 (36%), Referenced to phase 2:NBSB and 6:NBSB, Start of 1st Green	
Natural Cycle: 55	
Control Type: Actuated-Coordinated	
m Volume for 95th percentile queue is metered by upstream signal.	

Splits and Phases: 725: Wisconn Valley Way & NW-1/N-6



TADI
2040_Braun IC_171211_AM.syn
Synchro 10 Report

HCM 2010 Signalized Intersection Summary
725: Wisconn Valley Way & NW-1/N-6

12/14/2017

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	70	20	60	55	35	40	130	125	200	215	215	45
Future Volume (veh/h)	70	20	60	55	35	40	130	125	200	215	215	45
Number	7	4	14	3	8	18	1	6	16	5	2	12
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1810	1810	1810	1810	1810	1810	1810	1810	1810	1810	1810	1810
Adj Flow Rate, veh/h	74	21	32	59	37	22	138	133	107	229	229	27
Adj No. of Lanes	1	1	1	1	1	1	1	2	1	1	2	1
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, %	5	5	5	5	5	5	5	5	5	5	5	5
Cap, veh/h	232	157	133	243	157	133	915	1674	749	930	1674	749
Arrive On Green	0.05	0.09	0.09	0.05	0.09	0.09	0.33	0.81	0.81	0.33	0.81	0.81
Sat Flow, veh/h	1723	1810	1538	1723	1810	1538	1723	3438	1538	1723	3438	1538
Grp Volume(v), veh/h	74	21	32	59	37	22	138	133	107	229	229	27
Grp Sat Flow(s),veh/h/ln	1723	1810	1538	1723	1810	1538	1723	1719	1538	1723	1719	1538
Q Serve(g_s), s	0.0	1.2	2.2	0.0	2.2	1.5	0.0	0.9	1.7	0.0	1.6	0.4
Cycle Q Clear(g_c), s	0.0	1.2	2.2	0.0	2.2	1.5	0.0	0.9	1.7	0.0	1.6	0.4
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	232	157	133	243	157	133	915	1674	749	930	1674	749
V/C Ratio(X)	0.32	0.13	0.24	0.24	0.24	0.17	0.15	0.08	0.14	0.25	0.14	0.04
Avail Cap(c_a), veh/h	308	220	187	319	220	187	915	1674	749	930	1674	749
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.67	1.67	1.67	1.67	1.67	1.67
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	0.99	0.99	0.99	0.91	0.91	0.91
Uniform Delay (d), s/veh	47.8	48.5	49.0	46.3	49.0	48.7	5.9	5.6	5.7	6.1	5.7	5.5
Incr Delay (d2), s/veh	0.3	0.1	0.3	0.5	0.3	0.2	0.0	0.1	0.4	0.1	0.2	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	4.0	1.1	1.7	3.2	2.0	1.2	2.4	0.8	1.4	4.3	1.4	0.3
LnGrp Delay(d),s/veh	48.1	48.7	49.3	46.8	49.3	48.9	5.9	5.7	6.1	6.2	5.8	5.6
LnGrp LOS	D	D	D	D	D	D	A	A	A	A	A	A
Approach Vol, veh/h		127			118			378			485	
Approach Delay, s/veh		48.5			48.0			5.9			6.0	
Approach LOS		D			D			A			A	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	27.1	62.0	9.9	16.0	27.1	62.0	9.9	16.0
Change Period (Y+Rc), s	4.5	6.0	4.5	6.0	4.5	6.0	4.5	6.0
Max Green Setting (Gmax), s	13.5	56.0	10.5	14.0	13.5	56.0	10.5	14.0
Max Q Clear Time (g_c+I1), s	2.0	3.6	2.0	4.2	2.0	3.7	2.0	4.2
Green Ext Time (p_c), s	0.1	3.2	0.1	0.0	0.5	2.6	0.0	0.1

Intersection Summary	
HCM 2010 Ctrl Delay	15.3
HCM 2010 LOS	B

Lanes, Volumes, Timings
735: Wisconn Valley Way & NW-2

12/14/2017

Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	55	80	195	400	280	50
Future Volume (vph)	55	80	195	400	280	50
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	200			200
Storage Lanes	1	1	1			1
Taper Length (ft)	100		100			
Right Turn on Red		Yes				Yes
Link Speed (mph)	25			40	40	
Link Distance (ft)	743			1357	1660	
Travel Time (s)	20.3			23.1	28.3	
Confl. Peds. (#/hr)						
Confl. Bikes (#/hr)						
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94
Growth Factor	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	5%	5%	5%	5%	5%	5%
Bus Blockages (#/hr)	0	0	0	0	0	0
Parking (#/hr)						
Mid-Block Traffic (%)	0%			0%	0%	
Shared Lane Traffic (%)						
Lane Group Flow (vph)	59	85	207	426	298	53
Turn Type	Prot	pt+ov	D.P+P	NA	NA	Perm
Protected Phases	4	4 1	1	6	2	
Permitted Phases			2			2
Detector Phase	4	4 1	1	6	2	2
Switch Phase						
Minimum Initial (s)	10.0		8.0	12.0	12.0	12.0
Minimum Split (s)	16.0		12.5	18.0	18.0	18.0
Total Split (s)	30.0		34.0	85.0	51.0	51.0
Total Split (%)	26.1%		29.6%	73.9%	44.3%	44.3%
Maximum Green (s)	24.0		29.5	79.0	45.0	45.0
Yellow Time (s)	4.0		3.5	4.0	4.0	4.0
All-Red Time (s)	2.0		1.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0		0.0	0.0	0.0	0.0
Total Lost Time (s)	6.0		4.5	6.0	6.0	6.0
Lead/Lag			Lead		Lag	Lag
Lead-Lag Optimize?			Yes		Yes	Yes
Vehicle Extension (s)	2.0		2.0	5.0	5.0	5.0
Minimum Gap (s)	2.0		2.0	2.0	2.0	2.0
Time Before Reduce (s)	0.0		0.0	25.0	25.0	25.0
Time To Reduce (s)	0.0		0.0	15.0	15.0	15.0
Recall Mode	None		None	C-Max	C-Max	C-Max
Walk Time (s)						
Flash Dont Walk (s)						
Pedestrian Calls (#/hr)						
v/c Ratio	0.38	0.25	0.23	0.15	0.12	0.05
Control Delay	56.6	9.7	2.1	1.1	3.6	1.8

Lanes, Volumes, Timings
735: Wisconn Valley Way & NW-2

12/14/2017

Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	56.6	9.7	2.1	1.1	3.6	1.8
Queue Length 50th (ft)	42	0	2	1	27	0
Queue Length 95th (ft)	85	41	26	26	40	4
Internal Link Dist (ft)	663			1277	1580	
Turn Bay Length (ft)			200			200
Base Capacity (vph)	358	605	1048	2900	2481	1125
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	0.16	0.14	0.20	0.15	0.12	0.05

Intersection Summary	
Area Type:	Other
Cycle Length: 115	
Actuated Cycle Length: 115	
Offset: 44 (38%), Referenced to phase 2:NBSB and 6:NBT, Start of 1st Green	
Natural Cycle: 50	
Control Type: Actuated-Coordinated	

Splits and Phases: 735: Wisconn Valley Way & NW-2

HCM 2010 Signalized Intersection Summary
735: Wisconn Valley Way & NW-2

12/14/2017

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	55	80	195	400	280	50
Future Volume (veh/h)	55	80	195	400	280	50
Number	7	14	1	6	2	12
Initial Q (Qb), veh	0	0	0	0	0	0
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
Adj Sat Flow, veh/h/ln	1810	1810	1810	1810	1810	1810
Adj Flow Rate, veh/h	59	42	207	426	298	26
Adj No. of Lanes	1	1	1	2	2	1
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94
Percent Heavy Veh, %	5	5	5	5	5	5
Cap, veh/h	144	235	901	2792	2419	1082
Arrive On Green	0.08	0.08	0.14	1.00	1.00	1.00
Sat Flow, veh/h	1723	1538	1723	3529	3529	1538
Grp Volume(v), veh/h	59	42	207	426	298	26
Grp Sat Flow(s),veh/h/ln	1723	1538	1723	1719	1719	1538
Q Serve(g_s), s	3.7	2.7	3.8	0.0	0.0	0.0
Cycle Q Clear(g_c), s	3.7	2.7	3.8	0.0	0.0	0.0
Prop In Lane	1.00	1.00	1.00			1.00
Lane Grp Cap(c), veh/h	144	235	901	2792	2419	1082
V/C Ratio(X)	0.41	0.18	0.23	0.15	0.12	0.02
Avail Cap(c_a), veh/h	360	428	1223	2792	2419	1082
HCM Platoon Ratio	1.00	1.00	2.00	2.00	2.00	2.00
Upstream Filter(I)	1.00	1.00	0.90	0.90	0.99	0.99
Uniform Delay (d), s/veh	50.0	42.4	3.1	0.0	0.0	0.0
Incr Delay (d2), s/veh	0.7	0.1	0.0	0.1	0.1	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	3.3	4.5	3.0	0.1	0.1	0.0
LnGrp Delay(d),s/veh	50.7	42.5	3.2	0.1	0.1	0.0
LnGrp LOS	D	D	A	A	A	A
Approach Vol, veh/h	101			633	324	
Approach Delay, s/veh	47.3			1.1	0.1	
Approach LOS	D			A	A	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2		4		6		
Phs Duration (G+Y+Rc), s	12.5	86.9		15.6		99.4		
Change Period (Y+Rc), s	4.5	6.0		6.0		6.0		
Max Green Setting (Gmax), s	29.5	45.0		24.0		79.0		
Max Q Clear Time (g_c+I1), s	5.8	2.0		5.7		2.0		
Green Ext Time (p_c), s	0.3	4.1		0.1		6.1		

Intersection Summary	
HCM 2010 Ctrl Delay	5.2
HCM 2010 LOS	A

Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	30	10	60	215	215	150
Future Volume (vph)	30	10	60	215	215	150
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	200			200
Storage Lanes	1	1	1			1
Taper Length (ft)	100		100			
Link Speed (mph)	25			40	40	
Link Distance (ft)	600			2249	1753	
Travel Time (s)	16.4			38.3	29.9	
Confl. Peds. (#/hr)						
Confl. Bikes (#/hr)						
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94
Growth Factor	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	5%	5%	5%	5%	5%	5%
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	11	64	229	229	160
Sign Control	Stop			Free	Free	

Intersection Summary	
Area Type:	Other
Control Type: Unsignalized	

Intersection	
Int Delay, s/veh	1.4

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	30	10	60	215	215	150
Future Vol, veh/h	30	10	60	215	215	150
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	0	200	-	-	200
Veh in Median Storage, #	2	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	94	94	94	94	94	94
Heavy Vehicles, %	5	5	5	5	5	5
Mvmt Flow	32	11	64	229	229	160

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	472	115	389	0	-	0
Stage 1	229	-	-	-	-	-
Stage 2	243	-	-	-	-	-
Critical Hdwy	6.9	7	4.2	-	-	-
Critical Hdwy Stg 1	5.9	-	-	-	-	-
Critical Hdwy Stg 2	5.9	-	-	-	-	-
Follow-up Hdwy	3.55	3.35	2.25	-	-	-
Pot Cap-1 Maneuver	513	906	1145	-	-	-
Stage 1	778	-	-	-	-	-
Stage 2	766	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	484	906	1145	-	-	-
Mov Cap-2 Maneuver	606	-	-	-	-	-
Stage 1	734	-	-	-	-	-
Stage 2	766	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	10.7	1.8	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	EBLn2	SBT	SBR
Capacity (veh/h)	1145	-	606	906	-	-
HCM Lane V/C Ratio	0.056	-	0.053	0.012	-	-
HCM Control Delay (s)	8.3	-	11.3	9	-	-
HCM Lane LOS	A	-	B	A	-	-
HCM 95th %tile Q(veh)	0.2	-	0.2	0	-	-

Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	15	10	85	260	125	100
Future Volume (vph)	15	10	85	260	125	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	200			200
Storage Lanes	1	1	1			1
Taper Length (ft)	100		100			
Link Speed (mph)	25			40	40	
Link Distance (ft)	938			1652	2249	
Travel Time (s)	25.6			28.2	38.3	
Confl. Peds. (#/hr)						
Confl. Bikes (#/hr)						
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94
Growth Factor	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	5%	5%	5%	5%	5%	5%
Bus Blockages (#/hr)	0	0	0	0	0	0
Parking (#/hr)						
Mid-Block Traffic (%)	0%			0%	0%	
Shared Lane Traffic (%)						
Lane Group Flow (vph)	16	11	90	277	133	106
Sign Control	Stop			Free	Free	

Intersection Summary	
Area Type:	Other
Control Type: Unsignalized	

Intersection	
Int Delay, s/veh	1.6

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	15	10	85	260	125	100
Future Vol, veh/h	15	10	85	260	125	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	0	200	-	-	200
Veh in Median Storage, #	2	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	94	94	94	94	94	94
Heavy Vehicles, %	5	5	5	5	5	5
Mvmt Flow	16	11	90	277	133	106

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	452	67	239	0	-	0
Stage 1	133	-	-	-	-	-
Stage 2	319	-	-	-	-	-
Critical Hdwy	6.9	7	4.2	-	-	-
Critical Hdwy Stg 1	5.9	-	-	-	-	-
Critical Hdwy Stg 2	5.9	-	-	-	-	-
Follow-up Hdwy	3.55	3.35	2.25	-	-	-
Pot Cap-1 Maneuver	528	973	1303	-	-	-
Stage 1	870	-	-	-	-	-
Stage 2	701	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	492	973	1303	-	-	-
Mov Cap-2 Maneuver	569	-	-	-	-	-
Stage 1	810	-	-	-	-	-
Stage 2	701	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	10.4	2	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	EBLn2	SBT	SBR
Capacity (veh/h)	1303	-	569	973	-	-
HCM Lane V/C Ratio	0.069	-	0.028	0.011	-	-
HCM Control Delay (s)	8	-	11.5	8.7	-	-
HCM Lane LOS	A	-	B	A	-	-
HCM 95th %tile Q(veh)	0.2	-	0.1	0	-	-

Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	25	10	40	985	1310	130
Future Volume (vph)	25	10	40	985	1310	130
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)	210	0	200			200
Storage Lanes	1	1	1			1
Taper Length (ft)	100		100			
Link Speed (mph)	25			40	40	
Link Distance (ft)	1043			2631	2632	
Travel Time (s)	28.4			44.8	44.9	
Confl. Peds. (#/hr)						
Confl. Bikes (#/hr)						
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94
Growth Factor	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	5%	5%	5%	5%	5%	5%
Bus Blockages (#/hr)	0	0	0	0	0	0
Parking (#/hr)						
Mid-Block Traffic (%)	0%			0%	0%	
Shared Lane Traffic (%)						
Lane Group Flow (vph)	27	11	43	1048	1394	138
Sign Control	Stop			Free	Free	

Intersection Summary	
Area Type:	Other
Control Type: Unsignalized	

Intersection	
Int Delay, s/veh	0.6

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	25	10	40	985	1310	130
Future Vol, veh/h	25	10	40	985	1310	130
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	210	0	200	-	-	200
Veh in Median Storage, #	2	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	94	94	94	94	94	94
Heavy Vehicles, %	5	5	5	5	5	5
Mvmt Flow	27	11	43	1048	1394	138

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	2004	697	1532	0	-	0
Stage 1	1394	-	-	-	-	-
Stage 2	610	-	-	-	-	-
Critical Hdwy	6.9	7	4.2	-	-	-
Critical Hdwy Stg 1	5.9	-	-	-	-	-
Critical Hdwy Stg 2	5.9	-	-	-	-	-
Follow-up Hdwy	3.55	3.35	2.25	-	-	-
Pot Cap-1 Maneuver	50	377	416	-	-	-
Stage 1	190	-	-	-	-	-
Stage 2	497	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	45	377	416	-	-	-
Mov Cap-2 Maneuver	154	-	-	-	-	-
Stage 1	170	-	-	-	-	-
Stage 2	497	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	27.9	0.6	0
HCM LOS	D		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	EBLn2	SBT	SBR
Capacity (veh/h)	416	-	154	377	-	-
HCM Lane V/C Ratio	0.102	-	0.173	0.028	-	-
HCM Control Delay (s)	14.6	-	33.2	14.8	-	-
HCM Lane LOS	B	-	D	B	-	-
HCM 95th %tile Q(veh)	0.3	-	0.6	0.1	-	-

Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	710	350	530	675	625	950
Future Volume (vph)	710	350	530	675	625	950
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)	200	0	200			200
Storage Lanes	2	1	2			2
Taper Length (ft)	100		100			
Right Turn on Red		Yes				Yes
Link Speed (mph)	25			40	40	
Link Distance (ft)	867			1320	1320	
Travel Time (s)	23.6			22.5	22.5	
Confl. Peds. (#/hr)						
Confl. Bikes (#/hr)						
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94
Growth Factor	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	5%	5%	5%	5%	5%	5%
Bus Blockages (#/hr)	0	0	0	0	0	0
Parking (#/hr)						
Mid-Block Traffic (%)	0%			0%	0%	
Shared Lane Traffic (%)						
Lane Group Flow (vph)	755	372	564	718	665	1011
Turn Type	Prot	Perm	Prot	NA	NA	pm+ov
Protected Phases	4		1	6	2	4
Permitted Phases		4				2
Detector Phase	4	4	1	6	2	4
Switch Phase						
Minimum Initial (s)	10.0	10.0	8.0	12.0	12.0	10.0
Minimum Split (s)	24.0	24.0	12.5	24.0	24.0	24.0
Total Split (s)	42.0	42.0	30.0	73.0	43.0	42.0
Total Split (%)	36.5%	36.5%	26.1%	63.5%	37.4%	36.5%
Maximum Green (s)	36.0	36.0	25.5	67.0	37.0	36.0
Yellow Time (s)	4.0	4.0	3.5	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0	1.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.0	6.0	4.5	6.0	6.0	6.0
Lead/Lag			Lead		Lag	
Lead-Lag Optimize?			Yes		Yes	
Vehicle Extension (s)	2.0	2.0	2.0	5.0	5.0	2.0
Minimum Gap (s)	2.0	2.0	2.0	2.0	2.0	2.0
Time Before Reduce (s)	0.0	0.0	0.0	25.0	25.0	0.0
Time To Reduce (s)	0.0	0.0	0.0	15.0	15.0	0.0
Recall Mode	None	None	None	C-Max	C-Max	None
Walk Time (s)						
Flash Dont Walk (s)						
Pedestrian Calls (#/hr)						
v/c Ratio	0.81	0.53	0.85	0.34	0.51	0.52
Control Delay	45.8	6.1	58.5	1.7	29.2	12.4

Lanes, Volumes, Timings
840: CTH H & FC-6 12/14/2017

Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	45.8	6.1	58.5	1.7	29.2	12.4
Queue Length 50th (ft)	264	0	152	9	218	236
Queue Length 95th (ft)	325	69	212	26	m272	m313
Internal Link Dist (ft)	787			1240	1240	
Turn Bay Length (ft)	200		200			200
Base Capacity (vph)	1044	737	739	2116	1301	2029
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	0.72	0.50	0.76	0.34	0.51	0.50

Intersection Summary	
Area Type:	Other
Cycle Length: 115	
Actuated Cycle Length: 115	
Offset: 39 (34%), Referenced to phase 2:SBT and 6:NBT, Start of 1st Green	
Natural Cycle: 65	
Control Type: Actuated-Coordinated	
m Volume for 95th percentile queue is metered by upstream signal.	

Splits and Phases: 840: CTH H & FC-6

TADI
2040_Braun IC_171211_AM.syn
Synchro 10 Report

HCM 2010 Signalized Intersection Summary
840: CTH H & FC-6

12/14/2017

Movement	EBL	EBR	NBL	NBT	SBT	SBR		
Lane Configurations								
Traffic Volume (veh/h)	710	350	530	675	625	950		
Future Volume (veh/h)	710	350	530	675	625	950		
Number	7	14	1	6	2	12		
Initial Q (Qb), veh	0	0	0	0	0	0		
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		
Adj Sat Flow, veh/h/ln	1810	1810	1810	1810	1810	1810		
Adj Flow Rate, veh/h	755	186	564	718	665	708		
Adj No. of Lanes	2	1	2	2	2	2		
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94		
Percent Heavy Veh, %	5	5	5	5	5	5		
Cap, veh/h	836	385	614	2220	1453	1821		
Arrive On Green	0.25	0.25	0.37	1.00	0.14	0.14		
Sat Flow, veh/h	3343	1538	3343	3529	3529	2707		
Grp Volume(v), veh/h	755	186	564	718	665	708		
Grp Sat Flow(s),veh/h/ln	1672	1538	1672	1719	1719	1354		
Q Serve(g_s), s	25.2	11.9	18.5	0.0	20.4	16.1		
Cycle Q Clear(g_c), s	25.2	11.9	18.5	0.0	20.4	16.1		
Prop In Lane	1.00	1.00	1.00			1.00		
Lane Grp Cap(c), veh/h	836	385	614	2220	1453	1821		
V/C Ratio(X)	0.90	0.48	0.92	0.32	0.46	0.39		
Avail Cap(c_a), veh/h	1047	481	741	2220	1453	1821		
HCM Platoon Ratio	1.00	1.00	2.00	2.00	0.33	0.33		
Upstream Filter(I)	1.00	1.00	0.77	0.77	0.40	0.40		
Uniform Delay (d), s/veh	41.8	36.8	35.5	0.0	37.4	13.1		
Incr Delay (d2), s/veh	8.2	0.4	10.9	0.3	0.4	0.3		
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0		
%ile BackOfQ(95%),veh/ln	18.4	15.7	13.7	0.2	13.1	14.1		
LnGrp Delay(d),s/veh	50.0	37.1	46.5	0.3	37.8	13.3		
LnGrp LOS	D	D	D	A	D	B		
Approach Vol, veh/h	941			1282	1373			
Approach Delay, s/veh	47.5			20.6	25.2			
Approach LOS	D			C	C			
Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2		4		6		
Phs Duration (G+Y+Rc), s	25.6	54.6		34.8		80.2		
Change Period (Y+Rc), s	4.5	6.0		6.0		6.0		
Max Green Setting (Gmax), s	25.5	37.0		36.0		67.0		
Max Q Clear Time (g_c+I1), s	20.5	22.4		27.2		2.0		
Green Ext Time (p_c), s	0.6	10.2		1.6		11.6		
Intersection Summary								
HCM 2010 Ctrl Delay			29.4					
HCM 2010 LOS			C					

Lanes, Volumes, Timings
845: CTH H & E-5

12/14/2017

Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	45	55	1150	220	250	725
Future Volume (vph)	45	55	1150	220	250	725
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)	300	0		200	200	
Storage Lanes	1	1		1	1	
Taper Length (ft)	100				100	
Right Turn on Red		Yes		Yes		
Link Speed (mph)	25		40			40
Link Distance (ft)	1097		1323			1320
Travel Time (s)	29.9		22.6			22.5
Confl. Peds. (#/hr)						
Confl. Bikes (#/hr)						
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94
Growth Factor	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	5%	5%	5%	5%	5%	5%
Bus Blockages (#/hr)	0	0	0	0	0	0
Parking (#/hr)						
Mid-Block Traffic (%)	0%		0%			0%
Shared Lane Traffic (%)						
Lane Group Flow (vph)	48	59	1223	234	266	771
Turn Type	Prot	Perm	NA	Perm	D.P+P	NA
Protected Phases	8		6		5	2
Permitted Phases		8		6	6	
Detector Phase	8	8	6	6	5	2
Switch Phase						
Minimum Initial (s)	10.0	10.0	12.0	12.0	6.0	12.0
Minimum Split (s)	16.0	16.0	18.0	18.0	10.5	18.0
Total Split (s)	25.0	25.0	61.0	61.0	29.0	90.0
Total Split (%)	21.7%	21.7%	53.0%	53.0%	25.2%	78.3%
Maximum Green (s)	19.0	19.0	55.0	55.0	24.5	84.0
Yellow Time (s)	4.0	4.0	4.0	4.0	3.5	4.0
All-Red Time (s)	2.0	2.0	2.0	2.0	1.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.0	6.0	6.0	6.0	4.5	6.0
Lead/Lag			Lead	Lead	Lag	
Lead-Lag Optimize?			Yes	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	None	None	C-Max	C-Max	None	C-Max
Walk Time (s)						
Flash Dont Walk (s)						
Pedestrian Calls (#/hr)						
v/c Ratio	0.31	0.31	0.61	0.24	0.50	0.27
Control Delay	54.4	16.8	6.1	0.6	7.9	2.3

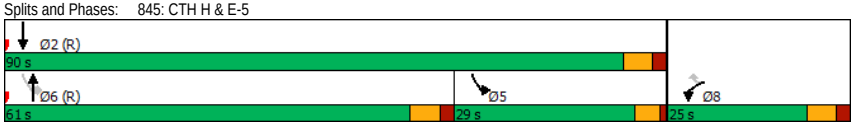
Lanes, Volumes, Timings
845: CTH H & E-5

12/14/2017

Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	54.4	16.8	6.1	0.6	7.9	2.3
Queue Length 50th (ft)	34	0	65	0	24	42
Queue Length 95th (ft)	72	41	93	m3	46	68
Internal Link Dist (ft)	1017		1243			1240
Turn Bay Length (ft)	300			200	200	
Base Capacity (vph)	284	303	1997	975	532	2900
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	0.17	0.19	0.61	0.24	0.50	0.27

Intersection Summary	
Area Type:	Other
Cycle Length: 115	
Actuated Cycle Length: 115	
Offset: 32 (28%), Referenced to phase 2:SBT and 6:NBSB, Start of 1st Green	
Natural Cycle: 60	
Control Type: Actuated-Coordinated	
m Volume for 95th percentile queue is metered by upstream signal.	

Splits and Phases: 845: CTH H & E-5



HCM 2010 Signalized Intersection Summary
845: CTH H & E-5

12/14/2017

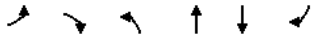
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (veh/h)	45	55	1150	220	250	725
Future Volume (veh/h)	45	55	1150	220	250	725
Number	3	18	6	16	5	2
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00		1.00	1.00	
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1810	1810	1810	1810	1810	1810
Adj Flow Rate, veh/h	48	32	1223	117	266	771
Adj No. of Lanes	1	1	2	1	1	2
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94
Percent Heavy Veh, %	5	5	5	5	5	5
Cap, veh/h	138	123	1644	736	609	2804
Arrive On Green	0.08	0.08	0.16	0.16	0.57	1.00
Sat Flow, veh/h	1723	1538	3529	1538	1723	3529
Grp Volume(v), veh/h	48	32	1223	117	266	771
Grp Sat Flow(s),veh/h/ln	1723	1538	1719	1538	1723	1719
Q Serve(g_s), s	3.0	2.2	39.0	7.6	0.0	0.0
Cycle Q Clear(g_c), s	3.0	2.2	39.0	7.6	0.0	0.0
Prop In Lane	1.00	1.00		1.00	1.00	
Lane Grp Cap(c), veh/h	138	123	1644	736	609	2804
V/C Ratio(X)	0.35	0.26	0.74	0.16	0.44	0.28
Avail Cap(c_a), veh/h	285	254	1644	736	609	2804
HCM Platoon Ratio	1.00	1.00	0.33	0.33	2.00	2.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	0.84	0.84
Uniform Delay (d), s/veh	50.0	49.7	41.7	28.4	16.0	0.0
Incr Delay (d2), s/veh	1.5	1.1	3.1	0.5	0.4	0.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	2.7	1.8	26.5	6.0	6.6	0.1
LnGrp Delay(d),s/veh	51.5	50.8	44.8	28.9	16.5	0.2
LnGrp LOS	D	D	D	C	B	A
Approach Vol, veh/h	80		1340			1037
Approach Delay, s/veh	51.2		43.4			4.4
Approach LOS	D		D			A

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2			5	6		8
Phs Duration (G+Y+Rc), s		99.8			38.8	61.0		15.2
Change Period (Y+Rc), s		6.0			6.0	* 6		6.0
Max Green Setting (Gmax), s		84.0			24.5	* 55		19.0
Max Q Clear Time (g_c+I1), s		2.0			2.0	41.0		5.0
Green Ext Time (p_c), s		6.0			0.7	7.4		0.1

Intersection Summary	
HCM 2010 Ctrl Delay	27.2
HCM 2010 LOS	C

Notes

* HCM 2010 computational engine requires equal clearance times for the phases crossing the barrier.



Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	1	1	1	1370	770	1
Future Volume (vph)	1	1	1	1370	770	1
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	200			200
Storage Lanes	1	0	1			1
Taper Length (ft)	100		100			
Link Speed (mph)	25			40	40	
Link Distance (ft)	850			1350	1323	
Travel Time (s)	23.2			23.0	22.6	
Confl. Peds. (#/hr)						
Confl. Bikes (#/hr)						
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94
Growth Factor	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	5%	5%	5%	5%	5%	5%
Bus Blockages (#/hr)	0	0	0	0	0	0
Parking (#/hr)						
Mid-Block Traffic (%)	0%			0%	0%	
Shared Lane Traffic (%)						
Lane Group Flow (vph)	2	0	1	1457	819	1
Sign Control	Stop			Free	Free	

Intersection Summary	
Area Type:	Other
Control Type: Unsignalized	

Intersection	
Int Delay, s/veh	0

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	1	1	1	1370	770	1
Future Vol, veh/h	1	1	1	1370	770	1
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	-	200	-	-	200
Veh in Median Storage, #	2	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	94	94	94	94	94	94
Heavy Vehicles, %	5	5	5	5	5	5
Mvmt Flow	1	1	1	1457	819	1

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	1550	410	820	0	-	0
Stage 1	819	-	-	-	-	-
Stage 2	731	-	-	-	-	-
Critical Hdwy	6.9	7	4.2	-	-	-
Critical Hdwy Stg 1	5.9	-	-	-	-	-
Critical Hdwy Stg 2	5.9	-	-	-	-	-
Follow-up Hdwy	3.55	3.35	2.25	-	-	-
Pot Cap-1 Maneuver	101	582	786	-	-	-
Stage 1	386	-	-	-	-	-
Stage 2	429	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	101	582	786	-	-	-
Mov Cap-2 Maneuver	288	-	-	-	-	-
Stage 1	386	-	-	-	-	-
Stage 2	429	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	14.4	0	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	786	-	385	-	-
HCM Lane V/C Ratio	0.001	-	0.006	-	-
HCM Control Delay (s)	9.6	-	14.4	-	-
HCM Lane LOS	A	-	B	-	-
HCM 95th %tile Q(veh)	0	-	0	-	-

Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	15	5	30	105	120	100
Future Volume (vph)	15	5	30	105	120	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	1	0	0			0
Taper Length (ft)	100		100			
Link Speed (mph)	25			40	40	
Link Distance (ft)	1081			1917	2628	
Travel Time (s)	29.5			32.7	44.8	
Confl. Peds. (#/hr)						
Confl. Bikes (#/hr)						
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94
Growth Factor	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	5%	5%	5%	5%	5%	5%
Bus Blockages (#/hr)	0	0	0	0	0	0
Parking (#/hr)						
Mid-Block Traffic (%)	0%			0%	0%	
Shared Lane Traffic (%)						
Lane Group Flow (vph)	21	0	0	144	234	0
Sign Control	Stop			Free	Free	

Intersection Summary	
Area Type:	Other
Control Type: Unsignalized	

Intersection	
Int Delay, s/veh	1.2

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	15	5	30	105	120	100
Future Vol, veh/h	15	5	30	105	120	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	94	94	94	94	94	94
Heavy Vehicles, %	5	5	5	5	5	5
Mvmt Flow	16	5	32	112	128	106

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	357	181	234	0	-	0
Stage 1	181	-	-	-	-	-
Stage 2	176	-	-	-	-	-
Critical Hdwy	6.45	6.25	4.15	-	-	-
Critical Hdwy Stg 1	5.45	-	-	-	-	-
Critical Hdwy Stg 2	5.45	-	-	-	-	-
Follow-up Hdwy	3.545	3.345	2.245	-	-	-
Pot Cap-1 Maneuver	635	854	1316	-	-	-
Stage 1	843	-	-	-	-	-
Stage 2	847	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	618	854	1316	-	-	-
Mov Cap-2 Maneuver	618	-	-	-	-	-
Stage 1	821	-	-	-	-	-
Stage 2	847	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	10.6	1.7	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1316	-	664	-	-
HCM Lane V/C Ratio	0.024	-	0.032	-	-
HCM Control Delay (s)	7.8	0	10.6	-	-
HCM Lane LOS	A	A	B	-	-
HCM 95th %tile Q(veh)	0.1	-	0.1	-	-

Lanes, Volumes, Timings
300: W. FRONTAGE RD & STH 11

12/13/2017

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	1	495	1	5	830	30	5	1	5	30	5	10
Future Volume (vph)	1	495	1	5	830	30	5	1	5	30	5	10
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)	290		240	260		240	0		0	0		0
Storage Lanes	1		1	1		1	0		1	0		1
Taper Length (ft)	100			100			100			100		
Link Speed (mph)		45			45			60			60	
Link Distance (ft)		3032			463			1739			983	
Travel Time (s)		45.9			7.0			19.8			11.2	
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%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	5%	5%	5%	5%	5%	5%	5%	5%	5%	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)	1	527	1	5	883	32	0	6	5	0	37	11
Sign Control		Free			Free			Stop			Stop	

Intersection Summary	
Area Type:	Other
Control Type: Unsignalized	

HCM 2010 TWSC
300: W. FRONTAGE RD & STH 11

12/13/2017

Intersection	
Int Delay, s/veh	0.7

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	1	495	1	5	830	30	5	1	5	30	5	10
Future Vol, veh/h	1	495	1	5	830	30	5	1	5	30	5	10
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	290	-	240	260	-	240	-	-	0	-	-	0
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	2	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	94	94	94	94	94	94	94	94	94	94	94	94
Heavy Vehicles, %	5	5	5	5	5	5	5	5	5	5	5	5
Mvmt Flow	1	527	1	5	883	32	5	1	5	32	5	11

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	915	0	0	528	0	0	983	1454	264	1159	1423	442
Stage 1	-	-	-	-	-	-	529	529	-	893	893	-
Stage 2	-	-	-	-	-	-	454	925	-	266	530	-
Critical Hdwy	4.2	-	-	4.2	-	-	7.6	6.6	7	7.6	6.6	7
Critical Hdwy Stg 1	-	-	-	-	-	-	6.6	5.6	-	6.6	5.6	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.6	5.6	-	6.6	5.6	-
Follow-up Hdwy	2.25	-	-	2.25	-	-	3.55	4.05	3.35	3.55	4.05	3.35
Pot Cap-1 Maneuver	722	-	-	1015	-	-	199	126	725	147	131	555
Stage 1	-	-	-	-	-	-	493	518	-	297	351	-
Stage 2	-	-	-	-	-	-	547	339	-	708	517	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	722	-	-	1015	-	-	192	125	725	145	130	555
Mov Cap-2 Maneuver	-	-	-	-	-	-	382	287	-	274	295	-
Stage 1	-	-	-	-	-	-	493	517	-	297	349	-
Stage 2	-	-	-	-	-	-	526	337	-	700	516	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0	0	12.8	18.1
HCM LOS			B	C

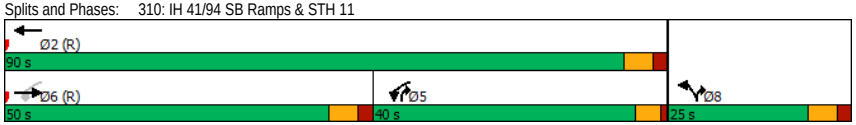
Minor Lane/Major Mvmt	NBLn1	NBLn2	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	362	725	722	-	-	1015	-	-	277	555
HCM Lane V/C Ratio	0.018	0.007	0.001	-	-	0.005	-	-	0.134	0.019
HCM Control Delay (s)	15.1	10	10	-	-	8.6	-	-	20	11.6
HCM Lane LOS	C	B	A	-	-	A	-	-	C	B
HCM 95th %tile Q(veh)	0.1	0	0	-	-	0	-	-	0.5	0.1

Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	500	30	395	835	30	565
Future Volume (vph)	500	30	395	835	30	565
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)		200	610		175	0
Storage Lanes		1	1		1	2
Taper Length (ft)			100		100	
Right Turn on Red		Yes				Yes
Link Speed (mph)	45			45	35	
Link Distance (ft)	463			1378	1333	
Travel Time (s)	7.0			20.9	26.0	
Confl. Peds. (#/hr)						
Confl. Bikes (#/hr)						
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94
Growth Factor	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	5%	5%	5%	5%	5%	5%
Bus Blockages (#/hr)	0	0	0	0	0	0
Parking (#/hr)						
Mid-Block Traffic (%)	0%			0%	0%	
Shared Lane Traffic (%)						
Lane Group Flow (vph)	532	32	420	888	32	601
Turn Type	NA	Perm	D.P+P	NA	Prot	pt+ov
Protected Phases	6		5	2	8	8 5
Permitted Phases		6	6			
Detector Phase	6	6	5	2	8	8 5
Switch Phase						
Minimum Initial (s)	12.0	12.0	8.0	12.0	10.0	
Minimum Split (s)	18.0	18.0	12.5	18.0	16.0	
Total Split (s)	50.0	50.0	40.0	90.0	25.0	
Total Split (%)	43.5%	43.5%	34.8%	78.3%	21.7%	
Maximum Green (s)	44.0	44.0	35.5	84.0	19.0	
Yellow Time (s)	4.0	4.0	3.5	4.0	4.0	
All-Red Time (s)	2.0	2.0	1.0	2.0	2.0	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	
Total Lost Time (s)	6.0	6.0	4.5	6.0	6.0	
Lead/Lag	Lead	Lead	Lag			
Lead-Lag Optimize?	Yes	Yes	Yes			
Vehicle Extension (s)	5.0	5.0	2.0	5.0	2.0	
Minimum Gap (s)	2.0	2.0	2.0	2.0	2.0	
Time Before Reduce (s)	25.0	25.0	0.0	25.0	0.0	
Time To Reduce (s)	15.0	15.0	0.0	15.0	0.0	
Recall Mode	C-Max	C-Max	None	C-Max	None	
Walk Time (s)						
Flash Dont Walk (s)						
Pedestrian Calls (#/hr)						
v/c Ratio	0.34	0.04	0.48	0.32	0.21	0.44
Control Delay	20.5	6.0	7.9	4.3	52.7	11.5

Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	20.5	6.0	7.9	4.3	52.7	11.5
90th %ile Green (s)	53.0	53.0	35.5	93.0	10.0	
90th %ile Term Code	Coord	Coord	Hold	Coord	Min	
70th %ile Green (s)	53.0	53.0	35.5	93.0	10.0	
70th %ile Term Code	Coord	Coord	Hold	Coord	Min	
50th %ile Green (s)	53.0	53.0	35.5	93.0	10.0	
50th %ile Term Code	Coord	Coord	Hold	Coord	Min	
30th %ile Green (s)	53.0	53.0	35.5	93.0	10.0	
30th %ile Term Code	Coord	Coord	Hold	Coord	Min	
10th %ile Green (s)	53.0	53.0	35.5	93.0	10.0	
10th %ile Term Code	Coord	Coord	Hold	Coord	Min	
Queue Length 50th (ft)	128	0	75	87	22	77
Queue Length 95th (ft)	170	18	134	152	55	129
Internal Link Dist (ft)	383			1298	1253	
Turn Bay Length (ft)		200	610		175	
Base Capacity (vph)	1584	726	880	2780	284	1539
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	0.34	0.04	0.48	0.32	0.11	0.39

Intersection Summary	
Area Type:	Other
Cycle Length: 115	
Actuated Cycle Length: 115	
Offset: 84 (73%), Referenced to phase 2:WBT and 6:EBWB, Start of 1st Green	
Natural Cycle: 55	
Control Type: Actuated-Coordinated	

Splits and Phases: 310: IH 41/94 SB Ramps & STH 11



Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (veh/h)	500	30	395	835	30	565
Future Volume (veh/h)	500	30	395	835	30	565
Number	6	16	5	2	3	18
Initial Q (Qb), veh	0	0	0	0	0	0
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
Adj Sat Flow, veh/h/ln	1810	1810	1810	1810	1810	1810
Adj Flow Rate, veh/h	532	16	420	888	32	420
Adj No. of Lanes	2	1	1	2	1	2
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94
Percent Heavy Veh, %	5	5	5	5	5	5
Cap, veh/h	1315	588	931	2780	150	1248
Arrive On Green	0.38	0.38	0.75	1.00	0.09	0.09
Sat Flow, veh/h	3529	1538	1723	3529	1723	2707
Grp Volume(v), veh/h	532	16	420	888	32	420
Grp Sat Flow(s),veh/h/ln	1719	1538	1723	1719	1723	1354
Q Serve(g_s), s	13.0	0.7	0.0	0.0	2.0	0.0
Cycle Q Clear(g_c), s	13.0	0.7	0.0	0.0	2.0	0.0
Prop In Lane		1.00	1.00		1.00	1.00
Lane Grp Cap(c), veh/h	1315	588	931	2780	150	1248
V/C Ratio(X)	0.40	0.03	0.45	0.32	0.21	0.34
Avail Cap(c_a), veh/h	1315	588	931	2780	285	1459
HCM Platoon Ratio	1.00	1.00	2.00	2.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	0.89	0.89	1.00	1.00
Uniform Delay (d), s/veh	25.9	22.1	3.7	0.0	48.8	19.8
Incr Delay (d2), s/veh	0.9	0.1	0.1	0.3	0.3	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	10.4	0.6	4.4	0.2	1.7	7.7
LnGrp Delay(d),s/veh	26.9	22.2	3.8	0.3	49.1	19.8
LnGrp LOS	C	C	A	A	D	B
Approach Vol, veh/h	548			1308	452	
Approach Delay, s/veh	26.7			1.4	21.9	
Approach LOS	C			A	C	

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2			5	6		8
Phs Duration (G+Y+Rc), s		99.0			49.0	50.0		16.0
Change Period (Y+Rc), s		6.0			6.0	* 6		6.0
Max Green Setting (Gmax), s		84.0			35.5	* 44		19.0
Max Q Clear Time (g_c+I1), s		2.0			2.0	15.0		4.0
Green Ext Time (p_c), s		15.8			0.6	6.7		0.9

Intersection Summary	
HCM 2010 Ctrl Delay	11.4
HCM 2010 LOS	B

Notes

HCM 2010 Signalized Intersection Summary
310: IH 41/94 SB Ramps & STH 11 12/13/2017

* HCM 2010 computational engine requires equal clearance times for the phases crossing the barrier.

TADI Synchro 10 Report
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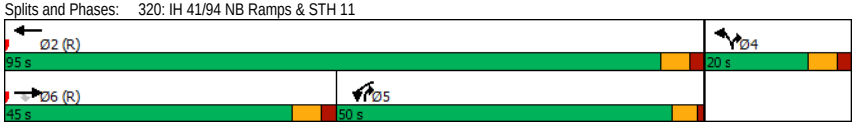
Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	1045	20	975	1195	35	220
Future Volume (vph)	1045	20	975	1195	35	220
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12
Grade (%)	0%			0%	0%	
Storage Length (ft)		500	500		500	0
Storage Lanes		1	1		1	2
Taper Length (ft)			100		100	
Right Turn on Red		Yes				Yes
Link Speed (mph)	45			45	35	
Link Distance (ft)	1378			484	1387	
Travel Time (s)	20.9			7.3	27.0	
Confl. Peds. (#/hr)						
Confl. Bikes (#/hr)						
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94
Growth Factor	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	5%	5%	5%	5%	5%	5%
Bus Blockages (#/hr)	0	0	0	0	0	0
Parking (#/hr)						
Mid-Block Traffic (%)	0%			0%	0%	
Shared Lane Traffic (%)						
Lane Group Flow (vph)	1112	21	1037	1271	37	234
Turn Type	NA	Perm	Prot	NA	Prot	pt+ov
Protected Phases	6		5	2	4	4 5
Permitted Phases		6				
Detector Phase	6	6	5	2	4	4 5
Switch Phase						
Minimum Initial (s)	12.0	12.0	8.0	12.0	10.0	
Minimum Split (s)	18.0	18.0	12.5	18.0	16.0	
Total Split (s)	45.0	45.0	50.0	95.0	20.0	
Total Split (%)	39.1%	39.1%	43.5%	82.6%	17.4%	
Maximum Green (s)	39.0	39.0	45.5	89.0	14.0	
Yellow Time (s)	4.0	4.0	3.5	4.0	4.0	
All-Red Time (s)	2.0	2.0	1.0	2.0	2.0	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	
Total Lost Time (s)	6.0	6.0	4.5	6.0	6.0	
Lead/Lag	Lead	Lead	Lag			
Lead-Lag Optimize?	Yes	Yes	Yes			
Vehicle Extension (s)	5.0	5.0	2.0	5.0	2.0	
Minimum Gap (s)	2.0	2.0	2.0	2.0	2.0	
Time Before Reduce (s)	25.0	25.0	0.0	25.0	0.0	
Time To Reduce (s)	15.0	15.0	0.0	15.0	0.0	
Recall Mode	C-Max	C-Max	None	C-Max	None	
Walk Time (s)						
Flash Dont Walk (s)						
Pedestrian Calls (#/hr)						
v/c Ratio	0.60	0.04	0.79	0.46	0.25	0.16
Control Delay	24.8	3.0	35.9	2.4	53.5	13.4

Lanes, Volumes, Timings
320: IH 41/94 NB Ramps & STH 11 12/13/2017

Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	24.8	3.0	35.9	2.4	53.5	13.4
90th %ile Green (s)	43.0	43.0	45.5	93.0	10.0	
90th %ile Term Code	Coord	Coord	Max	Coord	Min	
70th %ile Green (s)	43.0	43.0	45.5	93.0	10.0	
70th %ile Term Code	Coord	Coord	Hold	Coord	Min	
50th %ile Green (s)	43.0	43.0	45.5	93.0	10.0	
50th %ile Term Code	Coord	Coord	Hold	Coord	Min	
30th %ile Green (s)	43.0	43.0	45.5	93.0	10.0	
30th %ile Term Code	Coord	Coord	Hold	Coord	Min	
10th %ile Green (s)	43.0	43.0	45.5	93.0	10.0	
10th %ile Term Code	Coord	Coord	Hold	Coord	Min	
Queue Length 50th (ft)	182	0	343	78	26	44
Queue Length 95th (ft)	220	5	389	71	61	69
Internal Link Dist (ft)	1298			404	1307	
Turn Bay Length (ft)		500	500		500	
Base Capacity (vph)	1847	588	1319	2780	209	1515
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	0.04	0.79	0.46	0.18	0.15

Intersection Summary	
Area Type:	Other
Cycle Length: 115	
Actuated Cycle Length: 115	
Offset: 83 (72%), Referenced to phase 2:WBT and 6:EBT, Start of 1st Green	
Natural Cycle: 70	
Control Type: Actuated-Coordinated	

Splits and Phases: 320: IH 41/94 NB Ramps & STH 11



TADI Synchro 10 Report
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Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (veh/h)	1045	20	975	1195	35	220
Future Volume (veh/h)	1045	20	975	1195	35	220
Number	6	16	5	2	7	14
Initial Q (Qb), veh	0	0	0	0	0	0
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
Adj Sat Flow, veh/h/ln	1810	1810	1810	1810	1810	1810
Adj Flow Rate, veh/h	1112	10	1037	1271	37	165
Adj No. of Lanes	3	1	2	2	1	2
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94
Percent Heavy Veh, %	5	5	5	5	5	5
Cap, veh/h	1675	522	1396	2781	150	1365
Arrive On Green	0.68	0.68	0.42	0.81	0.09	0.09
Sat Flow, veh/h	5103	1538	3343	3529	1723	2707
Grp Volume(v), veh/h	1112	10	1037	1271	37	165
Grp Sat Flow(s),veh/h/ln	1647	1538	1672	1719	1723	1354
Q Serve(g_s), s	15.1	0.2	30.1	12.9	2.3	0.0
Cycle Q Clear(g_c), s	15.1	0.2	30.1	12.9	2.3	0.0
Prop In Lane		1.00	1.00		1.00	1.00
Lane Grp Cap(c), veh/h	1675	522	1396	2781	150	1365
V/C Ratio(X)	0.66	0.02	0.74	0.46	0.25	0.12
Avail Cap(c_a), veh/h	1675	522	1396	2781	210	1460
HCM Platoon Ratio	2.00	2.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.93	0.93	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	14.7	12.3	28.3	3.3	49.0	15.0
Incr Delay (d2), s/veh	1.9	0.1	1.9	0.5	0.3	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	11.2	0.2	20.4	10.3	2.0	4.7
LnGrp Delay(d),s/veh	16.6	12.3	30.2	3.9	49.3	15.1
LnGrp LOS	B	B	C	A	D	B
Approach Vol, veh/h	1122			2308	202	
Approach Delay, s/veh	16.6			15.7	21.3	
Approach LOS	B			B	C	

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2		4	5	6		
Phs Duration (G+Y+Rc), s		99.0		16.0	54.0	45.0		
Change Period (Y+Rc), s		6.0		6.0	6.0	* 6		
Max Green Setting (Gmax), s		89.0		14.0	45.5	* 39		
Max Q Clear Time (g_c+I1), s		14.9		4.3	32.1	17.1		
Green Ext Time (p_c), s		28.5		0.3	1.9	12.7		

Intersection Summary	
HCM 2010 Ctrl Delay	16.3
HCM 2010 LOS	B

Notes

HCM 2010 Signalized Intersection Summary
320: IH 41/94 NB Ramps & STH 11 12/13/2017

* HCM 2010 computational engine requires equal clearance times for the phases crossing the barrier.

TADI Synchro 10 Report
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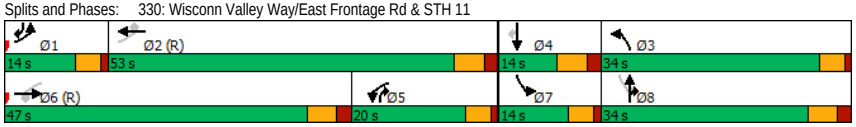
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	110	780	375	200	1295	105	675	5	335	165	1	200
Future Volume (vph)	110	780	375	200	1295	105	675	5	335	165	1	200
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	500		500	500		500	500		500	500		500
Storage Lanes	1		1	1		1	1		1	1		1
Taper Length (ft)	100			100			100			100		
Right Turn on Red			Yes			Yes			Yes			Yes
Link Speed (mph)		45			45			40			40	
Link Distance (ft)		568			1226			1642			699	
Travel Time (s)		8.6			18.6			28.0			11.9	
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%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	5%	5%	5%	5%	5%	5%	5%	5%	5%	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)	117	830	399	213	1378	112	718	5	356	176	1	213
Turn Type	D.P+P	NA	Perm	D.P+P	NA	Perm	Prot	NA	pt+ov	D.P+P	NA	pm+ov
Protected Phases	1	6		5	2		3	8	8 5	7	4	1
Permitted Phases	2		6	6		2				8		4
Detector Phase	1	6	6	5	2	2	3	8	8 5	7	4	1
Switch Phase												
Minimum Initial (s)	6.0	12.0	12.0	6.0	12.0	12.0	8.0	8.0		6.0	8.0	6.0
Minimum Split (s)	10.5	18.0	18.0	10.5	18.0	18.0	12.5	14.0		10.5	14.0	10.5
Total Split (s)	14.0	47.0	47.0	20.0	53.0	53.0	34.0	34.0		14.0	14.0	14.0
Total Split (%)	12.2%	40.9%	40.9%	17.4%	46.1%	46.1%	29.6%	29.6%		12.2%	12.2%	12.2%
Maximum Green (s)	9.5	41.0	41.0	15.5	47.0	47.0	29.5	28.0		9.5	8.0	9.5
Yellow Time (s)	3.5	4.0	4.0	3.5	4.0	4.0	3.5	4.0		3.5	4.0	3.5
All-Red Time (s)	1.0	2.0	2.0	1.0	2.0	2.0	1.0	2.0		1.0	2.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0
Total Lost Time (s)	4.5	6.0	6.0	4.5	6.0	6.0	4.5	6.0		4.5	6.0	4.5
Lead/Lag	Lead	Lead	Lead	Lag	Lag	Lag	Lag	Lag		Lead	Lead	Lead
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes		Yes	Yes	Yes
Vehicle Extension (s)	2.0	5.0	5.0	2.0	5.0	5.0	2.0	2.0		2.0	2.0	2.0
Minimum Gap (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0		2.0	2.0	2.0
Time Before Reduce (s)	0.0	25.0	25.0	0.0	25.0	25.0	0.0	0.0		0.0	0.0	0.0
Time To Reduce (s)	0.0	15.0	15.0	0.0	15.0	15.0	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
Walk Time (s)												
Flash Dont Walk (s)												
Pedestrian Calls (#/hr)												
v/c Ratio	0.56	0.36	0.43	0.45	0.69	0.13	0.88	0.02	0.73	0.52	0.01	0.77
Control Delay	39.9	8.1	2.3	10.5	13.2	1.5	40.3	30.0	15.1	39.1	50.0	32.1

Lanes, Volumes, Timings
330: Wisconn Valley Way/East Frontage Rd & STH 11 12/13/2017

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	0.0	0.0
Total Delay	39.9	8.1	2.3	10.5	13.2	1.5	40.3	30.0	15.1	39.1	50.0	32.1
90th %ile Green (s)	9.5	41.0	41.0	15.5	47.0	47.0	29.5	28.0		9.5	8.0	9.5
90th %ile Term Code	Max	Coord	Coord	Max	Coord	Coord	Max	Hold		Max	Max	Max
70th %ile Green (s)	14.0	52.8	52.8	15.5	54.3	54.3	31.7	16.2		9.5	0.0	14.0
70th %ile Term Code	Gap	Coord	Coord	Max	Coord	Coord	Gap	Hold		Max	Skip	Gap
50th %ile Green (s)	10.3	55.2	55.2	15.5	60.4	60.4	29.3	13.8		9.5	0.0	10.3
50th %ile Term Code	Gap	Coord	Coord	Max	Coord	Coord	Gap	Hold		Max	Skip	Gap
30th %ile Green (s)	6.7	57.8	57.8	15.5	66.6	66.6	26.7	11.2		9.5	0.0	6.7
30th %ile Term Code	Gap	Coord	Coord	Hold	Coord	Coord	Gap	Hold		Max	Skip	Gap
10th %ile Green (s)	6.0	61.5	61.5	15.5	71.0	71.0	23.0	8.0		9.0	0.0	6.0
10th %ile Term Code	Min	Coord	Coord	Hold	Coord	Coord	Hold	Min		Gap	Skip	Min
Queue Length 50th (ft)	36	38	0	18	167	0	179	3	23	109	1	51
Queue Length 95th (ft)	m73	88	4	66	417	10	#361	m6	m57	145	6	69
Internal Link Dist (ft)		488			1146			1562			619	
Turn Bay Length (ft)	500		500	500		500	500		500	500		500
Base Capacity (vph)	228	2305	930	472	2006	861	868	440	642	342	125	293
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.51	0.36	0.43	0.45	0.69	0.13	0.83	0.01	0.55	0.51	0.01	0.73

Intersection Summary	
Area Type:	Other
Cycle Length: 115	
Actuated Cycle Length: 115	
Offset: 99 (86%), Referenced to phase 2:EBWB and 6:EBWB, Start of 1st Green	
Natural Cycle: 90	
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: 330: Wisconn Valley Way/East Frontage Rd & STH 11



TADI Synchro 10 Report
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Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	110	780	375	200	1295	105	675	5	335	165	1	200
Future Volume (veh/h)	110	780	375	200	1295	105	675	5	335	165	1	200
Number	1	6	16	5	2	12	3	8	18	7	4	14
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1810	1810	1810	1810	1810	1810	1810	1810	1810	1810	1810	1810
Adj Flow Rate, veh/h	117	830	202	213	1378	59	718	5	180	176	1	107
Adj No. of Lanes	1	3	1	1	3	1	2	1	1	1	1	1
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, %	5	5	5	5	5	5	5	5	5	5	5	5
Cap, veh/h	205	1761	548	411	1732	691	778	421	562	472	126	188
Arrive On Green	0.05	0.36	0.36	0.13	0.45	0.45	0.23	0.23	0.23	0.08	0.07	0.07
Sat Flow, veh/h	1723	4940	1538	1723	3854	1538	3343	1810	1538	1723	1810	1538
Grp Volume(v), veh/h	117	830	202	213	1378	59	718	5	180	176	1	107
Grp Sat Flow(s),veh/h/ln	1723	1647	1538	1723	1285	1538	1672	1810	1538	1723	1810	1538
Q Serve(g_s), s	4.2	14.9	11.2	0.2	35.2	2.5	24.1	0.2	1.9	9.0	0.1	4.3
Cycle Q Clear(g_c), s	4.2	14.9	11.2	0.2	35.2	2.5	24.1	0.2	1.9	9.0	0.1	4.3
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	205	1761	548	411	1732	691	778	421	562	472	126	188
V/C Ratio(X)	0.57	0.47	0.37	0.52	0.80	0.09	0.92	0.01	0.32	0.37	0.01	0.57
Avail Cap(c_a), veh/h	256	1761	548	415	1732	691	858	441	578	472	126	188
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	1.00	1.00	1.00	1.00	1.00	0.81	0.81	0.81	1.00	1.00	1.00
Uniform Delay (d), s/veh	23.3	28.6	27.4	35.9	27.1	18.1	43.1	33.9	11.8	30.0	49.8	20.6
Incr Delay (d2), s/veh	0.9	0.9	1.9	0.5	3.9	0.2	11.7	0.0	0.1	0.2	0.0	2.6
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	3.7	11.2	8.7	9.9	19.1	2.0	17.6	0.2	4.7	7.7	0.1	3.5
LnGrp Delay(d),s/veh	24.2	29.5	29.3	36.4	31.0	18.4	54.8	33.9	11.9	30.2	49.8	23.1
LnGrp LOS	C	C	C	D	C	B	D	C	B	C	D	C
Approach Vol, veh/h		1149			1650			903			284	
Approach Delay, s/veh		28.9			31.3			46.1			27.6	
Approach LOS		C			C			D			C	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	10.6	57.7	32.8	14.0	21.2	47.0	14.0	32.8
Change Period (Y+Rc), s	4.5	6.0	6.0	* 6	6.0	* 6	4.5	6.0
Max Green Setting (Gmax), s	9.5	47.0	29.5	* 8	15.5	* 41	9.5	28.0
Max Q Clear Time (g_c+I1), s	6.2	37.2	26.1	6.3	2.2	16.9	11.0	3.9
Green Ext Time (p_c), s	0.0	8.0	0.6	0.0	0.2	11.6	0.0	0.3

Intersection Summary	
HCM 2010 Ctrl Delay	33.7
HCM 2010 LOS	C

Notes

HCM 2010 Signalized Intersection Summary
330: Wisconn Valley Way/East Frontage Rd & STH 11 12/13/2017

* HCM 2010 computational engine requires equal clearance times for the phases crossing the barrier.

TADI Synchro 10 Report
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Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	1195	85	50	1280	320	200
Future Volume (vph)	1195	85	50	1280	320	200
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)		160	260		270	0
Storage Lanes		1	1		2	1
Taper Length (ft)			100		100	
Right Turn on Red		Yes				Yes
Link Speed (mph)	45			45	25	
Link Distance (ft)	1032			3962	724	
Travel Time (s)	15.6			60.0	19.7	
Confl. Peds. (#/hr)						
Confl. Bikes (#/hr)						
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94
Growth Factor	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	5%	5%	5%	5%	5%	5%
Bus Blockages (#/hr)	0	0	0	0	0	0
Parking (#/hr)						
Mid-Block Traffic (%)	0%			0%	0%	
Shared Lane Traffic (%)						
Lane Group Flow (vph)	1271	90	53	1362	340	213
Turn Type	NA	Perm	D.P+P	NA	Prot	Perm
Protected Phases	6		5	2	8	
Permitted Phases		6	6			8
Detector Phase	6	6	5	2	8	8
Switch Phase						
Minimum Initial (s)	12.0	12.0	6.0	12.0	10.0	10.0
Minimum Split (s)	18.0	18.0	10.5	18.0	16.0	16.0
Total Split (s)	70.0	70.0	15.0	85.0	30.0	30.0
Total Split (%)	60.9%	60.9%	13.0%	73.9%	26.1%	26.1%
Maximum Green (s)	64.0	64.0	10.5	79.0	24.0	24.0
Yellow Time (s)	4.0	4.0	3.5	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0	1.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.0	6.0	4.5	6.0	6.0	6.0
Lead/Lag	Lag	Lag	Lead			
Lead-Lag Optimize?	Yes	Yes	Yes			
Vehicle Extension (s)	5.0	5.0	2.0	5.0	2.0	2.0
Minimum Gap (s)	2.0	2.0	2.0	2.0	2.0	2.0
Time Before Reduce (s)	25.0	25.0	0.0	25.0	0.0	0.0
Time To Reduce (s)	15.0	15.0	0.0	15.0	0.0	0.0
Recall Mode	C-Max	C-Max	None	C-Max	None	None
Walk Time (s)						
Flash Dont Walk (s)						
Pedestrian Calls (#/hr)						
v/c Ratio	0.54	0.08	0.17	0.52	0.73	0.55
Control Delay	5.6	0.8	1.3	5.4	56.7	13.4

Lanes, Volumes, Timings
335: N-1 & STH 11 12/13/2017

Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	5.6	0.8	1.3	5.4	56.7	13.4
90th %ile Green (s)	71.5	71.5	6.5	82.5	20.5	20.5
90th %ile Term Code	Coord	Coord	Gap	Coord	Gap	Gap
70th %ile Green (s)	74.6	74.6	6.0	85.1	17.9	17.9
70th %ile Term Code	Coord	Coord	Min	Coord	Gap	Gap
50th %ile Green (s)	76.4	76.4	6.0	86.9	16.1	16.1
50th %ile Term Code	Coord	Coord	Min	Coord	Gap	Gap
30th %ile Green (s)	78.3	78.3	6.0	88.8	14.2	14.2
30th %ile Term Code	Coord	Coord	Min	Coord	Gap	Gap
10th %ile Green (s)	91.4	91.4	0.0	91.4	11.6	11.6
10th %ile Term Code	Coord	Coord	Skip	Coord	Gap	Gap
Queue Length 50th (ft)	125	1	1	124	125	10
Queue Length 95th (ft)	142	3	m1	149	168	78
Internal Link Dist (ft)	952			3882	644	
Turn Bay Length (ft)		160	260		270	
Base Capacity (vph)	2345	1071	368	2599	696	477
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	0.54	0.08	0.14	0.52	0.49	0.45

Intersection Summary	
Area Type:	Other
Cycle Length: 115	
Actuated Cycle Length: 115	
Offset: 90 (78%), Referenced to phase 2:WBT and 6:EBWB, Start of 1st Green	
Natural Cycle: 60	
Control Type: Actuated-Coordinated	
m Volume for 95th percentile queue is metered by upstream signal.	

Splits and Phases: 335: N-1 & STH 11

TADI Synchro 10 Report
C:\Users\mmay\PLC\Shared\WI\2123 Flying Eagle TIA\Analysis\3. 2040 Build\2040_Braun IC_171211_PM.syn

HCM 2010 Signalized Intersection Summary
335: N-1 & STH 11

12/13/2017

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (veh/h)	1195	85	50	1280	320	200
Future Volume (veh/h)	1195	85	50	1280	320	200
Number	6	16	5	2	3	18
Initial Q (Qb), veh	0	0	0	0	0	0
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
Adj Sat Flow, veh/h/ln	1810	1810	1810	1810	1810	1810
Adj Flow Rate, veh/h	1271	47	53	1362	340	107
Adj No. of Lanes	2	1	1	2	2	1
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94
Percent Heavy Veh, %	5	5	5	5	5	5
Cap, veh/h	2376	1063	342	2657	411	189
Arrive On Green	0.69	0.69	0.04	0.77	0.12	0.12
Sat Flow, veh/h	3529	1538	1723	3529	3343	1538
Grp Volume(v), veh/h	1271	47	53	1362	340	107
Grp Sat Flow(s),veh/h/ln	1719	1538	1723	1719	1672	1538
Q Serve(g_s), s	20.8	1.1	1.0	17.1	11.4	7.5
Cycle Q Clear(g_c), s	20.8	1.1	1.0	17.1	11.4	7.5
Prop In Lane		1.00	1.00		1.00	1.00
Lane Grp Cap(c), veh/h	2376	1063	342	2657	411	189
V/C Ratio(X)	0.53	0.04	0.16	0.51	0.83	0.57
Avail Cap(c_a), veh/h	2376	1063	425	2657	698	321
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	0.77	0.77	1.00	1.00
Uniform Delay (d), s/veh	8.7	5.7	6.4	4.9	49.2	47.5
Incr Delay (d2), s/veh	0.9	0.1	0.1	0.5	1.7	1.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	15.2	0.9	0.8	12.3	9.2	5.9
LnGrp Delay(d),s/veh	9.6	5.7	6.4	5.5	50.9	48.5
LnGrp LOS	A	A	A	A	D	D
Approach Vol, veh/h	1318			1415	447	
Approach Delay, s/veh	9.4			5.5	50.3	
Approach LOS	A			A	D	

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2			5	6		8
Phs Duration (G+Y+Rc), s		94.9			9.4	85.5		20.1
Change Period (Y+Rc), s		6.0			4.5	6.0		6.0
Max Green Setting (Gmax), s		79.0			10.5	64.0		24.0
Max Q Clear Time (g_c+I1), s		19.1			3.0	22.8		13.4
Green Ext Time (p_c), s		29.4			0.0	22.7		0.7

Intersection Summary	
HCM 2010 Ctrl Delay	13.4
HCM 2010 LOS	B

Lanes, Volumes, Timings
345: N-2/INTERNATIONAL DR & STH 11

12/13/2017

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	50	1335	85	50	1035	50	320	200	200	50	200	50
Future Volume (vph)	50	1335	85	50	1035	50	320	200	200	50	200	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)	200		150	295		125	295		140	125		125
Storage Lanes	1		1	1		1	1		1	1		1
Taper Length (ft)	100			100			100			100		
Right Turn on Red			Yes			Yes			Yes			Yes
Link Speed (mph)		45			45			25			40	
Link Distance (ft)		3962			2707			852			628	
Travel Time (s)		60.0			41.0			23.2			10.7	
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%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	5%	5%	5%	5%	5%	5%	5%	5%	5%	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)	53	1420	90	53	1101	53	340	213	213	53	213	53
Turn Type	Perm	NA	Perm	D.P+P	NA	Perm	D.P+P	NA	Perm	Perm	NA	Perm
Protected Phases		6		5	2		3	8			4	
Permitted Phases	6		6	6		2	4		8	4		4
Detector Phase	6	6	6	5	2	2	3	8	8	4	4	4
Switch Phase												
Minimum Initial (s)	12.0	12.0	12.0	6.0	12.0	12.0	8.0	10.0	10.0	10.0	10.0	10.0
Minimum Split (s)	18.0	18.0	18.0	10.5	18.0	18.0	12.5	16.0	16.0	16.0	16.0	16.0
Total Split (s)	58.0	58.0	58.0	12.0	70.0	70.0	25.0	45.0	45.0	20.0	20.0	20.0
Total Split (%)	50.4%	50.4%	50.4%	10.4%	60.9%	60.9%	21.7%	39.1%	39.1%	17.4%	17.4%	17.4%
Maximum Green (s)	52.0	52.0	52.0	7.5	64.0	64.0	20.5	39.0	39.0	14.0	14.0	14.0
Yellow Time (s)	4.0	4.0	4.0	3.5	4.0	4.0	3.5	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0	2.0	1.0	2.0	2.0	1.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.0	6.0	6.0	4.5	6.0	6.0	4.5	6.0	6.0	6.0	6.0	6.0
Lead/Lag	Lag	Lag	Lag	Lead			Lead			Lag	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes								
Vehicle Extension (s)	5.0	5.0	5.0	2.0	5.0	5.0	2.0	2.0	2.0	2.0	2.0	2.0
Minimum Gap (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Time Before Reduce (s)	25.0	25.0	25.0	0.0	25.0	25.0	0.0	0.0	0.0	0.0	0.0	0.0
Time To Reduce (s)	15.0	15.0	15.0	0.0	15.0	15.0	0.0	0.0	0.0	0.0	0.0	0.0
Recall Mode	C-Max	C-Max	C-Max	None	C-Max	C-Max	None	None	None	None	None	None
Walk Time (s)												
Flash Dont Walk (s)												
Pedestrian Calls (#/hr)												
v/c Ratio	0.25	0.81	0.11	0.32	0.55	0.06	0.82	0.20	0.37	0.47	0.61	0.21
Control Delay	13.7	17.0	1.0	18.5	15.1	2.8	50.4	29.0	11.1	62.1	57.1	1.8

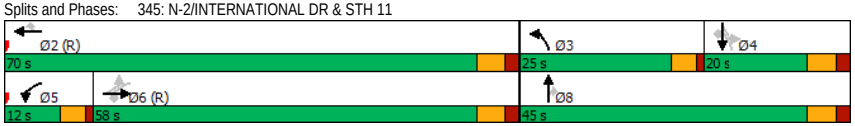
Lanes, Volumes, Timings
345: N-2/INTERNATIONAL DR & STH 11

12/13/2017

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	0.0	0.0
Total Delay	13.7	17.0	1.0	18.5	15.1	2.8	50.4	29.0	11.1	62.1	57.1	1.8
90th %ile Green (s)	52.0	52.0	52.0	7.5	64.0	64.0	20.5	39.0	39.0	14.0	14.0	14.0
90th %ile Term Code	Coord	Coord	Coord	Max	Coord	Coord	Max	Hold	Hold	Max	Max	Max
70th %ile Green (s)	54.0	54.0	54.0	6.6	65.1	65.1	20.5	37.9	37.9	12.9	12.9	12.9
70th %ile Term Code	Coord	Coord	Coord	Gap	Coord	Coord	Max	Hold	Hold	Gap	Gap	Gap
50th %ile Green (s)	56.0	56.0	56.0	6.0	66.5	66.5	20.5	36.5	36.5	11.5	11.5	11.5
50th %ile Term Code	Coord	Coord	Coord	Min	Coord	Coord	Max	Hold	Hold	Gap	Gap	Gap
30th %ile Green (s)	57.5	57.5	57.5	6.0	68.0	68.0	20.5	35.0	35.0	10.0	10.0	10.0
30th %ile Term Code	Coord	Coord	Coord	Min	Coord	Coord	Max	Hold	Hold	Min	Min	Min
10th %ile Green (s)	72.1	72.1	72.1	0.0	72.1	72.1	16.4	30.9	30.9	10.0	10.0	10.0
10th %ile Term Code	Coord	Coord	Coord	Skip	Coord	Coord	Gap	Hold	Hold	Min	Min	Min
Queue Length 50th (ft)	10	269	1	13	355	1	209	60	33	38	81	0
Queue Length 95th (ft)	m31	358	2	m26	441	m9	#311	87	90	79	118	0
Internal Link Dist (ft)		3882			2627			772			548	
Turn Bay Length (ft)	200		150	295		125	295		140	125		125
Base Capacity (vph)	208	1743	836	180	2007	927	425	1165	621	136	418	287
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.25	0.81	0.11	0.29	0.55	0.06	0.80	0.18	0.34	0.39	0.51	0.18

Intersection Summary	
Area Type:	Other
Cycle Length: 115	
Actuated Cycle Length: 115	
Offset: 37 (32%), Referenced to phase 2:WBT and 6:EBWB, Start of 1st Green	
Natural Cycle: 90	
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: 345: N-2/INTERNATIONAL DR & STH 11



HCM 2010 Signalized Intersection Summary
345: N-2/INTERNATIONAL DR & STH 11

12/13/2017

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	50	1335	85	50	1035	50	320	200	200	50	200	50
Future Volume (veh/h)	50	1335	85	50	1035	50	320	200	200	50	200	50
Number	1	6	16	5	2	12	3	8	18	7	4	14
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1810	1810	1810	1810	1810	1810	1810	1810	1810	1810	1810	1810
Adj Flow Rate, veh/h	53	1420	47	53	1101	26	340	213	107	53	213	26
Adj No. of Lanes	1	2	1	1	2	1	1	2	1	1	2	1
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, %	5	5	5	5	5	5	5	5	5	5	5	5
Cap, veh/h	229	1752	784	193	2033	909	399	1046	468	152	299	134
Arrive On Green	0.51	0.51	0.51	0.03	0.40	0.40	0.18	0.30	0.30	0.09	0.09	0.09
Sat Flow, veh/h	483	3438	1538	1723	3438	1538	1723	3438	1538	1025	3438	1538
Grp Volume(v), veh/h	53	1420	47	53	1101	26	340	213	107	53	213	26
Grp Sat Flow(s),veh/h/ln	483	1719	1538	1723	1719	1538	1723	1719	1538	1025	1719	1538
Q Serve(g_s), s	9.3	39.7	1.8	1.6	28.3	1.2	20.5	5.3	6.0	5.7	6.9	1.8
Cycle Q Clear(g_c), s	28.2	39.7	1.8	1.6	28.3	1.2	20.5	5.3	6.0	5.7	6.9	1.8
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	229	1752	784	193	2033	909	399	1046	468	152	299	134
V/C Ratio(X)	0.23	0.81	0.06	0.27	0.54	0.03	0.85	0.20	0.23	0.35	0.71	0.19
Avail Cap(c_a), veh/h	229	1752	784	232	2033	909	399	1166	522	187	419	187
HCM Platoon Ratio	1.00	1.00	1.00	0.67	0.67	0.67	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.82	0.82	0.82	0.88	0.88	0.88	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	27.7	23.6	14.3	20.3	22.7	14.5	39.1	29.7	29.9	50.5	51.1	48.8
Incr Delay (d2), s/veh	1.9	3.5	0.1	0.2	0.9	0.1	15.3	0.0	0.1	0.5	1.4	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	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	2.4	26.2	1.4	1.4	19.4	0.9	17.0	4.5	4.6	3.0	6.0	1.4
LnGrp Delay(d),s/veh	29.6	27.0	14.4	20.5	23.6	14.6	54.4	29.7	30.0	51.1	52.5	49.0
LnGrp LOS	C	C	B	C	C	B	D	C	C	D	D	D
Approach Vol, veh/h		1520			1180			660			292	
Approach Delay, s/veh		26.7			23.3			42.5			51.9	
Approach LOS		C			C			D			D	

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2	3	4	5	6		8
Phs Duration (G+Y+Rc), s		74.0	25.0	16.0	9.4	64.6		41.0
Change Period (Y+Rc), s		6.0	4.5	6.0	4.5	6.0		6.0
Max Green Setting (Gmax), s		64.0	20.5	14.0	7.5	52.0		39.0
Max Q Clear Time (g_c+I1), s		30.3	22.5	8.9	3.6	41.7		8.0
Green Ext Time (p_c), s		16.9	0.0	0.4	0.0	8.8		1.2

Intersection Summary	
HCM 2010 Ctrl Delay	30.5
HCM 2010 LOS	C

Notes

User approved pedestrian interval to be less than phase max green.

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	140	1170	225	435	700	215	290	310	695	355	225	95
Future Volume (vph)	140	1170	225	435	700	215	290	310	695	355	225	95
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)	285		125	415		125	230		365	250		125
Storage Lanes	1		1	2		1	2		2	2		1
Taper Length (ft)	100			100			100			100		
Right Turn on Red			Yes			Yes			Yes			Yes
Link Speed (mph)		45			45			40			40	
Link Distance (ft)		2707			2688			2632			2362	
Travel Time (s)		41.0			40.7			44.9			40.3	
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%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	5%	5%	5%	5%	5%	5%	5%	5%	5%	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)	149	1245	239	463	745	229	309	330	739	378	239	101
Turn Type	D.P+P	NA	Perm	Prot	NA	Perm	Prot	NA	pt+ov	Prot	NA	Perm
Protected Phases	1	6		5	2		3	8	8 5	7	4	
Permitted Phases	2		6			2						4
Detector Phase	1	6	6	5	2	2	3	8	8 5	7	4	4
Switch Phase												
Minimum Initial (s)	8.0	12.0	12.0	8.0	12.0	12.0	8.0	10.0		8.0	10.0	10.0
Minimum Split (s)	12.5	18.0	18.0	12.5	18.0	18.0	12.5	16.0		12.5	16.0	16.0
Total Split (s)	14.0	49.0	49.0	22.0	57.0	57.0	19.0	24.0		20.0	25.0	25.0
Total Split (%)	12.2%	42.6%	42.6%	19.1%	49.6%	49.6%	16.5%	20.9%		17.4%	21.7%	21.7%
Maximum Green (s)	9.5	43.0	43.0	17.5	51.0	51.0	14.5	18.0		15.5	19.0	19.0
Yellow Time (s)	3.5	4.0	4.0	3.5	4.0	4.0	3.5	4.0		3.5	4.0	4.0
All-Red Time (s)	1.0	2.0	2.0	1.0	2.0	2.0	1.0	2.0		1.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0
Total Lost Time (s)	4.5	6.0	6.0	4.5	6.0	6.0	4.5	6.0		4.5	6.0	6.0
Lead/Lag	Lead	Lead	Lead	Lag	Lag	Lag	Lag	Lag		Lead	Lead	Lead
Lead-Lag Optimize?												
Vehicle Extension (s)	1.5	3.7	3.7	3.0	3.7	3.7	3.0	1.5		3.0	1.5	1.5
Minimum Gap (s)	1.5	3.5	3.5	3.0	3.5	3.5	3.0	1.5		3.0	1.5	1.5
Time Before Reduce (s)	20.0	24.0	24.0	0.0	24.0	24.0	0.0	30.0		0.0	30.0	30.0
Time To Reduce (s)	0.0	16.0	16.0	0.0	16.0	16.0	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
Walk Time (s)												
Flash Dont Walk (s)												
Pedestrian Calls (#/hr)												
v/c Ratio	0.39	0.92	0.35	0.91	0.46	0.28	0.57	0.70	0.89	0.86	0.65	0.31
Control Delay	6.8	24.0	2.7	71.8	22.2	5.0	54.4	61.5	40.8	68.1	57.8	2.4

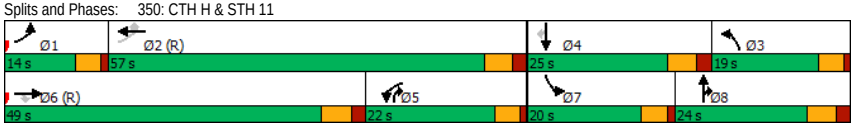
Lanes, Volumes, Timings
350: CTH H & STH 11

12/13/2017

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	0.0	0.0
Total Delay	6.8	24.0	2.7	71.8	22.2	5.0	54.4	61.5	40.8	68.1	57.8	2.4
90th %ile Green (s)	9.5	43.0	43.0	17.5	51.0	51.0	17.9	18.0		15.5	15.6	15.6
90th %ile Term Code	Max	Coord	Coord	Max	Coord	Coord	Max	Max		Max	Gap	Gap
70th %ile Green (s)	9.5	43.0	43.0	17.5	51.0	51.0	20.1	18.0		15.5	13.4	13.4
70th %ile Term Code	Max	Coord	Coord	Max	Coord	Coord	Hold	Max		Max	Gap	Gap
50th %ile Green (s)	8.5	43.5	43.5	17.5	52.5	52.5	21.1	17.5		15.5	11.9	11.9
50th %ile Term Code	Gap	Coord	Coord	Max	Coord	Coord	Hold	Gap		Max	Gap	Gap
30th %ile Green (s)	8.0	47.0	47.0	17.5	56.5	56.5	19.1	14.0		15.5	10.4	10.4
30th %ile Term Code	Min	Coord	Coord	Max	Coord	Coord	Hold	Gap		Max	Gap	Gap
10th %ile Green (s)	8.0	50.9	50.9	17.5	60.4	60.4	15.6	11.5		14.1	10.0	10.0
10th %ile Term Code	Min	Coord	Coord	Max	Coord	Coord	Hold	Gap		Gap	Min	Min
Queue Length 50th (ft)	31	448	29	176	196	13	91	102	204	142	91	0
Queue Length 95th (ft)	m25	#617	m18	#271	256	59	m137	m149	#278	#219	130	0
Internal Link Dist (ft)		2627			2608			2552			2282	
Turn Bay Length (ft)	285		125	415		125	230		365	250		125
Base Capacity (vph)	399	1359	685	507	1622	829	543	538	880	449	568	408
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.37	0.92	0.35	0.91	0.46	0.28	0.57	0.61	0.84	0.84	0.42	0.25

Intersection Summary	
Area Type:	Other
Cycle Length: 115	
Actuated Cycle Length: 115	
Offset: 100 (87%), Referenced to phase 2:EBWB and 6:EBT, Start of 1st Green	
Natural Cycle: 90	
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: 350: CTH H & STH 11



HCM 2010 Signalized Intersection Summary
350: CTH H & STH 11

12/13/2017

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	140	1170	225	435	700	215	290	310	695	355	225	95
Future Volume (veh/h)	140	1170	225	435	700	215	290	310	695	355	225	95
Number	1	6	16	5	2	12	3	8	18	7	4	14
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1810	1810	1810	1810	1810	1810	1810	1810	1810	1810	1810	1810
Adj Flow Rate, veh/h	149	1245	122	463	745	117	309	330	516	378	239	53
Adj No. of Lanes	1	2	1	2	2	1	2	2	2	2	2	1
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, %	5	5	5	5	5	5	5	5	5	5	5	5
Cap, veh/h	404	1286	575	602	1713	766	490	416	815	433	311	139
Arrive On Green	0.09	0.50	0.50	0.18	0.50	0.50	0.15	0.12	0.12	0.13	0.09	0.09
Sat Flow, veh/h	1723	3438	1538	3343	3438	1538	3343	3438	2707	3343	3438	1538
Grp Volume(v), veh/h	149	1245	122	463	745	117	309	330	516	378	239	53
Grp Sat Flow(s),veh/h/ln	1723	1719	1538	1672	1719	1538	1672	1719	1354	1672	1719	1538
Q Serve(g_s), s	4.7	40.4	5.1	15.2	16.0	4.8	10.0	10.7	4.6	12.8	7.8	3.1
Cycle Q Clear(g_c), s	4.7	40.4	5.1	15.2	16.0	4.8	10.0	10.7	4.6	12.8	7.8	3.1
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	404	1286	575	602	1713	766	490	416	815	433	311	139
V/C Ratio(X)	0.37	0.97	0.21	0.77	0.43	0.15	0.63	0.79	0.63	0.87	0.77	0.38
Avail Cap(c_a), veh/h	428	1286	575	602	1713	766	490	538	911	451	568	254
HCM Platoon Ratio	1.33	1.33	1.33	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.58	0.58	0.58	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	12.9	28.2	19.4	44.9	18.5	15.7	46.1	49.2	14.9	49.1	51.1	33.4
Incr Delay (d2), s/veh	0.1	13.1	0.5	6.0	0.8	0.4	2.6	4.6	0.8	16.7	1.5	0.6
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	4.0	27.1	4.1	12.0	12.3	3.8	8.4	9.1	7.8	11.2	6.8	2.4
LnGrp Delay(d),s/veh	13.0	41.3	19.9	50.8	19.3	16.1	48.7	53.8	15.7	65.8	52.6	34.1
LnGrp LOS	B	D	B	D	B	B	D	D	B	E	D	C
Approach Vol, veh/h		1516			1325			1155			670	
Approach Delay, s/veh		36.8			30.0			35.4			58.6	
Approach LOS		D			C			D			E	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	12.4	63.3	22.9	16.4	26.7	49.0	19.4	19.9
Change Period (Y+Rc), s	4.5	6.0	6.0	* 6	6.0	* 6	4.5	6.0
Max Green Setting (Gmax), s	9.5	51.0	14.5	* 19	17.5	* 43	15.5	18.0
Max Q Clear Time (g_c+I1), s	6.7	18.0	12.0	9.8	17.2	42.4	14.8	12.7
Green Ext Time (p_c), s	0.0	7.8	0.3	0.6	0.1	0.5	0.1	1.2

Intersection Summary	
HCM 2010 Ctrl Delay	37.7
HCM 2010 LOS	D

Notes

* HCM 2010 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)	1	85	5	5	145	5	1	5	5	5	1	5
Future Volume (vph)	1	85	5	5	145	5	1	5	5	5	1	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)	350		350	150		150	0		350	0		350
Storage Lanes	1		1	1		1	0		1	0		1
Taper Length (ft)	100			100			100			100		
Link Speed (mph)		40			40			60			60	
Link Distance (ft)		4191			1151			1501			1323	
Travel Time (s)		71.4			19.6			17.1			15.0	
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%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	5%	5%	5%	5%	5%	5%	5%	5%	5%	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)	1	90	5	5	154	5	0	6	5	0	6	5
Sign Control		Free			Free			Stop			Stop	

Intersection Summary	
Area Type:	Other
Control Type: Unsignalized	

HCM 2010 TWSC
400: W. FRONTAGE RD & BRAUN RD 12/13/2017

Intersection	
Int Delay, s/veh	1

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	1	85	5	5	145	5	1	5	5	5	1	5
Future Vol, veh/h	1	85	5	5	145	5	1	5	5	5	1	5
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	350	-	350	150	-	150	-	-	350	-	-	350
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	94	94	94	94	94	94	94	94	94	94	94	94
Heavy Vehicles, %	5	5	5	5	5	5	5	5	5	5	5	5
Mvmt Flow	1	90	5	5	154	5	1	5	5	5	1	5

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	159	0	0	95	0	0	262	261	90	264	261	154
Stage 1	-	-	-	-	-	-	92	92	-	164	164	-
Stage 2	-	-	-	-	-	-	170	169	-	100	97	-
Critical Hdwy	4.15	-	-	4.15	-	-	7.15	6.55	6.25	7.15	6.55	6.25
Critical Hdwy Stg 1	-	-	-	-	-	-	6.15	5.55	-	6.15	5.55	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.15	5.55	-	6.15	5.55	-
Follow-up Hdwy	2.245	-	-	2.245	-	-	3.545	4.045	3.345	3.545	4.045	3.345
Pot Cap-1 Maneuver	1402	-	-	1480	-	-	685	639	960	683	639	884
Stage 1	-	-	-	-	-	-	908	813	-	831	757	-
Stage 2	-	-	-	-	-	-	825	753	-	899	809	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1402	-	-	1480	-	-	678	636	960	673	636	884
Mov Cap-2 Maneuver	-	-	-	-	-	-	678	636	-	673	636	-
Stage 1	-	-	-	-	-	-	907	812	-	830	755	-
Stage 2	-	-	-	-	-	-	816	751	-	888	808	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0.1	0.2	9.8	9.8
HCM LOS			A	A

Minor Lane/Major Mvmt	NBLn1	NBLn2	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	643	960	1402	-	-	1480	-	-	667	884
HCM Lane V/C Ratio	0.01	0.006	0.001	-	-	0.004	-	-	0.01	0.006
HCM Control Delay (s)	10.7	8.8	7.6	-	-	7.4	-	-	10.4	9.1
HCM Lane LOS	B	A	A	-	-	A	-	-	B	A
HCM 95th %tile Q(veh)	0	0	0	-	-	0	-	-	0	0

Lanes, Volumes, Timings
410: IH 41/94 SB Ramps & BRAUN RD 12/13/2017

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	95	1	1650	155	0	0	0	0	765	1	1
Future Volume (vph)	0	95	1	1650	155	0	0	0	0	765	1	1
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		500	0		0	0		0	0		0
Storage Lanes	0		1	2		0	0		0	2		1
Taper Length (ft)	100			100			100			100		
Right Turn on Red			Yes			Yes			Yes			Yes
Link Speed (mph)		40			40			35			35	
Link Distance (ft)		1151			297			761			952	
Travel Time (s)		19.6			5.1			14.8			18.5	
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%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	5%	5%	5%	5%	5%	5%	5%	5%	5%	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 (%)										33%		
Lane Group Flow (vph)	0	101	1	1755	165	0	0	0	0	545	270	1
Turn Type		NA	Perm	Prot	NA					Split	NA	Perm
Protected Phases		6		5	2					4	4	
Permitted Phases			6									4
Detector Phase		6	6	5	2					4	4	4
Switch Phase												
Minimum Initial (s)		15.0	15.0	8.0	15.0					10.0	10.0	10.0
Minimum Split (s)		21.0	21.0	12.5	21.0					16.0	16.0	16.0
Total Split (s)		21.0	21.0	67.0	88.0					27.0	27.0	27.0
Total Split (%)		18.3%	18.3%	58.3%	76.5%					23.5%	23.5%	23.5%
Maximum Green (s)		15.0	15.0	62.5	82.0					21.0	21.0	21.0
Yellow Time (s)		4.0	4.0	3.5	4.0					4.0	4.0	4.0
All-Red Time (s)		2.0	2.0	1.0	2.0					2.0	2.0	2.0
Lost Time Adjust (s)		0.0	0.0	0.0	0.0					0.0	0.0	0.0
Total Lost Time (s)		6.0	6.0	4.5	6.0					6.0	6.0	6.0
Lead/Lag		Lead	Lead	Lag								
Lead-Lag Optimize?												
Vehicle Extension (s)		5.0	5.0	2.0	5.0					2.0	2.0	2.0
Minimum Gap (s)		2.0	2.0	2.0	2.0					2.0	2.0	2.0
Time Before Reduce (s)		25.0	25.0	0.0	25.0					0.0	0.0	0.0
Time To Reduce (s)		15.0	15.0	0.0	15.0					0.0	0.0	0.0
Recall Mode		C-Max	C-Max	None	C-Max					None	None	None
Walk Time (s)												
Flash Dont Walk (s)												
Pedestrian Calls (#/hr)												
v/c Ratio		0.23	0.00	0.97	0.13					0.95	0.94	0.00
Control Delay		46.3	0.0	24.7	1.3					75.0	87.9	0.0

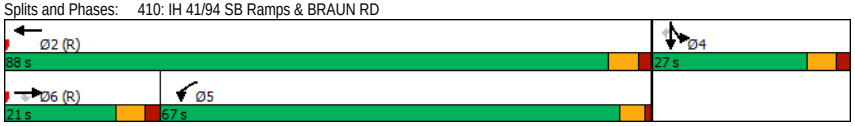
Lanes, Volumes, Timings
410: IH 41/94 SB Ramps & BRAUN RD

12/13/2017

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Queue Delay		0.1	0.0	33.1	0.6					21.1	20.1	0.0
Total Delay		46.3	0.0	57.8	1.9					96.0	108.0	0.0
90th %ile Green (s)		15.0	15.0	62.5	82.0					21.0	21.0	21.0
90th %ile Term Code		Coord	Coord	Max	Coord					Max	Max	Max
70th %ile Green (s)		15.0	15.0	62.5	82.0					21.0	21.0	21.0
70th %ile Term Code		Coord	Coord	Max	Coord					Max	Max	Max
50th %ile Green (s)		15.0	15.0	62.5	82.0					21.0	21.0	21.0
50th %ile Term Code		Coord	Coord	Max	Coord					Max	Max	Max
30th %ile Green (s)		15.0	15.0	62.5	82.0					21.0	21.0	21.0
30th %ile Term Code		Coord	Coord	Max	Coord					Max	Max	Max
10th %ile Green (s)		15.0	15.0	62.5	82.0					21.0	21.0	21.0
10th %ile Term Code		Coord	Coord	Hold	Coord					Max	Max	Max
Queue Length 50th (ft)		35	0	331	15					221	218	0
Queue Length 95th (ft)		63	0	#838	0					#337	#400	0
Internal Link Dist (ft)		1071			217			681			872	
Turn Bay Length (ft)			500									
Base Capacity (vph)		448	274	1812	1290					571	286	350
Starvation Cap Reductn		0	0	185	838					0	0	0
Spillback Cap Reductn		37	0	0	0					48	24	0
Storage Cap Reductn		0	0	0	0					0	0	0
Reduced v/c Ratio		0.25	0.00	1.08	0.37					1.04	1.03	0.00

Intersection Summary	
Area Type:	Other
Cycle Length: 115	
Actuated Cycle Length: 115	
Offset: 4 (3%), Referenced to phase 2:WBT and 6:EBT, Start of 1st Green	
Natural Cycle: 100	
Control Type: Actuated-Coordinated	
# 95th percentile volume exceeds capacity, queue may be longer.	
Queue shown is maximum after two cycles.	

Splits and Phases: 410: IH 41/94 SB Ramps & BRAUN RD



HCM 2010 Signalized Intersection Summary
410: IH 41/94 SB Ramps & BRAUN RD

12/13/2017

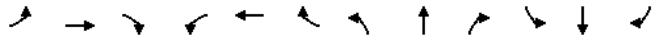
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	95	1	1650	155	0	0	0	0	765	1	1
Future Volume (veh/h)	0	95	1	1650	155	0	0	0	0	765	1	1
Number	1	6	16	5	2	12				7	4	14
Initial Q (Qb), veh	0	0	0	0	0	0				0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00				1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	0	1810	1810	1810	1810	0				1810	1810	1810
Adj Flow Rate, veh/h	0	101	1	1755	165	0				815	0	1
Adj No. of Lanes	0	2	1	2	1	0				3	0	1
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	5	5	5	5	0				5	5	5
Cap, veh/h	0	448	201	1936	1378	0				904	0	269
Arrive On Green	0.00	0.13	0.13	0.19	0.25	0.00				0.17	0.00	0.17
Sat Flow, veh/h	0	3529	1538	3343	1810	0				5170	0	1538
Grp Volume(v), veh/h	0	101	1	1755	165	0				815	0	1
Grp Sat Flow(s),veh/h/ln	0	1719	1538	1672	1810	0				1723	0	1538
Q Serve(g_s), s	0.0	3.0	0.1	59.1	8.1	0.0				17.8	0.0	0.1
Cycle Q Clear(g_c), s	0.0	3.0	0.1	59.1	8.1	0.0				17.8	0.0	0.1
Prop In Lane	0.00		1.00	1.00		0.00				1.00		1.00
Lane Grp Cap(c), veh/h	0	448	201	1936	1378	0				904	0	269
V/C Ratio(X)	0.00	0.23	0.00	0.91	0.12	0.00				0.90	0.00	0.00
Avail Cap(c_a), veh/h	0	448	201	1936	1378	0				944	0	281
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	0.75	0.75	0.00				1.00	0.00	1.00
Uniform Delay (d), s/veh	0.0	44.8	43.5	43.5	13.3	0.0				46.5	0.0	39.2
Incr Delay (d2), s/veh	0.0	1.2	0.0	5.0	0.1	0.0				11.0	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
%ile BackOfQ(95%),veh/ln	0.0	2.7	0.1	36.4	7.0	0.0				14.4	0.0	0.0
LnGrp Delay(d),s/veh	0.0	46.0	43.6	48.5	13.4	0.0				57.4	0.0	39.2
LnGrp LOS		D	D	D	B					E		D
Approach Vol, veh/h		102			1920						816	
Approach Delay, s/veh		45.9			45.5						57.4	
Approach LOS		D			D						E	

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2		4	5	6		
Phs Duration (G+Y+Rc), s		93.6		26.1	72.6	21.0		
Change Period (Y+Rc), s		6.0		6.0	6.0	* 6		
Max Green Setting (Gmax), s		82.0		21.0	62.5	* 15		
Max Q Clear Time (g_c+I1), s		10.1		19.8	61.1	5.0		
Green Ext Time (p_c), s		2.0		0.3	0.9	0.5		

Intersection Summary	
HCM 2010 Ctrl Delay	48.9
HCM 2010 LOS	D

Notes

User approved volume balancing among the lanes for turning movement.
* HCM 2010 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)	1	860	0	0	1805	1450	1	1	845	0	0	0
Future Volume (vph)	1	860	0	0	1805	1450	1	1	845	0	0	0
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)	150		0	300		500	0		0	0		0
Storage Lanes	1		0	0		0	0		3	0		0
Taper Length (ft)	100			100			100			100		
Right Turn on Red			Yes			Yes			Yes			Yes
Link Speed (mph)		40			40			35			35	
Link Distance (ft)		297			1150			2474			2062	
Travel Time (s)		5.1			19.6			48.2			40.2	
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%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	5%	5%	5%	5%	5%	5%	5%	5%	5%	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)	1	915	0	0	1920	1543	0	2	899	0	0	0
Turn Type	Prot	NA			NA	Prot	Split	NA	pt+ov			
Protected Phases	1	6		5	2	2	4	4	5 4			
Permitted Phases												
Detector Phase	1	6		5	2	2	4	4	5 4			
Switch Phase												
Minimum Initial (s)	8.0	15.0		8.0	15.0	15.0	10.0	10.0				
Minimum Split (s)	12.5	21.0		12.5	21.0	21.0	16.0	16.0				
Total Split (s)	13.0	44.0		55.0	86.0	86.0	16.0	16.0				
Total Split (%)	11.3%	38.3%		47.8%	74.8%	74.8%	13.9%	13.9%				
Maximum Green (s)	8.5	38.0		50.5	80.0	80.0	10.0	10.0				
Yellow Time (s)	3.5	4.0		3.5	4.0	4.0	4.0	4.0				
All-Red Time (s)	1.0	2.0		1.0	2.0	2.0	2.0	2.0				
Lost Time Adjust (s)	0.0	0.0			0.0	0.0		0.0				
Total Lost Time (s)	4.5	6.0			6.0	6.0		6.0				
Lead/Lag	Lag	Lead		Lag	Lead	Lead						
Lead-Lag Optimize?												
Vehicle Extension (s)	2.0	5.0		2.0	5.0	5.0	2.0	2.0				
Minimum Gap (s)	2.0	2.0		2.0	2.0	2.0	2.0	2.0				
Time Before Reduce (s)	0.0	25.0		0.0	25.0	25.0	0.0	0.0				
Time To Reduce (s)	0.0	15.0		0.0	15.0	15.0	0.0	0.0				
Recall Mode	None	C-Max		None	C-Max	C-Max	None	None				
Walk Time (s)												
Flash Dont Walk (s)												
Pedestrian Calls (#/hr)												
v/c Ratio	0.01	0.44			0.62	0.63		0.01	0.43			
Control Delay	0.0	4.4			2.0	2.9		48.5	17.9			

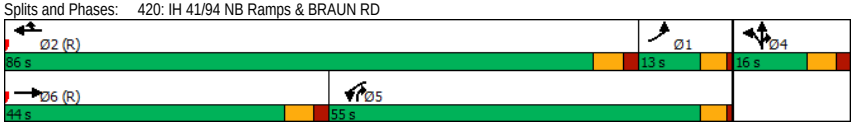
Lanes, Volumes, Timings
420: IH 41/94 NB Ramps & BRAUN RD

12/13/2017

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Queue Delay	0.0	2.8			0.1	0.0		0.0	0.0			
Total Delay	0.0	7.1			2.1	2.9		48.5	17.9			
90th %ile Green (s)	8.0	38.5		50.0	80.5	80.5	10.0	10.0				
90th %ile Term Code	Min	Coord		Hold	Coord	Coord	Min	Min				
70th %ile Green (s)	0.0	51.0		37.5	93.0	93.0	10.0	10.0				
70th %ile Term Code	Skip	Coord		Hold	Coord	Coord	Min	Min				
50th %ile Green (s)	0.0	51.0		37.5	93.0	93.0	10.0	10.0				
50th %ile Term Code	Skip	Coord		Hold	Coord	Coord	Min	Min				
30th %ile Green (s)	0.0	51.0		37.5	93.0	93.0	10.0	10.0				
30th %ile Term Code	Skip	Coord		Hold	Coord	Coord	Min	Min				
10th %ile Green (s)	0.0	51.0		37.5	93.0	93.0	10.0	10.0				
10th %ile Term Code	Skip	Coord		Hold	Coord	Coord	Min	Min				
Queue Length 50th (ft)	0	0			58	25		1	147			
Queue Length 95th (ft)	0	m258			m73	m39		10	143			
Internal Link Dist (ft)		217			1070			2394			1982	
Turn Bay Length (ft)	150					500						
Base Capacity (vph)	127	2083			3118	2459		153	2051			
Starvation Cap Reductn	0	1018			0	0		0	0			
Spillback Cap Reductn	0	0			174	0		0	0			
Storage Cap Reductn	0	0			0	0		0	0			
Reduced v/c Ratio	0.01	0.86			0.65	0.63		0.01	0.44			

Intersection Summary	
Area Type:	Other
Cycle Length: 115	
Actuated Cycle Length: 115	
Offset: 111 (97%), Referenced to phase 2:WBT and 6:EBT, Start of 1st Green	
Natural Cycle: 70	
Control Type: Actuated-Coordinated	
m Volume for 95th percentile queue is metered by upstream signal.	

Splits and Phases: 420: IH 41/94 NB Ramps & BRAUN RD



HCM 2010 Signalized Intersection Summary
420: IH 41/94 NB Ramps & BRAUN RD

12/13/2017

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	1	860	0	0	1805	1450	1	1	845	0	0	0
Future Volume (veh/h)	1	860	0	0	1805	1450	1	1	845	0	0	0
Number	1	6	16	5	2	12	7	4	14			
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0			
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00			
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Adj Sat Flow, veh/h/ln	1810	1810	0	1900	1810	1810	1900	1810	1810			
Adj Flow Rate, veh/h	1	915	0	0	1920	1224	1	1	718			
Adj No. of Lanes	1	3	0	0	3	2	0	1	3			
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94			
Percent Heavy Veh, %	5	5	0	5	5	5	5	5	5			
Cap, veh/h	127	1632	0	0	2757	1883	77	77	2209			
Arrive On Green	0.15	0.66	0.00	0.00	0.93	0.93	0.09	0.09	0.09			
Sat Flow, veh/h	1723	5103	0	0	3963	2707	883	883	4199			
Grp Volume(v), veh/h	1	915	0	0	1920	1224	2	0	718			
Grp Sat Flow(s),veh/h/ln	1723	1647	0	0	1321	1354	1765	0	1400			
Q Serve(g_s), s	0.1	11.5	0.0	0.0	11.7	9.8	0.1	0.0	0.0			
Cycle Q Clear(g_c), s	0.1	11.5	0.0	0.0	11.7	9.8	0.1	0.0	0.0			
Prop In Lane	1.00		0.00	0.00		1.00	0.50		1.00			
Lane Grp Cap(c), veh/h	127	1632	0	0	2757	1883	154	0	2209			
V/C Ratio(X)	0.01	0.56	0.00	0.00	0.70	0.65	0.01	0.00	0.33			
Avail Cap(c_a), veh/h	127	1632	0	0	2757	1883	154	0	2209			
HCM Platoon Ratio	2.00	2.00	1.00	1.33	1.33	1.33	1.00	1.00	1.00			
Upstream Filter(I)	0.43	0.43	0.00	0.00	0.33	0.33	1.00	0.00	1.00			
Uniform Delay (d), s/veh	45.4	15.0	0.0	0.0	1.7	1.7	48.0	0.0	15.6			
Incr Delay (d2), s/veh	0.0	0.6	0.0	0.0	0.5	0.6	0.0	0.0	0.0			
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0			
%ile BackOfQ(95%),veh/ln	0.0	7.5	0.0	0.0	5.6	5.2	0.1	0.0	12.1			
LnGrp Delay(d),s/veh	45.4	15.6	0.0	0.0	2.2	2.3	48.0	0.0	15.6			
LnGrp LOS	D	B			A	A	D		B			
Approach Vol, veh/h		916			3144			720				
Approach Delay, s/veh		15.6			2.2			15.7				
Approach LOS		B			A			B				

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2		4	5	6		
Phs Duration (G+Y+Rc), s	13.0	86.0		16.0	55.0	44.0		
Change Period (Y+Rc), s	4.5	6.0		6.0	4.5	6.0		
Max Green Setting (Gmax), s	8.5	80.0		10.0	50.5	38.0		
Max Q Clear Time (g_c+I1), s	2.1	13.7		2.1	0.0	13.5		
Green Ext Time (p_c), s	0.0	62.3		1.3	0.0	11.3		

Intersection Summary	
HCM 2010 Ctrl Delay	6.8
HCM 2010 LOS	A

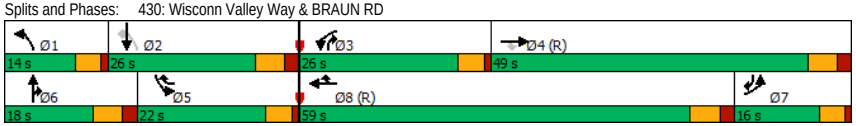
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	275	1400	30	150	2650	480	120	200	110	390	115	485
Future Volume (vph)	275	1400	30	150	2650	480	120	200	110	390	115	485
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	350		350	350		350	350		350	350		350
Storage Lanes	2		1	2		1	1		1	2		2
Taper Length (ft)	100			100			100			100		
Right Turn on Red			Yes			Yes			Yes			Yes
Link Speed (mph)		40			40			40			40	
Link Distance (ft)		1150			1793			1753			1357	
Travel Time (s)		19.6			30.6			29.9			23.1	
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%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	5%	5%	5%	5%	5%	5%	5%	5%	5%	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)	293	1489	32	160	2819	511	128	213	117	415	122	516
Turn Type	Prot	NA	Perm	Prot	NA	pt+ov	D.P+P	NA	pt+ov	Prot	NA	pm+ov
Protected Phases	7	4		3	8	8 5	1	6	6 3	5	2	7
Permitted Phases			4				2					2
Detector Phase	7	4	4	3	8	8 5	1	6	6 3	5	2	7
Switch Phase												
Minimum Initial (s)	6.0	10.0	10.0	8.0	12.0		8.0	12.0		8.0	12.0	6.0
Minimum Split (s)	10.5	16.0	16.0	12.5	18.0		12.5	18.0		12.5	18.0	10.5
Total Split (s)	16.0	49.0	49.0	26.0	59.0		14.0	18.0		22.0	26.0	16.0
Total Split (%)	13.9%	42.6%	42.6%	22.6%	51.3%		12.2%	15.7%		19.1%	22.6%	13.9%
Maximum Green (s)	11.5	43.0	43.0	21.5	53.0		9.5	12.0		17.5	20.0	11.5
Yellow Time (s)	3.5	4.0	4.0	3.5	4.0		3.5	4.0		3.5	4.0	3.5
All-Red Time (s)	1.0	2.0	2.0	1.0	2.0		1.0	2.0		1.0	2.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	0.0
Total Lost Time (s)	4.5	6.0	6.0	4.5	6.0		4.5	6.0		4.5	6.0	4.5
Lead/Lag	Lag	Lag	Lag	Lead	Lead		Lead	Lead		Lag	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes		Yes	Yes		Yes	Yes	Yes
Vehicle Extension (s)	2.0	2.0	2.0	2.0	2.0		2.0	5.0		2.0	5.0	2.0
Minimum Gap (s)	2.0	2.0	2.0	2.0	2.0		2.0	2.0		2.0	2.0	2.0
Time Before Reduce (s)	0.0	0.0	0.0	0.0	0.0		0.0	25.0		0.0	25.0	0.0
Time To Reduce (s)	0.0	0.0	0.0	0.0	0.0		0.0	15.0		0.0	15.0	0.0
Recall Mode	None	C-Max	C-Max	None	C-Max		None	None		None	None	None
Walk Time (s)												
Flash Dont Walk (s)												
Pedestrian Calls (#/hr)												
v/c Ratio	0.88	0.50	0.04	0.54	0.97	0.50	0.35	0.59	0.30	0.85	0.21	0.59
Control Delay	69.8	17.5	0.2	65.2	15.9	1.1	33.3	56.6	4.2	61.3	39.8	17.3

Lanes, Volumes, Timings
430: Wisconn Valley Way & BRAUN RD 12/13/2017

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	0.0	0.0
Total Delay	69.8	17.5	0.2	65.2	15.9	1.1	33.3	56.6	4.2	61.3	39.8	17.3
90th %ile Green (s)	11.5	51.5	51.5	13.0	53.0		9.5	12.0		17.5	20.0	11.5
90th %ile Term Code	Max	Coord	Coord	Gap	Coord		Max	Max		Max	Hold	Max
70th %ile Green (s)	11.5	53.3	53.3	11.2	53.0		9.5	12.0		17.5	20.0	11.5
70th %ile Term Code	Max	Coord	Coord	Gap	Coord		Max	Max		Max	Hold	Max
50th %ile Green (s)	11.5	54.6	54.6	9.9	53.0		9.5	12.0		17.5	20.0	11.5
50th %ile Term Code	Max	Coord	Coord	Gap	Coord		Max	Max		Max	Hold	Max
30th %ile Green (s)	11.5	55.9	55.9	8.6	53.0		9.1	12.0		17.5	20.4	11.5
30th %ile Term Code	Max	Coord	Coord	Gap	Coord		Gap	Max		Max	Hold	Max
10th %ile Green (s)	11.5	59.9	59.9	8.0	56.4		8.0	12.0		14.1	18.1	11.5
10th %ile Term Code	Hold	Coord	Coord	Min	Coord		Min	Max		Gap	Hold	Hold
Queue Length 50th (ft)	98	247	0	61	306	0	71	80	0	150	44	117
Queue Length 95th (ft)	#186	261	m0	m61	m#428	m6	122	121	22	#228	75	95
Internal Link Dist (ft)		1070			1713			1673			1277	
Turn Bay Length (ft)	350		350	350		350	350		350	350		350
Base Capacity (vph)	333	2979	795	623	2905	1020	367	358	530	507	599	874
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.88	0.50	0.04	0.26	0.97	0.50	0.35	0.59	0.22	0.82	0.20	0.59

Intersection Summary	
Area Type:	Other
Cycle Length: 115	
Actuated Cycle Length: 115	
Offset: 4 (3%), Referenced to phase 4:EBT and 8:WBT, Start of 1st Green	
Natural Cycle: 100	
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: 430: Wisconn Valley Way & BRAUN RD



TADI Synchro 10 Report
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Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	275	1400	30	150	2650	480	120	200	110	390	115	485
Future Volume (veh/h)	275	1400	30	150	2650	480	120	200	110	390	115	485
Number	7	4	14	3	8	18	1	6	16	5	2	12
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1810	1810	1810	1810	1810	1810	1810	1810	1810	1810	1810	1810
Adj Flow Rate, veh/h	293	1489	16	160	2819	256	128	213	58	415	122	261
Adj No. of Lanes	2	4	1	2	4	1	1	2	1	2	2	2
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, %	5	5	5	5	5	5	5	5	5	5	5	5
Cap, veh/h	1775	5825	1439	231	2869	927	338	359	267	475	632	1935
Arrive On Green	0.18	0.31	0.31	0.07	0.46	0.46	0.08	0.10	0.10	0.05	0.06	0.06
Sat Flow, veh/h	3343	6225	1538	3343	6225	1538	1723	3438	1538	3343	3438	2707
Grp Volume(v), veh/h	293	1489	16	160	2819	256	128	213	58	415	122	261
Grp Sat Flow(s),veh/h/ln	1672	1556	1538	1672	1556	1538	1723	1719	1538	1672	1719	1354
Q Serve(g_s), s	8.6	20.6	0.8	5.4	51.3	0.0	6.8	6.8	4.5	14.2	3.9	1.5
Cycle Q Clear(g_c), s	8.6	20.6	0.8	5.4	51.3	0.0	6.8	6.8	4.5	14.2	3.9	1.5
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	1775	5825	1439	231	2869	927	338	359	267	475	632	1935
V/C Ratio(X)	0.17	0.26	0.01	0.69	0.98	0.28	0.38	0.59	0.22	0.87	0.19	0.13
Avail Cap(c_a), veh/h	1775	5825	1439	625	2869	927	350	359	267	509	632	1935
HCM Platoon Ratio	0.33	0.33	0.33	1.00	1.00	1.00	1.00	1.00	1.00	0.33	0.33	0.33
Upstream Filter(I)	0.90	0.90	0.90	1.00	1.00	1.00	1.00	1.00	1.00	0.86	0.86	0.86
Uniform Delay (d), s/veh	25.8	9.7	2.8	52.3	30.5	10.9	34.1	49.2	60.6	53.8	45.9	20.6
Incr Delay (d2), s/veh	0.0	0.1	0.0	1.4	13.2	0.7	0.3	4.0	0.9	12.2	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	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	7.1	13.6	0.6	4.6	32.7	7.3	5.9	6.2	3.5	11.5	3.4	4.9
LnGrp Delay(d),s/veh	25.8	9.8	2.9	53.7	43.7	11.6	34.4	53.2	61.4	66.0	46.2	20.6
LnGrp LOS	C	A	A	D	D	B	C	D	E	E	D	C
Approach Vol, veh/h		1798			3235			399			798	
Approach Delay, s/veh		12.3			41.7			48.4			48.1	
Approach LOS		B			D			D			D	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	13.2	27.1	12.5	114.6	22.3	18.0	68.0	59.0
Change Period (Y+Rc), s	4.5	6.0	4.5	6.0	6.0	* 6	6.0	* 6
Max Green Setting (Gmax), s	9.5	20.0	21.5	43.0	17.5	* 12	11.5	* 53
Max Q Clear Time (g_c+I1), s	8.8	5.9	7.4	22.6	16.2	8.8	10.6	53.3
Green Ext Time (p_c), s	0.0	2.8	0.2	7.4	0.1	0.7	0.1	0.0

Intersection Summary	
HCM 2010 Ctrl Delay	34.5
HCM 2010 LOS	C

Notes

HCM 2010 Signalized Intersection Summary
430: Wisconn Valley Way & BRAUN RD 12/13/2017

* HCM 2010 computational engine requires equal clearance times for the phases crossing the barrier.

TADI Synchro 10 Report
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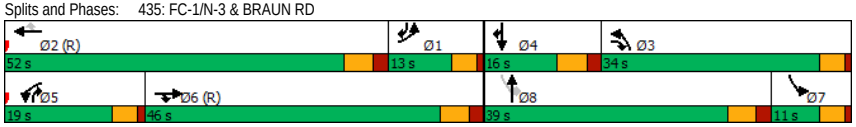
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	60	1275	565	210	2275	10	775	1	295	30	1	230
Future Volume (vph)	60	1275	565	210	2275	10	775	1	295	30	1	230
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	200		200	200		200	0		0	0		0
Storage Lanes	2		1	2		1	2		1	1		1
Taper Length (ft)	100			100			100			100		
Right Turn on Red			Yes			Yes			Yes			Yes
Link Speed (mph)		40			40			25			25	
Link Distance (ft)		1318			2538			651			891	
Travel Time (s)		22.5			43.3			17.8			24.3	
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%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	5%	5%	5%	5%	5%	5%	5%	5%	5%	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)	64	1356	601	223	2420	11	824	1	314	32	1	245
Turn Type	Prot	NA	pt+ov	Prot	NA	Perm	Prot	NA	pm+ov	D.P+P	NA	pt+ov
Protected Phases	1	6	6 3	5	2		3	8	5	7	4	4 1
Permitted Phases						2			8	8		
Detector Phase	1	6	6 3	5	2	2	3	8	5	7	4	4 1
Switch Phase												
Minimum Initial (s)	8.0	12.0		8.0	12.0	12.0	8.0	10.0	8.0	6.0	10.0	
Minimum Split (s)	12.5	18.0		12.5	18.0	18.0	12.5	16.0	12.5	10.5	16.0	
Total Split (s)	13.0	46.0		19.0	52.0	52.0	34.0	39.0	19.0	11.0	16.0	
Total Split (%)	11.3%	40.0%		16.5%	45.2%	45.2%	29.6%	33.9%	16.5%	9.6%	13.9%	
Maximum Green (s)	8.5	40.0		14.5	46.0	46.0	29.5	33.0	14.5	6.5	10.0	
Yellow Time (s)	3.5	4.0		3.5	4.0	4.0	3.5	4.0	3.5	3.5	4.0	
All-Red Time (s)	1.0	2.0		1.0	2.0	2.0	1.0	2.0	1.0	1.0	2.0	
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	6.0		4.5	6.0	6.0	4.5	6.0	4.5	4.5	6.0	
Lead/Lag	Lag	Lag		Lead	Lead	Lead	Lag	Lead	Lead	Lag	Lead	
Lead-Lag Optimize?	Yes	Yes		Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	
Vehicle Extension (s)	2.0	5.0		2.0	5.0	5.0	2.0	2.0	2.0	2.0	2.0	
Minimum Gap (s)	2.0	2.0		2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	
Time Before Reduce (s)	0.0	25.0		0.0	25.0	25.0	0.0	0.0	0.0	0.0	0.0	
Time To Reduce (s)	0.0	15.0		0.0	15.0	15.0	0.0	0.0	0.0	0.0	0.0	
Recall Mode	None	C-Max		None	C-Max	C-Max	None	None	None	None	None	
Walk Time (s)												
Flash Dont Walk (s)												
Pedestrian Calls (#/hr)												
v/c Ratio	0.26	0.59	0.53	0.64	0.97	0.02	0.96	0.00	0.46	0.05	0.01	0.55
Control Delay	47.4	24.5	9.3	48.9	32.6	0.0	65.8	46.0	16.1	22.0	48.0	18.5

Lanes, Volumes, Timings
435: FC-1/N-3 & BRAUN RD 12/13/2017

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	0.0	0.0
Total Delay	47.4	24.5	9.3	48.9	32.6	0.0	65.8	46.0	16.1	22.0	48.0	18.5
90th %ile Green (s)	8.5	40.0		14.5	46.0	46.0	29.5	10.0	14.5	29.5	10.0	
90th %ile Term Code	Max	Coord		Max	Coord	Coord	Max	Min	Max	Hold	Max	
70th %ile Green (s)	8.5	40.0		14.5	46.0	46.0	29.5	0.0	14.5	45.5	10.0	
70th %ile Term Code	Max	Coord		Max	Coord	Coord	Max	Skip	Max	Hold	Max	
50th %ile Green (s)	8.5	42.5		12.0	46.0	46.0	29.5	44.0	12.0	0.0	10.0	
50th %ile Term Code	Max	Coord		Gap	Coord	Coord	Max	Hold	Gap	Skip	Max	
30th %ile Green (s)	8.5	44.0		10.5	46.0	46.0	29.5	44.0	10.5	0.0	10.0	
30th %ile Term Code	Hold	Coord		Gap	Coord	Coord	Max	Hold	Gap	Skip	Max	
10th %ile Green (s)	8.5	46.1		8.4	46.0	46.0	29.5	44.0	8.4	0.0	10.0	
10th %ile Term Code	Hold	Coord		Gap	Coord	Coord	Max	Hold	Gap	Skip	Max	
Queue Length 50th (ft)	24	247	202	79	486	0	311	0	57	14	1	46
Queue Length 95th (ft)	m44	294	m299	m109	#599	m0	#438	6	108	35	6	129
Internal Link Dist (ft)		1238			2458			571			811	
Turn Bay Length (ft)	200		200	200		200						
Base Capacity (vph)	246	2301	1136	420	2490	726	855	623	719	588	157	444
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.26	0.59	0.53	0.53	0.97	0.02	0.96	0.00	0.44	0.05	0.01	0.55

Intersection Summary
Area Type: Other
Cycle Length: 115
Actuated Cycle Length: 115
Offset: 73 (63%), Referenced to phase 2:WBT and 6:EBT, Start of 1st Green
Natural Cycle: 110
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: 435: FC-1/N-3 & BRAUN RD



TADI Synchro 10 Report
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Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	60	1275	565	210	2275	10	775	1	295	30	1	230
Future Volume (veh/h)	60	1275	565	210	2275	10	775	1	295	30	1	230
Number	1	6	16	5	2	12	3	8	18	7	4	14
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1810	1810	1810	1810	1810	1810	1810	1810	1810	1810	1810	1810
Adj Flow Rate, veh/h	64	1356	303	223	2420	6	824	1	160	32	1	123
Adj No. of Lanes	2	4	1	2	4	1	2	1	1	1	1	1
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, %	5	5	5	5	5	5	5	5	5	5	5	5
Cap, veh/h	204	2433	996	278	2490	615	858	157	262	607	157	227
Arrive On Green	0.06	0.39	0.39	0.17	0.80	0.80	0.26	0.09	0.09	0.26	0.09	0.09
Sat Flow, veh/h	3343	6225	1538	3343	6225	1538	3343	1810	1538	1723	1810	1538
Grp Volume(v), veh/h	64	1356	303	223	2420	6	824	1	160	32	1	123
Grp Sat Flow(s),veh/h/ln	1672	1556	1538	1672	1556	1538	1672	1810	1538	1723	1810	1538
Q Serve(g_s), s	2.1	19.5	3.4	7.4	40.2	0.1	28.0	0.1	5.9	0.0	0.1	1.5
Cycle Q Clear(g_c), s	2.1	19.5	3.4	7.4	40.2	0.1	28.0	0.1	5.9	0.0	0.1	1.5
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	204	2433	996	278	2490	615	858	157	262	607	157	227
V/C Ratio(X)	0.31	0.56	0.30	0.80	0.97	0.01	0.96	0.01	0.61	0.05	0.01	0.54
Avail Cap(c_a), veh/h	247	2433	996	422	2490	615	858	519	569	607	157	227
HCM Platoon Ratio	1.00	1.00	1.00	2.00	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	0.64	0.64	0.64	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	51.7	27.3	2.5	47.0	10.9	6.9	42.2	48.0	18.2	25.5	48.0	45.4
Incr Delay (d2), s/veh	0.3	0.9	0.8	2.2	9.3	0.0	21.5	0.0	0.9	0.0	0.0	1.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	1.8	13.3	3.3	5.9	23.1	0.1	21.9	0.1	4.6	1.2	0.1	1.3
LnGrp Delay(d),s/veh	52.0	28.2	3.2	49.3	20.2	6.9	63.7	48.0	19.1	25.5	48.0	46.8
LnGrp LOS	D	C	A	D	C	A	E	D	B	C	D	D
Approach Vol, veh/h		1723			2649			985			156	
Approach Delay, s/veh		24.7			22.6			56.4			42.5	
Approach LOS		C			C			E			D	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	13.0	52.0	34.0	16.0	14.1	50.9	34.0	16.0
Change Period (Y+Rc), s	6.0	* 6	4.5	6.0	4.5	6.0	4.5	6.0
Max Green Setting (Gmax), s	8.5	* 46	29.5	10.0	14.5	40.0	6.5	33.0
Max Q Clear Time (g_c+I1), s	4.1	42.2	30.0	3.5	9.4	21.5	2.0	7.9
Green Ext Time (p_c), s	0.0	3.8	0.0	0.1	0.2	14.7	0.0	0.3

Intersection Summary	
HCM 2010 Ctrl Delay	29.9
HCM 2010 LOS	C

Notes

HCM 2010 Signalized Intersection Summary
435: FC-1/N-3 & BRAUN RD 12/13/2017

* HCM 2010 computational engine requires equal clearance times for the phases crossing the barrier.

TADI Synchro 10 Report
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Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	55	1530	15	5	2275	10	20	1	10	40	1	200
Future Volume (vph)	55	1530	15	5	2275	10	20	1	10	40	1	200
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)	200		200	200		200	0		0	0		0
Storage Lanes	1		0	1		1	0		1	0		1
Taper Length (ft)	100			100			100			100		
Right Turn on Red			Yes			Yes			Yes			Yes
Link Speed (mph)		40			40			25			25	
Link Distance (ft)		2538			1725			716			880	
Travel Time (s)		43.3			29.4			19.5			24.0	
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%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	5%	5%	5%	5%	5%	5%	5%	5%	5%	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)	59	1628	16	5	2420	11	0	22	11	0	44	213
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	12.0	12.0	6.0	12.0	12.0	10.0	10.0	10.0	10.0	10.0	10.0
Minimum Split (s)	10.5	18.0	18.0	10.5	18.0	18.0	16.0	16.0	16.0	16.0	16.0	16.0
Total Split (s)	12.0	79.0	79.0	11.0	78.0	78.0	25.0	25.0	25.0	25.0	25.0	25.0
Total Split (%)	10.4%	68.7%	68.7%	9.6%	67.8%	67.8%	21.7%	21.7%	21.7%	21.7%	21.7%	21.7%
Maximum Green (s)	7.5	73.0	73.0	6.5	72.0	72.0	19.0	19.0	19.0	19.0	19.0	19.0
Yellow Time (s)	3.5	4.0	4.0	3.5	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	1.0	2.0	2.0	1.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
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	6.0	6.0	4.5	6.0	6.0		6.0	6.0		6.0	6.0
Lead/Lag	Lag	Lag	Lag	Lead	Lead	Lead						
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes						
Vehicle Extension (s)	2.0	5.0	5.0	2.0	5.0	5.0	2.0	2.0	2.0	2.0	2.0	2.0
Minimum Gap (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Time Before Reduce (s)	0.0	25.0	25.0	0.0	25.0	25.0	0.0	0.0	0.0	0.0	0.0	0.0
Time To Reduce (s)	0.0	15.0	15.0	0.0	15.0	15.0	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 Dont Walk (s)												
Pedestrian Calls (#/hr)												
v/c Ratio	0.34	0.43	0.01	0.02	0.70	0.01		0.15	0.04		0.30	0.74
Control Delay	24.3	2.7	0.0	0.6	5.1	0.0		46.3	0.2		50.8	35.8

Lanes, Volumes, Timings
440: FC-2/N-4 & BRAUN RD 12/13/2017

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	24.3	2.7	0.0	0.6	5.1	0.0		46.3	0.2		50.8	35.8
90th %ile Green (s)	7.5	73.5	73.5	6.0	72.0	72.0	19.0	19.0	19.0	19.0	19.0	19.0
90th %ile Term Code	Max	Coord	Coord	Min	Coord	Coord	Hold	Hold	Hold	Max	Max	Max
70th %ile Green (s)	7.5	88.2	88.2	0.0	76.2	76.2	14.8	14.8	14.8	14.8	14.8	14.8
70th %ile Term Code	Hold	Coord	Coord	Skip	Coord	Coord	Hold	Hold	Hold	Gap	Gap	Gap
50th %ile Green (s)	7.5	91.7	91.7	0.0	79.7	79.7	11.3	11.3	11.3	11.3	11.3	11.3
50th %ile Term Code	Hold	Coord	Coord	Skip	Coord	Coord	Hold	Hold	Hold	Gap	Gap	Gap
30th %ile Green (s)	7.5	93.0	93.0	0.0	81.0	81.0	10.0	10.0	10.0	10.0	10.0	10.0
30th %ile Term Code	Hold	Coord	Coord	Skip	Coord	Coord	Hold	Hold	Hold	Min	Min	Min
10th %ile Green (s)	0.0	93.0	93.0	0.0	93.0	93.0	10.0	10.0	10.0	10.0	10.0	10.0
10th %ile Term Code	Skip	Coord	Coord	Skip	Coord	Coord	Hold	Hold	Hold	Min	Min	Min
Queue Length 50th (ft)	13	53	0	0	21	0		15	0		31	61
Queue Length 95th (ft)	m45	42	m0	m0	497	m0		39	0		64	138
Internal Link Dist (ft)		2458			1645			636			800	
Turn Bay Length (ft)	200		200	200		200						
Base Capacity (vph)	177	3774	1192	264	3452	1100		214	360		213	360
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	0.33	0.43	0.01	0.02	0.70	0.01		0.10	0.03		0.21	0.59

Intersection Summary	
Area Type:	Other
Cycle Length: 115	
Actuated Cycle Length: 115	
Offset: 4 (3%), Referenced to phase 2:EBWB and 6:EBWB, Start of 1st Green	
Natural Cycle: 65	
Control Type: Actuated-Coordinated	
m Volume for 95th percentile queue is metered by upstream signal.	

Splits and Phases: 440: FC-2/N-4 & BRAUN RD

TADI Synchro 10 Report
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Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	55	1530	15	5	2275	10	20	1	10	40	1	200
Future Volume (veh/h)	55	1530	15	5	2275	10	20	1	10	40	1	200
Number	1	6	16	5	2	12	3	8	18	7	4	14
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1810	1810	1810	1810	1810	1810	1900	1810	1810	1900	1810	1810
Adj Flow Rate, veh/h	59	1628	11	5	2420	6	21	1	6	43	1	107
Adj No. of Lanes	1	3	1	1	3	1	0	1	1	0	1	1
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, %	5	5	5	5	5	5	5	5	5	5	5	5
Cap, veh/h	315	3763	1172	219	3093	963	184	7	134	182	4	134
Arrive On Green	0.04	0.25	0.25	0.01	0.42	0.42	0.09	0.09	0.09	0.09	0.09	0.09
Sat Flow, veh/h	1723	4940	1538	1723	4940	1538	1408	84	1538	1384	41	1538
Grp Volume(v), veh/h	59	1628	11	5	2420	6	22	0	6	44	0	107
Grp Sat Flow(s),veh/h/ln	1723	1647	1538	1723	1647	1538	1492	0	1538	1425	0	1538
Q Serve(g_s), s	0.0	31.8	0.6	0.1	48.7	0.3	0.0	0.0	0.4	1.8	0.0	7.8
Cycle Q Clear(g_c), s	0.0	31.8	0.6	0.1	48.7	0.3	1.3	0.0	0.4	3.1	0.0	7.8
Prop In Lane	1.00		1.00	1.00		1.00	0.95		1.00	0.98		1.00
Lane Grp Cap(c), veh/h	315	3763	1172	219	3093	963	191	0	134	186	0	134
V/C Ratio(X)	0.19	0.43	0.01	0.02	0.78	0.01	0.12	0.00	0.04	0.24	0.00	0.80
Avail Cap(c_a), veh/h	315	3763	1172	304	3093	963	299	0	254	294	0	254
HCM Platoon Ratio	0.33	0.33	0.33	0.67	0.67	0.67	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.81	0.81	0.81	0.60	0.60	0.60	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	42.4	22.2	10.5	7.6	26.6	12.6	48.5	0.0	48.1	49.3	0.0	51.5
Incr Delay (d2), s/veh	0.1	0.3	0.0	0.0	1.2	0.0	0.1	0.0	0.1	0.2	0.0	4.1
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	3.3	20.4	0.5	0.1	28.5	0.2	1.2	0.0	0.3	2.4	0.0	6.3
LnGrp Delay(d),s/veh	42.5	22.5	10.5	7.6	27.8	12.6	48.6	0.0	48.2	49.5	0.0	55.6
LnGrp LOS	D	C	B	A	C	B	D		D	D		E
Approach Vol, veh/h		1698			2431			28			151	
Approach Delay, s/veh		23.1			27.8			48.5			53.8	
Approach LOS		C			C			D			D	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2		4	5	6		8
Phs Duration (G+Y+Rc), s	21.0	78.0		16.0	5.4	93.6		16.0
Change Period (Y+Rc), s	6.0	* 6		6.0	4.5	6.0		6.0
Max Green Setting (Gmax), s	7.5	* 72		19.0	6.5	73.0		19.0
Max Q Clear Time (g_c+I1), s	2.0	50.7		9.8	2.1	33.8		3.3
Green Ext Time (p_c), s	0.0	20.4		0.2	0.0	27.7		0.0

Intersection Summary	
HCM 2010 Ctrl Delay	27.0
HCM 2010 LOS	C

Notes

HCM 2010 Signalized Intersection Summary
440: FC-2/N-4 & BRAUN RD 12/13/2017

* HCM 2010 computational engine requires equal clearance times for the phases crossing the barrier.

TADI Synchro 10 Report
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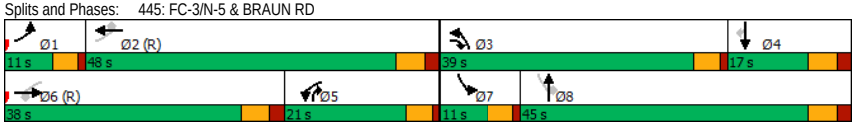
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	35	980	565	210	1370	10	775	1	295	50	1	145
Future Volume (vph)	35	980	565	210	1370	10	775	1	295	50	1	145
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	200		200	200		200	0		0	0		0
Storage Lanes	1		1	1		1	2		1	1		1
Taper Length (ft)	100			100			100			100		
Right Turn on Red			Yes			Yes			Yes			Yes
Link Speed (mph)		40			40			25			25	
Link Distance (ft)		1725			1726			580			904	
Travel Time (s)		29.4			29.4			15.8			24.7	
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%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	5%	5%	5%	5%	5%	5%	5%	5%	5%	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)	37	1043	601	223	1457	11	824	1	314	53	1	154
Turn Type	D.P+P	NA	pm+ov	D.P+P	NA	Perm	Prot	NA	pm+ov	D.P+P	NA	Perm
Protected Phases	1	6	3	5	2		3	8	5	7	4	
Permitted Phases	2		6	6		2			8	8		4
Detector Phase	1	6	3	5	2	2	3	8	5	7	4	4
Switch Phase												
Minimum Initial (s)	6.0	12.0	8.0	6.0	12.0	12.0	8.0	10.0	6.0	6.0	10.0	10.0
Minimum Split (s)	10.5	18.0	12.5	10.5	18.0	18.0	12.5	16.0	10.5	10.5	16.0	16.0
Total Split (s)	11.0	38.0	39.0	21.0	48.0	48.0	39.0	45.0	21.0	11.0	17.0	17.0
Total Split (%)	9.6%	33.0%	33.9%	18.3%	41.7%	41.7%	33.9%	39.1%	18.3%	9.6%	14.8%	14.8%
Maximum Green (s)	6.5	32.0	34.5	16.5	42.0	42.0	34.5	39.0	16.5	6.5	11.0	11.0
Yellow Time (s)	3.5	4.0	3.5	3.5	4.0	4.0	3.5	4.0	3.5	3.5	4.0	4.0
All-Red Time (s)	1.0	2.0	1.0	1.0	2.0	2.0	1.0	2.0	1.0	1.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.5	6.0	4.5	4.5	6.0	6.0	4.5	6.0	4.5	4.5	6.0	6.0
Lead/Lag	Lead	Lead	Lead	Lag	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Vehicle Extension (s)	2.0	5.0	2.0	2.0	5.0	5.0	2.0	2.0	2.0	2.0	2.0	2.0
Minimum Gap (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Time Before Reduce (s)	0.0	25.0	0.0	0.0	25.0	25.0	0.0	0.0	0.0	0.0	0.0	0.0
Time To Reduce (s)	0.0	15.0	0.0	0.0	15.0	15.0	0.0	0.0	0.0	0.0	0.0	0.0
Recall Mode	None	C-Max	None	None	C-Max	C-Max	None	None	None	None	None	None
Walk Time (s)												
Flash Dont Walk (s)												
Pedestrian Calls (#/hr)												
v/c Ratio	0.22	0.69	0.52	0.68	0.68	0.01	0.88	0.00	0.45	0.08	0.01	0.47
Control Delay	14.2	24.1	12.2	21.5	9.8	0.0	51.4	34.0	14.7	19.5	48.0	6.7

Lanes, Volumes, Timings
445: FC-3/N-5 & BRAUN RD 12/13/2017

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	0.0	0.0
Total Delay	14.2	24.1	12.2	21.5	9.8	0.0	51.4	34.0	14.7	19.5	48.0	6.7
90th %ile Green (s)	7.4	33.0	34.5	16.5	42.1	42.1	34.5	38.0	16.5	6.5	10.0	10.0
90th %ile Term Code	Gap	Coord	Max	Max	Coord	Coord	Max	Hold	Max	Max	Min	Min
70th %ile Green (s)	6.4	33.0	34.5	16.5	43.1	43.1	34.5	0.0	16.5	50.5	10.0	10.0
70th %ile Term Code	Gap	Coord	Max	Max	Coord	Coord	Max	Skip	Max	Hold	Min	Min
50th %ile Green (s)	6.0	33.3	34.2	16.5	43.8	43.8	34.2	0.0	16.5	50.2	10.0	10.0
50th %ile Term Code	Min	Coord	Gap	Hold	Coord	Coord	Gap	Skip	Hold	Hold	Min	Min
30th %ile Green (s)	0.0	36.6	30.9	16.5	57.6	57.6	30.9	45.4	16.5	0.0	10.0	10.0
30th %ile Term Code	Skip	Coord	Gap	Hold	Coord	Coord	Gap	Hold	Hold	Skip	Min	Min
10th %ile Green (s)	0.0	40.6	26.9	16.5	61.6	61.6	26.9	41.4	16.5	0.0	10.0	10.0
10th %ile Term Code	Skip	Coord	Gap	Hold	Coord	Coord	Gap	Hold	Hold	Skip	Min	Min
Queue Length 50th (ft)	17	282	262	58	152	0	293	1	102	22	1	0
Queue Length 95th (ft)	35	329	408	m97	m271	m0	369	4	81	47	6	20
Internal Link Dist (ft)		1645			1646			500			824	
Turn Bay Length (ft)	200		200	200		200						
Base Capacity (vph)	169	1516	1176	326	2132	752	1000	641	699	636	173	339
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.22	0.69	0.51	0.68	0.68	0.01	0.82	0.00	0.45	0.08	0.01	0.45

Intersection Summary
Area Type: Other
Cycle Length: 115
Actuated Cycle Length: 115
Offset: 73 (63%), Referenced to phase 2:EBWB and 6:EBWB, Start of 1st Green
Natural Cycle: 90
Control Type: Actuated-Coordinated
m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 445: FC-3/N-5 & BRAUN RD



TADI Synchro 10 Report
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Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	35	980	565	210	1370	10	775	1	295	50	1	145
Future Volume (veh/h)	35	980	565	210	1370	10	775	1	295	50	1	145
Number	1	6	16	5	2	12	3	8	18	7	4	14
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1810	1810	1810	1810	1810	1810	1810	1810	1810	1810	1810	1810
Adj Flow Rate, veh/h	37	1043	303	223	1457	6	824	1	160	53	1	80
Adj No. of Lanes	1	3	1	1	3	1	2	1	1	1	1	1
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, %	5	5	5	5	5	5	5	5	5	5	5	5
Cap, veh/h	191	1375	838	389	2114	658	891	562	744	504	157	134
Arrive On Green	0.01	0.09	0.09	0.17	0.43	0.43	0.27	0.31	0.31	0.04	0.09	0.09
Sat Flow, veh/h	1723	4940	1538	1723	4940	1538	3343	1810	1538	1723	1810	1538
Grp Volume(v), veh/h	37	1043	303	223	1457	6	824	1	160	53	1	80
Grp Sat Flow(s),veh/h/ln	1723	1647	1538	1723	1647	1538	1672	1810	1538	1723	1810	1538
Q Serve(g_s), s	1.4	23.7	4.2	7.2	27.5	0.3	27.6	0.0	1.1	2.4	0.1	5.8
Cycle Q Clear(g_c), s	1.4	23.7	4.2	7.2	27.5	0.3	27.6	0.0	1.1	2.4	0.1	5.8
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	191	1375	838	389	2114	658	891	562	744	504	157	134
V/C Ratio(X)	0.19	0.76	0.36	0.57	0.69	0.01	0.93	0.00	0.22	0.11	0.01	0.60
Avail Cap(c_a), veh/h	226	1375	838	389	2114	658	1003	614	787	528	173	147
HCM Platoon Ratio	0.33	0.33	0.33	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.91	0.91	0.91	0.52	0.52	0.52	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	21.1	48.5	6.6	40.3	26.7	18.9	41.1	27.3	7.4	24.8	48.0	50.6
Incr Delay (d2), s/veh	0.2	3.6	1.1	0.7	1.0	0.0	12.3	0.0	0.1	0.0	0.0	3.2
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	1.2	16.5	6.9	9.4	16.8	0.2	20.4	0.0	3.4	2.0	0.1	4.6
LnGrp Delay(d),s/veh	21.3	52.1	7.7	41.0	27.7	18.9	53.4	27.3	7.5	24.8	48.0	53.7
LnGrp LOS	C	D	A	D	C	B	D	C	A	C	D	D
Approach Vol, veh/h		1383			1686			985			134	
Approach Delay, s/veh		41.5			29.4			45.9			42.3	
Approach LOS		D			C			D			D	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	8.7	55.2	35.1	16.0	25.9	38.0	9.4	41.7
Change Period (Y+Rc), s	4.5	6.0	4.5	6.0	6.0	* 6	4.5	6.0
Max Green Setting (Gmax), s	6.5	42.0	34.5	11.0	16.5	* 32	6.5	39.0
Max Q Clear Time (g_c+I1), s	3.4	29.5	29.6	7.8	9.2	25.7	4.4	3.1
Green Ext Time (p_c), s	0.0	10.1	1.0	0.0	0.2	5.1	0.0	0.3

Intersection Summary	
HCM 2010 Ctrl Delay	37.7
HCM 2010 LOS	D

Notes

HCM 2010 Signalized Intersection Summary
445: FC-3/N-5 & BRAUN RD 12/13/2017

* HCM 2010 computational engine requires equal clearance times for the phases crossing the barrier.

TADI Synchro 10 Report
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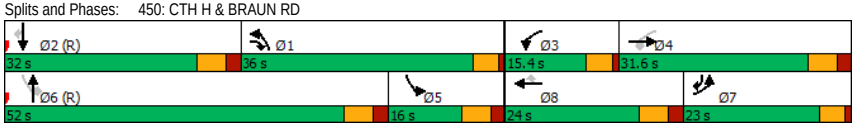
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	375	325	635	85	525	125	810	690	90	70	555	260
Future Volume (vph)	375	325	635	85	525	125	810	690	90	70	555	260
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	210		125	165		190	400		200	365		215
Storage Lanes	2		0	1		1	2		1	1		1
Taper Length (ft)	100			100			100			100		
Right Turn on Red			Yes			Yes			Yes			Yes
Link Speed (mph)		40			40			40			40	
Link Distance (ft)		1726			1167			1320			2631	
Travel Time (s)		29.4			19.9			22.5			44.8	
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%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	5%	5%	5%	5%	5%	5%	5%	5%	5%	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)	399	346	676	90	559	133	862	734	96	74	590	277
Turn Type	Prot	NA	pm+ov	D.P+P	NA	Perm	Prot	NA	Perm	D.P+P	NA	pm+ov
Protected Phases	7	4	1	3	8		1	6		5	2	7
Permitted Phases			4	4		8			6	6		2
Detector Phase	7	4	1	3	8	8	1	6	6	5	2	7
Switch Phase												
Minimum Initial (s)	8.0	12.0	8.0	5.0	12.0	12.0	8.0	10.0	10.0	10.0	10.0	8.0
Minimum Split (s)	12.5	18.0	12.5	9.5	18.0	18.0	12.5	16.0	16.0	16.0	16.0	12.5
Total Split (s)	23.0	31.6	36.0	15.4	24.0	24.0	36.0	52.0	52.0	16.0	32.0	23.0
Total Split (%)	20.0%	27.5%	31.3%	13.4%	20.9%	20.9%	31.3%	45.2%	45.2%	13.9%	27.8%	20.0%
Maximum Green (s)	18.5	25.6	31.5	10.9	18.0	18.0	31.5	46.0	46.0	10.0	26.0	18.5
Yellow Time (s)	3.5	4.0	3.5	3.5	4.0	4.0	3.5	4.0	4.0	4.0	4.0	3.5
All-Red Time (s)	1.0	2.0	1.0	1.0	2.0	2.0	1.0	2.0	2.0	2.0	2.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.5	6.0	4.5	4.5	6.0	6.0	4.5	6.0	6.0	6.0	6.0	4.5
Lead/Lag	Lag	Lag	Lag	Lead	Lead	Lead	Lag	Lead	Lead	Lag	Lead	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes			Yes	Yes	Yes
Vehicle Extension (s)	3.0	3.0	3.0	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	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	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	0.0	0.0	0.0
Recall Mode	None	None	None	None	None	None	None	C-Max	C-Max	None	C-Max	None
Walk Time (s)												
Flash Dont Walk (s)												
Pedestrian Calls (#/hr)												
v/c Ratio	0.79	0.53	0.74	0.30	0.76	0.33	0.95	0.48	0.12	0.20	0.70	0.35
Control Delay	34.9	23.2	22.0	27.6	54.2	3.3	47.8	12.2	0.3	12.1	20.2	1.9

Lanes, Volumes, Timings
450: CTH H & BRAUN RD 12/13/2017

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	0.0	0.0
Total Delay	34.9	23.2	22.0	27.6	54.2	3.3	47.8	12.2	0.3	12.1	20.2	1.9
90th %ile Green (s)	18.5	25.6	31.5	10.9	18.0	18.0	31.5	46.0	46.0	10.0	26.0	18.5
90th %ile Term Code	Max	Hold	Max	Max	Max	Max	Max	Coord	Coord	Max	Coord	Max
70th %ile Green (s)	18.5	25.7	31.5	10.8	18.0	18.0	31.5	46.0	46.0	10.0	26.0	18.5
70th %ile Term Code	Max	Hold	Max	Gap	Max	Max	Max	Coord	Coord	Max	Coord	Max
50th %ile Green (s)	18.5	27.0	31.5	9.5	18.0	18.0	31.5	46.0	46.0	10.0	26.0	18.5
50th %ile Term Code	Max	Hold	Max	Gap	Max	Max	Max	Coord	Coord	Max	Coord	Max
30th %ile Green (s)	17.0	26.2	31.5	8.3	17.5	17.5	31.5	48.0	48.0	10.0	28.0	17.0
30th %ile Term Code	Gap	Hold	Max	Gap	Gap	Gap	Max	Coord	Coord	Max	Coord	Gap
10th %ile Green (s)	14.1	32.9	31.4	0.0	14.3	14.3	31.4	70.1	70.1	0.0	34.2	14.1
10th %ile Term Code	Gap	Hold	Gap	Skip	Gap	Gap	Gap	Coord	Coord	Skip	Coord	Gap
Queue Length 50th (ft)	81	52	204	44	146	0	353	118	0	13	167	0
Queue Length 95th (ft)	150	104	288	81	189	10	m#418	m133	m0	m24	m224	m1
Internal Link Dist (ft)		1646			1087			1240			2551	
Turn Bay Length (ft)	210		125	165		190	400		200	365		215
Base Capacity (vph)	536	648	901	320	773	408	913	1531	787	367	838	782
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.74	0.53	0.75	0.28	0.72	0.33	0.94	0.48	0.12	0.20	0.70	0.35

Intersection Summary	
Area Type:	Other
Cycle Length: 115	
Actuated Cycle Length: 115	
Offset: 15 (13%), Referenced to phase 2:SBT and 6:NBSB, Start of 1st Green	
Natural Cycle: 90	
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: 450: CTH H & BRAUN RD



TADI Synchro 10 Report
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Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	375	325	635	85	525	125	810	690	90	70	555	260
Future Volume (veh/h)	375	325	635	85	525	125	810	690	90	70	555	260
Number	7	4	14	3	8	18	1	6	16	5	2	12
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1810	1810	1810	1810	1810	1810	1810	1810	1810	1810	1810	1810
Adj Flow Rate, veh/h	399	346	357	90	559	69	862	734	48	74	590	139
Adj No. of Lanes	2	2	1	1	3	1	2	2	1	1	2	1
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, %	5	5	5	5	5	5	5	5	5	5	5	5
Cap, veh/h	457	634	806	253	681	212	972	1375	615	409	777	558
Arrive On Green	0.23	0.39	0.39	0.05	0.14	0.14	0.19	0.27	0.27	0.12	0.23	0.23
Sat Flow, veh/h	3343	2714	1538	1723	4940	1538	3343	3438	1538	1723	3438	1538
Grp Volume(v), veh/h	399	346	357	90	559	69	862	734	48	74	590	139
Grp Sat Flow(s),veh/h/ln	1672	1357	1538	1723	1647	1538	1672	1719	1538	1723	1719	1538
Q Serve(g_s), s	13.2	11.4	3.2	4.5	12.7	4.7	28.9	21.0	2.0	0.0	18.4	0.0
Cycle Q Clear(g_c), s	13.2	11.4	3.2	4.5	12.7	4.7	28.9	21.0	2.0	0.0	18.4	0.0
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	457	634	806	253	681	212	972	1375	615	409	777	558
V/C Ratio(X)	0.87	0.55	0.44	0.36	0.82	0.33	0.89	0.53	0.08	0.18	0.76	0.25
Avail Cap(c_a), veh/h	538	634	806	323	773	241	972	1375	615	409	777	558
HCM Platoon Ratio	1.67	1.67	1.67	1.00	1.00	1.00	0.67	0.67	0.67	1.00	1.00	1.00
Upstream Filter(I)	0.76	0.76	0.76	1.00	1.00	1.00	0.64	0.64	0.64	1.00	1.00	1.00
Uniform Delay (d), s/veh	43.4	30.3	4.9	31.4	48.2	44.7	44.5	32.9	15.1	28.6	41.6	25.7
Incr Delay (d2), s/veh	10.4	0.7	0.3	0.8	6.3	0.9	6.8	1.0	0.2	0.2	6.9	1.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	10.5	7.3	5.5	4.0	10.2	3.7	19.2	14.3	1.6	3.2	14.6	5.9
LnGrp Delay(d),s/veh	53.8	31.1	5.2	32.3	54.5	45.6	51.2	33.9	15.2	28.9	48.4	26.7
LnGrp LOS	D	C	A	C	D	D	D	C	B	C	D	C
Approach Vol, veh/h		1102			718			1644			803	
Approach Delay, s/veh		30.9			50.9			42.4			42.9	
Approach LOS		C			D			D			D	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	39.4	32.0	10.7	32.9	19.4	52.0	21.7	21.9
Change Period (Y+Rc), s	6.0	* 6	4.5	6.0	6.0	6.0	6.0	* 6
Max Green Setting (Gmax), s	31.5	* 26	10.9	25.6	10.0	46.0	18.5	* 18
Max Q Clear Time (g_c+I1), s	30.9	20.4	6.5	13.4	2.0	23.0	15.2	14.7
Green Ext Time (p_c), s	0.3	2.0	0.1	2.7	0.1	5.1	0.5	1.2

Intersection Summary	
HCM 2010 Ctrl Delay	41.0
HCM 2010 LOS	D

Notes

HCM 2010 Signalized Intersection Summary
450: CTH H & BRAUN RD 12/13/2017

* HCM 2010 computational engine requires equal clearance times for the phases crossing the barrier.

TADI Synchro 10 Report
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Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	445	40	20	600	135	90
Future Volume (vph)	445	40	20	600	135	90
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)		200	200		0	0
Storage Lanes		0	1		1	1
Taper Length (ft)			100		100	
Link Speed (mph)	40			40	25	
Link Distance (ft)	1167			1166	902	
Travel Time (s)	19.9			19.9	24.6	
Confl. Peds. (#/hr)						
Confl. Bikes (#/hr)						
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94
Growth Factor	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	5%	5%	5%	5%	5%	5%
Bus Blockages (#/hr)	0	0	0	0	0	0
Parking (#/hr)						
Mid-Block Traffic (%)	0%			0%	0%	
Shared Lane Traffic (%)						
Lane Group Flow (vph)	473	43	21	638	144	96
Sign Control	Free			Free	Stop	

Intersection Summary	
Area Type:	Other
Control Type: Unsignalized	

Intersection	
Int Delay, s/veh	3.3

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	445	40	20	600	135	90
Future Vol, veh/h	445	40	20	600	135	90
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	200	-	0	0
Veh in Median Storage, #	0	-	-	0	1	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	94	94	94	94	94	94
Heavy Vehicles, %	5	5	5	5	5	5
Mvmt Flow	473	43	21	638	144	96

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	516	0	1153	473
Stage 1	-	-	-	-	473	-
Stage 2	-	-	-	-	680	-
Critical Hdwy	-	-	4.15	-	6.45	6.25
Critical Hdwy Stg 1	-	-	-	-	5.45	-
Critical Hdwy Stg 2	-	-	-	-	5.45	-
Follow-up Hdwy	-	-	2.245	-	3.545	3.345
Pot Cap-1 Maneuver	-	-	1035	-	215	585
Stage 1	-	-	-	-	621	-
Stage 2	-	-	-	-	498	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1035	-	211	585
Mov Cap-2 Maneuver	-	-	-	-	338	-
Stage 1	-	-	-	-	609	-
Stage 2	-	-	-	-	498	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0.3	18.9
HCM LOS			C

Minor Lane/Major Mvmt	NBLn1	NBLn2	EBT	EBR	WBL	WBT
Capacity (veh/h)	338	585	-	-	1035	-
HCM Lane V/C Ratio	0.425	0.164	-	-	0.021	-
HCM Control Delay (s)	23.3	12.4	-	-	8.6	-
HCM Lane LOS	C	B	-	-	A	-
HCM 95th %tile Q(veh)	2	0.6	-	-	0.1	-

Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	425	110	25	220	400	90
Future Volume (vph)	425	110	25	220	400	90
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)		200	200		0	0
Storage Lanes		1	1		1	1
Taper Length (ft)			100		100	
Link Speed (mph)	40			40	25	
Link Distance (ft)	1434			1497	989	
Travel Time (s)	24.4			25.5	27.0	
Confl. Peds. (#/hr)						
Confl. Bikes (#/hr)						
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94
Growth Factor	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	5%	5%	5%	5%	5%	5%
Bus Blockages (#/hr)	0	0	0	0	0	0
Parking (#/hr)						
Mid-Block Traffic (%)	0%			0%	0%	
Shared Lane Traffic (%)						
Lane Group Flow (vph)	452	117	27	234	426	96
Sign Control	Free			Free	Stop	

Intersection Summary	
Area Type:	Other
Control Type: Unsignalized	

Intersection	
Int Delay, s/veh	17

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	425	110	25	220	400	90
Future Vol, veh/h	425	110	25	220	400	90
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	200	200	-	0	0
Veh in Median Storage, #	0	-	-	0	1	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	94	94	94	94	94	94
Heavy Vehicles, %	5	5	5	5	5	5
Mvmt Flow	452	117	27	234	426	96

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	569	0	740	452
Stage 1	-	-	-	-	452	-
Stage 2	-	-	-	-	288	-
Critical Hdwy	-	-	4.15	-	6.45	6.25
Critical Hdwy Stg 1	-	-	-	-	5.45	-
Critical Hdwy Stg 2	-	-	-	-	5.45	-
Follow-up Hdwy	-	-	2.245	-	3.545	3.345
Pot Cap-1 Maneuver	-	-	989	-	~ 380	601
Stage 1	-	-	-	-	635	-
Stage 2	-	-	-	-	754	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	989	-	~ 370	601
Mov Cap-2 Maneuver	-	-	-	-	471	-
Stage 1	-	-	-	-	618	-
Stage 2	-	-	-	-	754	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0.9	43.7
HCM LOS			E

Minor Lane/Major Mvmt	NBLn1	NBLn2	EBT	EBR	WBL	WBT
Capacity (veh/h)	471	601	-	-	989	-
HCM Lane V/C Ratio	0.903	0.159	-	-	0.027	-
HCM Control Delay (s)	50.8	12.1	-	-	8.7	-
HCM Lane LOS	F	B	-	-	A	-
HCM 95th %tile Q(veh)	10.1	0.6	-	-	0.1	-

Notes			
~: Volume exceeds capacity	$: Delay exceeds 300s	+: Computation Not Defined	*: All major volume in platoon

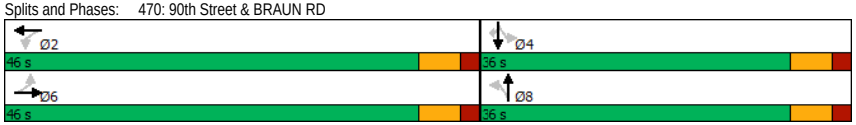
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	140	360	5	10	210	30	1	130	30	15	80	40
Future Volume (vph)	140	360	5	10	210	30	1	130	30	15	80	40
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	150		150	150		150	150		150	150		150
Storage Lanes	1		0	1		0	0		0	0		1
Taper Length (ft)	100			100			100			100		
Right Turn on Red			Yes			Yes			Yes			Yes
Link Speed (mph)		40			40			40			40	
Link Distance (ft)		1497			2104			2628			2696	
Travel Time (s)		25.5			35.9			44.8			46.0	
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%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	5%	5%	5%	5%	5%	5%	5%	5%	5%	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)	149	388	0	11	255	0	0	171	0	0	101	43
Turn Type	Perm	NA		Perm	NA		Perm	NA		Perm	NA	Perm
Protected Phases		6			2			8			4	
Permitted Phases	6			2			8			4		4
Detector Phase	6	6		2	2		8	8		4	4	4
Switch Phase												
Minimum Initial (s)	12.0	12.0		12.0	12.0		10.0	10.0		10.0	10.0	10.0
Minimum Split (s)	18.0	18.0		18.0	18.0		16.0	16.0		16.0	16.0	16.0
Total Split (s)	46.0	46.0		46.0	46.0		36.0	36.0		36.0	36.0	36.0
Total Split (%)	56.1%	56.1%		56.1%	56.1%		43.9%	43.9%		43.9%	43.9%	43.9%
Maximum Green (s)	40.0	40.0		40.0	40.0		30.0	30.0		30.0	30.0	30.0
Yellow Time (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	4.0
All-Red Time (s)	2.0	2.0		2.0	2.0		2.0	2.0		2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0		0.0	0.0			0.0			0.0	0.0
Total Lost Time (s)	6.0	6.0		6.0	6.0			6.0			6.0	6.0
Lead/Lag												
Lead-Lag Optimize?												
Vehicle Extension (s)	5.0	5.0		5.0	5.0		2.0	2.0		2.0	2.0	2.0
Minimum Gap (s)	2.0	2.0		2.0	2.0		2.0	2.0		2.0	2.0	2.0
Time Before Reduce (s)	25.0	25.0		25.0	25.0		25.0	25.0		25.0	25.0	25.0
Time To Reduce (s)	15.0	15.0		15.0	15.0		15.0	15.0		15.0	15.0	15.0
Recall Mode	Min	Min		Min	Min		None	None		None	None	None
Walk Time (s)												
Flash Dont Walk (s)												
Pedestrian Calls (#/hr)												
v/c Ratio	0.25	0.39		0.02	0.26			0.35			0.23	0.10
Control Delay	8.7	8.9		6.4	7.5			14.6			14.6	6.3

Lanes, Volumes, Timings
470: 90th Street & BRAUN RD 12/13/2017

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	8.7	8.9		6.4	7.5			14.6			14.6	6.3
90th %ile Green (s)	25.2	25.2		25.2	25.2		12.8	12.8		12.8	12.8	12.8
90th %ile Term Code	Gap	Gap		Hold	Hold		Gap	Gap		Hold	Hold	Hold
70th %ile Green (s)	19.2	19.2		19.2	19.2		10.0	10.0		10.0	10.0	10.0
70th %ile Term Code	Gap	Gap		Hold	Hold		Min	Min		Min	Min	Min
50th %ile Green (s)	16.1	16.1		16.1	16.1		10.0	10.0		10.0	10.0	10.0
50th %ile Term Code	Gap	Gap		Hold	Hold		Min	Min		Min	Min	Min
30th %ile Green (s)	13.7	13.7		13.7	13.7		10.0	10.0		10.0	10.0	10.0
30th %ile Term Code	Gap	Gap		Hold	Hold		Min	Min		Min	Min	Min
10th %ile Green (s)	27.0	27.0		27.0	27.0		0.0	0.0		0.0	0.0	0.0
10th %ile Term Code	Dwell	Dwell		Dwell	Dwell		Skip	Skip		Skip	Skip	Skip
Queue Length 50th (ft)	19	55		1	31			26			17	0
Queue Length 95th (ft)	51	117		7	72			80			54	18
Internal Link Dist (ft)		1417			2024			2548			2616	
Turn Bay Length (ft)	150			150								150
Base Capacity (vph)	1038	1723		919	1694			1365			1283	1198
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	0.14	0.23		0.01	0.15			0.13			0.08	0.04

Intersection Summary	
Area Type:	Other
Cycle Length: 82	
Actuated Cycle Length: 39.6	
Natural Cycle: 40	
Control Type: Actuated-Uncoordinated	
90th %ile Actuated Cycle: 50	
70th %ile Actuated Cycle: 41.2	
50th %ile Actuated Cycle: 38.1	
30th %ile Actuated Cycle: 35.7	
10th %ile Actuated Cycle: 33	

Splits and Phases: 470: 90th Street & BRAUN RD



TADI Synchro 10 Report
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HCM 2010 Signalized Intersection Summary
470: 90th Street & BRAUN RD

12/13/2017

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	140	360	5	10	210	30	1	130	30	15	80	40
Future Volume (veh/h)	140	360	5	10	210	30	1	130	30	15	80	40
Number	1	6	16	5	2	12	3	8	18	7	4	14
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1810	1810	1900	1810	1810	1900	1900	1810	1900	1900	1810	1810
Adj Flow Rate, veh/h	149	383	5	11	223	32	1	138	32	16	85	22
Adj No. of Lanes	1	1	0	1	1	0	0	1	0	0	1	1
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, %	5	5	5	5	5	5	5	5	5	5	5	5
Cap, veh/h	549	756	10	449	657	94	98	362	83	140	417	392
Arrive On Green	0.42	0.42	0.42	0.42	0.42	0.42	0.25	0.25	0.25	0.25	0.25	0.25
Sat Flow, veh/h	1088	1782	23	963	1548	222	3	1420	328	113	1636	1538
Grp Volume(v), veh/h	149	0	388	11	0	255	171	0	0	101	0	22
Grp Sat Flow(s),veh/h/ln	1088	0	1805	963	0	1770	1751	0	0	1749	0	1538
Q Serve(g_s), s	4.0	0.0	5.9	0.3	0.0	3.6	0.0	0.0	0.0	0.0	0.0	0.4
Cycle Q Clear(g_c), s	7.6	0.0	5.9	6.2	0.0	3.6	3.0	0.0	0.0	1.6	0.0	0.4
Prop In Lane	1.00		0.01	1.00		0.13	0.01		0.19	0.16		1.00
Lane Grp Cap(c), veh/h	549	0	766	449	0	751	543	0	0	557	0	392
V/C Ratio(X)	0.27	0.00	0.51	0.02	0.00	0.34	0.31	0.00	0.00	0.18	0.00	0.06
Avail Cap(c_a), veh/h	1251	0	1932	1071	0	1894	1500	0	0	1470	0	1234
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	0.00	0.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	9.8	0.0	7.9	10.2	0.0	7.2	11.5	0.0	0.0	11.0	0.0	10.5
Incr Delay (d2), s/veh	0.6	0.0	1.1	0.0	0.0	0.6	0.1	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	2.3	0.0	5.7	0.2	0.0	3.4	2.6	0.0	0.0	1.5	0.0	0.3
LnGrp Delay(d),s/veh	10.4	0.0	9.0	10.2	0.0	7.8	11.6	0.0	0.0	11.0	0.0	10.6
LnGrp LOS	B		A	B		A	B			B		B
Approach Vol, veh/h		537			266			171			123	
Approach Delay, s/veh		9.4			7.9			11.6			11.0	
Approach LOS		A			A			B			B	

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2		4		6		8
Phs Duration (G+Y+Rc), s		21.9		15.5		21.9		15.5
Change Period (Y+Rc), s		6.0		6.0		6.0		6.0
Max Green Setting (Gmax), s		40.0		30.0		40.0		30.0
Max Q Clear Time (g_c+I1), s		8.2		3.6		9.6		5.0
Green Ext Time (p_c), s		3.0		0.3		6.2		0.5

Intersection Summary	
HCM 2010 Ctrl Delay	9.6
HCM 2010 LOS	A

Lanes, Volumes, Timings
500: W. FRONTAGE RD & CTH KR

12/13/2017

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	5	235	5	5	470	5	1	5	1	5	5	5
Future Volume (vph)	5	235	5	5	470	5	1	5	1	5	5	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)	325		130	305		135	0		190	0		130
Storage Lanes	1		1	1		1	0		1	0		1
Taper Length (ft)	100			100			100			100		
Link Speed (mph)		40			40			60			60	
Link Distance (ft)		3127			1061			2031			2356	
Travel Time (s)		53.3			18.1			23.1			26.8	
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%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	5%	5%	5%	5%	5%	5%	5%	5%	5%	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)	5	250	5	5	500	5	0	6	1	0	10	5
Sign Control		Free			Free			Stop			Stop	

Intersection Summary	
Area Type:	Other
Control Type: Unsignalized	

HCM 2010 TWSC
500: W. FRONTAGE RD & CTH KR 12/13/2017

Intersection	
Int Delay, s/veh	0.6

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	5	235	5	5	470	5	1	5	1	5	5	5
Future Vol, veh/h	5	235	5	5	470	5	1	5	1	5	5	5
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	325	-	130	305	-	135	-	-	190	-	-	130
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	94	94	94	94	94	94	94	94	94	94	94	94
Heavy Vehicles, %	5	5	5	5	5	5	5	5	5	5	5	5
Mvmt Flow	5	250	5	5	500	5	1	5	1	5	5	5

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	505	0	0	255	0	0	778	775	250	776	775	500
Stage 1	-	-	-	-	-	-	260	260	-	510	510	-
Stage 2	-	-	-	-	-	-	518	515	-	266	265	-
Critical Hdwy	4.15	-	-	4.15	-	-	7.15	6.55	6.25	7.15	6.55	6.25
Critical Hdwy Stg 1	-	-	-	-	-	-	6.15	5.55	-	6.15	5.55	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.15	5.55	-	6.15	5.55	-
Follow-up Hdwy	2.245	-	-	2.245	-	-	3.545	4.045	3.345	3.545	4.045	3.345
Pot Cap-1 Maneuver	1044	-	-	1293	-	-	310	325	781	311	325	565
Stage 1	-	-	-	-	-	-	738	687	-	541	533	-
Stage 2	-	-	-	-	-	-	535	530	-	733	684	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1044	-	-	1293	-	-	301	322	781	305	322	565
Mov Cap-2 Maneuver	-	-	-	-	-	-	301	322	-	305	322	-
Stage 1	-	-	-	-	-	-	734	684	-	538	531	-
Stage 2	-	-	-	-	-	-	523	528	-	723	681	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0.2	0.1	15.6	15.1
HCM LOS			C	C

Minor Lane/Major Mvmt	NBLn1	NBLn2	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	318	781	1044	-	-	1293	-	-	313	565
HCM Lane V/C Ratio	0.02	0.001	0.005	-	-	0.004	-	-	0.034	0.009
HCM Control Delay (s)	16.6	9.6	8.5	-	-	7.8	-	-	16.9	11.4
HCM Lane LOS	C	A	A	-	-	A	-	-	C	B
HCM 95th %tile Q(veh)	0.1	0	0	-	-	0	-	-	0.1	0

Lanes, Volumes, Timings
510: IH 41/94 SB Ramps & CTH KR 12/13/2017

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	220	20	785	445	0	0	0	0	195	1650	35
Future Volume (vph)	0	220	20	785	445	0	0	0	0	195	1650	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		500	300		0	0		0	500		500
Storage Lanes	0		1	0		0	0		0	1		1
Taper Length (ft)	100			100			100			100		
Right Turn on Red			Yes			Yes			Yes			Yes
Link Speed (mph)		40			40			35			35	
Link Distance (ft)		1061			316			612			963	
Travel Time (s)		18.1			5.4			11.9			18.8	
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%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	5%	5%	5%	5%	5%	5%	5%	5%	5%	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)	0	234	21	835	473	0	0	0	0	0	1962	37
Turn Type		NA	Perm	Prot	NA					Split	NA	Perm
Protected Phases		6		5	2					4	4	
Permitted Phases			6									4
Detector Phase		6	6	5	2					4	4	4
Switch Phase												
Minimum Initial (s)		10.0	10.0	12.0	12.0					10.0	10.0	10.0
Minimum Split (s)		16.0	16.0	16.5	18.0					16.0	16.0	16.0
Total Split (s)		18.0	18.0	39.0	57.0					53.0	53.0	53.0
Total Split (%)		16.4%	16.4%	35.5%	51.8%					48.2%	48.2%	48.2%
Maximum Green (s)		12.0	12.0	34.5	51.0					47.0	47.0	47.0
Yellow Time (s)		4.0	4.0	3.5	4.0					4.0	4.0	4.0
All-Red Time (s)		2.0	2.0	1.0	2.0					2.0	2.0	2.0
Lost Time Adjust (s)		0.0	0.0	0.0	0.0						0.0	0.0
Total Lost Time (s)		6.0	6.0	4.5	6.0						6.0	6.0
Lead/Lag		Lead	Lead	Lag								
Lead-Lag Optimize?		Yes	Yes	Yes								
Vehicle Extension (s)		5.0	5.0	2.0	5.0					2.0	2.0	2.0
Minimum Gap (s)		2.0	2.0	2.0	2.0					2.0	2.0	2.0
Time Before Reduce (s)		25.0	25.0	0.0	25.0					0.0	0.0	0.0
Time To Reduce (s)		15.0	15.0	0.0	15.0					0.0	0.0	0.0
Recall Mode		C-Max	C-Max	None	C-Max					None	None	None
Walk Time (s)												
Flash Dont Walk (s)												
Pedestrian Calls (#/hr)												
v/c Ratio		0.62	0.08	0.80	0.72						0.94	0.05
Control Delay		54.7	0.7	23.6	20.8						40.0	0.1

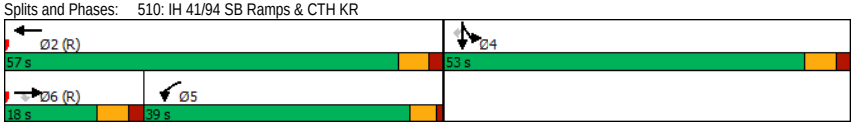
Lanes, Volumes, Timings
510: IH 41/94 SB Ramps & CTH KR

12/13/2017

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Queue Delay		0.0	0.0	1.0	0.3						0.0	0.0
Total Delay		54.7	0.7	24.6	21.1						40.0	0.1
90th %ile Green (s)		12.0	12.0	34.5	51.0					47.0	47.0	47.0
90th %ile Term Code		Coord	Coord	Max	Coord					Max	Max	Max
70th %ile Green (s)		12.0	12.0	34.5	51.0					47.0	47.0	47.0
70th %ile Term Code		Coord	Coord	Hold	Coord					Max	Max	Max
50th %ile Green (s)		12.0	12.0	34.5	51.0					47.0	47.0	47.0
50th %ile Term Code		Coord	Coord	Hold	Coord					Max	Max	Max
30th %ile Green (s)		12.0	12.0	34.5	51.0					47.0	47.0	47.0
30th %ile Term Code		Coord	Coord	Hold	Coord					Max	Max	Max
10th %ile Green (s)		12.4	12.4	34.5	51.4					46.6	46.6	46.6
10th %ile Term Code		Coord	Coord	Hold	Coord					Gap	Gap	Gap
Queue Length 50th (ft)		84	0	287	230						473	0
Queue Length 95th (ft)		127	0	282	352						#588	0
Internal Link Dist (ft)		981			236			532			883	
Turn Bay Length (ft)			500	300								500
Base Capacity (vph)		377	248	1045	655						2100	708
Starvation Cap Reductn		0	0	66	21						0	0
Spillback Cap Reductn		0	0	0	0						0	0
Storage Cap Reductn		0	0	0	0						0	0
Reduced v/c Ratio		0.62	0.08	0.85	0.75						0.93	0.05

Intersection Summary	
Area Type:	Other
Cycle Length: 110	
Actuated Cycle Length: 110	
Offset: 16 (15%), Referenced to phase 2:WBT and 6:EBT, Start of 1st Green	
Natural Cycle: 90	
Control Type: Actuated-Coordinated	
# 95th percentile volume exceeds capacity, queue may be longer.	
Queue shown is maximum after two cycles.	

Splits and Phases: 510: IH 41/94 SB Ramps & CTH KR



HCM 2010 Signalized Intersection Summary
510: IH 41/94 SB Ramps & CTH KR

12/13/2017

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	220	20	785	445	0	0	0	0	195	1650	35
Future Volume (veh/h)	0	220	20	785	445	0	0	0	0	195	1650	35
Number	1	6	16	5	2	12				7	4	14
Initial Q (Qb), veh	0	0	0	0	0	0				0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00				1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	0	1810	1810	1810	1810	0				1900	1810	1810
Adj Flow Rate, veh/h	0	234	10	835	473	0				207	1755	21
Adj No. of Lanes	0	2	1	2	1	0				0	3	1
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	5	5	5	5	0				5	5	5
Cap, veh/h	0	375	168	1008	656	0				215	1947	655
Arrive On Green	0.00	0.11	0.11	0.10	0.15	0.00				0.43	0.43	0.43
Sat Flow, veh/h	0	3529	1538	3343	1810	0				504	4574	1538
Grp Volume(v), veh/h	0	234	10	835	473	0				733	1229	21
Grp Sat Flow(s),veh/h/ln	0	1719	1538	1672	1411	0				1784	1647	1538
Q Serve(g_s), s	0.0	7.2	0.6	27.0	35.1	0.0				44.0	37.6	0.9
Cycle Q Clear(g_c), s	0.0	7.2	0.6	27.0	35.1	0.0				44.0	37.6	0.9
Prop In Lane	0.00		1.00	1.00		0.00				0.28		1.00
Lane Grp Cap(c), veh/h	0	375	168	1008	656	0				760	1402	655
V/C Ratio(X)	0.00	0.62	0.06	0.83	0.72	0.00				0.96	0.88	0.03
Avail Cap(c_a), veh/h	0	375	168	1049	656	0				762	1407	657
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	0.91	0.91	0.00				1.00	1.00	1.00
Uniform Delay (d), s/veh	0.0	46.8	43.9	46.7	39.8	0.0				30.8	28.9	18.4
Incr Delay (d2), s/veh	0.0	7.6	0.7	4.6	6.2	0.0				24.0	6.3	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	6.9	0.5	18.8	20.9	0.0				35.1	25.3	0.7
LnGrp Delay(d),s/veh	0.0	54.5	44.6	51.4	45.9	0.0				54.8	35.2	18.4
LnGrp LOS		D	D	D	D					D	D	B
Approach Vol, veh/h		244			1308						1983	
Approach Delay, s/veh		54.1			49.4						42.3	
Approach LOS		D			D						D	

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2		4	5	6		
Phs Duration (G+Y+Rc), s		57.2		52.8	39.2	18.0		
Change Period (Y+Rc), s		6.0		6.0	6.0	* 6		
Max Green Setting (Gmax), s		51.0		47.0	34.5	* 12		
Max Q Clear Time (g_c+I1), s		37.1		46.0	29.0	9.2		
Green Ext Time (p_c), s		4.2		0.8	1.1	0.6		

Intersection Summary	
HCM 2010 Ctrl Delay	45.7
HCM 2010 LOS	D

Notes

* HCM 2010 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)	15	400	0	0	1165	330	65	845	495	0	0	0
Future Volume (vph)	15	400	0	0	1165	330	65	845	495	0	0	0
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)	300		0	500		500	500		500	0		0
Storage Lanes	1		0	1		1	0		2	0		0
Taper Length (ft)	100			100			100			100		
Right Turn on Red			Yes			Yes			Yes			Yes
Link Speed (mph)		40			40			35			35	
Link Distance (ft)		316			405			646			966	
Travel Time (s)		5.4			6.9			12.6			18.8	
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%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	5%	5%	5%	5%	5%	5%	5%	5%	5%	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)	16	426	0	0	1239	351	0	968	527	0	0	0
Turn Type	D.P+P	NA			NA	Perm	Split	NA	Prot			
Protected Phases	1	6			2		8	8	8			
Permitted Phases	2					2						
Detector Phase	1	6			2	2	8	8	8			
Switch Phase												
Minimum Initial (s)	5.0	12.0			12.0	12.0	10.0	10.0	10.0			
Minimum Split (s)	9.5	18.0			18.0	18.0	16.0	16.0	16.0			
Total Split (s)	11.0	75.0			64.0	64.0	35.0	35.0	35.0			
Total Split (%)	10.0%	68.2%			58.2%	58.2%	31.8%	31.8%	31.8%			
Maximum Green (s)	6.5	69.0			58.0	58.0	29.0	29.0	29.0			
Yellow Time (s)	3.5	4.0			4.0	4.0	4.0	4.0	4.0			
All-Red Time (s)	1.0	2.0			2.0	2.0	2.0	2.0	2.0			
Lost Time Adjust (s)	0.0	0.0			0.0	0.0		0.0	0.0			
Total Lost Time (s)	4.5	6.0			6.0	6.0		6.0	6.0			
Lead/Lag	Lead				Lag	Lag						
Lead-Lag Optimize?												
Vehicle Extension (s)	2.0	5.0			5.0	5.0	2.0	2.0	2.0			
Minimum Gap (s)	2.0	2.0			2.0	2.0	2.0	2.0	2.0			
Time Before Reduce (s)	0.0	25.0			25.0	25.0	0.0	0.0	0.0			
Time To Reduce (s)	0.0	15.0			15.0	15.0	0.0	0.0	0.0			
Recall Mode	None	C-Max			C-Max	C-Max	None	None	None			
Walk Time (s)												
Flash Dont Walk (s)												
Pedestrian Calls (#/hr)												
v/c Ratio	0.06	0.19			0.41	0.35		0.79	0.49			
Control Delay	1.1	4.4			8.8	3.6		43.6	4.5			

Lanes, Volumes, Timings
520: IH 41/94 NB Ramps & CTH KR

12/13/2017

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Queue Delay	0.0	0.4			0.0	0.0		0.0	0.0			
Total Delay	1.1	4.8			8.9	3.6		43.6	4.5			
90th %ile Green (s)	5.5	69.0			59.0	59.0	29.0	29.0	29.0			
90th %ile Term Code	Gap	Coord			Coord	Coord	Max	Max	Max			
70th %ile Green (s)	5.1	69.0			59.4	59.4	29.0	29.0	29.0			
70th %ile Term Code	Gap	Coord			Coord	Coord	Max	Max	Max			
50th %ile Green (s)	0.0	69.0			69.0	69.0	29.0	29.0	29.0			
50th %ile Term Code	Skip	Coord			Coord	Coord	Max	Max	Max			
30th %ile Green (s)	0.0	70.9			70.9	70.9	27.1	27.1	27.1			
30th %ile Term Code	Skip	Coord			Coord	Coord	Gap	Gap	Gap			
10th %ile Green (s)	0.0	74.6			74.6	74.6	23.4	23.4	23.4			
10th %ile Term Code	Skip	Coord			Coord	Coord	Gap	Gap	Gap			
Queue Length 50th (ft)	0	46			105	16		230	0			
Queue Length 95th (ft)	m0	m52			135	45		281	44			
Internal Link Dist (ft)		236			325			566			886	
Turn Bay Length (ft)	300					500			500			
Base Capacity (vph)	293	2203			2990	1003		1297	1101			
Starvation Cap Reductn	0	1219			0	0		0	0			
Spillback Cap Reductn	0	0			307	0		0	0			
Storage Cap Reductn	0	0			0	0		0	0			
Reduced v/c Ratio	0.05	0.43			0.46	0.35		0.75	0.48			

Intersection Summary	
Area Type:	Other
Cycle Length: 110	
Actuated Cycle Length: 110	
Offset: 105 (95%), Referenced to phase 2:EBWB and 6:EBT, Start of 1st Green	
Natural Cycle: 55	
Control Type: Actuated-Coordinated	
m Volume for 95th percentile queue is metered by upstream signal.	

Splits and Phases: 520: IH 41/94 NB Ramps & CTH KR

HCM 2010 Signalized Intersection Summary
520: IH 41/94 NB Ramps & CTH KR

12/13/2017

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	15	400	0	0	1165	330	65	845	495	0	0	0
Future Volume (veh/h)	15	400	0	0	1165	330	65	845	495	0	0	0
Number	1	6	16	5	2	12	3	8	18			
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0			
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00			
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Adj Sat Flow, veh/h/ln	1810	1810	0	0	1810	1810	1900	1810	1810			
Adj Flow Rate, veh/h	16	426	0	0	1239	175	69	899	373			
Adj No. of Lanes	1	2	0	0	3	1	0	3	2			
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94			
Percent Heavy Veh, %	5	5	0	0	5	5	5	5	5			
Cap, veh/h	265	2251	0	0	2946	917	81	1120	639			
Arrive On Green	0.04	1.00	0.00	0.00	0.60	0.60	0.24	0.24	0.24			
Sat Flow, veh/h	1723	3529	0	0	5103	1538	341	4744	2707			
Grp Volume(v), veh/h	16	426	0	0	1239	175	362	606	373			
Grp Sat Flow(s),veh/h/ln	1723	1719	0	0	1647	1538	1792	1647	1354			
Q Serve(g_s), s	0.4	0.0	0.0	0.0	14.9	5.7	21.3	18.9	13.4			
Cycle Q Clear(g_c), s	0.4	0.0	0.0	0.0	14.9	5.7	21.3	18.9	13.4			
Prop In Lane	1.00		0.00	0.00		1.00	0.19		1.00			
Lane Grp Cap(c), veh/h	265	2251	0	0	2946	917	423	778	639			
V/C Ratio(X)	0.06	0.19	0.00	0.00	0.42	0.19	0.86	0.78	0.58			
Avail Cap(c_a), veh/h	337	2251	0	0	2946	917	473	868	714			
HCM Platoon Ratio	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Upstream Filter(I)	0.75	0.75	0.00	0.00	1.00	1.00	1.00	1.00	1.00			
Uniform Delay (d), s/veh	9.2	0.0	0.0	0.0	12.0	10.1	40.2	39.3	37.2			
Incr Delay (d2), s/veh	0.0	0.1	0.0	0.0	0.4	0.5	12.2	3.5	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	0.3	0.1	0.0	0.0	11.2	4.6	17.7	13.9	8.8			
LnGrp Delay(d),s/veh	9.2	0.1	0.0	0.0	12.4	10.6	52.4	42.8	37.7			
LnGrp LOS	A	A			B	B	D	D	D			
Approach Vol, veh/h		442			1414			1341				
Approach Delay, s/veh		0.5			12.2			44.0				
Approach LOS		A			B			D				

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2				6		8
Phs Duration (G+Y+Rc), s	6.4	71.6				78.0		32.0
Change Period (Y+Rc), s	4.5	6.0				6.0		6.0
Max Green Setting (Gmax), s	6.5	58.0				69.0		29.0
Max Q Clear Time (g_c+I1), s	2.4	16.9				2.0		23.3
Green Ext Time (p_c), s	0.0	23.1				6.0		2.7

Intersection Summary	
HCM 2010 Ctrl Delay	23.9
HCM 2010 LOS	C

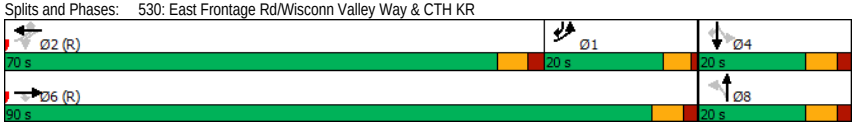
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	135	755	5	5	1215	70	5	5	15	65	5	275
Future Volume (vph)	135	755	5	5	1215	70	5	5	15	65	5	275
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	500		500	500		500	500		0	500		500
Storage Lanes	1		1	1		1	1		0	1		0
Taper Length (ft)	100			100			100			100		
Right Turn on Red			Yes			Yes			Yes			Yes
Link Speed (mph)		40			40			40			40	
Link Distance (ft)		1895			1499			1131			1652	
Travel Time (s)		32.3			25.6			19.3			28.2	
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%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	5%	5%	5%	5%	5%	5%	5%	5%	5%	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)	144	803	5	5	1293	74	5	21	0	69	5	293
Turn Type	D.P+P	NA	Perm	Perm	NA	Perm	Perm	NA		Perm	NA	pm+ov
Protected Phases	1	6			2			8			4	1
Permitted Phases	2		6	2		2	8			4		4
Detector Phase	1	6	6	2	2	2	8	8		4	4	1
Switch Phase												
Minimum Initial (s)	6.0	12.0	12.0	12.0	12.0	12.0	10.0	10.0		10.0	10.0	6.0
Minimum Split (s)	10.5	18.0	18.0	18.0	18.0	18.0	16.0	16.0		16.0	16.0	10.5
Total Split (s)	20.0	90.0	90.0	70.0	70.0	70.0	20.0	20.0		20.0	20.0	20.0
Total Split (%)	18.2%	81.8%	81.8%	63.6%	63.6%	63.6%	18.2%	18.2%		18.2%	18.2%	18.2%
Maximum Green (s)	15.5	84.0	84.0	64.0	64.0	64.0	14.0	14.0		14.0	14.0	15.5
Yellow Time (s)	3.5	4.0	4.0	4.0	4.0	4.0	4.0	4.0		4.0	4.0	3.5
All-Red Time (s)	1.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0		2.0	2.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0
Total Lost Time (s)	4.5	6.0	6.0	6.0	6.0	6.0	6.0	6.0		6.0	6.0	4.5
Lead/Lag	Lag			Lead	Lead	Lead						Lag
Lead-Lag Optimize?	Yes			Yes	Yes	Yes						Yes
Vehicle Extension (s)	2.0	5.0	5.0	5.0	5.0	5.0	2.0	2.0		2.0	2.0	2.0
Minimum Gap (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0		2.0	2.0	2.0
Time Before Reduce (s)	0.0	25.0	25.0	25.0	25.0	25.0	0.0	0.0		0.0	0.0	0.0
Time To Reduce (s)	0.0	15.0	15.0	15.0	15.0	15.0	0.0	0.0		0.0	0.0	0.0
Recall Mode	None	C-Max	C-Max	C-Max	C-Max	C-Max	None	None		None	None	None
Walk Time (s)												
Flash Dont Walk (s)												
Pedestrian Calls (#/hr)												
v/c Ratio	0.34	0.28	0.00	0.01	0.59	0.07	0.04	0.12		0.50	0.03	0.65
Control Delay	5.0	1.8	0.0	9.4	14.1	1.7	43.8	24.6		59.6	43.6	34.5

Lanes, Volumes, Timings
530: East Frontage Rd/Wisconn Valley Way & CTH KR 12/13/2017

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	0.0
Total Delay	5.0	1.8	0.0	9.4	14.1	1.7	43.8	24.6		59.6	43.6	34.5
90th %ile Green (s)	15.5	84.0	84.0	64.0	64.0	64.0	14.0	14.0		14.0	14.0	15.5
90th %ile Term Code	Max	Coord	Coord	Coord	Coord	Coord	Hold	Hold		Max	Max	Max
70th %ile Green (s)	15.5	86.0	86.0	66.0	66.0	66.0	12.0	12.0		12.0	12.0	15.5
70th %ile Term Code	Max	Coord	Coord	Coord	Coord	Coord	Hold	Hold		Gap	Gap	Max
50th %ile Green (s)	15.5	88.0	88.0	68.0	68.0	68.0	10.0	10.0		10.0	10.0	15.5
50th %ile Term Code	Max	Coord	Coord	Coord	Coord	Coord	Min	Min		Min	Min	Max
30th %ile Green (s)	15.5	88.0	88.0	68.0	68.0	68.0	10.0	10.0		10.0	10.0	15.5
30th %ile Term Code	Max	Coord	Coord	Coord	Coord	Coord	Hold	Hold		Min	Min	Max
10th %ile Green (s)	15.5	104.0	104.0	84.0	84.0	84.0	0.0	0.0		0.0	0.0	15.5
10th %ile Term Code	Hold	Coord	Coord	Coord	Coord	Coord	Skip	Skip		Skip	Skip	Hold
Queue Length 50th (ft)	9	32	0	1	273	0	3	3		48	3	145
Queue Length 95th (ft)	14	48	m0	7	374	15	15	27		92	15	226
Internal Link Dist (ft)		1815			1419			1051			1572	
Turn Bay Length (ft)	500		500	500		500	500			500		500
Base Capacity (vph)	424	2850	1280	398	2187	1011	173	217		171	230	453
Starvation Cap Reductn	0	0	0	0	0	0	0	0		0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0		0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0		0	0	0
Reduced v/c Ratio	0.34	0.28	0.00	0.01	0.59	0.07	0.03	0.10		0.40	0.02	0.65

Intersection Summary
Area Type: Other
Cycle Length: 110
Actuated Cycle Length: 110
Offset: 96 (87%), Referenced to phase 2:EBWB and 6:EBT, Start of 1st Green
Natural Cycle: 60
Control Type: Actuated-Coordinated
m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 530: East Frontage Rd/Wisconn Valley Way & CTH KR



TADI Synchro 10 Report
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Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	135	755	5	5	1215	70	5	5	15	65	5	275
Future Volume (veh/h)	135	755	5	5	1215	70	5	5	15	65	5	275
Number	1	6	16	5	2	12	3	8	18	7	4	14
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1810	1810	1810	1810	1810	1810	1810	1810	1900	1810	1810	1810
Adj Flow Rate, veh/h	144	803	5	5	1293	37	5	5	16	69	5	149
Adj No. of Lanes	1	2	1	1	2	1	1	1	0	1	1	1
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, %	5	5	5	5	5	5	5	5	5	5	5	5
Cap, veh/h	479	2751	1231	405	2000	895	171	35	110	171	164	392
Arrive On Green	0.16	0.80	0.80	0.58	0.58	0.58	0.09	0.09	0.09	0.09	0.09	0.09
Sat Flow, veh/h	1723	3438	1538	653	3438	1538	1193	380	1215	1346	1810	1538
Grp Volume(v), veh/h	144	803	5	5	1293	37	5	0	21	69	5	149
Grp Sat Flow(s),veh/h/ln	1723	1719	1538	653	1719	1538	1193	0	1595	1346	1810	1538
Q Serve(g_s), s	0.0	6.7	0.1	0.4	27.7	1.1	0.4	0.0	1.3	5.5	0.3	0.0
Cycle Q Clear(g_c), s	0.0	6.7	0.1	7.1	27.7	1.1	0.7	0.0	1.3	6.8	0.3	0.0
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.76	1.00		1.00
Lane Grp Cap(c), veh/h	479	2751	1231	405	2000	895	171	0	145	171	164	392
V/C Ratio(X)	0.30	0.29	0.00	0.01	0.65	0.04	0.03	0.00	0.14	0.40	0.03	0.38
Avail Cap(c_a), veh/h	479	2751	1231	405	2000	895	214	0	203	220	230	448
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	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	22.1	2.9	2.2	12.7	15.4	9.9	45.9	0.0	46.1	49.2	45.6	33.8
Incr Delay (d2), s/veh	0.1	0.3	0.0	0.1	1.6	0.1	0.0	0.0	0.2	0.6	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	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	6.2	5.8	0.1	0.1	19.6	0.9	0.3	0.0	1.1	3.7	0.3	6.7
LnGrp Delay(d),s/veh	22.2	3.1	2.2	12.8	17.0	9.9	45.9	0.0	46.2	49.8	45.6	34.1
LnGrp LOS	C	A	A	B	B	A	D		D	D	D	C
Approach Vol, veh/h		952			1335			26			223	
Approach Delay, s/veh		6.0			16.8			46.2			39.2	
Approach LOS		A			B			D			D	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2		4		6		8
Phs Duration (G+Y+Rc), s	24.0	70.0		16.0		94.0		16.0
Change Period (Y+Rc), s	6.0	* 6		6.0		6.0		6.0
Max Green Setting (Gmax), s	15.5	* 64		14.0		84.0		14.0
Max Q Clear Time (g_c+I1), s	2.0	29.7		8.8		8.7		3.3
Green Ext Time (p_c), s	0.1	21.1		0.2		13.9		0.0

Intersection Summary	
HCM 2010 Ctrl Delay	15.0
HCM 2010 LOS	B

Notes

HCM 2010 Signalized Intersection Summary
530: East Frontage Rd/Wisconn Valley Way & CTH KR 12/13/2017

* HCM 2010 computational engine requires equal clearance times for the phases crossing the barrier.
User approved changes to right turn type.

TADI Synchro 10 Report
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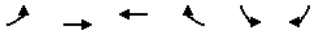


Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	1	835	1290	1	1	1
Future Volume (vph)	1	835	1290	1	1	1
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12
Grade (%)		0%	0%		0%	
Storage Length (ft)	200			200	0	0
Storage Lanes	1			1	1	0
Taper Length (ft)	100				100	
Link Speed (mph)		40	40		25	
Link Distance (ft)		2376	2280		765	
Travel Time (s)		40.5	38.9		20.9	
Confl. Peds. (#/hr)						
Confl. Bikes (#/hr)						
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94
Growth Factor	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	5%	5%	5%	5%	5%	5%
Bus Blockages (#/hr)	0	0	0	0	0	0
Parking (#/hr)						
Mid-Block Traffic (%)		0%	0%		0%	
Shared Lane Traffic (%)						
Lane Group Flow (vph)	1	888	1372	1	2	0
Sign Control		Free	Free		Stop	

Intersection Summary	
Area Type:	Other
Control Type: Unsignalized	

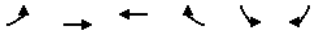
Intersection	
Int Delay, s/veh	0

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	1	835	1290	1	1	1
Future Vol, veh/h	1	835	1290	1	1	1
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	200	-	-	200	0	-
Veh in Median Storage, #	-	0	0	-	2	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	94	94	94	94	94	94
Heavy Vehicles, %	5	5	5	5	5	5
Mvmt Flow	1	888	1372	1	1	1

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	1373	0	-	0	1818	686
Stage 1	-	-	-	-	1372	-
Stage 2	-	-	-	-	446	-
Critical Hdwy	4.2	-	-	-	6.9	7
Critical Hdwy Stg 1	-	-	-	-	5.9	-
Critical Hdwy Stg 2	-	-	-	-	5.9	-
Follow-up Hdwy	2.25	-	-	-	3.55	3.35
Pot Cap-1 Maneuver	480	-	-	-	67	383
Stage 1	-	-	-	-	195	-
Stage 2	-	-	-	-	603	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	480	-	-	-	67	383
Mov Cap-2 Maneuver	-	-	-	-	180	-
Stage 1	-	-	-	-	195	-
Stage 2	-	-	-	-	603	-

Approach	EB	WB	SB
HCM Control Delay, s	0	0	19.8
HCM LOS			C

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	480	-	-	-	245
HCM Lane V/C Ratio	0.002	-	-	-	0.009
HCM Control Delay (s)	12.5	-	-	-	19.8
HCM Lane LOS	B	-	-	-	C
HCM 95th %tile Q(veh)	0	-	-	-	0



Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	1	835	1290	1	1	1
Future Volume (vph)	1	835	1290	1	1	1
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)	200			200	0	0
Storage Lanes	1			1	1	0
Taper Length (ft)	100				100	
Link Speed (mph)		40	40		25	
Link Distance (ft)		2280	1316		751	
Travel Time (s)		38.9	22.4		20.5	
Confl. Peds. (#/hr)						
Confl. Bikes (#/hr)						
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94
Growth Factor	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	5%	5%	5%	5%	5%	5%
Bus Blockages (#/hr)	0	0	0	0	0	0
Parking (#/hr)						
Mid-Block Traffic (%)		0%	0%		0%	
Shared Lane Traffic (%)						
Lane Group Flow (vph)	1	888	1372	1	2	0
Sign Control		Free	Free		Stop	

Intersection Summary	
Area Type:	Other
Control Type: Unsignalized	

Intersection	
Int Delay, s/veh	0

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	1	835	1290	1	1	1
Future Vol, veh/h	1	835	1290	1	1	1
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	200	-	-	200	0	-
Veh in Median Storage, #	-	0	0	-	2	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	94	94	94	94	94	94
Heavy Vehicles, %	5	5	5	5	5	5
Mvmt Flow	1	888	1372	1	1	1

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	1373	0	-	0	1818	686
Stage 1	-	-	-	-	1372	-
Stage 2	-	-	-	-	446	-
Critical Hdwy	4.2	-	-	-	6.9	7
Critical Hdwy Stg 1	-	-	-	-	5.9	-
Critical Hdwy Stg 2	-	-	-	-	5.9	-
Follow-up Hdwy	2.25	-	-	-	3.55	3.35
Pot Cap-1 Maneuver	480	-	-	-	67	383
Stage 1	-	-	-	-	195	-
Stage 2	-	-	-	-	603	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	480	-	-	-	67	383
Mov Cap-2 Maneuver	-	-	-	-	180	-
Stage 1	-	-	-	-	195	-
Stage 2	-	-	-	-	603	-

Approach	EB	WB	SB
HCM Control Delay, s	0	0	19.8
HCM LOS			C

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	480	-	-	-	245
HCM Lane V/C Ratio	0.002	-	-	-	0.009
HCM Control Delay (s)	12.5	-	-	-	19.8
HCM Lane LOS	B	-	-	-	C
HCM 95th %tile Q(veh)	0	-	-	-	0

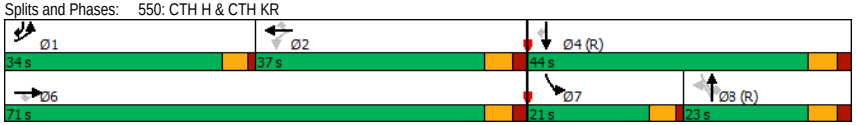
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	335	475	15	40	675	185	5	255	45	235	330	600
Future Volume (vph)	335	475	15	40	675	185	5	255	45	235	330	600
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	385		200	235		200	300		275	315		315
Storage Lanes	2		1	1		1	1		1	1		1
Taper Length (ft)	100			100			100			100		
Right Turn on Red			Yes			Yes			Yes			Yes
Link Speed (mph)		40			40			40			40	
Link Distance (ft)		1316			1024			1873			1350	
Travel Time (s)		22.4			17.5			31.9			23.0	
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%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	5%	5%	5%	5%	5%	5%	5%	5%	5%	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)	356	505	16	43	718	197	5	271	48	250	351	638
Turn Type	Prot	NA	Perm	Perm	NA	Perm	Perm	NA	Perm	D.P+P	NA	pm+ov
Protected Phases	1	6			2			8		7	4	1
Permitted Phases			6	2		2	8		8	8		4
Detector Phase	1	6	6	2	2	2	8	8	8	7	4	1
Switch Phase												
Minimum Initial (s)	8.0	12.0	12.0	12.0	12.0	12.0	10.0	10.0	10.0	6.0	10.0	8.0
Minimum Split (s)	12.5	18.0	18.0	18.0	18.0	18.0	16.0	16.0	16.0	10.5	16.0	12.5
Total Split (s)	34.0	71.0	71.0	37.0	37.0	37.0	23.0	23.0	23.0	21.0	44.0	34.0
Total Split (%)	29.6%	61.7%	61.7%	32.2%	32.2%	32.2%	20.0%	20.0%	20.0%	18.3%	38.3%	29.6%
Maximum Green (s)	29.5	65.0	65.0	31.0	31.0	31.0	17.0	17.0	17.0	16.5	38.0	29.5
Yellow Time (s)	3.5	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	3.5	4.0	3.5
All-Red Time (s)	1.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	1.0	2.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.5	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	4.5	6.0	4.5
Lead/Lag	Lead			Lag	Lag	Lag	Lag	Lag	Lag	Lead		Lead
Lead-Lag Optimize?				Yes	Yes	Yes				Yes		
Vehicle Extension (s)	3.0	3.0	3.0	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	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	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	0.0	0.0	0.0
Recall Mode	None	None	None	None	None	None	C-Max	C-Max	C-Max	None	C-Max	None
Walk Time (s)												
Flash Dont Walk (s)												
Pedestrian Calls (#/hr)												
v/c Ratio	0.63	0.43	0.02	0.23	0.81	0.36	0.02	0.31	0.10	0.50	0.24	0.63
Control Delay	48.6	20.6	0.1	36.0	47.4	6.4	41.0	39.2	0.4	17.5	14.0	8.2

Lanes, Volumes, Timings
550: CTH H & CTH KR 12/13/2017

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	0.0	0.0
Total Delay	48.6	20.6	0.1	36.0	47.4	6.4	41.0	39.2	0.4	17.5	14.0	8.2
90th %ile Green (s)	28.6	65.0	65.0	31.9	31.9	31.9	17.0	17.0	17.0	16.5	38.0	28.6
90th %ile Term Code	Gap	Hold	Hold	Max	Max	Max	Coord	Coord	Coord	Max	Coord	Gap
70th %ile Green (s)	21.2	59.9	59.9	34.2	34.2	34.2	18.5	18.5	18.5	20.1	43.1	21.2
70th %ile Term Code	Gap	Hold	Hold	Gap	Gap	Gap	Coord	Coord	Coord	Gap	Coord	Gap
50th %ile Green (s)	18.5	54.2	54.2	31.2	31.2	31.2	27.8	27.8	27.8	16.5	48.8	18.5
50th %ile Term Code	Gap	Hold	Hold	Gap	Gap	Gap	Coord	Coord	Coord	Gap	Coord	Gap
30th %ile Green (s)	16.6	49.2	49.2	28.1	28.1	28.1	35.8	35.8	35.8	13.5	53.8	16.6
30th %ile Term Code	Gap	Hold	Hold	Gap	Gap	Gap	Coord	Coord	Coord	Gap	Coord	Gap
10th %ile Green (s)	13.0	41.2	41.2	23.7	23.7	23.7	47.4	47.4	47.4	9.9	61.8	13.0
10th %ile Term Code	Gap	Hold	Hold	Gap	Gap	Gap	Coord	Coord	Coord	Gap	Coord	Gap
Queue Length 50th (ft)	129	171	0	25	257	0	3	87	0	65	46	122
Queue Length 95th (ft)	160	187	0	57	327	55	15	144	0	124	91	565
Internal Link Dist (ft)		1236			944			1793			1270	
Turn Bay Length (ft)	385		200	235		200	300		275	315		315
Base Capacity (vph)	855	1431	900	196	952	568	249	876	476	523	1467	1139
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.42	0.35	0.02	0.22	0.75	0.35	0.02	0.31	0.10	0.48	0.24	0.56

Intersection Summary	
Area Type:	Other
Cycle Length: 115	
Actuated Cycle Length: 115	
Offset: 96 (83%), Referenced to phase 4:SBT and 8:NBSB, Start of 1st Green	
Natural Cycle: 60	
Control Type: Actuated-Coordinated	

Splits and Phases: 550: CTH H & CTH KR



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HCM 2010 Signalized Intersection Summary
550: CTH H & CTH KR

12/13/2017

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	335	475	15	40	675	185	5	255	45	235	330	600
Future Volume (veh/h)	335	475	15	40	675	185	5	255	45	235	330	600
Number	1	6	16	5	2	12	3	8	18	7	4	14
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1810	1810	1810	1810	1810	1810	1810	1810	1810	1810	1810	1810
Adj Flow Rate, veh/h	356	505	11	43	718	101	5	271	27	250	351	319
Adj No. of Lanes	2	2	1	1	2	1	1	2	1	1	2	1
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, %	5	5	5	5	5	5	5	5	5	5	5	5
Cap, veh/h	436	1039	631	268	827	370	308	1137	508	548	1670	948
Arrive On Green	0.13	0.41	0.41	0.24	0.24	0.24	0.33	0.33	0.33	0.19	0.81	0.81
Sat Flow, veh/h	3343	2533	1538	856	3438	1538	742	3438	1538	1723	3438	1538
Grp Volume(v), veh/h	356	505	11	43	718	101	5	271	27	250	351	319
Grp Sat Flow(s),veh/h/ln	1672	1267	1538	856	1719	1538	742	1719	1538	1723	1719	1538
Q Serve(g_s), s	11.9	16.9	0.5	4.6	23.1	6.1	0.5	6.6	1.4	11.1	2.7	5.1
Cycle Q Clear(g_c), s	11.9	16.9	0.5	4.6	23.1	6.1	0.5	6.6	1.4	11.1	2.7	5.1
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	436	1039	631	268	827	370	308	1137	508	548	1670	948
V/C Ratio(X)	0.82	0.49	0.02	0.16	0.87	0.27	0.02	0.24	0.05	0.46	0.21	0.34
Avail Cap(c_a), veh/h	858	1432	869	293	927	415	308	1137	508	596	1670	948
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.67	1.67	1.67
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	48.7	25.0	20.2	34.9	41.9	35.5	25.9	28.0	26.2	19.1	5.8	3.5
Incr Delay (d2), s/veh	3.8	0.4	0.0	0.3	8.2	0.4	0.1	0.5	0.2	0.6	0.3	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	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	9.6	9.9	0.4	2.0	17.6	4.8	0.2	5.8	1.1	9.0	2.3	4.1
LnGrp Delay(d),s/veh	52.5	25.4	20.2	35.2	50.1	35.9	26.0	28.5	26.4	19.7	6.1	4.4
LnGrp LOS	D	C	C	D	D	D	C	C	C	B	A	A
Approach Vol, veh/h		872			862			303			920	
Approach Delay, s/veh		36.4			47.7			28.2			9.2	
Approach LOS		D			D			C			A	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2		4		6	7	8
Phs Duration (G+Y+Rc), s	19.5	33.6		61.9		53.1	17.8	44.0
Change Period (Y+Rc), s	4.5	6.0		6.0		6.0	4.5	6.0
Max Green Setting (Gmax), s	29.5	31.0		38.0		65.0	16.5	17.0
Max Q Clear Time (g_c+I1), s	13.9	25.1		7.1		18.9	13.1	8.6
Green Ext Time (p_c), s	1.1	2.6		3.4		3.6	0.2	1.0

Intersection Summary		
HCM 2010 Ctrl Delay		30.4
HCM 2010 LOS		C

Lanes, Volumes, Timings
555: CTH KR & E-3

12/13/2017

Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	35	720	775	10	35	125
Future Volume (vph)	35	720	775	10	35	125
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)	200			200	130	0
Storage Lanes	1			1	1	1
Taper Length (ft)	100				100	
Link Speed (mph)		40	40		25	
Link Distance (ft)		343	1367		1031	
Travel Time (s)		5.8	23.3		28.1	
Confl. Peds. (#/hr)						
Confl. Bikes (#/hr)						
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94
Growth Factor	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	5%	5%	5%	5%	5%	5%
Bus Blockages (#/hr)	0	0	0	0	0	0
Parking (#/hr)						
Mid-Block Traffic (%)		0%	0%		0%	
Shared Lane Traffic (%)						
Lane Group Flow (vph)	37	766	824	11	37	133
Sign Control		Free	Free		Stop	

Intersection Summary	
Area Type:	Other
Control Type: Unsignalized	

Intersection	
Int Delay, s/veh	2.2

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	35	720	775	10	35	125
Future Vol, veh/h	35	720	775	10	35	125
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	200	-	-	200	130	0
Veh in Median Storage, #	-	0	0	-	1	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	94	94	94	94	94	94
Heavy Vehicles, %	5	5	5	5	5	5
Mvmt Flow	37	766	824	11	37	133

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	835	0	-	0	1664	824
Stage 1	-	-	-	-	824	-
Stage 2	-	-	-	-	840	-
Critical Hdwy	4.15	-	-	-	6.45	6.25
Critical Hdwy Stg 1	-	-	-	-	5.45	-
Critical Hdwy Stg 2	-	-	-	-	5.45	-
Follow-up Hdwy	2.245	-	-	-	3.545	3.345
Pot Cap-1 Maneuver	786	-	-	-	105	368
Stage 1	-	-	-	-	426	-
Stage 2	-	-	-	-	419	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	786	-	-	-	100	368
Mov Cap-2 Maneuver	-	-	-	-	225	-
Stage 1	-	-	-	-	406	-
Stage 2	-	-	-	-	419	-

Approach	EB	WB	SB
HCM Control Delay, s	0.5	0	21.1
HCM LOS			C

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	786	-	-	-	225	368
HCM Lane V/C Ratio	0.047	-	-	-	0.165	0.361
HCM Control Delay (s)	9.8	-	-	-	24.1	20.2
HCM Lane LOS	A	-	-	-	C	C
HCM 95th %tile Q(veh)	0.1	-	-	-	0.6	1.6

Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	95	660	430	10	35	355
Future Volume (vph)	95	660	430	10	35	355
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)	200			200	140	0
Storage Lanes	1			1	1	1
Taper Length (ft)	100				100	
Link Speed (mph)		40	40		25	
Link Distance (ft)		1310	1330		1054	
Travel Time (s)		22.3	22.7		28.7	
Confl. Peds. (#/hr)						
Confl. Bikes (#/hr)						
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94
Growth Factor	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	5%	5%	5%	5%	5%	5%
Bus Blockages (#/hr)	0	0	0	0	0	0
Parking (#/hr)						
Mid-Block Traffic (%)		0%	0%		0%	
Shared Lane Traffic (%)						
Lane Group Flow (vph)	101	702	457	11	37	378
Sign Control		Free	Free		Stop	

Intersection Summary	
Area Type:	Other
Control Type: Unsignalized	

Intersection	
Int Delay, s/veh	5.7

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	95	660	430	10	35	355
Future Vol, veh/h	95	660	430	10	35	355
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	200	-	-	200	140	0
Veh in Median Storage, #	-	0	0	-	1	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	94	94	94	94	94	94
Heavy Vehicles, %	5	5	5	5	5	5
Mvmt Flow	101	702	457	11	37	378

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	468	0	-	0	1361	457
Stage 1	-	-	-	-	457	-
Stage 2	-	-	-	-	904	-
Critical Hdwy	4.15	-	-	-	6.45	6.25
Critical Hdwy Stg 1	-	-	-	-	5.45	-
Critical Hdwy Stg 2	-	-	-	-	5.45	-
Follow-up Hdwy	2.245	-	-	-	3.545	3.345
Pot Cap-1 Maneuver	1078	-	-	-	161	597
Stage 1	-	-	-	-	631	-
Stage 2	-	-	-	-	390	-
Platoon blocked, %			-	-	-	
Mov Cap-1 Maneuver	1078	-	-	-	146	597
Mov Cap-2 Maneuver	-	-	-	-	231	-
Stage 1	-	-	-	-	572	-
Stage 2	-	-	-	-	390	-

Approach	EB	WB	SB
HCM Control Delay, s	1.1	0	21.1
HCM LOS			C

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	1078	-	-	-	231	597
HCM Lane V/C Ratio	0.094	-	-	-	0.161	0.633
HCM Control Delay (s)	8.7	-	-	-	23.6	20.8
HCM Lane LOS	A	-	-	-	C	C
HCM 95th %tile Q(veh)	0.3	-	-	-	0.6	4.4

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	50	630	5	15	395	40	5	5	35	70	5	30
Future Volume (vph)	50	630	5	15	395	40	5	5	35	70	5	30
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		200	125		0	0		125	0		125
Storage Lanes	1		1	1		1	0		1	0		1
Taper Length (ft)	100			100			100			100		
Link Speed (mph)		40			40			60			40	
Link Distance (ft)		1330			280			1528			764	
Travel Time (s)		22.7			4.8			17.4			13.0	
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%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	5%	5%	5%	5%	5%	5%	5%	5%	5%	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)	53	670	5	16	420	43	0	10	37	0	79	32
Sign Control		Free			Free			Stop			Stop	

Intersection Summary	
Area Type:	Other
Control Type: Unsignalized	

HCM 2010 TWSC
565: 72nd Ave/90th Street & CTH KR 12/13/2017

Intersection	
Int Delay, s/veh	2.9

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	50	630	5	15	395	40	5	5	35	70	5	30
Future Vol, veh/h	50	630	5	15	395	40	5	5	35	70	5	30
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	125	-	200	125	-	0	-	-	125	-	-	125
Veh in Median Storage, #	-	0	-	-	0	-	-	1	-	-	1	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	94	94	94	94	94	94	94	94	94	94	94	94
Heavy Vehicles, %	5	5	5	5	5	5	5	5	5	5	5	5
Mvmt Flow	53	670	5	16	420	43	5	5	37	74	5	32

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	463	0	0	675	0	0	1268	1271	670	1252	1233	420
Stage 1	-	-	-	-	-	-	776	776	-	452	452	-
Stage 2	-	-	-	-	-	-	492	495	-	800	781	-
Critical Hdwy	4.15	-	-	4.15	-	-	7.15	6.55	6.25	7.15	6.55	6.25
Critical Hdwy Stg 1	-	-	-	-	-	-	6.15	5.55	-	6.15	5.55	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.15	5.55	-	6.15	5.55	-
Follow-up Hdwy	2.245	-	-	2.245	-	-	3.545	4.045	3.345	3.545	4.045	3.345
Pot Cap-1 Maneuver	1083	-	-	902	-	-	143	166	452	147	174	627
Stage 1	-	-	-	-	-	-	386	403	-	581	565	-
Stage 2	-	-	-	-	-	-	553	541	-	374	401	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1083	-	-	902	-	-	127	155	452	126	163	627
Mov Cap-2 Maneuver	-	-	-	-	-	-	243	264	-	231	271	-
Stage 1	-	-	-	-	-	-	367	383	-	553	555	-
Stage 2	-	-	-	-	-	-	511	531	-	322	381	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0.6	0.3	15.1	23.4
HCM LOS			C	C

Minor Lane/Major Mvmt	NBLn1	NBLn2	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	253	452	1083	-	-	902	-	-	233	627
HCM Lane V/C Ratio	0.042	0.082	0.049	-	-	0.018	-	-	0.342	0.051
HCM Control Delay (s)	19.9	13.7	8.5	-	-	9.1	-	-	28.3	11
HCM Lane LOS	C	B	A	-	-	A	-	-	D	B
HCM 95th %tile Q(veh)	0.1	0.3	0.2	-	-	0.1	-	-	1.5	0.2

Lanes, Volumes, Timings
725: Wisconn Valley Way & NW-1/N-6 12/13/2017

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	410	40	310	220	115	160	300	435	60	40	260	275
Future Volume (vph)	410	40	310	220	115	160	300	435	60	40	260	275
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)	200		200	200		200	200		200	200		200
Storage Lanes	1		1	1		1	1		1	1		1
Taper Length (ft)	100			100			100			100		
Right Turn on Red			Yes			Yes			Yes			Yes
Link Speed (mph)		25			25			40			40	
Link Distance (ft)		765			1097			1660			1642	
Travel Time (s)		20.9			29.9			28.3			28.0	
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%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	5%	5%	5%	5%	5%	5%	5%	5%	5%	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)	436	43	330	234	122	170	319	463	64	43	277	293
Turn Type	D.P+P	NA	Perm	D.P+P	NA	Perm	D.P+P	NA	Perm	D.P+P	NA	Perm
Protected Phases	7	4		3	8		1	6		5	2	
Permitted Phases	8		4	4		8	2		6	6		2
Detector Phase	7	4	4	3	8	8	1	6	6	5	2	2
Switch Phase												
Minimum Initial (s)	6.0	10.0	10.0	6.0	10.0	10.0	6.0	12.0	12.0	6.0	12.0	12.0
Minimum Split (s)	10.5	16.0	16.0	10.5	16.0	16.0	10.5	18.0	18.0	10.5	18.0	18.0
Total Split (s)	32.0	22.0	22.0	32.0	22.0	22.0	20.0	49.0	49.0	12.0	41.0	41.0
Total Split (%)	27.8%	19.1%	19.1%	27.8%	19.1%	19.1%	17.4%	42.6%	42.6%	10.4%	35.7%	35.7%
Maximum Green (s)	27.5	16.0	16.0	27.5	16.0	16.0	15.5	43.0	43.0	7.5	35.0	35.0
Yellow Time (s)	3.5	4.0	4.0	3.5	4.0	4.0	3.5	4.0	4.0	3.5	4.0	4.0
All-Red Time (s)	1.0	2.0	2.0	1.0	2.0	2.0	1.0	2.0	2.0	1.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.5	6.0	6.0	4.5	6.0	6.0	4.5	6.0	6.0	4.5	6.0	6.0
Lead/Lag	Lag	Lag	Lag	Lead	Lead	Lead	Lag	Lag	Lag	Lead	Lead	Lead
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Vehicle Extension (s)	2.0	2.0	2.0	3.0	2.0	2.0	2.0	5.0	5.0	3.0	5.0	5.0
Minimum Gap (s)	2.0	2.0	2.0	3.0	2.0	2.0	2.0	2.0	2.0	3.0	2.0	2.0
Time Before Reduce (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	25.0	25.0	0.0	25.0	25.0
Time To Reduce (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	15.0	15.0	0.0	15.0	15.0
Recall Mode	None	None	None	None	None	None	None	C-Max	C-Max	None	C-Max	C-Max
Walk Time (s)												
Flash Dont Walk (s)												
Pedestrian Calls (#/hr)												
v/c Ratio	0.89	0.14	0.62	0.47	0.63	0.46	0.51	0.29	0.08	0.09	0.22	0.39
Control Delay	57.1	40.7	9.9	28.7	62.9	5.9	26.0	14.5	0.9	8.2	12.4	6.2

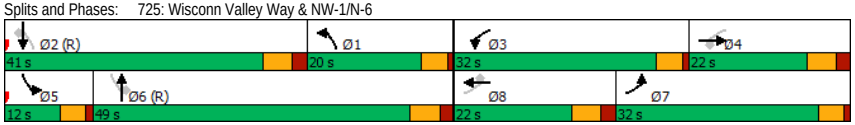
Lanes, Volumes, Timings
725: Wisconn Valley Way & NW-1/N-6

12/13/2017

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	0.0	0.0
Total Delay	57.1	40.7	9.9	28.7	62.9	5.9	26.0	14.5	0.9	8.2	12.4	6.2
90th %ile Green (s)	27.5	21.7	21.7	21.8	16.0	16.0	15.5	43.0	43.0	7.5	35.0	35.0
90th %ile Term Code	Max	Hold	Hold	Gap	Max	Max	Hold	Coord	Coord	Max	Coord	Coord
70th %ile Green (s)	27.7	22.7	22.7	19.1	14.1	14.1	15.5	44.6	44.6	7.6	36.7	36.7
70th %ile Term Code	Gap	Hold	Hold	Gap	Gap	Gap	Hold	Coord	Coord	Gap	Coord	Coord
50th %ile Green (s)	25.7	20.1	20.1	17.7	12.1	12.1	15.5	49.4	49.4	6.8	40.7	40.7
50th %ile Term Code	Gap	Hold	Hold	Gap	Gap	Gap	Hold	Coord	Coord	Gap	Coord	Coord
30th %ile Green (s)	23.0	17.4	17.4	15.7	10.1	10.1	15.5	54.8	54.8	6.1	45.4	45.4
30th %ile Term Code	Gap	Hold	Hold	Gap	Gap	Gap	Hold	Coord	Coord	Gap	Coord	Coord
10th %ile Green (s)	16.7	14.4	14.4	12.3	10.0	10.0	15.5	71.8	71.8	0.0	51.8	51.8
10th %ile Term Code	Gap	Hold	Hold	Gap	Min	Min	Hold	Coord	Coord	Skip	Coord	Coord
Queue Length 50th (ft)	265	27	0	123	88	0	165	125	1	15	61	56
Queue Length 95th (ft)	348	59	81	174	147	22	207	185	m8	31	95	162
Internal Link Dist (ft)		685			1017			1580			1562	
Turn Bay Length (ft)	200		200	200		200	200		200	200		200
Base Capacity (vph)	543	308	535	584	251	410	623	1576	797	484	1253	746
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.80	0.14	0.62	0.40	0.49	0.41	0.51	0.29	0.08	0.09	0.22	0.39

Intersection Summary	
Area Type:	Other
Cycle Length: 115	
Actuated Cycle Length: 115	
Offset: 33 (29%), Referenced to phase 2:NBSB and 6:NBSB, Start of 1st Green	
Natural Cycle: 65	
Control Type: Actuated-Coordinated	
m Volume for 95th percentile queue is metered by upstream signal.	

Splits and Phases: 725: Wisconn Valley Way & NW-1/N-6



HCM 2010 Signalized Intersection Summary
725: Wisconn Valley Way & NW-1/N-6

12/13/2017

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	410	40	310	220	115	160	300	435	60	40	260	275
Future Volume (veh/h)	410	40	310	220	115	160	300	435	60	40	260	275
Number	7	4	14	3	8	18	1	6	16	5	2	12
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1810	1810	1810	1810	1810	1810	1810	1810	1810	1810	1810	1810
Adj Flow Rate, veh/h	436	43	165	234	122	85	319	463	32	43	277	149
Adj No. of Lanes	1	1	1	1	1	1	1	2	1	1	2	1
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, %	5	5	5	5	5	5	5	5	5	5	5	5
Cap, veh/h	461	340	289	477	157	134	591	1585	709	520	1046	468
Arrive On Green	0.22	0.19	0.19	0.13	0.09	0.09	0.36	0.92	0.92	0.01	0.10	0.10
Sat Flow, veh/h	1723	1810	1538	1723	1810	1538	1723	3438	1538	1723	3438	1538
Grp Volume(v), veh/h	436	43	165	234	122	85	319	463	32	43	277	149
Grp Sat Flow(s),veh/h/ln	1723	1810	1538	1723	1810	1538	1723	1719	1538	1723	1719	1538
Q Serve(g_s), s	22.8	2.3	11.2	12.3	7.6	6.1	0.0	1.7	0.1	1.5	8.6	7.1
Cycle Q Clear(g_c), s	22.8	2.3	11.2	12.3	7.6	6.1	0.0	1.7	0.1	1.5	8.6	7.1
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	461	340	289	477	157	134	591	1585	709	520	1046	468
V/C Ratio(X)	0.95	0.13	0.57	0.49	0.78	0.64	0.54	0.29	0.05	0.08	0.26	0.32
Avail Cap(c_a), veh/h	499	340	289	666	252	214	591	1585	709	565	1046	468
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00	0.33	0.33	0.33
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	0.89	0.89	0.89	0.90	0.90	0.90
Uniform Delay (d), s/veh	41.8	38.8	42.5	31.0	51.4	50.7	21.0	2.5	0.4	15.2	39.8	18.9
Incr Delay (d2), s/veh	25.5	0.1	1.7	0.8	3.1	1.9	0.5	0.4	0.1	0.1	0.6	1.6
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	23.6	2.1	8.6	10.0	7.1	4.8	10.2	1.4	0.1	1.3	7.3	5.8
LnGrp Delay(d),s/veh	67.3	38.9	44.2	31.8	54.5	52.6	21.5	2.9	0.5	15.2	40.4	20.6
LnGrp LOS	E	D	D	C	D	D	C	A	A	B	D	C
Approach Vol, veh/h		644			441			814			469	
Approach Delay, s/veh		59.5			42.1			10.1			31.8	
Approach LOS		E			D			B			C	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	27.0	41.0	19.4	27.6	9.0	59.0	31.0	16.0
Change Period (Y+Rc), s	6.0	* 6	4.5	6.0	4.5	6.0	6.0	* 6
Max Green Setting (Gmax), s	15.5	* 35	27.5	16.0	7.5	43.0	27.5	* 16
Max Q Clear Time (g_c+I1), s	2.0	10.6	14.3	13.2	3.5	3.7	24.8	9.6
Green Ext Time (p_c), s	0.4	4.3	0.6	0.1	0.0	6.5	0.3	0.3

Intersection Summary	
HCM 2010 Ctrl Delay	33.8
HCM 2010 LOS	C

Notes

* HCM 2010 computational engine requires equal clearance times for the phases crossing the barrier.

Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	295	460	455	500	530	260
Future Volume (vph)	295	460	455	500	530	260
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	200			200
Storage Lanes	1	1	1			1
Taper Length (ft)	100		100			
Right Turn on Red		Yes				Yes
Link Speed (mph)	25			40	40	
Link Distance (ft)	743			1357	1660	
Travel Time (s)	20.3			23.1	28.3	
Confl. Peds. (#/hr)						
Confl. Bikes (#/hr)						
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94
Growth Factor	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	5%	5%	5%	5%	5%	5%
Bus Blockages (#/hr)	0	0	0	0	0	0
Parking (#/hr)						
Mid-Block Traffic (%)	0%			0%	0%	
Shared Lane Traffic (%)						
Lane Group Flow (vph)	314	489	484	532	564	277
Turn Type	Prot	pt+ov	D.P+P	NA	NA	Perm
Protected Phases	4	4 1	1	6	2	
Permitted Phases			2			2
Detector Phase	4	4 1	1	6	2	2
Switch Phase						
Minimum Initial (s)	10.0		8.0	12.0	12.0	12.0
Minimum Split (s)	16.0		12.5	18.0	18.0	18.0
Total Split (s)	41.0		34.0	74.0	40.0	40.0
Total Split (%)	35.7%		29.6%	64.3%	34.8%	34.8%
Maximum Green (s)	35.0		29.5	68.0	34.0	34.0
Yellow Time (s)	4.0		3.5	4.0	4.0	4.0
All-Red Time (s)	2.0		1.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0		0.0	0.0	0.0	0.0
Total Lost Time (s)	6.0		4.5	6.0	6.0	6.0
Lead/Lag			Lag		Lead	Lead
Lead-Lag Optimize?			Yes		Yes	Yes
Vehicle Extension (s)	2.0		2.0	5.0	5.0	5.0
Minimum Gap (s)	2.0		2.0	2.0	2.0	2.0
Time Before Reduce (s)	0.0		0.0	25.0	25.0	25.0
Time To Reduce (s)	0.0		0.0	15.0	15.0	15.0
Recall Mode	None		None	C-Max	C-Max	C-Max
Walk Time (s)						
Flash Dont Walk (s)						
Pedestrian Calls (#/hr)						
v/c Ratio	0.82	0.58	0.70	0.23	0.43	0.37
Control Delay	59.4	17.7	11.9	4.0	22.4	6.5

Lanes, Volumes, Timings
735: Wisconn Valley Way & NW-2

12/13/2017

Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	59.4	17.7	11.9	4.0	22.4	6.5
90th %ile Green (s)	34.3		29.5	68.7	34.7	34.7
90th %ile Term Code	Gap		Max	Coord	Coord	Coord
70th %ile Green (s)	29.0		29.5	74.0	40.0	40.0
70th %ile Term Code	Gap		Max	Coord	Coord	Coord
50th %ile Green (s)	25.6		29.5	77.4	43.4	43.4
50th %ile Term Code	Gap		Hold	Coord	Coord	Coord
30th %ile Green (s)	22.1		29.5	80.9	46.9	46.9
30th %ile Term Code	Gap		Hold	Coord	Coord	Coord
10th %ile Green (s)	17.0		29.5	86.0	52.0	52.0
10th %ile Term Code	Gap		Hold	Coord	Coord	Coord
Queue Length 50th (ft)	223	197	51	30	141	42
Queue Length 95th (ft)	297	250	m115	m64	214	70
Internal Link Dist (ft)	663			1277	1580	
Turn Bay Length (ft)			200			200
Base Capacity (vph)	523	957	693	2313	1297	752
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	0.51	0.70	0.23	0.43	0.37

Intersection Summary	
Area Type:	Other
Cycle Length: 115	
Actuated Cycle Length: 115	
Offset: 42 (37%), Referenced to phase 2:NBSB and 6:NBT, Start of 1st Green	
Natural Cycle: 60	
Control Type: Actuated-Coordinated	
m Volume for 95th percentile queue is metered by upstream signal.	

Splits and Phases: 735: Wisconn Valley Way & NW-2

HCM 2010 Signalized Intersection Summary
735: Wisconn Valley Way & NW-2

12/13/2017

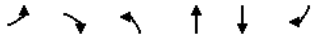
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	295	460	455	500	530	260
Future Volume (veh/h)	295	460	455	500	530	260
Number	7	14	1	6	2	12
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00	1.00			1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1810	1810	1810	1810	1810	1810
Adj Flow Rate, veh/h	314	244	484	532	564	139
Adj No. of Lanes	1	1	1	2	2	1
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94
Percent Heavy Veh, %	5	5	5	5	5	5
Cap, veh/h	349	843	799	2383	1016	455
Arrive On Green	0.20	0.20	0.69	1.00	0.59	0.59
Sat Flow, veh/h	1723	1538	1723	3529	3529	1538
Grp Volume(v), veh/h	314	244	484	532	564	139
Grp Sat Flow(s),veh/h/ln	1723	1538	1723	1719	1719	1538
Q Serve(g_s), s	20.4	0.0	0.0	0.0	11.5	5.2
Cycle Q Clear(g_c), s	20.4	0.0	0.0	0.0	11.5	5.2
Prop In Lane	1.00	1.00	1.00			1.00
Lane Grp Cap(c), veh/h	349	843	799	2383	1016	455
V/C Ratio(X)	0.90	0.29	0.61	0.22	0.55	0.31
Avail Cap(c_a), veh/h	524	999	799	2383	1016	455
HCM Platoon Ratio	1.00	1.00	2.00	2.00	2.00	2.00
Upstream Filter(I)	1.00	1.00	0.74	0.74	0.89	0.89
Uniform Delay (d), s/veh	44.7	14.0	8.4	0.0	18.9	17.6
Incr Delay (d2), s/veh	10.0	0.1	0.7	0.2	2.0	1.6
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	16.1	12.3	8.0	0.1	9.2	4.2
LnGrp Delay(d),s/veh	54.7	14.0	9.1	0.2	20.9	19.2
LnGrp LOS	D	B	A	A	C	B
Approach Vol, veh/h	558			1016	703	
Approach Delay, s/veh	36.9			4.4	20.5	
Approach LOS	D			A	C	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2		4		6		
Phs Duration (G+Y+Rc), s	45.7	40.0		29.3		85.7		
Change Period (Y+Rc), s	6.0	* 6		6.0		6.0		
Max Green Setting (Gmax), s	29.5	* 34		35.0		68.0		
Max Q Clear Time (g_c+I1), s	2.0	13.5		22.4		2.0		
Green Ext Time (p_c), s	0.7	7.3		0.8		7.9		

Intersection Summary	
HCM 2010 Ctrl Delay	17.3
HCM 2010 LOS	B

Notes

* HCM 2010 computational engine requires equal clearance times for the phases crossing the barrier.



Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	150	50	10	280	255	40
Future Volume (vph)	150	50	10	280	255	40
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	200			200
Storage Lanes	1	1	1			1
Taper Length (ft)	100		100			
Link Speed (mph)	25			40	40	
Link Distance (ft)	600			2249	1753	
Travel Time (s)	16.4			38.3	29.9	
Confl. Peds. (#/hr)						
Confl. Bikes (#/hr)						
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94
Growth Factor	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	5%	5%	5%	5%	5%	5%
Bus Blockages (#/hr)	0	0	0	0	0	0
Parking (#/hr)						
Mid-Block Traffic (%)	0%			0%	0%	
Shared Lane Traffic (%)						
Lane Group Flow (vph)	160	53	11	298	271	43
Sign Control	Stop			Free	Free	

Intersection Summary	
Area Type:	Other
Control Type: Unsignalized	

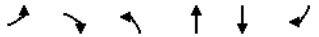
Intersection	
Int Delay, s/veh	3.1

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	150	50	10	280	255	40
Future Vol, veh/h	150	50	10	280	255	40
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	0	200	-	-	200
Veh in Median Storage, #	2	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	94	94	94	94	94	94
Heavy Vehicles, %	5	5	5	5	5	5
Mvmt Flow	160	53	11	298	271	43

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	442	136	314	0	-	0
Stage 1	271	-	-	-	-	-
Stage 2	171	-	-	-	-	-
Critical Hdwy	6.9	7	4.2	-	-	-
Critical Hdwy Stg 1	5.9	-	-	-	-	-
Critical Hdwy Stg 2	5.9	-	-	-	-	-
Follow-up Hdwy	3.55	3.35	2.25	-	-	-
Pot Cap-1 Maneuver	536	878	1222	-	-	-
Stage 1	741	-	-	-	-	-
Stage 2	833	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	531	878	1222	-	-	-
Mov Cap-2 Maneuver	654	-	-	-	-	-
Stage 1	734	-	-	-	-	-
Stage 2	833	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	11.6	0.3	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	EBLn2	SBT	SBR
Capacity (veh/h)	1222	-	654	878	-	-
HCM Lane V/C Ratio	0.009	-	0.244	0.061	-	-
HCM Control Delay (s)	8	-	12.3	9.4	-	-
HCM Lane LOS	A	-	B	A	-	-
HCM 95th %tile Q(veh)	0	-	1	0.2	-	-



Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	100	70	15	195	275	25
Future Volume (vph)	100	70	15	195	275	25
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	200			200
Storage Lanes	1	1	1			1
Taper Length (ft)	100		100			
Link Speed (mph)	25			40	40	
Link Distance (ft)	938			1652	2249	
Travel Time (s)	25.6			28.2	38.3	
Confl. Peds. (#/hr)						
Confl. Bikes (#/hr)						
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94
Growth Factor	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	5%	5%	5%	5%	5%	5%
Bus Blockages (#/hr)	0	0	0	0	0	0
Parking (#/hr)						
Mid-Block Traffic (%)	0%			0%	0%	
Shared Lane Traffic (%)						
Lane Group Flow (vph)	106	74	16	207	293	27
Sign Control	Stop			Free	Free	

Intersection Summary	
Area Type:	Other
Control Type: Unsignalized	

HCM 2010 TWSC
750: Wisconn Valley Way & SW-1 12/13/2017

Intersection	
Int Delay, s/veh	2.9

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	100	70	15	195	275	25
Future Vol, veh/h	100	70	15	195	275	25
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	0	200	-	-	200
Veh in Median Storage, #	2	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	94	94	94	94	94	94
Heavy Vehicles, %	5	5	5	5	5	5
Mvmt Flow	106	74	16	207	293	27

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	429	147	320	0	-	0
Stage 1	293	-	-	-	-	-
Stage 2	136	-	-	-	-	-
Critical Hdwy	6.9	7	4.2	-	-	-
Critical Hdwy Stg 1	5.9	-	-	-	-	-
Critical Hdwy Stg 2	5.9	-	-	-	-	-
Follow-up Hdwy	3.55	3.35	2.25	-	-	-
Pot Cap-1 Maneuver	547	864	1215	-	-	-
Stage 1	722	-	-	-	-	-
Stage 2	867	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	540	864	1215	-	-	-
Mov Cap-2 Maneuver	649	-	-	-	-	-
Stage 1	713	-	-	-	-	-
Stage 2	867	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	10.8	0.6	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	EBLn2	SBT	SBR
Capacity (veh/h)	1215	-	649	864	-	-
HCM Lane V/C Ratio	0.013	-	0.164	0.086	-	-
HCM Control Delay (s)	8	-	11.6	9.6	-	-
HCM Lane LOS	A	-	B	A	-	-
HCM 95th %tile Q(veh)	0	-	0.6	0.3	-	-

Lanes, Volumes, Timings
830: CTH H & N-7 12/13/2017

Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	100	35	10	1195	855	30
Future Volume (vph)	100	35	10	1195	855	30
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)	210	0	200			200
Storage Lanes	1	1	1			1
Taper Length (ft)	100		100			
Link Speed (mph)	25			40	40	
Link Distance (ft)	1043			2631	2632	
Travel Time (s)	28.4			44.8	44.9	
Confl. Peds. (#/hr)						
Confl. Bikes (#/hr)						
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94
Growth Factor	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	5%	5%	5%	5%	5%	5%
Bus Blockages (#/hr)	0	0	0	0	0	0
Parking (#/hr)						
Mid-Block Traffic (%)	0%			0%	0%	
Shared Lane Traffic (%)						
Lane Group Flow (vph)	106	37	11	1271	910	32
Sign Control	Stop			Free	Free	

Intersection Summary	
Area Type:	Other
Control Type: Unsignalized	

Intersection	
Int Delay, s/veh	1.4

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	100	35	10	1195	855	30
Future Vol, veh/h	100	35	10	1195	855	30
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	210	0	200	-	-	200
Veh in Median Storage, #	2	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	94	94	94	94	94	94
Heavy Vehicles, %	5	5	5	5	5	5
Mvmt Flow	106	37	11	1271	910	32

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	1568	455	942	0	-	0
Stage 1	910	-	-	-	-	-
Stage 2	658	-	-	-	-	-
Critical Hdwy	6.9	7	4.2	-	-	-
Critical Hdwy Stg 1	5.9	-	-	-	-	-
Critical Hdwy Stg 2	5.9	-	-	-	-	-
Follow-up Hdwy	3.55	3.35	2.25	-	-	-
Pot Cap-1 Maneuver	~ 99	544	705	-	-	-
Stage 1	346	-	-	-	-	-
Stage 2	469	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	~ 97	544	705	-	-	-
Mov Cap-2 Maneuver	273	-	-	-	-	-
Stage 1	340	-	-	-	-	-
Stage 2	469	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	22.7	0.1	0
HCM LOS	C		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	EBLn2	SBT	SBR
Capacity (veh/h)	705	-	273	544	-	-
HCM Lane V/C Ratio	0.015	-	0.39	0.068	-	-
HCM Control Delay (s)	10.2	-	26.4	12.1	-	-
HCM Lane LOS	B	-	D	B	-	-
HCM 95th %tile Q(veh)	0	-	1.8	0.2	-	-

Notes

~: Volume exceeds capacity $: Delay exceeds 300s +: Computation Not Defined *: All major volume in platoon

Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	980	495	345	610	565	710
Future Volume (vph)	980	495	345	610	565	710
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)	200	0	200			200
Storage Lanes	2	1	2			2
Taper Length (ft)	100		100			
Right Turn on Red		Yes				Yes
Link Speed (mph)	25			40	40	
Link Distance (ft)	867			1320	1320	
Travel Time (s)	23.6			22.5	22.5	
Confl. Peds. (#/hr)						
Confl. Bikes (#/hr)						
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94
Growth Factor	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	5%	5%	5%	5%	5%	5%
Bus Blockages (#/hr)	0	0	0	0	0	0
Parking (#/hr)						
Mid-Block Traffic (%)	0%			0%	0%	
Shared Lane Traffic (%)						
Lane Group Flow (vph)	1043	527	367	649	601	755
Turn Type	Prot	Perm	Prot	NA	NA	pm+ov
Protected Phases	4		1	6	2	4
Permitted Phases		4				2
Detector Phase	4	4	1	6	2	4
Switch Phase						
Minimum Initial (s)	10.0	10.0	8.0	12.0	12.0	10.0
Minimum Split (s)	24.0	24.0	12.5	24.0	24.0	24.0
Total Split (s)	45.0	45.0	25.0	70.0	45.0	45.0
Total Split (%)	39.1%	39.1%	21.7%	60.9%	39.1%	39.1%
Maximum Green (s)	39.0	39.0	20.5	64.0	39.0	39.0
Yellow Time (s)	4.0	4.0	3.5	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0	1.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.0	6.0	4.5	6.0	6.0	6.0
Lead/Lag			Lag		Lead	
Lead-Lag Optimize?			Yes		Yes	
Vehicle Extension (s)	2.0	2.0	2.0	5.0	5.0	2.0
Minimum Gap (s)	2.0	2.0	2.0	2.0	2.0	2.0
Time Before Reduce (s)	0.0	0.0	0.0	25.0	25.0	0.0
Time To Reduce (s)	0.0	0.0	0.0	15.0	15.0	0.0
Recall Mode	None	None	None	C-Max	C-Max	None
Walk Time (s)						
Flash Dont Walk (s)						
Pedestrian Calls (#/hr)						
v/c Ratio	0.94	0.66	0.62	0.34	0.51	0.38
Control Delay	53.3	10.9	27.1	7.7	22.5	2.3

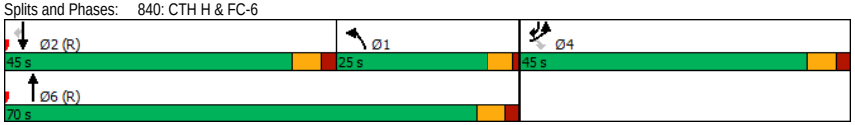
Lanes, Volumes, Timings
840: CTH H & FC-6

12/13/2017

Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	53.3	10.9	27.1	7.7	22.5	2.3
90th %ile Green (s)	39.0	39.0	20.5	64.0	39.0	39.0
90th %ile Term Code	Max	Max	Max	Coord	Coord	Max
70th %ile Green (s)	39.0	39.0	20.5	64.0	39.0	39.0
70th %ile Term Code	Max	Max	Hold	Coord	Coord	Max
50th %ile Green (s)	39.0	39.0	20.5	64.0	39.0	39.0
50th %ile Term Code	Max	Max	Hold	Coord	Coord	Max
30th %ile Green (s)	39.0	39.0	20.5	64.0	39.0	39.0
30th %ile Term Code	Max	Max	Hold	Coord	Coord	Max
10th %ile Green (s)	35.6	35.6	20.5	67.4	42.4	35.6
10th %ile Term Code	Gap	Gap	Hold	Coord	Coord	Gap
Queue Length 50th (ft)	380	52	92	48	186	2
Queue Length 95th (ft)	#509	171	119	100	242	69
Internal Link Dist (ft)	787			1240	1240	
Turn Bay Length (ft)	200		200			200
Base Capacity (vph)	1131	803	594	1933	1185	1998
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	0.92	0.66	0.62	0.34	0.51	0.38

Intersection Summary	
Area Type:	Other
Cycle Length: 115	
Actuated Cycle Length: 115	
Offset: 43 (37%), Referenced to phase 2:SBT and 6:NBT, Start of 1st 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: 840: CTH H & FC-6



HCM 2010 Signalized Intersection Summary
840: CTH H & FC-6

12/13/2017

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	980	495	345	610	565	710
Future Volume (veh/h)	980	495	345	610	565	710
Number	7	14	1	6	2	12
Initial Q (Qb), veh	0	0	0	0	0	0
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
Adj Sat Flow, veh/h/ln	1810	1810	1810	1810	1810	1810
Adj Flow Rate, veh/h	1043	266	367	649	601	526
Adj No. of Lanes	2	1	2	2	2	2
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94
Percent Heavy Veh, %	5	5	5	5	5	5
Cap, veh/h	1100	506	586	1948	1166	1809
Arrive On Green	0.33	0.33	0.35	1.00	0.57	0.57
Sat Flow, veh/h	3343	1538	3343	3529	3529	2707
Grp Volume(v), veh/h	1043	266	367	649	601	526
Grp Sat Flow(s),veh/h/ln	1672	1538	1672	1719	1719	1354
Q Serve(g_s), s	35.0	16.1	10.5	0.0	12.3	7.2
Cycle Q Clear(g_c), s	35.0	16.1	10.5	0.0	12.3	7.2
Prop In Lane	1.00	1.00	1.00			1.00
Lane Grp Cap(c), veh/h	1100	506	586	1948	1166	1809
V/C Ratio(X)	0.95	0.53	0.63	0.33	0.52	0.29
Avail Cap(c_a), veh/h	1134	522	596	1948	1166	1809
HCM Platoon Ratio	1.00	1.00	2.00	2.00	1.67	1.67
Upstream Filter(I)	1.00	1.00	0.92	0.92	0.66	0.66
Uniform Delay (d), s/veh	37.6	31.3	34.2	0.0	19.1	4.9
Incr Delay (d2), s/veh	15.4	0.4	1.4	0.4	1.1	0.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	25.5	20.4	8.5	0.2	9.1	8.4
LnGrp Delay(d),s/veh	53.0	31.7	35.6	0.4	20.2	5.2
LnGrp LOS	D	C	D	A	C	A
Approach Vol, veh/h	1309			1016	1127	
Approach Delay, s/veh	48.6			13.1	13.2	
Approach LOS	D			B	B	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2		4		6		
Phs Duration (G+Y+Rc), s	26.2	45.0		43.8		71.2		
Change Period (Y+Rc), s	6.0	* 6		6.0		6.0		
Max Green Setting (Gmax), s	20.5	* 39		39.0		64.0		
Max Q Clear Time (g_c+I1), s	12.5	14.3		37.0		2.0		
Green Ext Time (p_c), s	0.5	12.3		0.9		10.1		

Intersection Summary		
HCM 2010 Ctrl Delay		26.6
HCM 2010 LOS		C

Notes

* HCM 2010 computational engine requires equal clearance times for the phases crossing the barrier.

Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	165	220	735	45	55	1005
Future Volume (vph)	165	220	735	45	55	1005
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)	300	0		200	200	
Storage Lanes	1	1		1	1	
Taper Length (ft)	100				100	
Right Turn on Red		Yes		Yes		
Link Speed (mph)	25		40			40
Link Distance (ft)	1097		1323			1320
Travel Time (s)	29.9		22.6			22.5
Confl. Peds. (#/hr)						
Confl. Bikes (#/hr)						
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94
Growth Factor	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	5%	5%	5%	5%	5%	5%
Bus Blockages (#/hr)	0	0	0	0	0	0
Parking (#/hr)						
Mid-Block Traffic (%)	0%		0%			0%
Shared Lane Traffic (%)						
Lane Group Flow (vph)	176	234	782	48	59	1069
Turn Type	Prot	Perm	NA	Perm	D.P+P	NA
Protected Phases	8		6		5	2
Permitted Phases		8		6	6	
Detector Phase	8	8	6	6	5	2
Switch Phase						
Minimum Initial (s)	10.0	10.0	12.0	12.0	6.0	12.0
Minimum Split (s)	16.0	16.0	18.0	18.0	10.5	18.0
Total Split (s)	35.0	35.0	65.0	65.0	15.0	80.0
Total Split (%)	30.4%	30.4%	56.5%	56.5%	13.0%	69.6%
Maximum Green (s)	29.0	29.0	59.0	59.0	10.5	74.0
Yellow Time (s)	4.0	4.0	4.0	4.0	3.5	4.0
All-Red Time (s)	2.0	2.0	2.0	2.0	1.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.0	6.0	6.0	6.0	4.5	6.0
Lead/Lag			Lead	Lead	Lag	
Lead-Lag Optimize?			Yes	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	None	None	C-Max	C-Max	None	C-Max
Walk Time (s)						
Flash Dont Walk (s)						
Pedestrian Calls (#/hr)						
v/c Ratio	0.69	0.55	0.35	0.05	0.11	0.42
Control Delay	60.0	10.3	7.7	2.4	3.8	5.0

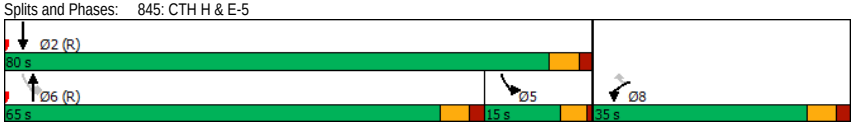
Lanes, Volumes, Timings
845: CTH H & E-5

12/13/2017

Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	60.0	10.3	7.7	2.4	3.8	5.0
90th %ile Green (s)	23.3	23.3	64.7	64.7	10.5	79.7
90th %ile Term Code	Gap	Gap	Coord	Coord	Hold	Coord
70th %ile Green (s)	19.7	19.7	68.3	68.3	10.5	83.3
70th %ile Term Code	Gap	Gap	Coord	Coord	Hold	Coord
50th %ile Green (s)	17.1	17.1	70.9	70.9	10.5	85.9
50th %ile Term Code	Gap	Gap	Coord	Coord	Hold	Coord
30th %ile Green (s)	14.5	14.5	73.5	73.5	10.5	88.5
30th %ile Term Code	Gap	Gap	Coord	Coord	Hold	Coord
10th %ile Green (s)	10.8	10.8	92.2	92.2	0.0	92.2
10th %ile Term Code	Gap	Gap	Coord	Coord	Skip	Coord
Queue Length 50th (ft)	125	0	137	2	5	57
Queue Length 95th (ft)	189	67	163	17	m17	125
Internal Link Dist (ft)	1017		1243			1240
Turn Bay Length (ft)	300			200	200	
Base Capacity (vph)	433	562	2209	1005	530	2568
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	0.41	0.42	0.35	0.05	0.11	0.42

Intersection Summary	
Area Type:	Other
Cycle Length: 115	
Actuated Cycle Length: 115	
Offset: 67 (58%), Referenced to phase 2:SBT and 6:NBSB, Start of 1st Green	
Natural Cycle: 45	
Control Type: Actuated-Coordinated	
m Volume for 95th percentile queue is metered by upstream signal.	

Splits and Phases: 845: CTH H & E-5



HCM 2010 Signalized Intersection Summary
845: CTH H & E-5

12/13/2017

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (veh/h)	165	220	735	45	55	1005
Future Volume (veh/h)	165	220	735	45	55	1005
Number	3	18	6	16	5	2
Initial Q (Qb), veh	0	0	0	0	0	0
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
Adj Sat Flow, veh/h/ln	1810	1810	1810	1810	1810	1810
Adj Flow Rate, veh/h	176	117	782	27	59	1069
Adj No. of Lanes	1	1	2	1	1	2
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94
Percent Heavy Veh, %	5	5	5	5	5	5
Cap, veh/h	214	191	1764	789	638	2653
Arrive On Green	0.12	0.12	0.34	0.34	0.41	1.00
Sat Flow, veh/h	1723	1538	3529	1538	1723	3529
Grp Volume(v), veh/h	176	117	782	27	59	1069
Grp Sat Flow(s),veh/h/ln	1723	1538	1719	1538	1723	1719
Q Serve(g_s), s	11.5	8.3	20.3	1.3	0.0	0.0
Cycle Q Clear(g_c), s	11.5	8.3	20.3	1.3	0.0	0.0
Prop In Lane	1.00	1.00		1.00	1.00	
Lane Grp Cap(c), veh/h	214	191	1764	789	638	2653
V/C Ratio(X)	0.82	0.61	0.44	0.03	0.09	0.40
Avail Cap(c_a), veh/h	435	388	1764	789	638	2653
HCM Platoon Ratio	1.00	1.00	0.67	0.67	2.00	2.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	0.79	0.79
Uniform Delay (d), s/veh	49.1	47.8	25.0	18.8	9.5	0.0
Incr Delay (d2), s/veh	7.7	3.2	0.8	0.1	0.0	0.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	9.9	6.7	15.0	1.1	1.2	0.2
LnGrp Delay(d),s/veh	56.9	50.9	25.8	18.9	9.6	0.4
LnGrp LOS	E	D	C	B	A	A
Approach Vol, veh/h	293		809			1128
Approach Delay, s/veh	54.5		25.6			0.8
Approach LOS	D		C			A

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2			5	6		8
Phs Duration (G+Y+Rc), s		94.7			29.7	65.0		20.3
Change Period (Y+Rc), s		6.0			6.0	* 6		6.0
Max Green Setting (Gmax), s		74.0			10.5	* 59		29.0
Max Q Clear Time (g_c+I1), s		2.0			2.0	22.3		13.5
Green Ext Time (p_c), s		9.6			0.1	6.0		0.8

Intersection Summary	
HCM 2010 Ctrl Delay	16.9
HCM 2010 LOS	B

Notes

* HCM 2010 computational engine requires equal clearance times for the phases crossing the barrier.

Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	1	1	1	780	1170	1
Future Volume (vph)	1	1	1	780	1170	1
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	200			200
Storage Lanes	1	0	1			1
Taper Length (ft)	100		100			
Link Speed (mph)	25			40	40	
Link Distance (ft)	850			1350	1323	
Travel Time (s)	23.2			23.0	22.6	
Confl. Peds. (#/hr)						
Confl. Bikes (#/hr)						
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94
Growth Factor	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	5%	5%	5%	5%	5%	5%
Bus Blockages (#/hr)	0	0	0	0	0	0
Parking (#/hr)						
Mid-Block Traffic (%)	0%			0%	0%	
Shared Lane Traffic (%)						
Lane Group Flow (vph)	2	0	1	830	1245	1
Sign Control	Stop			Free	Free	

Intersection Summary	
Area Type:	Other
Control Type: Unsignalized	

Intersection	
Int Delay, s/veh	0

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	1	1	1	780	1170	1
Future Vol, veh/h	1	1	1	780	1170	1
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	-	200	-	-	200
Veh in Median Storage, #	2	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	94	94	94	94	94	94
Heavy Vehicles, %	5	5	5	5	5	5
Mvmt Flow	1	1	1	830	1245	1

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	1662	623	1246	0	-	0
Stage 1	1245	-	-	-	-	-
Stage 2	417	-	-	-	-	-
Critical Hdwy	6.9	7	4.2	-	-	-
Critical Hdwy Stg 1	5.9	-	-	-	-	-
Critical Hdwy Stg 2	5.9	-	-	-	-	-
Follow-up Hdwy	3.55	3.35	2.25	-	-	-
Pot Cap-1 Maneuver	85	422	538	-	-	-
Stage 1	229	-	-	-	-	-
Stage 2	624	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	85	422	538	-	-	-
Mov Cap-2 Maneuver	210	-	-	-	-	-
Stage 1	229	-	-	-	-	-
Stage 2	624	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	18	0	0
HCM LOS	C		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	538	-	280	-	-
HCM Lane V/C Ratio	0.002	-	0.008	-	-
HCM Control Delay (s)	11.7	-	18	-	-
HCM Lane LOS	B	-	C	-	-
HCM 95th %tile Q(veh)	0	-	0	-	-

Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	70	20	5	90	80	15
Future Volume (vph)	70	20	5	90	80	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)	0	0	0			0
Storage Lanes	1	0	0			0
Taper Length (ft)	100		100			
Link Speed (mph)	25			40	40	
Link Distance (ft)	1081			1917	2628	
Travel Time (s)	29.5			32.7	44.8	
Confl. Peds. (#/hr)						
Confl. Bikes (#/hr)						
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94
Growth Factor	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	5%	5%	5%	5%	5%	5%
Bus Blockages (#/hr)	0	0	0	0	0	0
Parking (#/hr)						
Mid-Block Traffic (%)	0%			0%	0%	
Shared Lane Traffic (%)						
Lane Group Flow (vph)	95	0	0	101	101	0
Sign Control	Stop			Free	Free	

Intersection Summary	
Area Type:	Other
Control Type: Unsignalized	

Intersection	
Int Delay, s/veh	3.4

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	70	20	5	90	80	15
Future Vol, veh/h	70	20	5	90	80	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	94	94	94	94	94	94
Heavy Vehicles, %	5	5	5	5	5	5
Mvmt Flow	74	21	5	96	85	16

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	199	93	101	0	-	0
Stage 1	93	-	-	-	-	-
Stage 2	106	-	-	-	-	-
Critical Hdwy	6.45	6.25	4.15	-	-	-
Critical Hdwy Stg 1	5.45	-	-	-	-	-
Critical Hdwy Stg 2	5.45	-	-	-	-	-
Follow-up Hdwy	3.545	3.345	2.245	-	-	-
Pot Cap-1 Maneuver	783	956	1473	-	-	-
Stage 1	923	-	-	-	-	-
Stage 2	911	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	780	956	1473	-	-	-
Mov Cap-2 Maneuver	780	-	-	-	-	-
Stage 1	919	-	-	-	-	-
Stage 2	911	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	10	0.4	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1473	-	813	-	-
HCM Lane V/C Ratio	0.004	-	0.118	-	-
HCM Control Delay (s)	7.5	0	10	-	-
HCM Lane LOS	A	A	B	-	-
HCM 95th %tile Q(veh)	0	-	0.4	-	-

APPENDIX E

STORAGE LENGTH CALCULATIONS

APPENDIX E

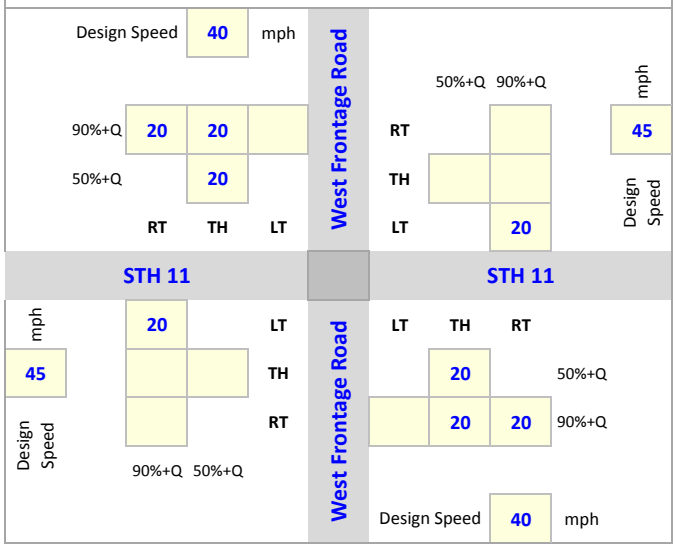
Year 2020 Phase One Total Traffic Storage Length Calculations

STORAGE LENGTH TABULATION

Intersection: STH 11 & West Frontage Road
Location: Mount Pleasant, WI
Project: Project Flying Eagle
Alternative: Year 2020 Phase One Build Total Traffic
Rural/Urban: Urban

Date: 12/14/2017
Analyst: MPM

INPUT



STORAGE (D4+D3)

					Min.	Des.
Des.	250	275	250	RT	200	300
Min.	150	205	150	TH	235	325
	RT	TH	LT	LT	200	300

STH 11 — West Frontage Road — STH 11

300	200	LT	LT	TH	RT		
325	235	TH	150	205	150	Min.	
300	200	RT	250	275	250	Des.	
Des.	Min.						

(D4+D3+D2)

					Min.	Des.
Des.	380	275	380	RT	350	450
Min.	280	205	280	TH	235	325
	RT	TH	LT	LT	350	450

STH 11 — West Frontage Road — STH 11

450	350	LT	LT	TH	RT		
325	235	TH	280	205	280	Min.	
450	350	RT	380	275	380	Des.	
Des.	Min.						

UPSTREAM FUNCTIONAL AREA (D4+D3+D2+D1)

					Min.	Des.
Des.	470	365	470	RT	415	550
Min.	340	265	340	TH	300	425
	RT	TH	LT	LT	415	550

STH 11 — West Frontage Road — STH 11

550	415	LT	LT	TH	RT		
425	300	TH	340	265	340	Min.	
550	415	RT	470	365	470	Des.	
Des.	Min.						

Legend

= the calculated maximum "minimum" storage length per approach
= the calculated maximum "desirable" storage length per approach
Storage lengths calculated using procedure in WisDOT FDM 11-25

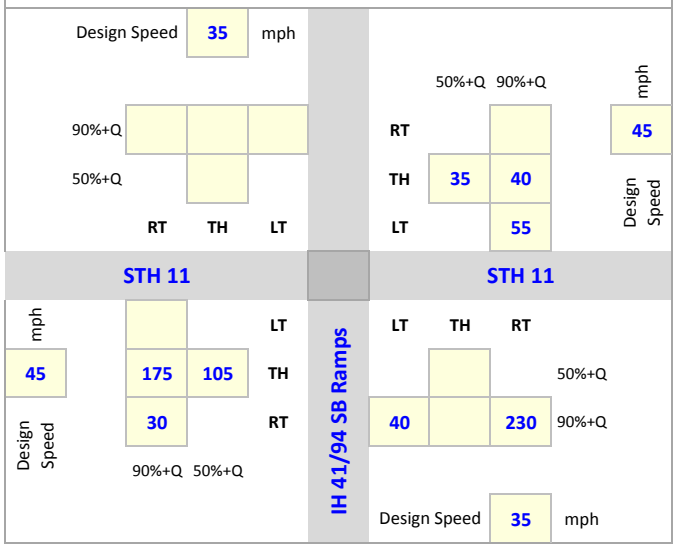
Notes:

STORAGE LENGTH TABULATION

Intersection: STH 11 & IH 41/94 Southbound Ramps
Location: Mount Pleasant, WI
Project: Project Flying Eagle
Alternative: Year 2020 Phase One Build Total Traffic
Rural/Urban: Urban

Date: 12/14/2017
Analyst: MPM

INPUT



STORAGE (D4+D3)

						Min.	Des.
Des.	200	195	200		RT	200	300
Min.	125	145	125		TH	270	365
	RT	TH	LT		LT	205	300
STH 11				IH 41/94 SB Ramps	STH 11		
	300	200	LT		LT	TH	RT
	500	340	TH		125	145	305 Min.
	300	200	RT		200	195	330 Des.
	Des.	Min.					

(D4+D3+D2)

						Min.	Des.
Des.	310	195	310		RT	350	450
Min.	235	145	235		TH	270	365
	RT	TH	LT		LT	355	450
STH 11				IH 41/94 SB Ramps	STH 11		
	450	350	LT		LT	TH	RT
	500	340	TH		235	145	415 Min.
	450	350	RT		310	195	440 Des.
	Des.	Min.					

UPSTREAM FUNCTIONAL AREA (D4+D3+D2+D1)

						Min.	Des.
Des.	385	270	385		RT	415	550
Min.	285	195	285		TH	335	465
	RT	TH	LT		LT	420	550
STH 11				IH 41/94 SB Ramps	STH 11		
	550	415	LT		LT	TH	RT
	600	405	TH		285	195	465 Min.
	550	415	RT		385	270	515 Des.
	Des.	Min.					

Legend

= the calculated maximum "minimum" storage length per approach
= the calculated maximum "desirable" storage length per approach
Storage lengths calculated using procedure in WisDOT FDM 11-25

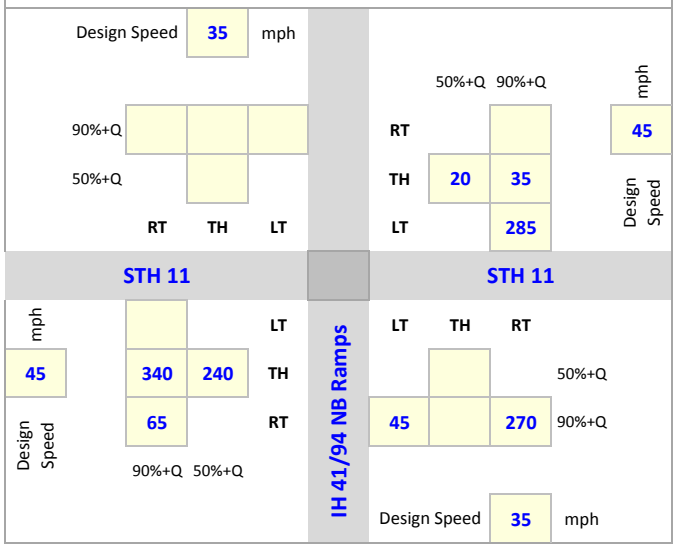
Notes:

STORAGE LENGTH TABULATION

Intersection: STH 11 & IH 41/94 Northbound Ramps
Location: Mount Pleasant, WI
Project: Project Flying Eagle
Alternative: Year 2020 Phase One Build Total Traffic
Rural/Urban: Urban

Date: 12/14/2017
Analyst: MPM

INPUT



STORAGE (D4+D3)

					Min.	Des.
Des.	200	195	200	RT	200	300
Min.	125	145	125	TH	255	360
	RT	TH	LT	LT	435	485

STH 11 — STH 11

300	200	LT		LT	TH	RT	
665	475	TH		125	145	345	Min.
300	215	RT		200	195	370	Des.
Des.	Min.						

IH 41/94 NB Ramps

(D4+D3+D2)

					Min.	Des.
Des.	310	195	310	RT	350	450
Min.	235	145	235	TH	255	360
	RT	TH	LT	LT	585	635

STH 11 — STH 11

450	350	LT		LT	TH	RT	
665	475	TH		235	145	455	Min.
450	365	RT		310	195	480	Des.
Des.	Min.						

IH 41/94 NB Ramps

UPSTREAM FUNCTIONAL AREA (D4+D3+D2+D1)

					Min.	Des.
Des.	385	270	385	RT	415	550
Min.	285	195	285	TH	320	460
	RT	TH	LT	LT	650	735

STH 11 — STH 11

550	415	LT		LT	TH	RT	
765	540	TH		285	195	505	Min.
550	430	RT		385	270	555	Des.
Des.	Min.						

IH 41/94 NB Ramps

Legend

= the calculated maximum "minimum" storage length per approach
= the calculated maximum "desirable" storage length per approach
Storage lengths calculated using procedure in WisDOT FDM 11-25

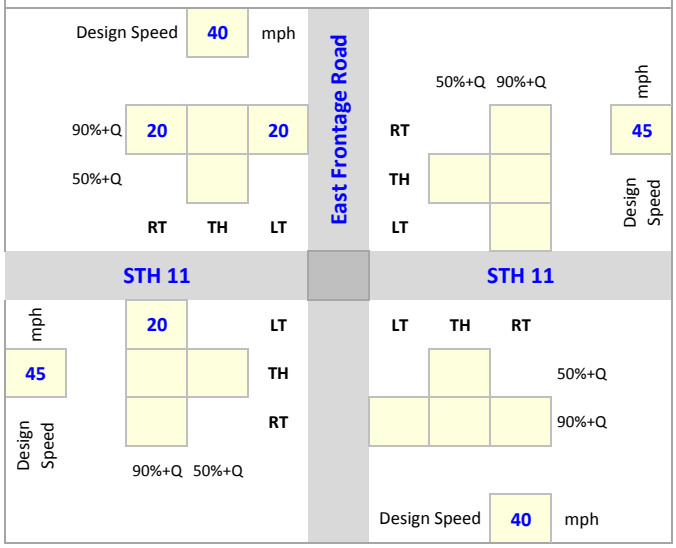
Notes:

STORAGE LENGTH TABULATION

Intersection: STH 11 & East Frontage Road
Location: Mount Pleasant, WI
Project: Project Flying Eagle
Alternative: Year 2020 Phase One Build Total Traffic
Rural/Urban: Urban

Date: 12/14/2017
Analyst: MPM

INPUT



STORAGE (D4+D3)

	RT	TH	LT
Des.	250	255	250
Min.	150	185	150

East Frontage Road

	Min.	Des.
RT	200	300
TH	235	325
LT	200	300

STH 11 | STH 11

300	200	LT
325	235	TH
300	200	RT
Des.	Min.	

LT	TH	RT
150	185	150 Min.
250	255	250 Des.

(D4+D3+D2)

	RT	TH	LT
Des.	380	255	380
Min.	280	185	280

East Frontage Road

	Min.	Des.
RT	350	450
TH	235	325
LT	350	450

STH 11 | STH 11

450	350	LT
325	235	TH
450	350	RT
Des.	Min.	

LT	TH	RT	
280	185	280	Min.
380	255	380	Des.

UPSTREAM FUNCTIONAL AREA (D4+D3+D2+D1)

	RT	TH	LT
Des.	470	345	470
Min.	340	245	340

East Frontage Road

	Min.	Des.
RT	415	550
TH	300	425
LT	415	550

STH 11 | STH 11

550	415	LT
425	300	TH
550	415	RT
Des.	Min.	

LT	TH	RT	
340	245	340	Min.
470	345	470	Des.

Legend

= the calculated maximum "minimum" storage length per approach
= the calculated maximum "desirable" storage length per approach
Storage lengths calculated using procedure in WisDOT FDM 11-25

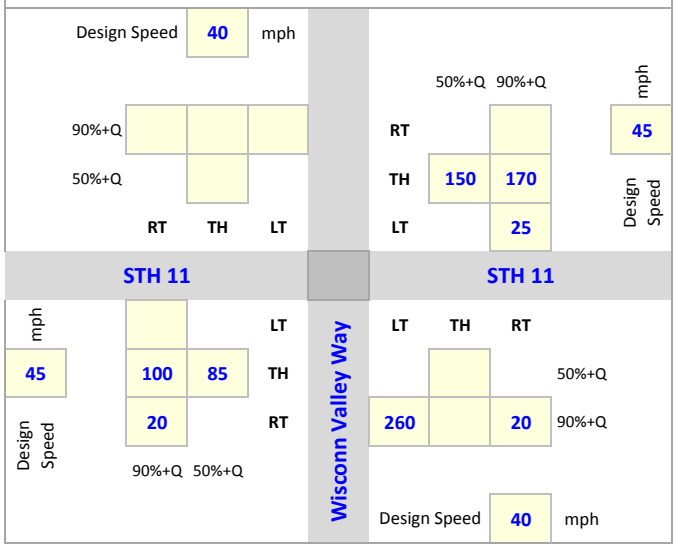
Notes:

STORAGE LENGTH TABULATION

Intersection: STH 11 & Wisconn Valley Way
Location: Mount Pleasant, WI
Project: Project Flying Eagle
Alternative: Year 2020 Phase One Build Total Traffic
Rural/Urban: Urban

Date: 12/14/2017
Analyst: MPM

INPUT



STORAGE (D4+D3)

					Min.	Des.
Des.	250	255	250	RT	200	300
Min.	150	185	150	TH	385	495
	RT	TH	LT	LT	200	300

STH 11 — STH 11

300	200	LT		LT	TH	RT	
425	320	TH	Wisconn Valley Way	360	185	150	Min.
300	200	RT		410	255	250	Des.
Des.	Min.						

(D4+D3+D2)

				Min.	Des.
Des.	380	255	380	RT 350	450
Min.	280	185	280	TH 385	495
	RT	TH	LT	LT 350	450

STH 11 — STH 11

450	350	LT		LT	TH	RT	
425	320	TH	Wisconn Valley Way	490	185	280	Min.
450	350	RT		540	255	380	Des.
Des.	Min.						

UPSTREAM FUNCTIONAL AREA (D4+D3+D2+D1)

					Min.	Des.
Des.	470	345	470	RT	415	550
Min.	340	245	340	TH	450	595
	RT	TH	LT	LT	415	550

STH 11 — STH 11

550	415	LT		LT	TH	RT	
525	385	TH	Wisconn Valley Way	550	245	340	Min.
550	415	RT		630	345	470	Des.
Des.	Min.						

Legend

= the calculated maximum "minimum" storage length per approach
= the calculated maximum "desirable" storage length per approach
Storage lengths calculated using procedure in WisDOT FDM 11-25

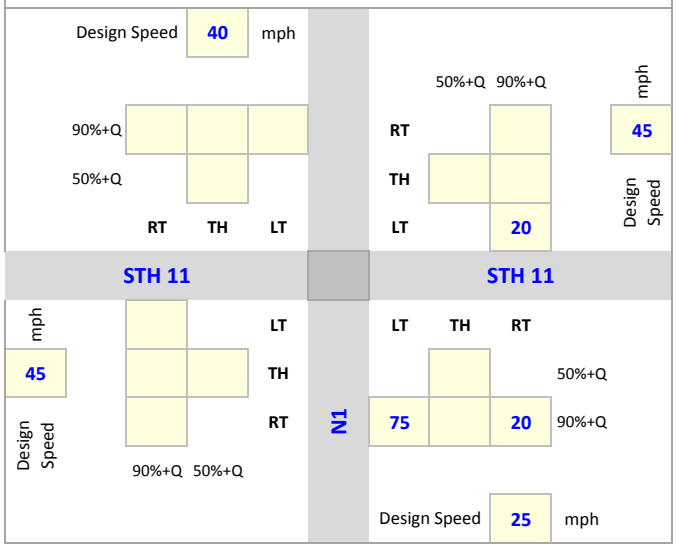
Notes:

STORAGE LENGTH TABULATION

Intersection: STH 11 & N1
Location: Mount Pleasant, WI
Project: Project Flying Eagle
Alternative: Year 2020 Phase One Build Total Traffic
Rural/Urban: Urban

Date: 12/14/2017
Analyst: MPM

INPUT



STORAGE (D4+D3)

					Min.	Des.
Des.	250	255	250	RT	200	300
Min.	150	185	150	TH	235	325
	RT	TH	LT	LT	200	300

STH 11 — STH 11

300	200	LT		LT	TH	RT	
325	235	TH		100	75	75	Min.
300	200	RT	N1	125	100	125	Des.
Des.	Min.						

(D4+D3+D2)

					Min.	Des.
Des.	380	255	380	RT	350	450
Min.	280	185	280	TH	235	325
	RT	TH	LT	LT	350	450

STH 11 — STH 11

450	350	LT		LT	TH	RT	
325	235	TH		175	75	150	Min.
450	350	RT	N1	200	100	200	Des.
Des.	Min.						

UPSTREAM FUNCTIONAL AREA (D4+D3+D2+D1)

					Min.	Des.
Des.	470	345	470	RT	415	550
Min.	340	245	340	TH	300	425
	RT	TH	LT	LT	415	550

STH 11 — STH 11

550	415	LT		LT	TH	RT	
425	300	TH		210	110	185	Min.
550	415	RT	N1	255	155	255	Des.
Des.	Min.						

Legend

= the calculated maximum "minimum" storage length per approach
= the calculated maximum "desirable" storage length per approach
Storage lengths calculated using procedure in WisDOT FDM 11-25

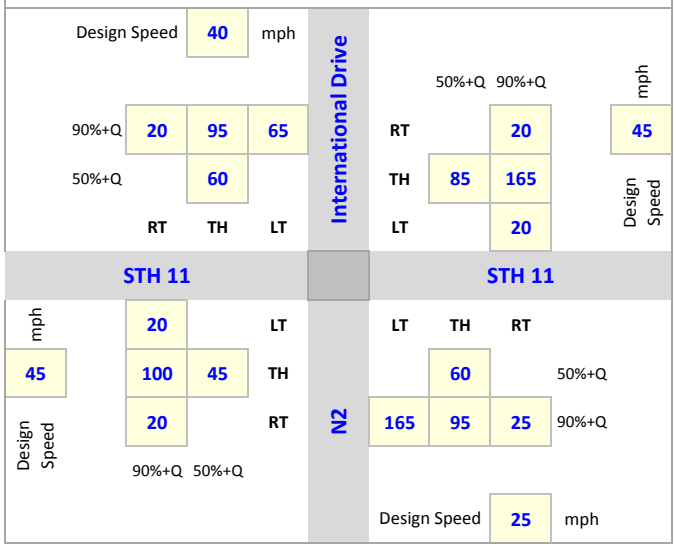
Notes:

STORAGE LENGTH TABULATION

Intersection: STH 11 & International Drive/N2
Location: Mount Pleasant, WI
Project: Project Flying Eagle
Alternative: Year 2020 Phase One Build Total Traffic
Rural/Urban: Urban

Date: 12/14/2017
Analyst: MPM

INPUT



STORAGE (D4+D3)

					Min.	Des.
Des.	250	350	250	RT	200	300
Min.	150	245	165	TH	320	490
	RT	TH	LT	LT	200	300

International Drive

STH 11 | STH 11

300	200	LT		LT	TH	RT	
425	280	TH		190	135	75	Min.
300	200	RT	N2	190	195	125	Des.
Des.	Min.						

(D4+D3+D2)

					Min.	Des.
Des.	380	350	380	RT	350	450
Min.	280	245	295	TH	320	490
	RT	TH	LT	LT	350	450

International Drive

STH 11 | STH 11

450	350	LT		LT	TH	RT	
425	280	TH		265	135	150	Min.
450	350	RT	N2	265	195	200	Des.
Des.	Min.						

UPSTREAM FUNCTIONAL AREA (D4+D3+D2+D1)

					Min.	Des.
Des.	470	440	470	RT	415	550
Min.	340	305	355	TH	385	590
	RT	TH	LT	LT	415	550

International Drive

STH 11 | STH 11

550	415	LT		LT	TH	RT	
525	345	TH		300	170	185	Min.
550	415	RT	N2	320	250	255	Des.
Des.	Min.						

Legend

= the calculated maximum "minimum" storage length per approach
= the calculated maximum "desirable" storage length per approach
Storage lengths calculated using procedure in WisDOT FDM 11-25

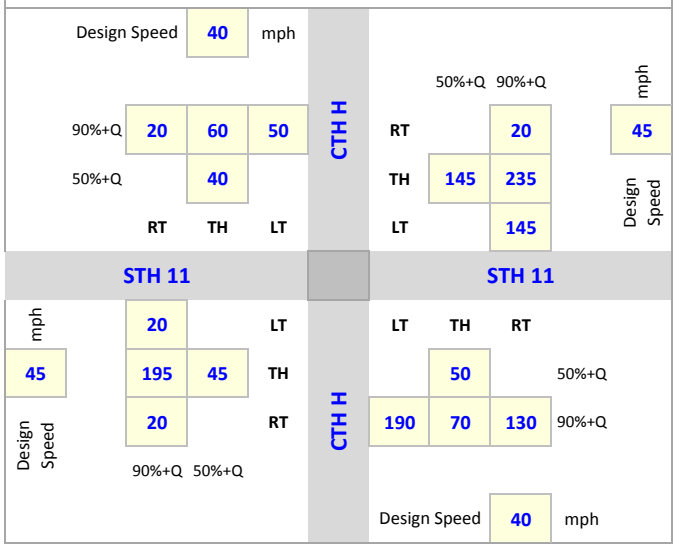
Notes:

STORAGE LENGTH TABULATION

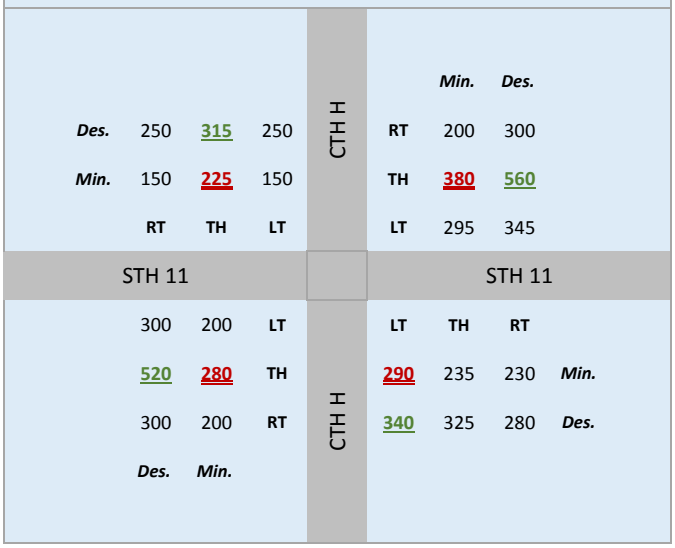
Intersection: STH 11 & CTH H
Location: Mount Pleasant, WI
Project: Project Flying Eagle
Alternative: Year 2020 Phase One Build Total Traffic
Rural/Urban: Urban

Date: 12/14/2017
Analyst: MPM

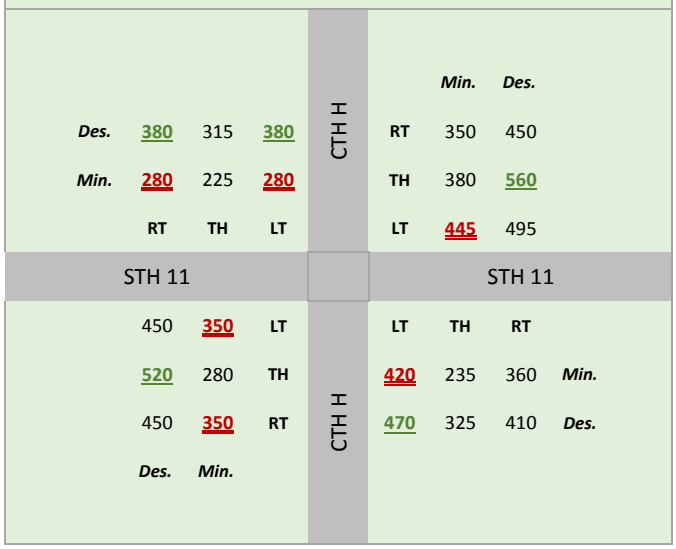
INPUT



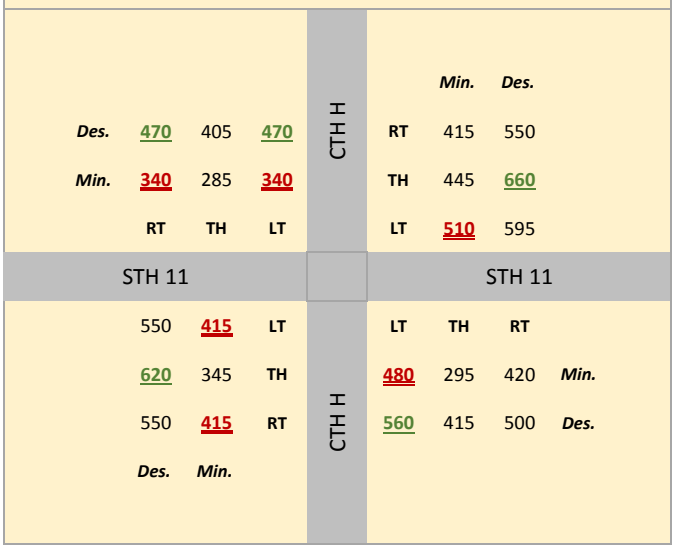
STORAGE (D4+D3)



(D4+D3+D2)



UPSTREAM FUNCTIONAL AREA (D4+D3+D2+D1)



Legend

= the calculated maximum "minimum" storage length per approach
= the calculated maximum "desirable" storage length per approach
Storage lengths calculated using procedure in WisDOT FDM 11-25

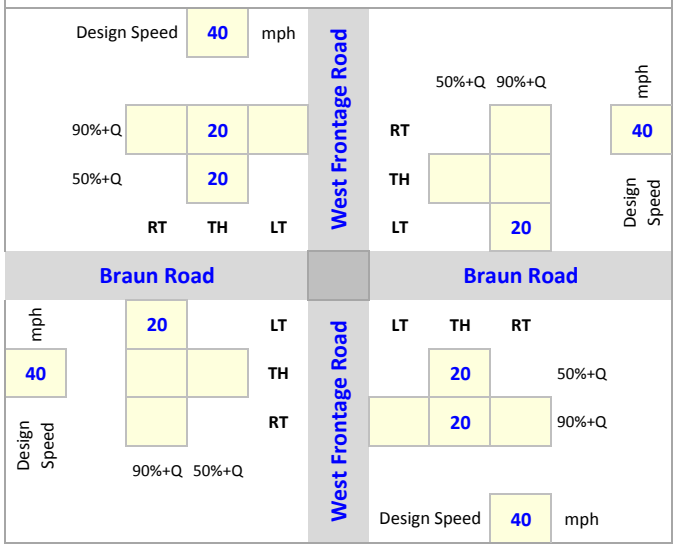
Notes:

STORAGE LENGTH TABULATION

Intersection: Braun Road & West Frontage Road
Location: Mount Pleasant, WI
Project: Project Flying Eagle
Alternative: Year 2020 Phase One Build Total Traffic
Rural/Urban: Urban

Date: 12/14/2017
Analyst: MPM

INPUT



STORAGE (D4+D3)

					Min.	Des.
Des.	250	275	250	RT	150	250
Min.	150	205	150	TH	185	255
	RT	TH	LT	LT	150	250

Braun Road — West Frontage Road — Braun Road

250	150	LT	LT	TH	RT		
255	185	TH	150	205	150	Min.	
250	150	RT	250	275	250	Des.	
Des.	Min.						

(D4+D3+D2)

					Min.	Des.
Des.	380	275	380	RT	280	380
Min.	280	205	280	TH	185	255
	RT	TH	LT	LT	280	380

Braun Road — West Frontage Road — Braun Road

380	280	LT	LT	TH	RT		
255	185	TH	280	205	280	Min.	
380	280	RT	380	275	380	Des.	
Des.	Min.						

UPSTREAM FUNCTIONAL AREA (D4+D3+D2+D1)

					Min.	Des.
Des.	470	365	470	RT	340	470
Min.	340	265	340	TH	245	345
	RT	TH	LT	LT	340	470

Braun Road — West Frontage Road — Braun Road

470	340	LT	LT	TH	RT		
345	245	TH	340	265	340	Min.	
470	340	RT	470	365	470	Des.	
Des.	Min.						

Legend

= the calculated maximum "minimum" storage length per approach
= the calculated maximum "desirable" storage length per approach
Storage lengths calculated using procedure in WisDOT FDM 11-25

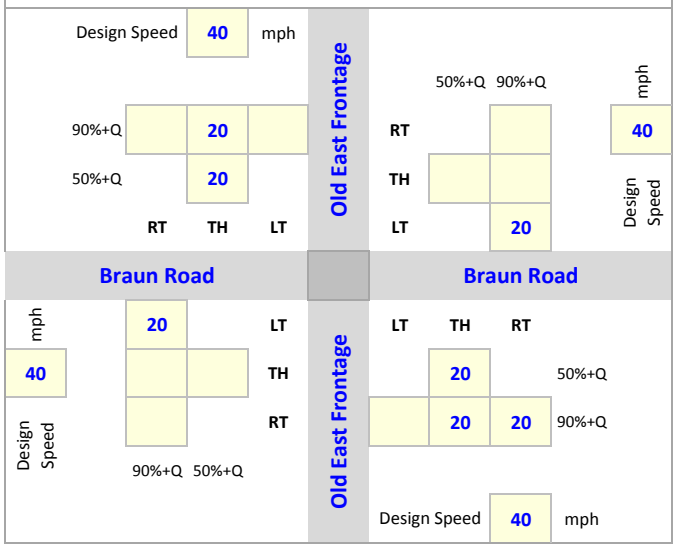
Notes:

STORAGE LENGTH TABULATION

Intersection: Braun Road & Old East Frontage
Location: Mount Pleasant, WI
Project: Project Flying Eagle
Alternative: Year 2020 Phase One Build Total Traffic
Rural/Urban: Urban

Date: 12/14/2017
Analyst: MPM

INPUT



STORAGE (D4+D3)

					Min.	Des.
Des.	250	275	250	RT	150	250
Min.	150	205	150	TH	185	255
	RT	TH	LT	LT	150	250

Old East Frontage

Braun Road | Braun Road

250	150	LT	LT	TH	RT	
255	185	TH	150	205	150	Min.
250	150	RT	250	275	250	Des.
Des.	Min.					

Old East Frontage

(D4+D3+D2)

					Min.	Des.
Des.	380	275	380	RT	280	380
Min.	280	205	280	TH	185	255
	RT	TH	LT	LT	280	380

Old East Frontage

Braun Road | Braun Road

380	280	LT	LT	TH	RT	
255	185	TH	280	205	280	Min.
380	280	RT	380	275	380	Des.
Des.	Min.					

Old East Frontage

UPSTREAM FUNCTIONAL AREA (D4+D3+D2+D1)

					Min.	Des.
Des.	470	365	470	RT	340	470
Min.	340	265	340	TH	245	345
	RT	TH	LT	LT	340	470

Old East Frontage

Braun Road | Braun Road

470	340	LT	LT	TH	RT	
345	245	TH	340	265	340	Min.
470	340	RT	470	365	470	Des.
Des.	Min.					

Old East Frontage

Legend

= the calculated maximum "minimum" storage length per approach
= the calculated maximum "desirable" storage length per approach
Storage lengths calculated using procedure in WisDOT FDM 11-25

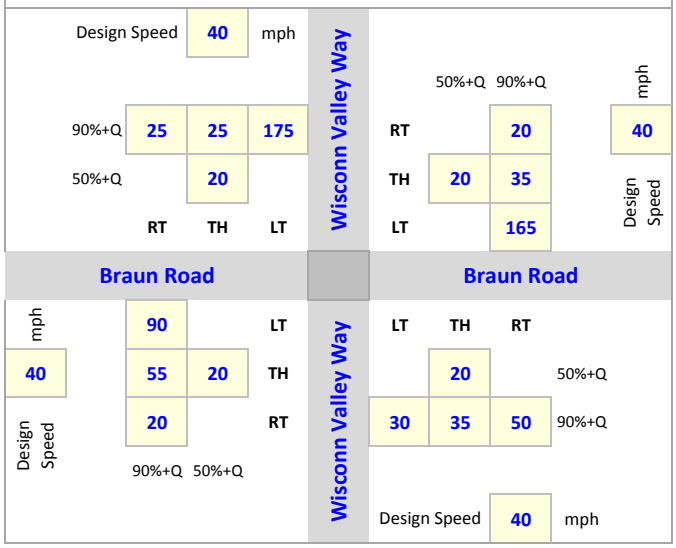
Notes:

STORAGE LENGTH TABULATION

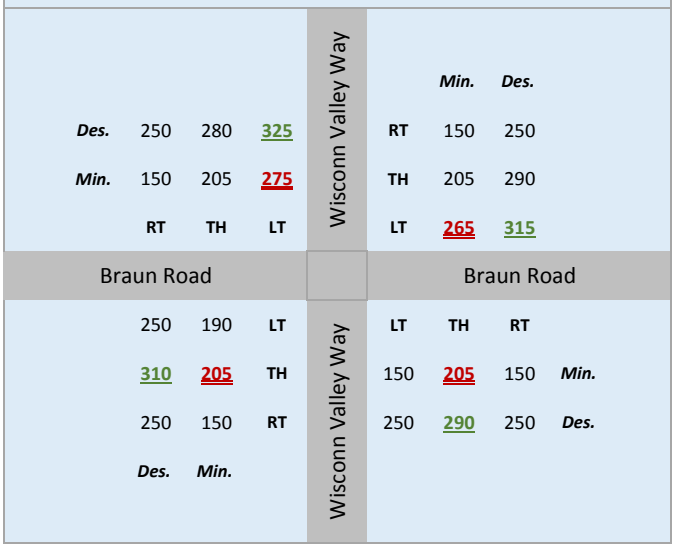
Intersection: Braun Road & Wisconn Valley Way
Location: Mount Pleasant, WI
Project: Project Flying Eagle
Alternative: Year 2020 Phase One Build Total Traffic
Rural/Urban: Urban

Date: 12/14/2017
Analyst: MPM

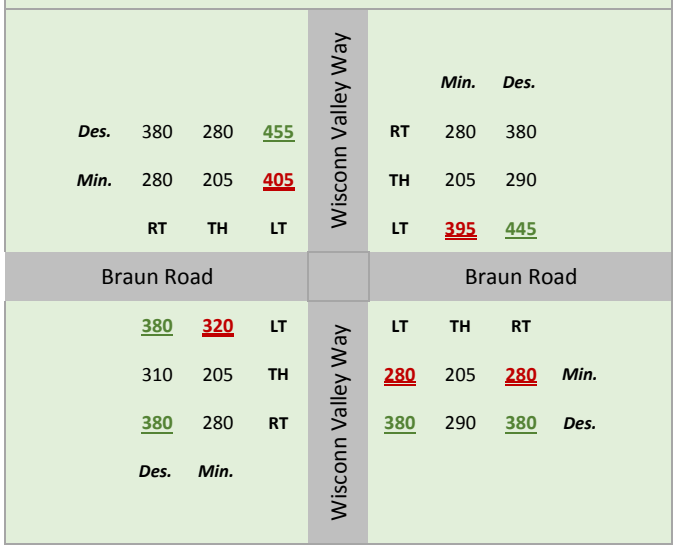
INPUT



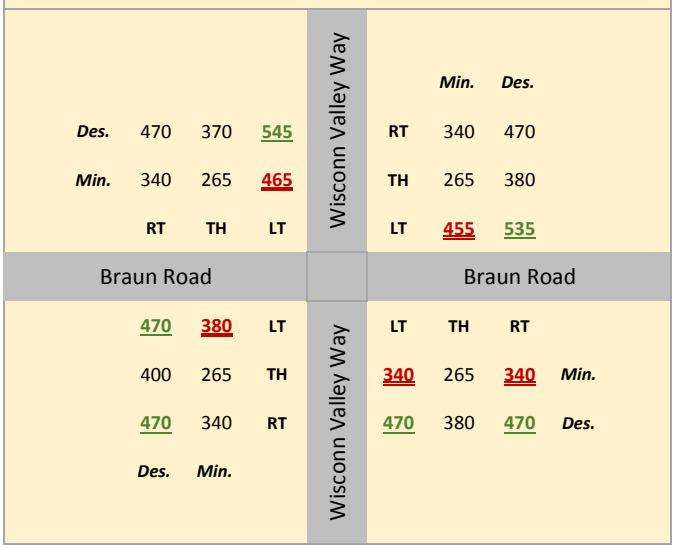
STORAGE (D4+D3)



(D4+D3+D2)



UPSTREAM FUNCTIONAL AREA (D4+D3+D2+D1)



Legend

= the calculated maximum "minimum" storage length per approach
= the calculated maximum "desirable" storage length per approach
Storage lengths calculated using procedure in WisDOT FDM 11-25

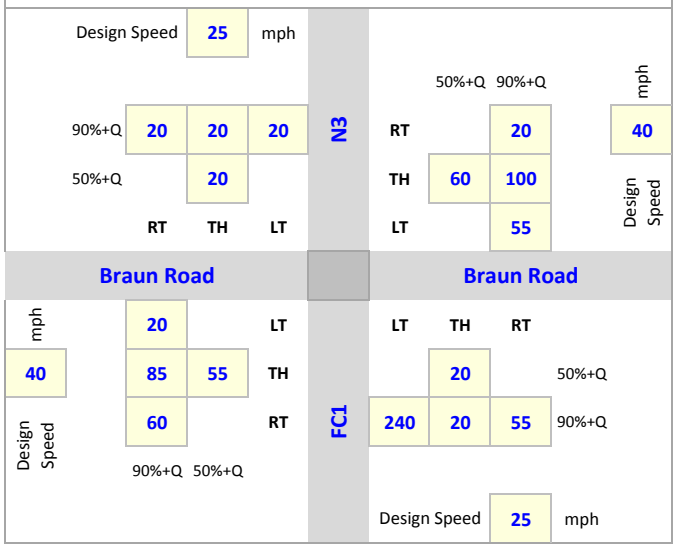
Notes:

STORAGE LENGTH TABULATION

Intersection: Braun Road & FC1 & N3
Location: Mount Pleasant, WI
Project: Project Flying Eagle
Alternative: Year 2020 Phase One Build Total Traffic
Rural/Urban: Urban

Date: 12/14/2017
Analyst: MPM

INPUT



STORAGE (D4+D3)

						Min.	Des.
Des.	125	120	125	N3	RT	150	250
Min.	75	95	75		TH	245	355
	RT	TH	LT		LT	155	250

Braun Road | Braun Road

250	150	LT	FC1	LT	TH	RT	
340	240	TH		265	95	80	Min.
250	160	RT		265	120	125	Des.
Des.	Min.						

(D4+D3+D2)

					Min.	Des.
Des.	200	120	200	RT	280	380
Min.	150	95	150	TH	245	355
	RT	TH	LT	LT	285	380

Braun Road | Braun Road

380	280	LT	FC1	LT	TH	RT	
340	240	TH		340	95	155	Min.
380	290	RT		340	120	200	Des.
Des.	Min.						

UPSTREAM FUNCTIONAL AREA (D4+D3+D2+D1)

						Min.	Des.
Des.	255	175	255	N3	RT	340	470
Min.	185	130	185		TH	305	445
	RT	TH	LT		LT	345	470

Braun Road | Braun Road

470	340	LT	FC1	LT	TH	RT	
430	300	TH		375	130	190	Min.
470	350	RT		395	175	255	Des.
Des.	Min.						

Legend

= the calculated maximum "minimum" storage length per approach
= the calculated maximum "desirable" storage length per approach
Storage lengths calculated using procedure in WisDOT FDM 11-25

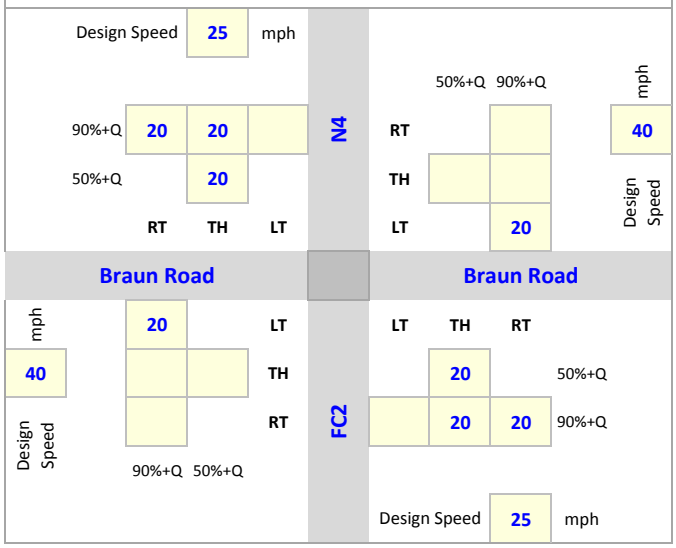
Notes:

STORAGE LENGTH TABULATION

Intersection: Braun Road & FC2 & N4
Location: Mount Pleasant, WI
Project: Project Flying Eagle
Alternative: Year 2020 Phase One Build Total Traffic
Rural/Urban: Urban

Date: 12/14/2017
Analyst: MPM

INPUT



STORAGE (D4+D3)

						Min.	Des.
Des.	125	120	125	N4	RT	150	250
Min.	75	95	75		TH	185	255
	RT	TH	LT		LT	150	250
Braun Road					Braun Road		
	250	150	LT		LT	TH	RT
	255	185	TH		75	95	75 Min.
	250	150	RT	FC2	125	120	125 Des.
	Des.	Min.					

(D4+D3+D2)

						Min.	Des.
Des.	200	120	200	N4	RT	280	380
Min.	150	95	150		TH	185	255
	RT	TH	LT		LT	280	380
Braun Road					Braun Road		
	380	280	LT		LT	TH	RT
	255	185	TH		150	95	150 Min.
	380	280	RT	FC2	200	120	200 Des.
	Des.	Min.					

UPSTREAM FUNCTIONAL AREA (D4+D3+D2+D1)

						Min.	Des.
Des.	255	175	255	N4	RT	340	470
Min.	185	130	185		TH	245	345
	RT	TH	LT		LT	340	470
Braun Road					Braun Road		
	470	340	LT		LT	TH	RT
	345	245	TH		185	130	185 Min.
	470	340	RT	FC2	255	175	255 Des.
	Des.	Min.					

Legend

= the calculated maximum "minimum" storage length per approach
= the calculated maximum "desirable" storage length per approach
Storage lengths calculated using procedure in WisDOT FDM 11-25

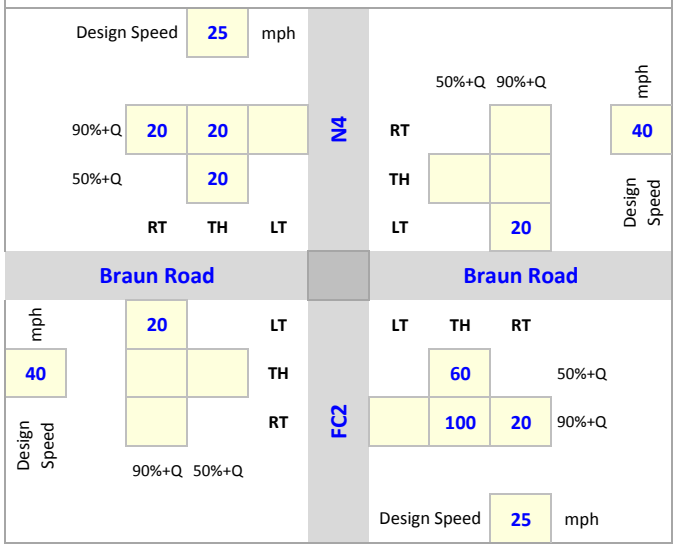
Notes:

STORAGE LENGTH TABULATION

Intersection: Braun Road & FC3 & N5
Location: Mount Pleasant, WI
Project: Project Flying Eagle
Alternative: Year 2020 Phase One Build Total Traffic
Rural/Urban: Urban

Date: 12/14/2017
Analyst: MPM

INPUT



STORAGE (D4+D3)

						Min.	Des.
Des.	125	120	125	N4	RT	150	250
Min.	75	95	75		TH	185	255
	RT	TH	LT		LT	150	250

Braun Road | Braun Road

250	150	LT	FC2	LT	TH	RT	
255	185	TH		75	135	75	Min.
250	150	RT		125	200	125	Des.
Des.	Min.						

(D4+D3+D2)

					Min.	Des.
Des.	200	120	200	N4	RT 280	380
Min.	150	95	150		TH 185	255
	RT	TH	LT		LT 280	380

Braun Road | Braun Road

380	280	LT	FC2	LT	TH	RT	
255	185	TH		150	135	150	Min.
380	280	RT		200	200	200	Des.
Des.	Min.						

UPSTREAM FUNCTIONAL AREA (D4+D3+D2+D1)

						Min.	Des.
Des.	255	175	255	N4	RT	340	470
Min.	185	130	185		TH	245	345
	RT	TH	LT		LT	340	470

Braun Road | Braun Road

470	340	LT	FC2	LT	TH	RT	
345	245	TH		185	170	185	Min.
470	340	RT		255	255	255	Des.
Des.	Min.						

Legend

= the calculated maximum "minimum" storage length per approach
= the calculated maximum "desirable" storage length per approach
Storage lengths calculated using procedure in WisDOT FDM 11-25

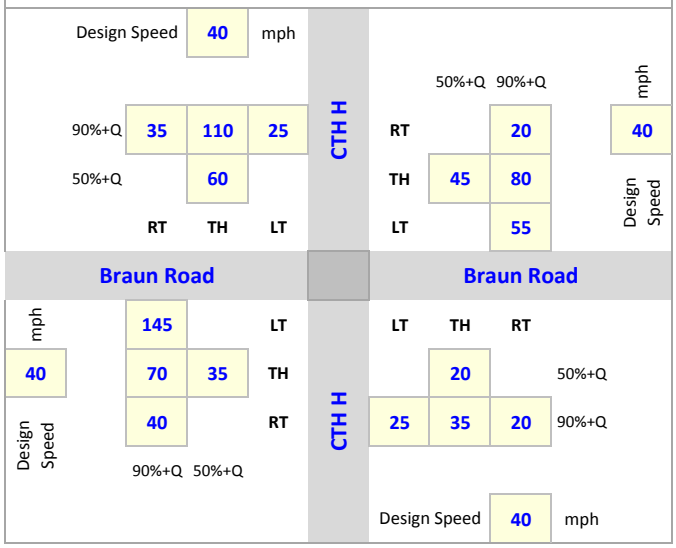
Notes:

STORAGE LENGTH TABULATION

Intersection: Braun Road & CTH H
Location: Mount Pleasant, WI
Project: Project Flying Eagle
Alternative: Year 2020 Phase One Build Total Traffic
Rural/Urban: Urban

Date: 12/14/2017
Analyst: MPM

INPUT



STORAGE (D4+D3)

						Min.	Des.
Des.	250	365	250	CTH H	RT	150	250
Min.	150	245	150		TH	230	335
	RT	TH	LT		LT	155	250

Braun Road — Braun Road

295	245	LT	CTH H	LT	TH	RT	
325	220	TH		150	205	150	Min.
250	150	RT		250	290	250	Des.
Des.	Min.						

(D4+D3+D2)

					Min.	Des.
Des.	380	365	380	RT	280	380
Min.	280	245	280	TH	230	335
	RT	TH	LT	LT	285	380

Braun Road — Braun Road

425	375	LT	CTH H	LT	TH	RT	
325	220	TH		280	205	280	Min.
380	280	RT		380	290	380	Des.
Des.	Min.						

UPSTREAM FUNCTIONAL AREA (D4+D3+D2+D1)

					Min.	Des.
Des.	470	455	470	RT	340	470
Min.	340	305	340	TH	290	425
	RT	TH	LT	LT	345	470

Braun Road — Braun Road

515	435	LT	CTH H	LT	TH	RT	
415	280	TH		340	265	340	Min.
470	340	RT		470	380	470	Des.
Des.	Min.						

Legend

= the calculated maximum "minimum" storage length per approach
= the calculated maximum "desirable" storage length per approach
Storage lengths calculated using procedure in WisDOT FDM 11-25

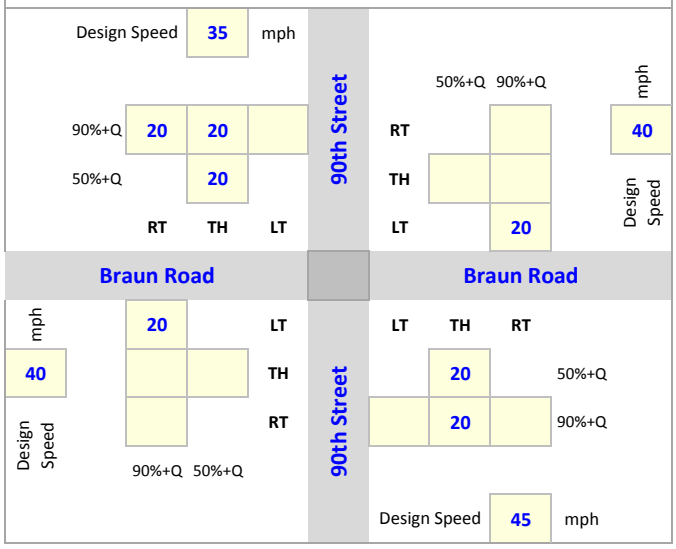
Notes:

STORAGE LENGTH TABULATION

Intersection: Braun Road & 90th Street
Location: Mount Pleasant, WI
Project: Project Flying Eagle
Alternative: Year 2020 Phase One Build Total Traffic
Rural/Urban: Urban

Date: 12/14/2017
Analyst: MPM

INPUT



STORAGE (D4+D3)

						Min.	Des.
Des.	200	215	200		RT	150	250
Min.	125	165	125		TH	185	255
	RT	TH	LT		LT	150	250

90th Street

Braun Road — Braun Road

250	150	LT		LT	TH	RT	
255	185	TH		200	255	200	*Min.*
250	150	RT		300	345	300	*Des.*
Des.	*Min.*						

(D4+D3+D2)

					Min.	Des.
Des.	310	215	310	RT	280	380
Min.	235	165	235	TH	185	255
	RT	TH	LT	LT	280	380

90th Street

Braun Road — Braun Road

380	280	LT		LT	TH	RT	
255	185	TH		350	255	350	*Min.*
380	280	RT		450	345	450	*Des.*
Des.	*Min.*						

UPSTREAM FUNCTIONAL AREA (D4+D3+D2+D1)

					Min.	Des.
Des.	385	290	385	RT	340	470
Min.	285	215	285	TH	245	345
	RT	TH	LT	LT	340	470

90th Street

Braun Road — Braun Road

470	340	LT		LT	TH	RT	
345	245	TH		415	320	415	*Min.*
470	340	RT		550	445	550	*Des.*
Des.	*Min.*						

Legend

= the calculated maximum "minimum" storage length per approach
= the calculated maximum "desirable" storage length per approach
Storage lengths calculated using procedure in WisDOT FDM 11-25

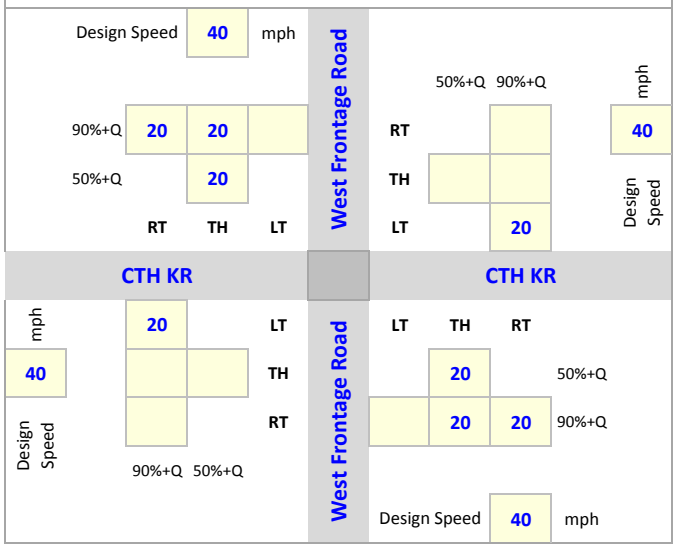
Notes:

STORAGE LENGTH TABULATION

Intersection: CTH KR & West Frontage Road
Location: Mount Pleasant, WI
Project: Project Flying Eagle
Alternative: Year 2020 Phase One Build Total Traffic
Rural/Urban: Urban

Date: 12/14/2017
Analyst: MPM

INPUT



STORAGE (D4+D3)

					Min.	Des.
Des.	250	275	250	RT	150	250
Min.	150	205	150	TH	185	255
	RT	TH	LT	LT	150	250

CTH KR | West Frontage Road | CTH KR

250	150	LT	LT	TH	RT		
255	185	TH	150	205	150	Min.	
250	150	RT	250	275	250	Des.	
Des.	Min.						

(D4+D3+D2)

					Min.	Des.
Des.	380	275	380	RT	280	380
Min.	280	205	280	TH	185	255
	RT	TH	LT	LT	280	380

CTH KR | West Frontage Road | CTH KR

380	280	LT	LT	TH	RT		
255	185	TH	280	205	280	Min.	
380	280	RT	380	275	380	Des.	
Des.	Min.						

UPSTREAM FUNCTIONAL AREA (D4+D3+D2+D1)

					Min.	Des.
Des.	470	365	470	RT	340	470
Min.	340	265	340	TH	245	345
	RT	TH	LT	LT	340	470

CTH KR | West Frontage Road | CTH KR

470	340	LT	LT	TH	RT		
345	245	TH	340	265	340	Min.	
470	340	RT	470	365	470	Des.	
Des.	Min.						

Legend

= the calculated maximum "minimum" storage length per approach
= the calculated maximum "desirable" storage length per approach
Storage lengths calculated using procedure in WisDOT FDM 11-25

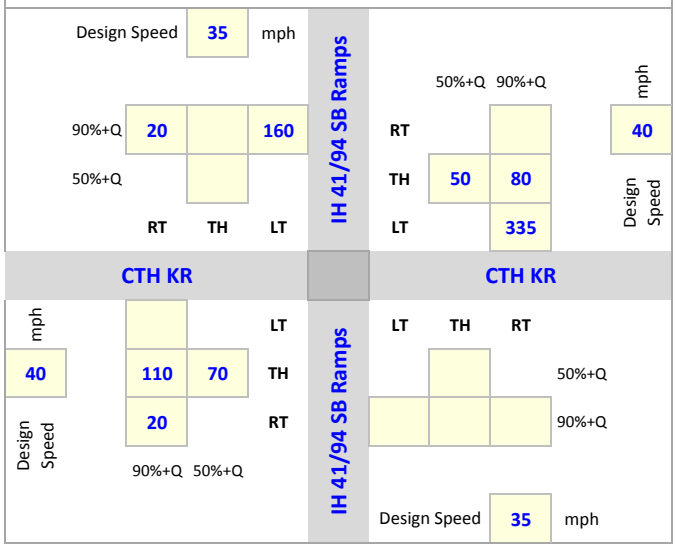
Notes:

STORAGE LENGTH TABULATION

Intersection: CTH KR & IH 41/94 Southbound Ramps
Location: Mount Pleasant, WI
Project: Project Flying Eagle
Alternative: Year 2020 Phase One Build Total Traffic
Rural/Urban: Urban

Date: 12/14/2017
Analyst: MPM

INPUT



STORAGE (D4+D3)

					Min.	Des.
Des.	200	195	260	RT	150	250
Min.	125	145	235	TH	235	335
	RT	TH	LT	LT	435	485

IH 41/94 SB Ramps

CTH KR | CTH KR

250	150	LT	LT	TH	RT		
365	255	TH	125	145	125	Min.	
250	150	RT	200	195	200	Des.	
Des.	Min.						

IH 41/94 SB Ramps

(D4+D3+D2)

					Min.	Des.
Des.	310	195	370	RT	280	380
Min.	235	145	345	TH	235	335
	RT	TH	LT	LT	565	615

IH 41/94 SB Ramps

CTH KR | CTH KR

380	280	LT	LT	TH	RT		
365	255	TH	235	145	235	Min.	
380	280	RT	310	195	310	Des.	
Des.	Min.						

IH 41/94 SB Ramps

UPSTREAM FUNCTIONAL AREA (D4+D3+D2+D1)

					Min.	Des.
Des.	385	270	445	RT	340	470
Min.	285	195	395	TH	295	425
	RT	TH	LT	LT	625	705

IH 41/94 SB Ramps

CTH KR | CTH KR

470	340	LT	LT	TH	RT		
455	315	TH	285	195	285	Min.	
470	340	RT	385	270	385	Des.	
Des.	Min.						

IH 41/94 SB Ramps

Legend

= the calculated maximum "minimum" storage length per approach
= the calculated maximum "desirable" storage length per approach
Storage lengths calculated using procedure in WisDOT FDM 11-25

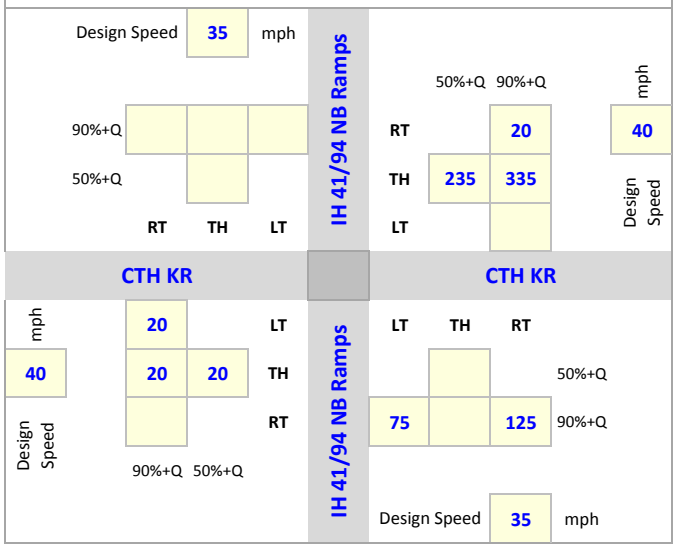
Notes:

STORAGE LENGTH TABULATION

Intersection: CTH KR & IH 41/94 Northbound Ramps
Location: Mount Pleasant, WI
Project: Project Flying Eagle
Alternative: Year 2020 Phase One Build Total Traffic
Rural/Urban: Urban

Date: 12/14/2017
Analyst: MPM

INPUT



STORAGE (D4+D3)

				IH 41/94 NB Ramps		Min.	Des.
Des.	200	195	200	RT		150	250
Min.	125	145	125	TH		420	590
	RT	TH	LT	LT		150	250
CTH KR					CTH KR		
	250	150	LT		LT	TH	RT
	275	205	TH		150	145	200 Min.
	250	150	RT		200	195	225 Des.
	Des.	Min.					

(D4+D3+D2)

				IH 41/94 NB Ramps		Min.	Des.
Des.	310	195	310	RT		280	380
Min.	235	145	235	TH		420	590
	RT	TH	LT	LT		280	380
CTH KR					CTH KR		
	380	280	LT		LT	TH	RT
	275	205	TH		260	145	310 Min.
	380	280	RT		310	195	335 Des.
	Des.	Min.					

UPSTREAM FUNCTIONAL AREA (D4+D3+D2+D1)

				IH 41/94 NB Ramps		Min.	Des.
Des.	385	270	385	RT		340	470
Min.	285	195	285	TH		480	680
	RT	TH	LT	LT		340	470
CTH KR					CTH KR		
	470	340	LT		LT	TH	RT
	365	265	TH		310	195	360 Min.
	470	340	RT		385	270	410 Des.
	Des.	Min.					

Legend

= the calculated maximum "minimum" storage length per approach
= the calculated maximum "desirable" storage length per approach
Storage lengths calculated using procedure in WisDOT FDM 11-25

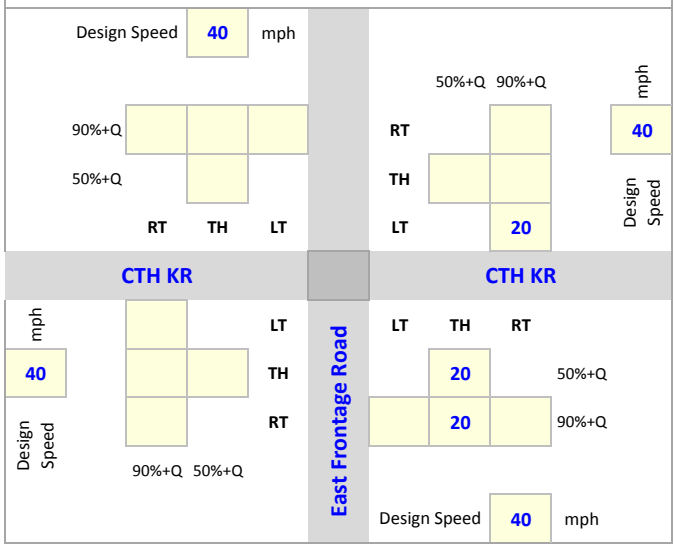
Notes:

STORAGE LENGTH TABULATION

Intersection: CTH KR & East Frontage Road
Location: Mount Pleasant, WI
Project: Project Flying Eagle
Alternative: Year 2020 Phase One Build Total Traffic
Rural/Urban: Urban

Date: 12/14/2017
Analyst: MPM

INPUT



STORAGE (D4+D3)

					Min.	Des.
Des.	250	255	250	RT	150	250
Min.	150	185	150	TH	185	255
	RT	TH	LT	LT	150	250

CTH KR — CTH KR

250	150	LT		LT	TH	RT	
255	185	TH	East Frontage Road	150	205	150	Min.
250	150	RT		250	275	250	Des.
Des.	Min.						

(D4+D3+D2)

					Min.	Des.
Des.	380	255	380	RT	280	380
Min.	280	185	280	TH	185	255
	RT	TH	LT	LT	280	380

CTH KR — CTH KR

380	280	LT		LT	TH	RT	
255	185	TH	East Frontage Road	280	205	280	Min.
380	280	RT		380	275	380	Des.
Des.	Min.						

UPSTREAM FUNCTIONAL AREA (D4+D3+D2+D1)

					Min.	Des.
Des.	470	345	470	RT	340	470
Min.	340	245	340	TH	245	345
	RT	TH	LT	LT	340	470

CTH KR — CTH KR

470	340	LT		LT	TH	RT	
345	245	TH	East Frontage Road	340	265	340	Min.
470	340	RT		470	365	470	Des.
Des.	Min.						

Legend

= the calculated maximum "minimum" storage length per approach
= the calculated maximum "desirable" storage length per approach
Storage lengths calculated using procedure in WisDOT FDM 11-25

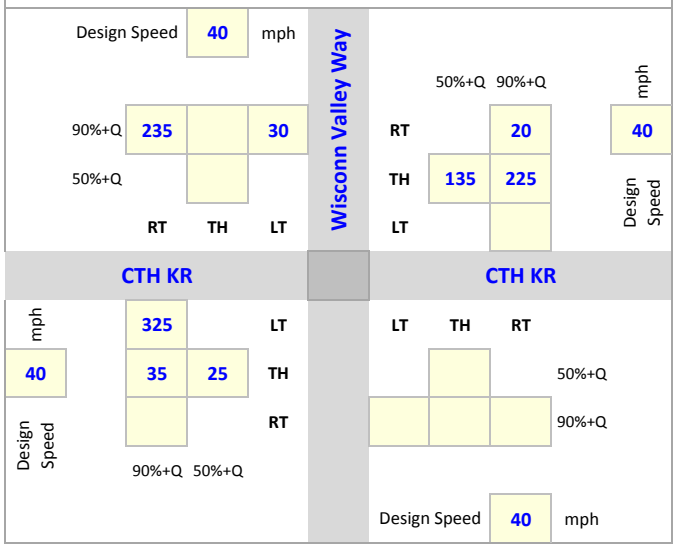
Notes:

STORAGE LENGTH TABULATION

Intersection: CTH KR & Wisconn Valley Way
Location: Mount Pleasant, WI
Project: Project Flying Eagle
Alternative: Year 2020 Phase One Build Total Traffic
Rural/Urban: Urban

Date: 12/14/2017
Analyst: MPM

INPUT



STORAGE (D4+D3)

					Min.	Des.
Des.	385	255	250	RT	150	250
Min.	335	185	150	TH	320	480
	RT	TH	LT	LT	150	250

Wisconn Valley Way

CTH KR

475	425	LT	
290	210	TH	
250	150	RT	
Des.	Min.		

CTH KR

LT	TH	RT	
150	185	150	Min.
250	255	250	Des.

(D4+D3+D2)

					Min.	Des.
Des.	515	255	380	RT	280	380
Min.	465	185	280	TH	320	480
	RT	TH	LT	LT	280	380

Wisconn Valley Way

CTH KR

605	555	LT	
290	210	TH	
380	280	RT	
Des.	Min.		

CTH KR

LT	TH	RT	
280	185	280	Min.
380	255	380	Des.

UPSTREAM FUNCTIONAL AREA (D4+D3+D2+D1)

					Min.	Des.
Des.	605	345	470	RT	340	470
Min.	525	245	340	TH	380	570
	RT	TH	LT	LT	340	470

Wisconn Valley Way

CTH KR

695	615	LT	
380	270	TH	
470	340	RT	
Des.	Min.		

CTH KR

LT	TH	RT	
340	245	340	Min.
470	345	470	Des.

Legend

= the calculated maximum "minimum" storage length per approach
= the calculated maximum "desirable" storage length per approach
Storage lengths calculated using procedure in WisDOT FDM 11-25

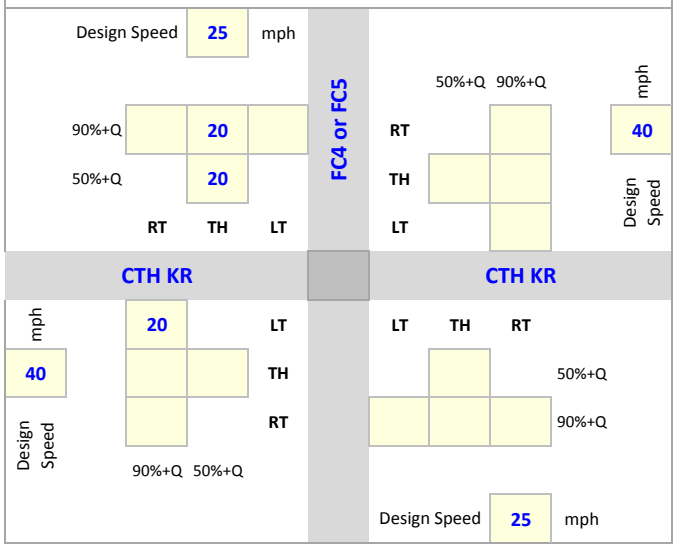
Notes:

STORAGE LENGTH TABULATION

Intersection: CTH KR & FC4 or FC5
Location: Mount Pleasant, WI
Project: Project Flying Eagle
Alternative: Year 2020 Phase One Build Total Traffic
Rural/Urban: Urban

Date: 12/14/2017
Analyst: MPM

INPUT



STORAGE (D4+D3)

					Min.	Des.
Des.	125	120	125	RT	150	250
Min.	75	95	75	TH	185	255
	RT	TH	LT	LT	150	250

FC4 or FC5

CTH KR

250	150	LT
255	185	TH
250	150	RT
Des.	Min.	

CTH KR

LT	TH	RT	
75	75	75	Min.
125	100	125	Des.

(D4+D3+D2)

					Min.	Des.
Des.	200	120	200	RT	280	380
Min.	150	95	150	TH	185	255
	RT	TH	LT	LT	280	380

FC4 or FC5

CTH KR

380	280	LT
255	185	TH
380	280	RT
Des.	Min.	

CTH KR

LT	TH	RT	
150	75	150	Min.
200	100	200	Des.

UPSTREAM FUNCTIONAL AREA (D4+D3+D2+D1)

					Min.	Des.
Des.	255	175	255	RT	340	470
Min.	185	130	185	TH	245	345
	RT	TH	LT	LT	340	470

FC4 or FC5

CTH KR

470	340	LT
345	245	TH
470	340	RT
Des.	Min.	

CTH KR

LT	TH	RT	
185	110	185	Min.
255	155	255	Des.

Legend

= the calculated maximum "minimum" storage length per approach
= the calculated maximum "desirable" storage length per approach
Storage lengths calculated using procedure in WisDOT FDM 11-25

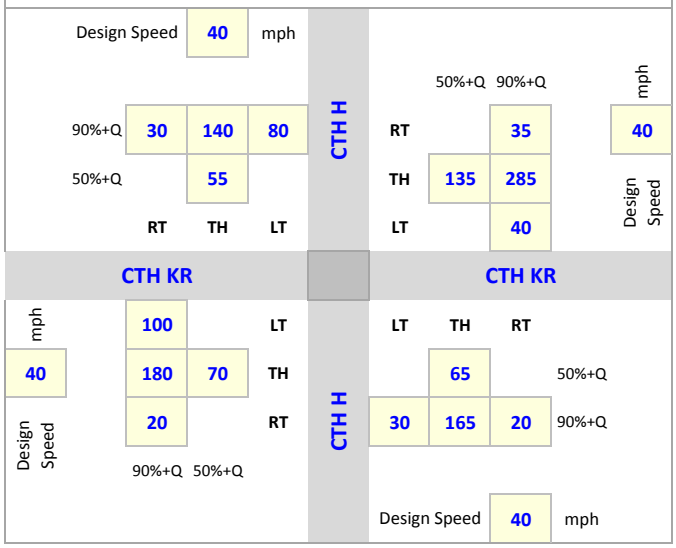
Notes:

STORAGE LENGTH TABULATION

Intersection: CTH KR & CTH H
Location: Mount Pleasant, WI
Project: Project Flying Eagle
Alternative: Year 2020 Phase One Build Total Traffic
Rural/Urban: Urban

Date: 12/14/2017
Analyst: MPM

INPUT



STORAGE (D4+D3)

						Min.	Des.
Des.	250	395	250	CTH H	RT	150	250
Min.	150	240	180		TH	320	540
	RT	TH	LT		LT	150	250

CTH KR — CTH KR

250	200	LT	CTH H	LT	TH	RT	
435	255	TH		150	250	150	Min.
250	150	RT		250	420	250	Des.
Des.	Min.						

(D4+D3+D2)

					Min.	Des.
Des.	380	395	380	RT	280	380
Min.	280	240	310	TH	320	540
	RT	TH	LT	LT	280	380

CTH KR — CTH KR

380	330	LT	CTH H	LT	TH	RT	
435	255	TH		280	250	280	Min.
380	280	RT		380	420	380	Des.
Des.	Min.						

UPSTREAM FUNCTIONAL AREA (D4+D3+D2+D1)

						Min.	Des.
Des.	470	485	470	CTH H	RT	340	470
Min.	340	300	370		TH	380	630
	RT	TH	LT		LT	340	470

CTH KR — CTH KR

470	390	LT	CTH H	LT	TH	RT	
525	315	TH		340	310	340	Min.
470	340	RT		470	510	470	Des.
Des.	Min.						

Legend

= the calculated maximum "minimum" storage length per approach
= the calculated maximum "desirable" storage length per approach
Storage lengths calculated using procedure in WisDOT FDM 11-25

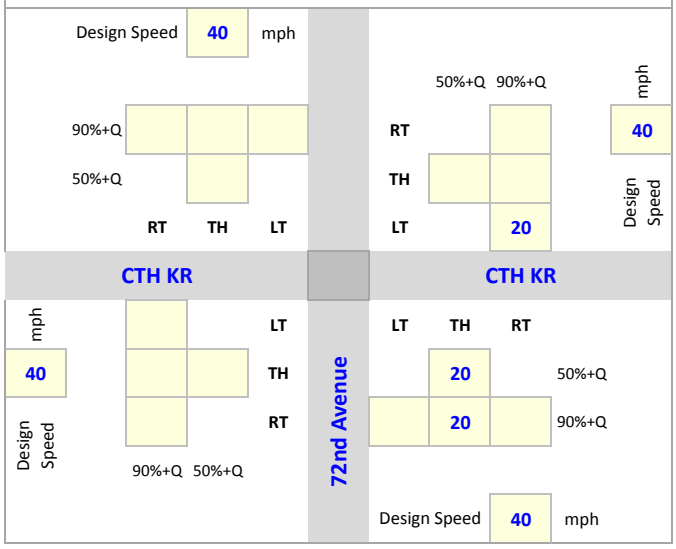
Notes:

STORAGE LENGTH TABULATION

Intersection: CTH KR & 72nd Avenue
Location: Mount Pleasant, WI
Project: Project Flying Eagle
Alternative: Year 2020 Phase One Build Total Traffic
Rural/Urban: Urban

Date: 12/14/2017
Analyst: MPM

INPUT



STORAGE (D4+D3)

					Min.	Des.
Des.	250	255	250	RT	150	250
Min.	150	185	150	TH	185	255
	RT	TH	LT	LT	150	250

CTH KR

250	150	LT		LT	TH	RT	
255	185	TH		150	205	150	Min.
250	150	RT		250	275	250	Des.
Des.	Min.						

72nd Avenue

CTH KR

(D4+D3+D2)

					Min.	Des.
Des.	380	255	380	RT	280	380
Min.	280	185	280	TH	185	255
	RT	TH	LT	LT	280	380

CTH KR

380	280	LT		LT	TH	RT	
255	185	TH		280	205	280	Min.
380	280	RT		380	275	380	Des.
Des.	Min.						

72nd Avenue

CTH KR

UPSTREAM FUNCTIONAL AREA (D4+D3+D2+D1)

					Min.	Des.
Des.	470	345	470	RT	340	470
Min.	340	245	340	TH	245	345
	RT	TH	LT	LT	340	470

CTH KR

470	340	LT		LT	TH	RT	
345	245	TH		340	265	340	Min.
470	340	RT		470	365	470	Des.
Des.	Min.						

72nd Avenue

CTH KR

Legend

= the calculated maximum "minimum" storage length per approach
= the calculated maximum "desirable" storage length per approach
Storage lengths calculated using procedure in WisDOT FDM 11-25

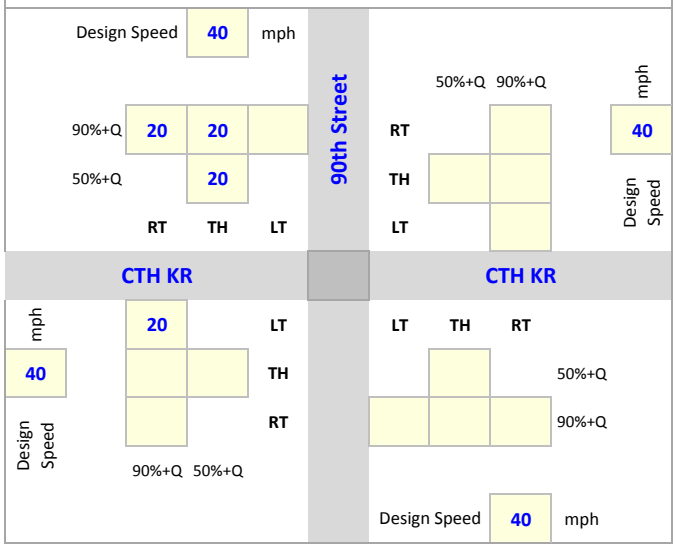
Notes:

STORAGE LENGTH TABULATION

Intersection: CTH KR & 90th Street
Location: Mount Pleasant, WI
Project: Project Flying Eagle
Alternative: Year 2020 Phase One Build Total Traffic
Rural/Urban: Urban

Date: 12/14/2017
Analyst: MPM

INPUT



STORAGE (D4+D3)

					Min.	Des.
Des.	250	275	250	RT	150	250
Min.	150	205	150	TH	185	255
	RT	TH	LT	LT	150	250

90th Street

CTH KR | CTH KR

250	150	LT	LT	TH	RT	
255	185	TH	150	185	150	Min.
250	150	RT	250	255	250	Des.
Des.	Min.					

(D4+D3+D2)

					Min.	Des.
Des.	380	275	380	RT	280	380
Min.	280	205	280	TH	185	255
	RT	TH	LT	LT	280	380

90th Street

CTH KR | CTH KR

380	280	LT	LT	TH	RT	
255	185	TH	280	185	280	Min.
380	280	RT	380	255	380	Des.
Des.	Min.					

UPSTREAM FUNCTIONAL AREA (D4+D3+D2+D1)

					Min.	Des.
Des.	470	365	470	RT	340	470
Min.	340	265	340	TH	245	345
	RT	TH	LT	LT	340	470

90th Street

CTH KR | CTH KR

470	340	LT	LT	TH	RT	
345	245	TH	340	245	340	Min.
470	340	RT	470	345	470	Des.
Des.	Min.					

Legend

= the calculated maximum "minimum" storage length per approach
= the calculated maximum "desirable" storage length per approach
Storage lengths calculated using procedure in WisDOT FDM 11-25

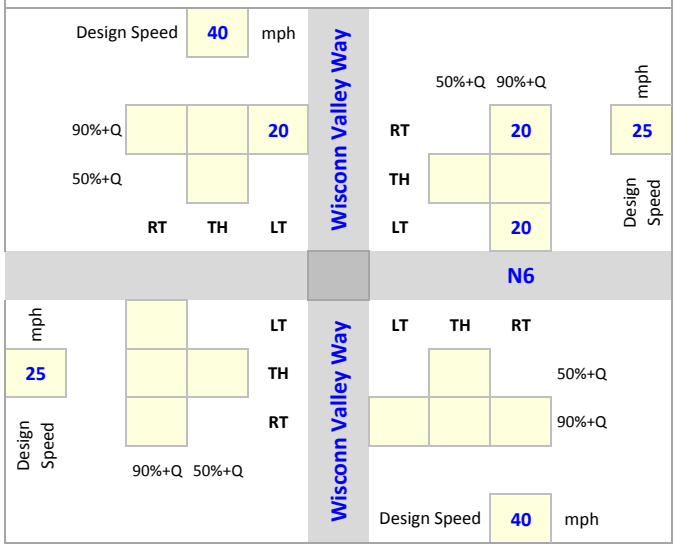
Notes:

STORAGE LENGTH TABULATION

Intersection: Wisconn Valley Way & N6
Location: Mount Pleasant, WI
Project: Project Flying Eagle
Alternative: Year 2020 Phase One Build Total Traffic
Rural/Urban: Urban

Date: 12/14/2017
Analyst: MPM

INPUT



STORAGE (D4+D3)

					Min.	Des.
Des.	250	255	250	RT	75	125
Min.	150	185	150	TH	75	100
	RT	TH	LT	LT	75	125

Wisconn Valley Way

N6

125	75	LT	LT	TH	RT	
100	75	TH	150	185	150	Min.
125	75	RT	250	255	250	Des.
Des.	Min.					

Wisconn Valley Way

(D4+D3+D2)

					Min.	Des.
Des.	380	255	380	RT	150	200
Min.	280	185	280	TH	75	100
	RT	TH	LT	LT	150	200

Wisconn Valley Way

N6

200	150	LT	LT	TH	RT		
100	75	TH	280	185	280	Min.	
200	150	RT	380	255	380	Des.	
Des.	Min.						

Wisconn Valley Way

UPSTREAM FUNCTIONAL AREA (D4+D3+D2+D1)

					Min.	Des.
Des.	470	345	470	RT	185	255
Min.	340	245	340	TH	110	155
	RT	TH	LT	LT	185	255

Wisconn Valley Way

N6

255	185	LT	LT	TH	RT	
155	110	TH	340	245	340	Min.
255	185	RT	470	345	470	Des.
Des.	Min.					

Wisconn Valley Way

Legend

= the calculated maximum "minimum" storage length per approach
= the calculated maximum "desirable" storage length per approach
Storage lengths calculated using procedure in WisDOT FDM 11-25

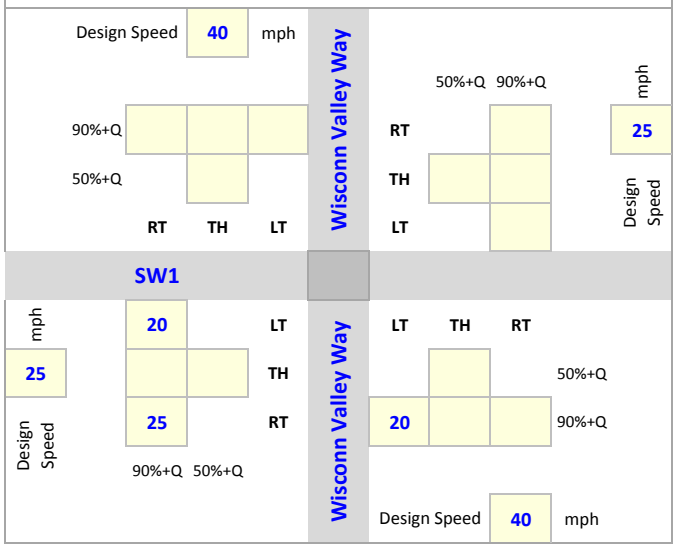
Notes:

STORAGE LENGTH TABULATION

Intersection: Wisconn Valley Way & SW1
Location: Mount Pleasant, WI
Project: Project Flying Eagle
Alternative: Year 2020 Phase One Build Total Traffic
Rural/Urban: Urban

Date: 12/14/2017
Analyst: MPM

INPUT



STORAGE (D4+D3)

				Wisconn Valley Way		Min.	Des.
Des.	250	255	250		RT	75	125
Min.	150	185	150		TH	75	100
	RT	TH	LT		LT	75	125
SW1							
	125	75	LT		LT	TH	RT
	100	75	TH		150	185	150 Min.
	125	75	RT		250	255	250 Des.
	Des.	Min.					

(D4+D3+D2)

				Wisconn Valley Way		Min.	Des.
Des.	380	255	380		RT	150	200
Min.	280	185	280		TH	75	100
	RT	TH	LT		LT	150	200
SW1							
	200	150	LT		LT	TH	RT
	100	75	TH		280	185	280 Min.
	200	150	RT		380	255	380 Des.
	Des.	Min.					

UPSTREAM FUNCTIONAL AREA (D4+D3+D2+D1)

				Wisconn Valley Way		Min.	Des.
Des.	470	345	470		RT	185	255
Min.	340	245	340		TH	110	155
	RT	TH	LT		LT	185	255
SW1							
	255	185	LT		LT	TH	RT
	155	110	TH		340	245	340 Min.
	255	185	RT		470	345	470 Des.
	Des.	Min.					

Legend

= the calculated maximum "minimum" storage length per approach
= the calculated maximum "desirable" storage length per approach
Storage lengths calculated using procedure in WisDOT FDM 11-25

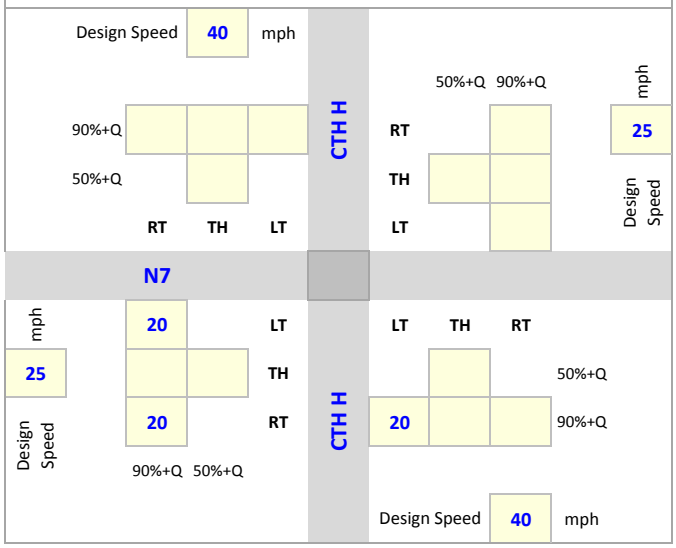
Notes:

STORAGE LENGTH TABULATION

Intersection: CTH H & N7
Location: Mount Pleasant, WI
Project: Project Flying Eagle
Alternative: Year 2020 Phase One Build Total Traffic
Rural/Urban: Urban

Date: 12/14/2017
Analyst: MPM

INPUT



STORAGE (D4+D3)

					Min.	Des.
Des.	250	255	250	RT	75	125
Min.	150	185	150	TH	75	100
	RT	TH	LT	LT	75	125

N7

125	75	LT	LT	TH	RT		
100	75	TH	150	185	150	Min.	
125	75	RT	250	255	250	Des.	
Des.	Min.						

(D4+D3+D2)

				Min.	Des.
Des.	380	255	380	RT	150	200
Min.	280	185	280	TH	75	100
	RT	TH	LT	LT	150	200

N7

200	150	LT	LT	TH	RT		
100	75	TH	280	185	280	Min.	
200	150	RT	380	255	380	Des.	
Des.	Min.						

UPSTREAM FUNCTIONAL AREA (D4+D3+D2+D1)

					Min.	Des.
Des.	470	345	470	RT	185	255
Min.	340	245	340	TH	110	155
	RT	TH	LT	LT	185	255

N7

255	185	LT	LT	TH	RT		
155	110	TH	340	245	340	Min.	
255	185	RT	470	345	470	Des.	
Des.	Min.						

Legend

= the calculated maximum "minimum" storage length per approach
= the calculated maximum "desirable" storage length per approach
Storage lengths calculated using procedure in WisDOT FDM 11-25

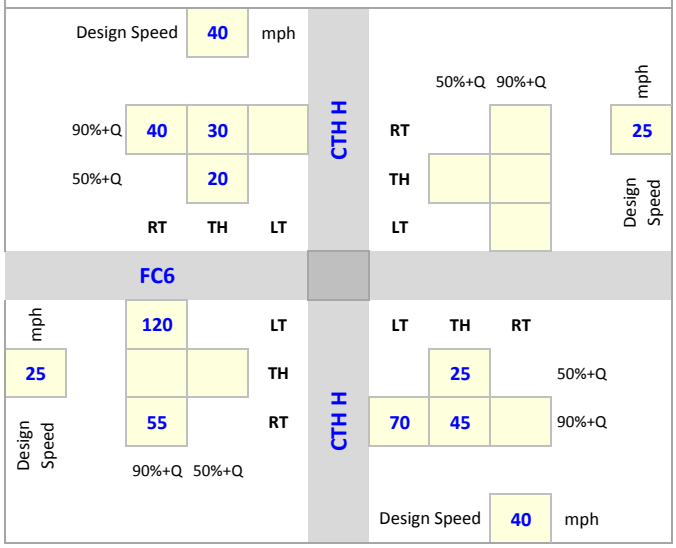
Notes:

STORAGE LENGTH TABULATION

Intersection: CTH H & FC6
Location: Mount Pleasant, WI
Project: Project Flying Eagle
Alternative: Year 2020 Phase One Build Total Traffic
Rural/Urban: Urban

Date: 12/14/2017
Analyst: MPM

INPUT



STORAGE (D4+D3)

					Min.	Des.
Des.	250	285	250	RT	75	125
Min.	150	205	150	TH	75	100
	RT	TH	LT	LT	75	125

FC6

145	145	LT		LT	TH	RT	
100	75	TH		170	210	150	Min.
125	80	RT		250	300	250	Des.
Des.	Min.						

CTH H

(D4+D3+D2)

				Min.	Des.
Des.	380	285	380	RT	150	200
Min.	280	205	280	TH	75	100
	RT	TH	LT	LT	150	200

FC6

220	220	LT		LT	TH	RT	
100	75	TH		300	210	280	Min.
200	155	RT		380	300	380	Des.
Des.	Min.						

CTH H

UPSTREAM FUNCTIONAL AREA (D4+D3+D2+D1)

					Min.	Des.
Des.	470	375	470	RT	185	255
Min.	340	265	340	TH	110	155
	RT	TH	LT	LT	185	255

FC6

275	255	LT		LT	TH	RT	
155	110	TH		360	270	340	Min.
255	190	RT		470	390	470	Des.
Des.	Min.						

CTH H

Legend

= the calculated maximum "minimum" storage length per approach
= the calculated maximum "desirable" storage length per approach
Storage lengths calculated using procedure in WisDOT FDM 11-25

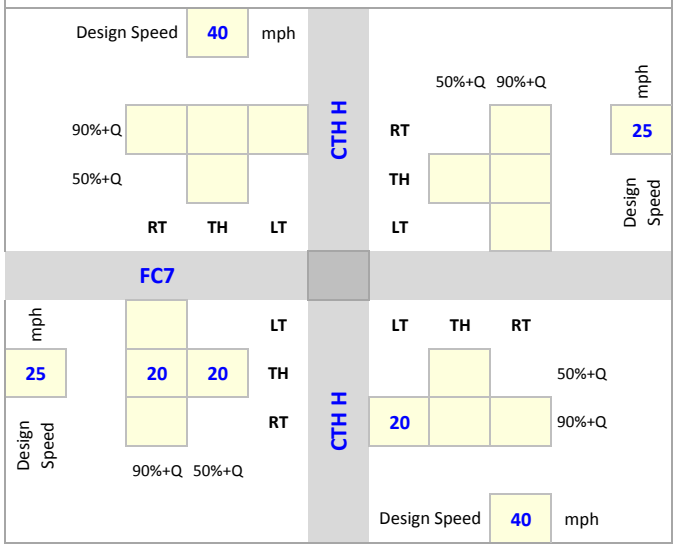
Notes:

STORAGE LENGTH TABULATION

Intersection: CTH H & FC7
Location: Mount Pleasant, WI
Project: Project Flying Eagle
Alternative: Year 2020 Phase One Build Total Traffic
Rural/Urban: Urban

Date: 12/14/2017
Analyst: MPM

INPUT



STORAGE (D4+D3)

						Min.	Des.
Des.	250	255	250	CTH H	RT	75	125
Min.	150	185	150		TH	75	100
	RT	TH	LT		LT	75	125
FC7							
125	75	LT	CTH H	LT	TH	RT	
120	95	TH		150	185	150	Min.
125	75	RT		250	255	250	Des.
Des.	Min.						

(D4+D3+D2)

					Min.	Des.
Des.	380	255	380	CTH H	RT	150	200	
Min.	280	185	280		TH	75	100	
	RT	TH	LT		LT	150	200	
FC7								
200	150	LT	CTH H	LT	TH	RT		
120	95	TH		280	185	280	Min.
200	150	RT		380	255	380	Des.
Des.	Min.						

UPSTREAM FUNCTIONAL AREA (D4+D3+D2+D1)

					Min.	Des.
Des.	470	345	470	CTH H	RT	185	255	
Min.	340	245	340		TH	110	155	
	RT	TH	LT		LT	185	255	
FC7								
255	185	LT	CTH H	LT	TH	RT		
175	130	TH		340	245	340	Min.
255	185	RT		470	345	470	Des.
Des.	Min.						

Legend

= the calculated maximum "minimum" storage length per approach
= the calculated maximum "desirable" storage length per approach
Storage lengths calculated using procedure in WisDOT FDM 11-25

Notes:

APPENDIX E

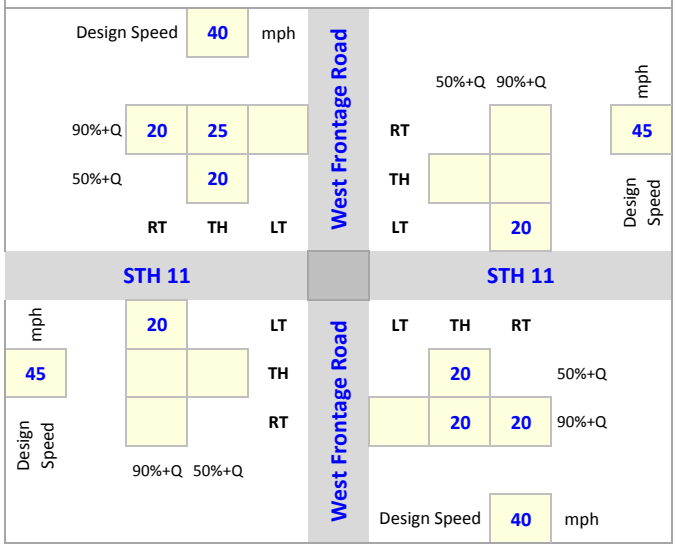
Year 2030 Interim Build Total Traffic Storage Length Calculations

STORAGE LENGTH TABULATION

Intersection: STH 11 & West Frontage Road
Location: Mount Pleasant, WI
Project: Project Flying Eagle
Alternative: Year 2030 Interim Build Total Traffic
Rural/Urban: Urban

Date: 12/14/2017
Analyst: MPM

INPUT



STORAGE (D4+D3)

					Min.	Des.
Des.	250	280	250	RT	200	300
Min.	150	205	150	TH	235	325
	RT	TH	LT	LT	200	300

STH 11 — West Frontage Road — STH 11

300	200	LT	LT	TH	RT		
325	235	TH	150	205	150	Min.	
300	200	RT	250	275	250	Des.	
Des.	Min.						

(D4+D3+D2)

					Min.	Des.
Des.	380	280	380	RT	350	450
Min.	280	205	280	TH	235	325
	RT	TH	LT	LT	350	450

STH 11 — West Frontage Road — STH 11

450	350	LT	LT	TH	RT		
325	235	TH	280	205	280	Min.	
450	350	RT	380	275	380	Des.	
Des.	Min.						

UPSTREAM FUNCTIONAL AREA (D4+D3+D2+D1)

					Min.	Des.
Des.	470	370	470	RT	415	550
Min.	340	265	340	TH	300	425
	RT	TH	LT	LT	415	550

STH 11 — West Frontage Road — STH 11

550	415	LT	LT	TH	RT		
425	300	TH	340	265	340	Min.	
550	415	RT	470	365	470	Des.	
Des.	Min.						

Legend

= the calculated maximum "minimum" storage length per approach
= the calculated maximum "desirable" storage length per approach
Storage lengths calculated using procedure in WisDOT FDM 11-25

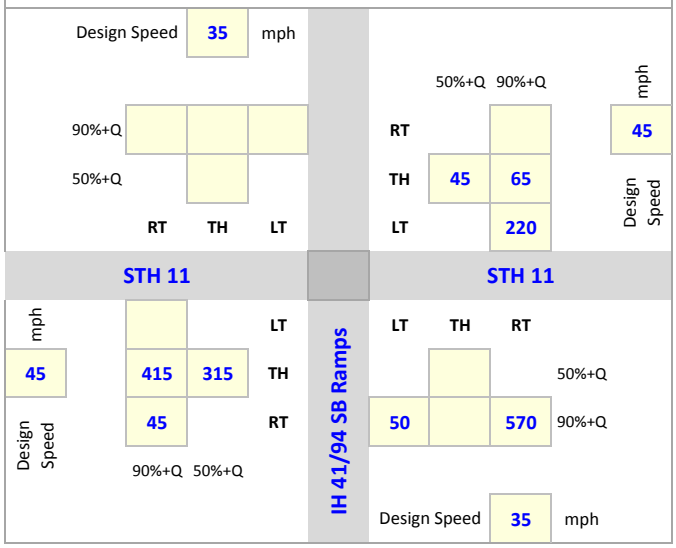
Notes:

STORAGE LENGTH TABULATION

Intersection: STH 11 & IH 41/94 Southbound Ramps
Location: Mount Pleasant, WI
Project: Project Flying Eagle
Alternative: Year 2030 Interim Build Total Traffic
Rural/Urban: Urban

Date: 12/14/2017
Analyst: MPM

INPUT



STORAGE (D4+D3)

					Min.	Des.
Des.	200	195	200	RT	200	300
Min.	125	145	125	TH	280	390
	RT	TH	LT	LT	370	420

STH 11 — STH 11

300	200	LT	LT	TH	RT	
740	550	TH	125	145	645	Min.
300	200	RT	200	195	670	Des.
Des.	Min.					

IH 41/94 SB Ramps

(D4+D3+D2)

				Min.	Des.
Des.	310	195	310	RT 350	450
Min.	235	145	235	TH 280	390
	RT	TH	LT	LT 520	570

STH 11 — STH 11

450	350	LT	LT	TH	RT	
740	550	TH	235	145	755	Min.
450	350	RT	310	195	780	Des.
Des.	Min.					

IH 41/94 SB Ramps

UPSTREAM FUNCTIONAL AREA (D4+D3+D2+D1)

					Min.	Des.
Des.	385	270	385	RT	415	550
Min.	285	195	285	TH	345	490
	RT	TH	LT	LT	585	670

STH 11 — STH 11

550	415	LT	LT	TH	RT	
840	615	TH	285	195	805	Min.
550	415	RT	385	270	855	Des.
Des.	Min.					

IH 41/94 SB Ramps

Legend

= the calculated maximum "minimum" storage length per approach
= the calculated maximum "desirable" storage length per approach
Storage lengths calculated using procedure in WisDOT FDM 11-25

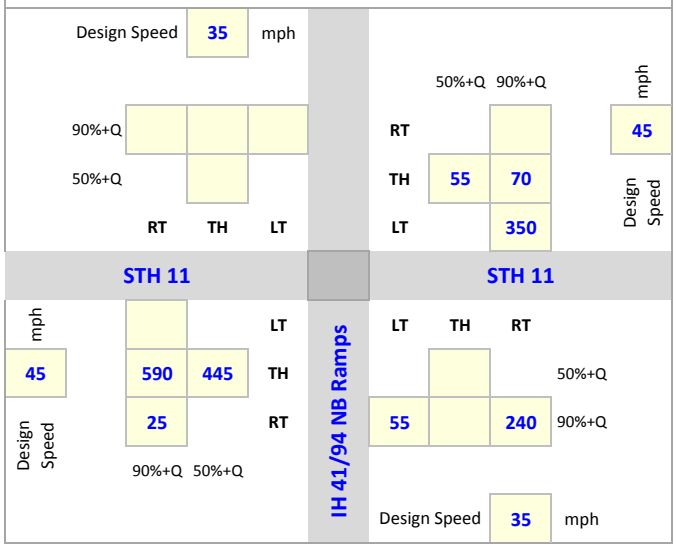
Notes:

STORAGE LENGTH TABULATION

Intersection: STH 11 & IH 41/94 Northbound Ramps
Location: Mount Pleasant, WI
Project: Project Flying Eagle
Alternative: Year 2030 Interim Build Total Traffic
Rural/Urban: Urban

Date: 12/14/2017
Analyst: MPM

INPUT



STORAGE (D4+D3)

					Min.	Des.
Des.	200	195	200	RT	200	300
Min.	125	145	125	TH	290	395
	RT	TH	LT	LT	500	550

STH 11 — STH 11

300	200	LT		LT	TH	RT	
915	680	TH	IH 41/94 NB Ramps	130	145	315	Min.
300	200	RT		200	195	340	Des.
Des.	Min.						

(D4+D3+D2)

				Min.	Des.
Des.	310	195	310	RT	350	450
Min.	235	145	235	TH	290	395
	RT	TH	LT	LT	650	700

STH 11 — STH 11

450	350	LT		LT	TH	RT	
915	680	TH	IH 41/94 NB Ramps	240	145	425	Min.
450	350	RT		310	195	450	Des.
Des.	Min.						

UPSTREAM FUNCTIONAL AREA (D4+D3+D2+D1)

					Min.	Des.
Des.	385	270	385	RT	415	550
Min.	285	195	285	TH	355	495
	RT	TH	LT	LT	715	800

STH 11 — STH 11

550	415	LT		LT	TH	RT	
1015	745	TH	IH 41/94 NB Ramps	290	195	475	Min.
550	415	RT		385	270	525	Des.
Des.	Min.						

Legend

= the calculated maximum "minimum" storage length per approach
= the calculated maximum "desirable" storage length per approach
Storage lengths calculated using procedure in WisDOT FDM 11-25

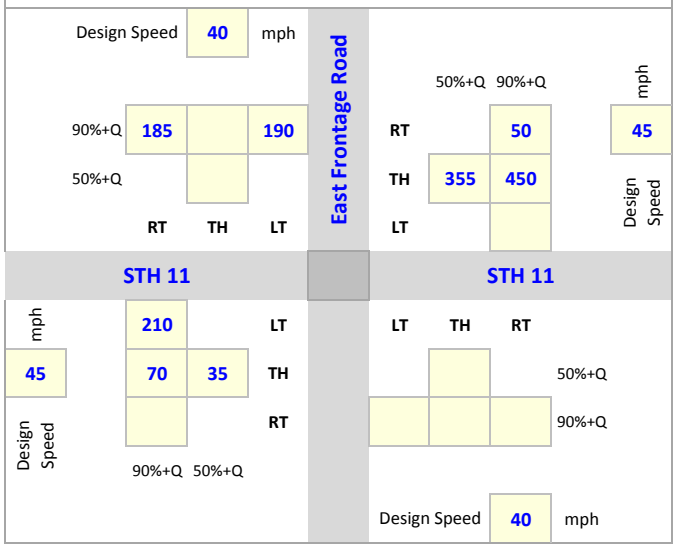
Notes:

STORAGE LENGTH TABULATION

Intersection: STH 11 & East Frontage Road
Location: Mount Pleasant, WI
Project: Project Flying Eagle
Alternative: Year 2030 Interim Build Total Traffic
Rural/Urban: Urban

Date: 12/14/2017
Analyst: MPM

INPUT



STORAGE (D4+D3)

				East Frontage Road		Min.	Des.
Des.	335	255	340		RT	200	300
Min.	285	185	290		TH	590	775
	RT	TH	LT		LT	200	300

STH 11				STH 11			
410	360	LT		LT	TH	RT	
395	270	TH		150	185	150	Min.
300	200	RT		250	255	250	Des.
Des.	Min.						

(D4+D3+D2)

				East Frontage Road		Min.	Des.
Des.	465	255	470		RT	350	450
Min.	415	185	420		TH	590	775
	RT	TH	LT		LT	350	450

STH 11				STH 11			
560	510	LT		LT	TH	RT	
395	270	TH		280	185	280	Min.
450	350	RT		380	255	380	Des.
Des.	Min.						

UPSTREAM FUNCTIONAL AREA (D4+D3+D2+D1)

				East Frontage Road		Min.	Des.
Des.	555	345	560		RT	415	550
Min.	475	245	480		TH	655	875
	RT	TH	LT		LT	415	550

STH 11				STH 11			
660	575	LT		LT	TH	RT	
495	335	TH		340	245	340	Min.
550	415	RT		470	345	470	Des.
Des.	Min.						

Legend

= the calculated maximum "minimum" storage length per approach
= the calculated maximum "desirable" storage length per approach
Storage lengths calculated using procedure in WisDOT FDM 11-25

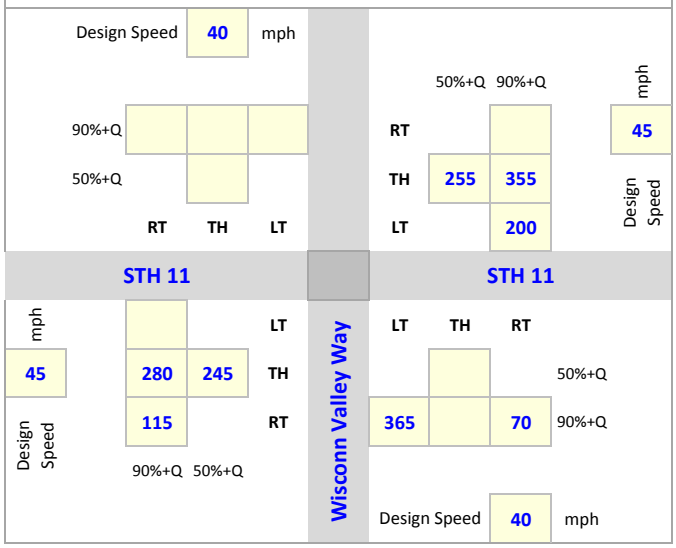
Notes:

STORAGE LENGTH TABULATION

Intersection: STH 11 & Wisconn Valley Way
Location: Mount Pleasant, WI
Project: Project Flying Eagle
Alternative: Year 2030 Interim Build Total Traffic
Rural/Urban: Urban

Date: 12/14/2017
Analyst: MPM

INPUT



STORAGE (D4+D3)

					Min.	Des.
Des.	250	255	250	RT	200	300
Min.	150	185	150	TH	490	680
	RT	TH	LT	LT	350	400

STH 11 — STH 11

300	200	LT		LT	TH	RT	
605	480	TH	Wisconn Valley Way	465	185	170	Min.
315	265	RT		515	255	250	Des.
Des.	Min.						

(D4+D3+D2)

				Min.	Des.
Des.	380	255	380	RT	350	450
Min.	280	185	280	TH	490	680
	RT	TH	LT	LT	500	550

STH 11 — STH 11

450	350	LT		LT	TH	RT	
605	480	TH	Wisconn Valley Way	595	185	300	Min.
465	415	RT		645	255	380	Des.
Des.	Min.						

UPSTREAM FUNCTIONAL AREA (D4+D3+D2+D1)

					Min.	Des.
Des.	470	345	470	RT	415	550
Min.	340	245	340	TH	555	780
	RT	TH	LT	LT	565	650

STH 11 — STH 11

550	415	LT		LT	TH	RT	
705	545	TH	Wisconn Valley Way	655	245	360	Min.
565	480	RT		735	345	470	Des.
Des.	Min.						

Legend

= the calculated maximum "minimum" storage length per approach
= the calculated maximum "desirable" storage length per approach
Storage lengths calculated using procedure in WisDOT FDM 11-25

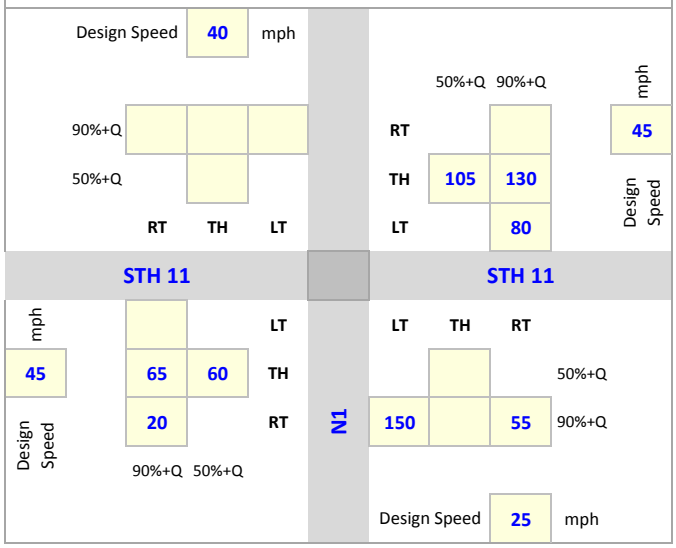
Notes:

STORAGE LENGTH TABULATION

Intersection: STH 11 & N1
Location: Mount Pleasant, WI
Project: Project Flying Eagle
Alternative: Year 2030 Interim Build Total Traffic
Rural/Urban: Urban

Date: 12/14/2017
Analyst: MPM

INPUT



STORAGE (D4+D3)

					Min.	Des.
Des.	250	255	250	RT	200	300
Min.	150	185	150	TH	340	455
	RT	TH	LT	LT	230	300

STH 11 — STH 11

300	200	LT		LT	TH	RT	
390	295	TH		175	75	80	Min.
300	200	RT	N1	175	100	125	Des.
Des.	Min.						

(D4+D3+D2)

					Min.	Des.
Des.	380	255	380	RT	350	450
Min.	280	185	280	TH	340	455
	RT	TH	LT	LT	380	450

STH 11 — STH 11

450	350	LT		LT	TH	RT	
390	295	TH		250	75	155	Min.
450	350	RT	N1	250	100	200	Des.
Des.	Min.						

UPSTREAM FUNCTIONAL AREA (D4+D3+D2+D1)

					Min.	Des.
Des.	470	345	470	RT	415	550
Min.	340	245	340	TH	405	555
	RT	TH	LT	LT	445	550

STH 11 — STH 11

550	415	LT		LT	TH	RT	
490	360	TH		285	110	190	Min.
550	415	RT	N1	305	155	255	Des.
Des.	Min.						

Legend

= the calculated maximum "minimum" storage length per approach
= the calculated maximum "desirable" storage length per approach
Storage lengths calculated using procedure in WisDOT FDM 11-25

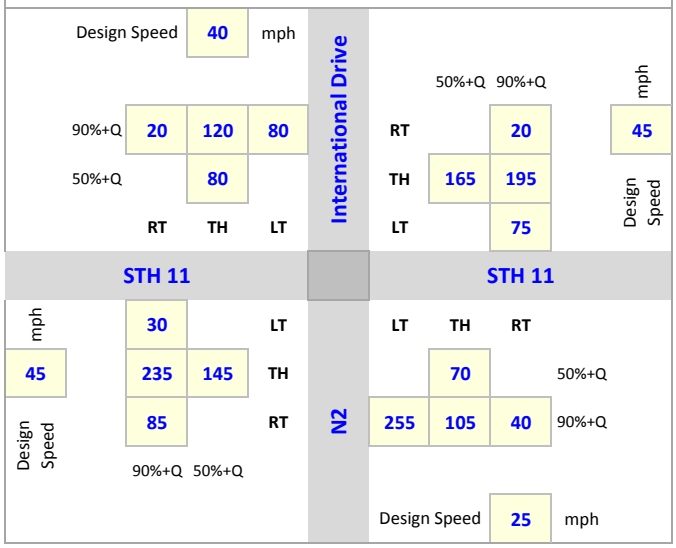
Notes:

STORAGE LENGTH TABULATION

Intersection: STH 11 & International Drive/N2
Location: Mount Pleasant, WI
Project: Project Flying Eagle
Alternative: Year 2030 Interim Build Total Traffic
Rural/Urban: Urban

Date: 12/14/2017
Analyst: MPM

INPUT



STORAGE (D4+D3)

					Min.	Des.
Des.	250	375	250	RT	200	300
Min.	150	265	180	TH	400	520
	RT	TH	LT	LT	225	300

International Drive

STH 11 | STH 11

300	200	LT		LT	TH	RT	
560	380	TH		280	145	75	Min.
300	235	RT	N2	280	205	125	Des.
Des.	Min.						

(D4+D3+D2)

					Min.	Des.
Des.	380	375	380	RT	350	450
Min.	280	265	310	TH	400	520
	RT	TH	LT	LT	375	450

International Drive

STH 11 | STH 11

450	350	LT		LT	TH	RT	
560	380	TH		355	145	150	Min.
450	385	RT	N2	355	205	200	Des.
Des.	Min.						

UPSTREAM FUNCTIONAL AREA (D4+D3+D2+D1)

					Min.	Des.
Des.	470	465	470	RT	415	550
Min.	340	325	370	TH	465	620
	RT	TH	LT	LT	440	550

International Drive

STH 11 | STH 11

550	415	LT		LT	TH	RT	
660	445	TH		390	180	185	Min.
550	450	RT	N2	410	260	255	Des.
Des.	Min.						

Legend

= the calculated maximum "minimum" storage length per approach
= the calculated maximum "desirable" storage length per approach
Storage lengths calculated using procedure in WisDOT FDM 11-25

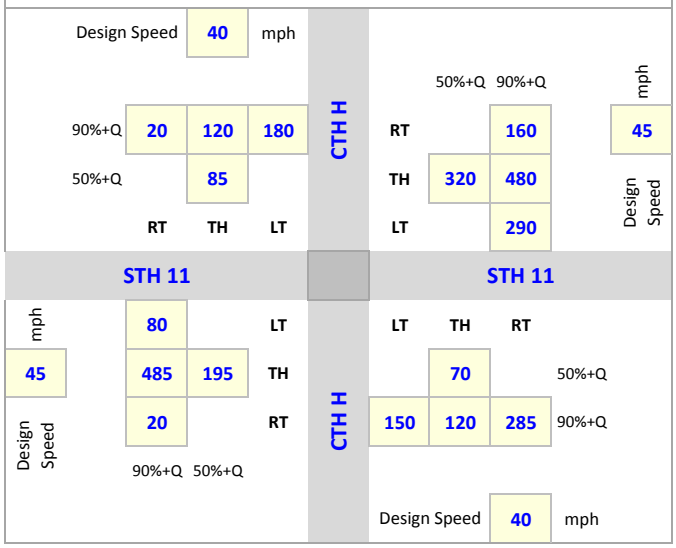
Notes:

STORAGE LENGTH TABULATION

Intersection: STH 11 & CTH H
Location: Mount Pleasant, WI
Project: Project Flying Eagle
Alternative: Year 2030 Interim Build Total Traffic
Rural/Urban: Urban

Date: 12/14/2017
Analyst: MPM

INPUT



STORAGE (D4+D3)

					Min.	Des.
Des.	250	375	330	RT	310	360
Min.	150	270	280	TH	555	805
	RT	TH	LT	LT	440	490

CTH H

STH 11 — STH 11

300	230	LT	LT	TH	RT	
810	430	TH	250	255	385	Min.
300	200	RT	300	375	435	Des.
Des.	Min.					

(D4+D3+D2)

					Min.	Des.
Des.	380	375	460	RT	460	510
Min.	280	270	410	TH	555	805
	RT	TH	LT	LT	590	640

CTH H

STH 11 — STH 11

450	380	LT	LT	TH	RT		
810	430	TH	380	255	515	Min.	
450	350	RT	430	375	565	Des.	
Des.	Min.						

UPSTREAM FUNCTIONAL AREA (D4+D3+D2+D1)

					Min.	Des.
Des.	470	465	550	RT	525	610
Min.	340	330	470	TH	620	905
	RT	TH	LT	LT	655	740

CTH H

STH 11 — STH 11

550	445	LT	LT	TH	RT	
910	495	TH	440	315	575	Min.
550	415	RT	520	465	655	Des.
Des.	Min.					

Legend

= the calculated maximum "minimum" storage length per approach
= the calculated maximum "desirable" storage length per approach
Storage lengths calculated using procedure in WisDOT FDM 11-25

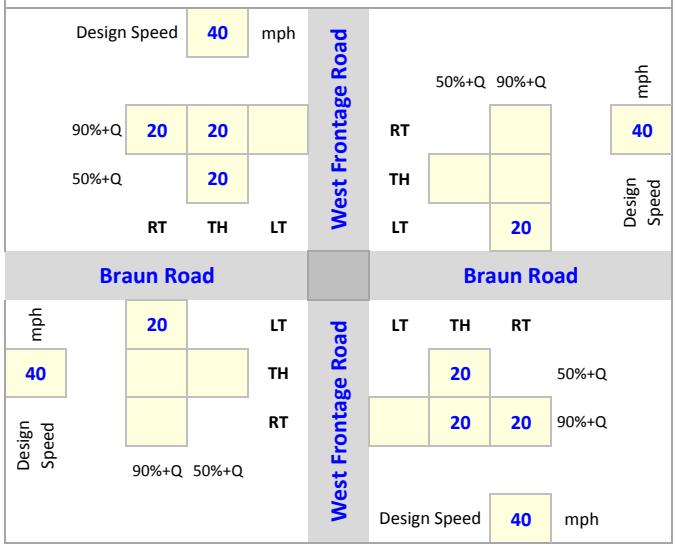
Notes:

STORAGE LENGTH TABULATION

Intersection: Braun Road & West Frontage Road
Location: Mount Pleasant, WI
Project: Project Flying Eagle
Alternative: Year 2030 Interim Build Total Traffic
Rural/Urban: Urban

Date: 12/14/2017
Analyst: MPM

INPUT



STORAGE (D4+D3)

					Min.	Des.
Des.	250	275	250	RT	150	250
Min.	150	205	150	TH	185	255
	RT	TH	LT	LT	150	250

Braun Road — West Frontage Road — Braun Road

250	150	LT	LT	TH	RT	
255	185	TH	150	205	150	Min.
250	150	RT	250	275	250	Des.
Des.	Min.					

(D4+D3+D2)

					Min.	Des.
Des.	380	275	380	RT	280	380
Min.	280	205	280	TH	185	255
	RT	TH	LT	LT	280	380

Braun Road — West Frontage Road — Braun Road

380	280	LT	LT	TH	RT		
255	185	TH	280	205	280	Min.	
380	280	RT	380	275	380	Des.	
Des.	Min.						

UPSTREAM FUNCTIONAL AREA (D4+D3+D2+D1)

					Min.	Des.
Des.	470	365	470	RT	340	470
Min.	340	265	340	TH	245	345
	RT	TH	LT	LT	340	470

Braun Road — West Frontage Road — Braun Road

470	340	LT	LT	TH	RT	
345	245	TH	340	265	340	Min.
470	340	RT	470	365	470	Des.
Des.	Min.					

Legend

= the calculated maximum "minimum" storage length per approach
= the calculated maximum "desirable" storage length per approach
Storage lengths calculated using procedure in WisDOT FDM 11-25

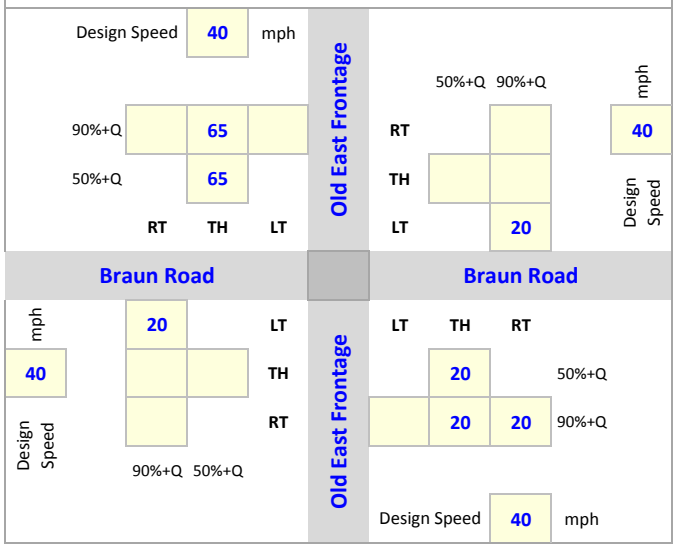
Notes:

STORAGE LENGTH TABULATION

Intersection: Braun Road & Old East Frontage
Location: Mount Pleasant, WI
Project: Project Flying Eagle
Alternative: Year 2030 Interim Build Total Traffic
Rural/Urban: Urban

Date: 12/14/2017
Analyst: MPM

INPUT



STORAGE (D4+D3)

					Min.	Des.
Des.	250	320	250	RT	150	250
Min.	150	250	150	TH	185	255
	RT	TH	LT	LT	150	250

Old East Frontage

Braun Road | Braun Road

250	150	LT	LT	TH	RT	
255	185	TH	150	205	150	Min.
250	150	RT	250	275	250	Des.
Des.	Min.					

Old East Frontage

(D4+D3+D2)

					Min.	Des.
Des.	380	320	380	RT	280	380
Min.	280	250	280	TH	185	255
	RT	TH	LT	LT	280	380

Old East Frontage

Braun Road | Braun Road

380	280	LT	LT	TH	RT	
255	185	TH	280	205	280	Min.
380	280	RT	380	275	380	Des.
Des.	Min.					

Old East Frontage

UPSTREAM FUNCTIONAL AREA (D4+D3+D2+D1)

					Min.	Des.
Des.	470	410	470	RT	340	470
Min.	340	310	340	TH	245	345
	RT	TH	LT	LT	340	470

Old East Frontage

Braun Road | Braun Road

470	340	LT	LT	TH	RT	
345	245	TH	340	265	340	Min.
470	340	RT	470	365	470	Des.
Des.	Min.					

Old East Frontage

Legend

= the calculated maximum "minimum" storage length per approach
= the calculated maximum "desirable" storage length per approach
Storage lengths calculated using procedure in WisDOT FDM 11-25

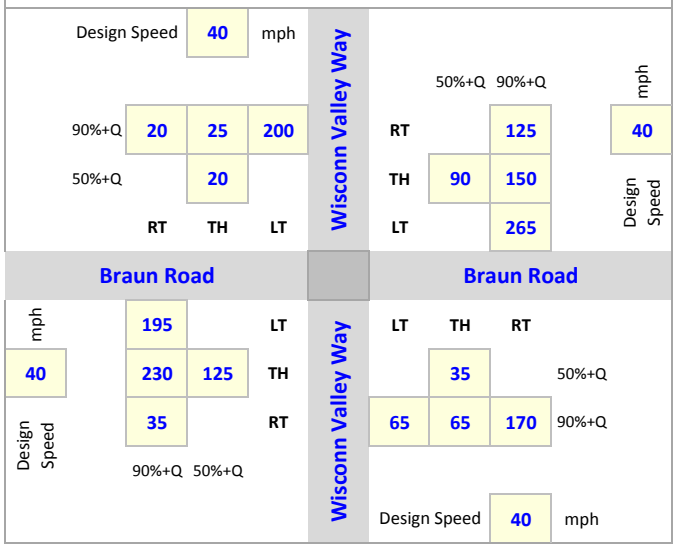
Notes:

STORAGE LENGTH TABULATION

Intersection: Braun Road & Wisconn Valley Way
Location: Mount Pleasant, WI
Project: Project Flying Eagle
Alternative: Year 2030 Interim Build Total Traffic
Rural/Urban: Urban

Date: 12/14/2017
Analyst: MPM

INPUT



STORAGE (D4+D3)

				Wisconn Valley Way		Min.	Des.
Des.	250	280	350		RT	225	275
Min.	150	205	300		TH	275	405
	RT	TH	LT		LT	365	415

Braun Road — Braun Road

			Wisconn Valley Way				
345	295	LT		LT	TH	RT	
485	310	TH		165	220	270	Min.
250	150	RT		250	320	320	Des.
Des.	Min.						

(D4+D3+D2)

			Wisconn Valley Way		Min.	Des.
Des.	380	280	480	RT	355	405
Min.	280	205	430	TH	275	405
	RT	TH	LT	LT	495	545

Braun Road — Braun Road

			Wisconn Valley Way				
475	425	LT		LT	TH	RT	
485	310	TH		295	220	400	Min.
380	280	RT		380	320	450	Des.
Des.	Min.						

UPSTREAM FUNCTIONAL AREA (D4+D3+D2+D1)

				Wisconn Valley Way		Min.	Des.
Des.	470	370	570		RT	415	495
Min.	340	265	490		TH	335	495
	RT	TH	LT		LT	555	635

Braun Road — Braun Road

			Wisconn Valley Way				
565	485	LT		LT	TH	RT	
575	370	TH		355	280	460	Min.
470	340	RT		470	410	540	Des.
Des.	Min.						

Legend

= the calculated maximum "minimum" storage length per approach
= the calculated maximum "desirable" storage length per approach
Storage lengths calculated using procedure in WisDOT FDM 11-25

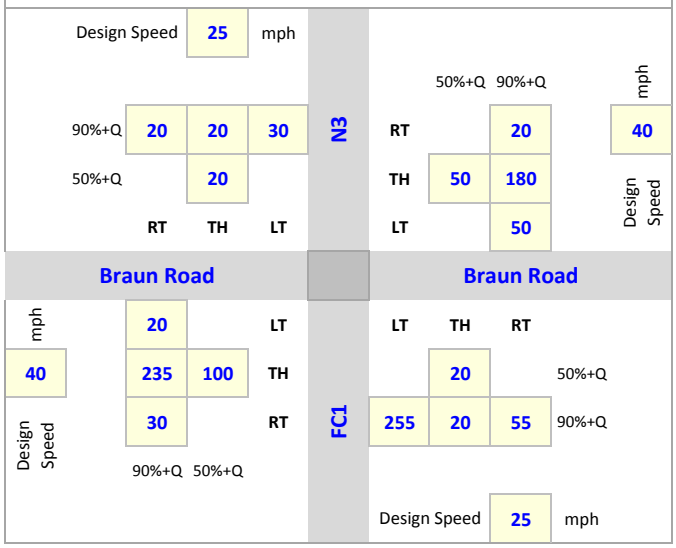
Notes:

STORAGE LENGTH TABULATION

Intersection: Braun Road & FC1 & N3
Location: Mount Pleasant, WI
Project: Project Flying Eagle
Alternative: Year 2030 Interim Build Total Traffic
Rural/Urban: Urban

Date: 12/14/2017
Analyst: MPM

INPUT



STORAGE (D4+D3)

						Min.	Des.
Des.	125	120	125	N3	RT	150	250
Min.	75	95	75		TH	235	435
	RT	TH	LT		LT	150	250

Braun Road | Braun Road

250	150	LT	FC1	LT	TH	RT	
490	285	TH		280	95	80	Min.
250	150	RT		280	120	125	Des.
Des.	Min.						

(D4+D3+D2)

					Min.	Des.
Des.	200	120	200	N3	RT 280	380
Min.	150	95	150		TH 235	435
	RT	TH	LT		LT 280	380

Braun Road | Braun Road

380	280	LT	FC1	LT	TH	RT	
490	285	TH		355	95	155	Min.
380	280	RT		355	120	200	Des.
Des.	Min.						

UPSTREAM FUNCTIONAL AREA (D4+D3+D2+D1)

						Min.	Des.
Des.	255	175	255	N3	RT	340	470
Min.	185	130	185		TH	295	525
	RT	TH	LT		LT	340	470

Braun Road | Braun Road

470	340	LT	FC1	LT	TH	RT	
580	345	TH		390	130	190	Min.
470	340	RT		410	175	255	Des.
Des.	Min.						

Legend

= the calculated maximum "minimum" storage length per approach
= the calculated maximum "desirable" storage length per approach
Storage lengths calculated using procedure in WisDOT FDM 11-25

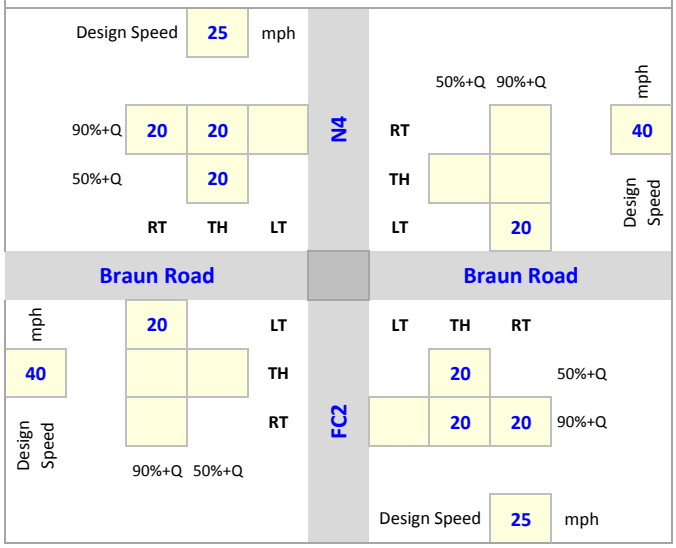
Notes:

STORAGE LENGTH TABULATION

Intersection: Braun Road & FC2 & N4
Location: Mount Pleasant, WI
Project: Project Flying Eagle
Alternative: Year 2030 Interim Build Total Traffic
Rural/Urban: Urban

Date: 12/14/2017
Analyst: MPM

INPUT



STORAGE (D4+D3)

						Min.	Des.
Des.	125	120	125	N4	RT	150	250
Min.	75	95	75		TH	185	255
	RT	TH	LT		LT	150	250

Braun Road | Braun Road

250	150	LT	FC2	LT	TH	RT	
255	185	TH		75	95	75	Min.
250	150	RT		125	120	125	Des.
Des.	Min.						

(D4+D3+D2)

					Min.	Des.
Des.	200	120	200	N4	RT	280	380
Min.	150	95	150		TH	185	255
	RT	TH	LT		LT	280	380

Braun Road | Braun Road

380	280	LT	FC2	LT	TH	RT	
255	185	TH		150	95	150	Min.
380	280	RT		200	120	200	Des.
Des.	Min.						

UPSTREAM FUNCTIONAL AREA (D4+D3+D2+D1)

						Min.	Des.
Des.	255	175	255	N4	RT	340	470
Min.	185	130	185		TH	245	345
	RT	TH	LT		LT	340	470

Braun Road | Braun Road

470	340	LT	FC2	LT	TH	RT	
345	245	TH		185	130	185	Min.
470	340	RT		255	175	255	Des.
Des.	Min.						

Legend

= the calculated maximum "minimum" storage length per approach
= the calculated maximum "desirable" storage length per approach
Storage lengths calculated using procedure in WisDOT FDM 11-25

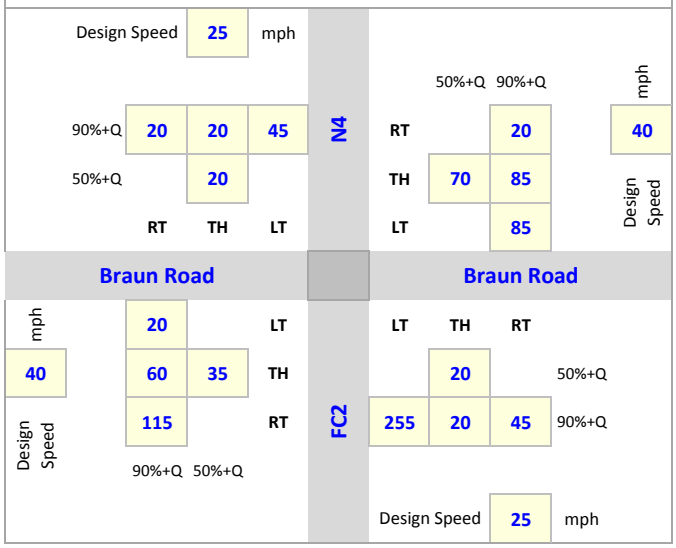
Notes:

STORAGE LENGTH TABULATION

Intersection: Braun Road & FC3 & N5
Location: Mount Pleasant, WI
Project: Project Flying Eagle
Alternative: Year 2030 Interim Build Total Traffic
Rural/Urban: Urban

Date: 12/14/2017
Analyst: MPM

INPUT



STORAGE (D4+D3)

						Min.	Des.
Des.	125	120	125	N4	RT	150	250
Min.	75	95	75		TH	255	340
	RT	TH	LT		LT	185	250

Braun Road				Braun Road			
250	150	LT	FC2	LT	TH	RT	
315	220	TH		280	95	75	Min.
265	215	RT		280	120	125	Des.
Des.	Min.						

(D4+D3+D2)

					Min.	Des.
Des.	200	120	200	N4 RT	280	380
Min.	150	95	150	TH	255	340
	RT	TH	LT	LT	315	380

Braun Road				Braun Road			
380	280	LT	FC2	LT	TH	RT	
315	220	TH		355	95	150	Min.
395	345	RT		355	120	200	Des.
Des.	Min.						

UPSTREAM FUNCTIONAL AREA (D4+D3+D2+D1)

						Min.	Des.
Des.	255	175	255	N4	RT	340	470
Min.	185	130	185		TH	315	430
	RT	TH	LT		LT	375	470

Braun Road				Braun Road			
470	340	LT	FC2	LT	TH	RT	
405	280	TH		390	130	185	Min.
485	405	RT		410	175	255	Des.
Des.	Min.						

Legend

= the calculated maximum "minimum" storage length per approach
= the calculated maximum "desirable" storage length per approach
Storage lengths calculated using procedure in WisDOT FDM 11-25

Notes:

STORAGE LENGTH TABULATION

Intersection: Braun Road & CTH H
Location: Mount Pleasant, WI
Project: Project Flying Eagle
Alternative: Year 2030 Interim Build Total Traffic
Rural/Urban: Urban

Date: 12/14/2017
Analyst: MPM

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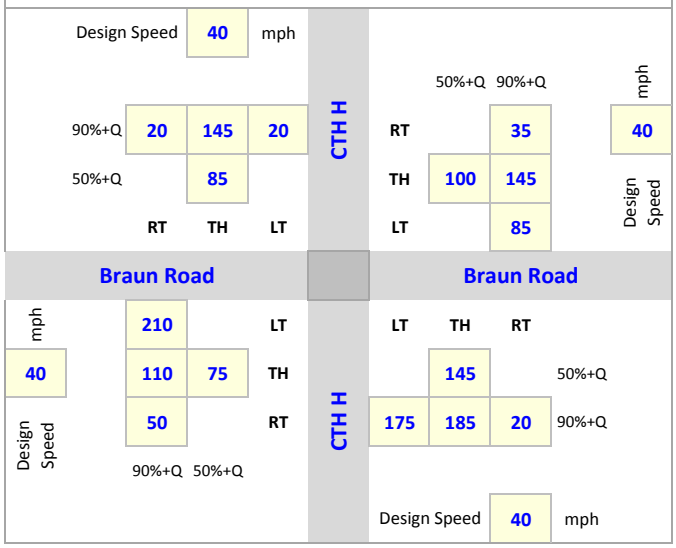


STORAGE (D4+D3)

						Min.	Des.
Des.	250	400	250		RT	150	250
Min.	150	270	150	CTH H	TH	285	400
	RT	TH	LT		LT	185	250

Braun Road | Braun Road

360	310	LT		LT	TH	RT	
365	260	TH		275	330	150	Min.
250	150	RT	CTH H	325	440	250	Des.
Des.	Min.						

(D4+D3+D2)

					Min.	Des.
Des.	380	400	380	RT	280	380
Min.	280	270	280	TH	285	400
	RT	TH	LT	LT	315	380

Braun Road | Braun Road

490	440	LT		LT	TH	RT	
365	260	TH		405	330	280	Min.
380	280	RT	CTH H	455	440	380	Des.
Des.	Min.						

UPSTREAM FUNCTIONAL AREA (D4+D3+D2+D1)

					Min.	Des.
Des.	470	490	470	RT	340	470
Min.	340	330	340	TH	345	490
	RT	TH	LT	LT	375	470

Braun Road | Braun Road

580	500	LT		LT	TH	RT	
455	320	TH		465	390	340	Min.
470	340	RT	CTH H	545	530	470	Des.
Des.	Min.						

Legend

= the calculated maximum "minimum" storage length per approach
= the calculated maximum "desirable" storage length per approach
Storage lengths calculated using procedure in WisDOT FDM 11-25

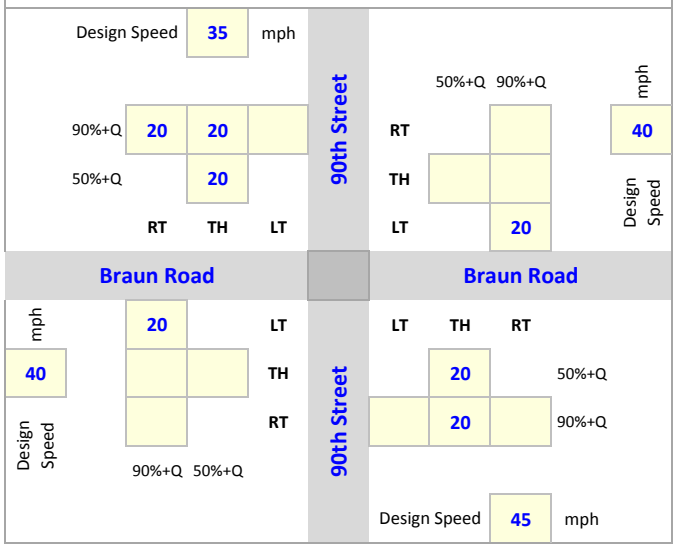
Notes:

STORAGE LENGTH TABULATION

Intersection: Braun Road & 90th Street
Location: Mount Pleasant, WI
Project: Project Flying Eagle
Alternative: Year 2030 Interim Build Total Traffic
Rural/Urban: Urban

Date: 12/14/2017
Analyst: MPM

INPUT



STORAGE (D4+D3)

						Min.	Des.
Des.	200	215	200		RT	150	250
Min.	125	165	125		TH	185	255
	RT	TH	LT		LT	150	250
Braun Road					Braun Road		
	250	150	LT		LT	TH	RT
	255	185	TH		200	255	200 Min.
	250	150	RT		300	345	300 Des.
	Des.	Min.					

90th Street

(D4+D3+D2)

						Min.	Des.
Des.	310	215	310		RT	280	380
Min.	235	165	235		TH	185	255
	RT	TH	LT		LT	280	380
Braun Road					Braun Road		
	380	280	LT		LT	TH	RT
	255	185	TH		350	255	350 Min.
	380	280	RT		450	345	450 Des.
	Des.	Min.					

90th Street

UPSTREAM FUNCTIONAL AREA (D4+D3+D2+D1)

						Min.	Des.
Des.	385	290	385		RT	340	470
Min.	285	215	285		TH	245	345
	RT	TH	LT		LT	340	470
Braun Road					Braun Road		
	470	340	LT		LT	TH	RT
	345	245	TH		415	320	415 Min.
	470	340	RT		550	445	550 Des.
	Des.	Min.					

90th Street

Legend

= the calculated maximum "minimum" storage length per approach
= the calculated maximum "desirable" storage length per approach
Storage lengths calculated using procedure in WisDOT FDM 11-25

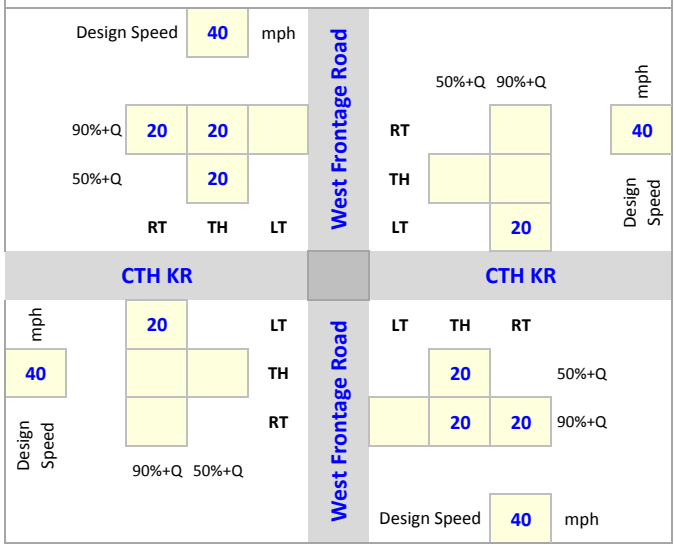
Notes:

STORAGE LENGTH TABULATION

Intersection: CTH KR & West Frontage Road
Location: Mount Pleasant, WI
Project: Project Flying Eagle
Alternative: Year 2030 Interim Build Total Traffic
Rural/Urban: Urban

Date: 12/14/2017
Analyst: MPM

INPUT



STORAGE (D4+D3)

					Min.	Des.
Des.	250	275	250	RT	150	250
Min.	150	205	150	TH	185	255
	RT	TH	LT	LT	150	250

CTH KR — West Frontage Road — CTH KR

250	150	LT	LT	TH	RT		
255	185	TH	150	205	150	Min.	
250	150	RT	250	275	250	Des.	
Des.	Min.						

(D4+D3+D2)

					Min.	Des.
Des.	380	275	380	RT	280	380
Min.	280	205	280	TH	185	255
	RT	TH	LT	LT	280	380

CTH KR — West Frontage Road — CTH KR

380	280	LT	LT	TH	RT		
255	185	TH	280	205	280	Min.	
380	280	RT	380	275	380	Des.	
Des.	Min.						

UPSTREAM FUNCTIONAL AREA (D4+D3+D2+D1)

					Min.	Des.
Des.	470	365	470	RT	340	470
Min.	340	265	340	TH	245	345
	RT	TH	LT	LT	340	470

CTH KR — West Frontage Road — CTH KR

470	340	LT	LT	TH	RT		
345	245	TH	340	265	340	Min.	
470	340	RT	470	365	470	Des.	
Des.	Min.						

Legend

= the calculated maximum "minimum" storage length per approach
= the calculated maximum "desirable" storage length per approach
Storage lengths calculated using procedure in WisDOT FDM 11-25

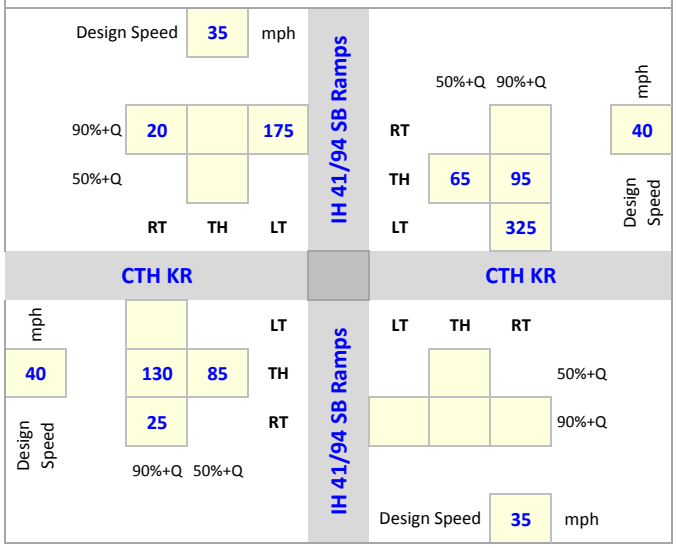
Notes:

STORAGE LENGTH TABULATION

Intersection: CTH KR & IH 41/94 Southbound Ramps
Location: Mount Pleasant, WI
Project: Project Flying Eagle
Alternative: Year 2030 Interim Build Total Traffic
Rural/Urban: Urban

Date: 12/14/2017
Analyst: MPM

INPUT



STORAGE (D4+D3)

				IH 41/94 SB Ramps		Min.	Des.
Des.	200	195	275		RT	150	250
Min.	125	145	250		TH	250	350
	RT	TH	LT		LT	425	475

CTH KR | CTH KR

				IH 41/94 SB Ramps				
250	150	LT		LT	TH	RT		
385	270	TH		125	145	125	Min.	
250	150	RT		200	195	200	Des.	
Des.	Min.							

(D4+D3+D2)

				IH 41/94 SB Ramps		Min.	Des.
Des.	310	195	385		RT	280	380
Min.	235	145	360		TH	250	350
	RT	TH	LT		LT	555	605

CTH KR | CTH KR

				IH 41/94 SB Ramps				
380	280	LT		LT	TH	RT		
385	270	TH		235	145	235	Min.	
380	280	RT		310	195	310	Des.	
Des.	Min.							

UPSTREAM FUNCTIONAL AREA (D4+D3+D2+D1)

				IH 41/94 SB Ramps		Min.	Des.
Des.	385	270	460		RT	340	470
Min.	285	195	410		TH	310	440
	RT	TH	LT		LT	615	695

CTH KR | CTH KR

				IH 41/94 SB Ramps				
470	340	LT		LT	TH	RT		
475	330	TH		285	195	285	Min.	
470	340	RT		385	270	385	Des.	
Des.	Min.							

Legend

= the calculated maximum "minimum" storage length per approach
= the calculated maximum "desirable" storage length per approach
Storage lengths calculated using procedure in WisDOT FDM 11-25

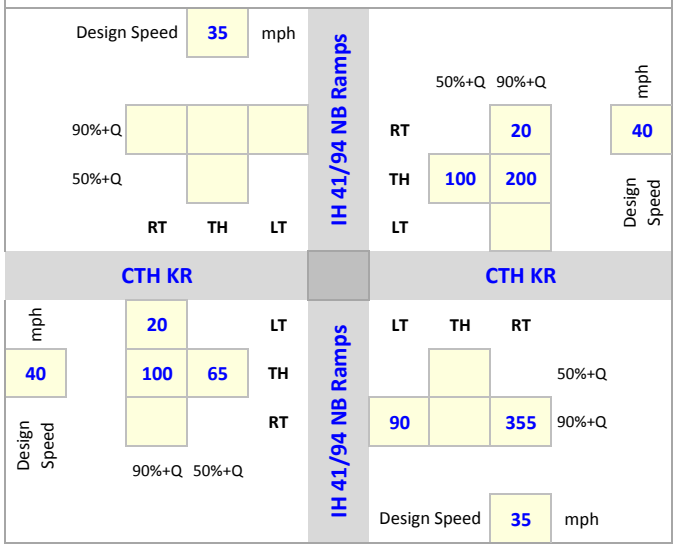
Notes:

STORAGE LENGTH TABULATION

Intersection: CTH KR & IH 41/94 Northbound Ramps
Location: Mount Pleasant, WI
Project: Project Flying Eagle
Alternative: Year 2030 Interim Build Total Traffic
Rural/Urban: Urban

Date: 12/14/2017
Analyst: MPM

INPUT



STORAGE (D4+D3)

					Min.	Des.
Des.	200	195	200	RT	150	250
Min.	125	145	125	TH	285	455
	RT	TH	LT	LT	150	250

IH 41/94 NB Ramps

CTH KR | CTH KR

250	150	LT	LT	TH	RT		
355	250	TH	165	145	430	Min.	
250	150	RT	200	195	455	Des.	
Des.	Min.						

IH 41/94 NB Ramps

(D4+D3+D2)

					Min.	Des.
Des.	310	195	310	RT	280	380
Min.	235	145	235	TH	285	455
	RT	TH	LT	LT	280	380

IH 41/94 NB Ramps

CTH KR | CTH KR

380	280	LT	LT	TH	RT		
355	250	TH	275	145	540	Min.	
380	280	RT	310	195	565	Des.	
Des.	Min.						

IH 41/94 NB Ramps

UPSTREAM FUNCTIONAL AREA (D4+D3+D2+D1)

					Min.	Des.
Des.	385	270	385	RT	340	470
Min.	285	195	285	TH	345	545
	RT	TH	LT	LT	340	470

IH 41/94 NB Ramps

CTH KR | CTH KR

470	340	LT	LT	TH	RT		
445	310	TH	325	195	590	Min.	
470	340	RT	385	270	640	Des.	
Des.	Min.						

IH 41/94 NB Ramps

Legend

= the calculated maximum "minimum" storage length per approach
= the calculated maximum "desirable" storage length per approach
Storage lengths calculated using procedure in WisDOT FDM 11-25

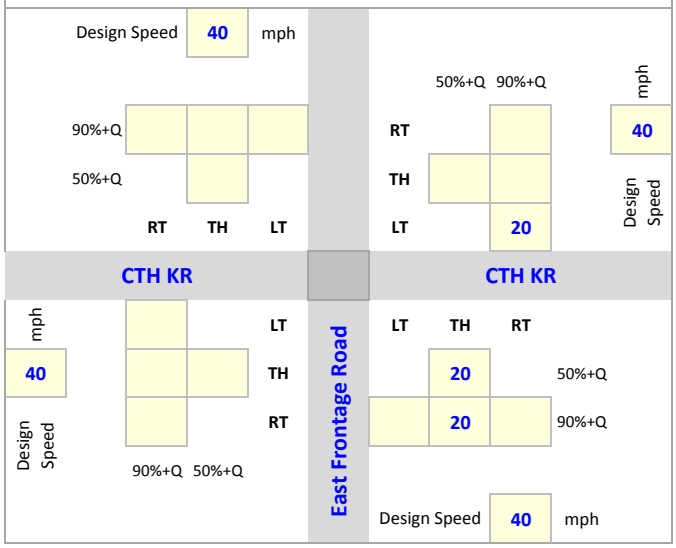
Notes:

STORAGE LENGTH TABULATION

Intersection: CTH KR & East Frontage Road
Location: Mount Pleasant, WI
Project: Project Flying Eagle
Alternative: Year 2030 Interim Build Total Traffic
Rural/Urban: Urban

Date: 12/14/2017
Analyst: MPM

INPUT



STORAGE (D4+D3)

					Min.	Des.
Des.	250	255	250	RT	150	250
Min.	150	185	150	TH	185	255
	RT	TH	LT	LT	150	250

CTH KR — CTH KR

250	150	LT		LT	TH	RT	
255	185	TH	East Frontage Road	150	205	150	Min.
250	150	RT		250	275	250	Des.
Des.	Min.						

(D4+D3+D2)

					Min.	Des.
Des.	380	255	380	RT	280	380
Min.	280	185	280	TH	185	255
	RT	TH	LT	LT	280	380

CTH KR — CTH KR

380	280	LT		LT	TH	RT	
255	185	TH	East Frontage Road	280	205	280	Min.
380	280	RT		380	275	380	Des.
Des.	Min.						

UPSTREAM FUNCTIONAL AREA (D4+D3+D2+D1)

					Min.	Des.
Des.	470	345	470	RT	340	470
Min.	340	245	340	TH	245	345
	RT	TH	LT	LT	340	470

CTH KR — CTH KR

470	340	LT		LT	TH	RT	
345	245	TH	East Frontage Road	340	265	340	Min.
470	340	RT		470	365	470	Des.
Des.	Min.						

Legend

= the calculated maximum "minimum" storage length per approach
= the calculated maximum "desirable" storage length per approach
Storage lengths calculated using procedure in WisDOT FDM 11-25

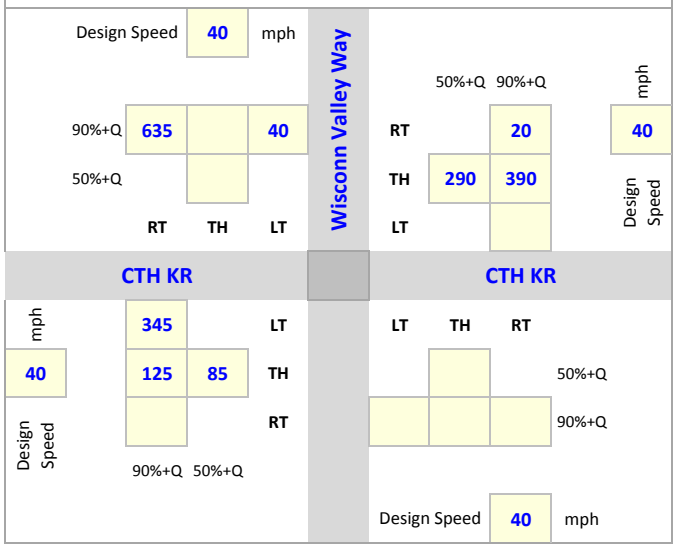
Notes:

STORAGE LENGTH TABULATION

Intersection: CTH KR & Wisconn Valley Way
Location: Mount Pleasant, WI
Project: Project Flying Eagle
Alternative: Year 2030 Interim Build Total Traffic
Rural/Urban: Urban

Date: 12/14/2017
Analyst: MPM

INPUT



STORAGE (D4+D3)

					Min.	Des.
Des.	785	255	250	RT	150	250
Min.	735	185	150	TH	475	645
	RT	TH	LT	LT	150	250

Wisconn Valley Way

CTH KR

495	445	LT	
380	270	TH	
250	150	RT	
Des.	Min.		

CTH KR

LT	TH	RT	
150	185	150	Min.
250	255	250	Des.

(D4+D3+D2)

					Min.	Des.
Des.	915	255	380	RT	280	380
Min.	865	185	280	TH	475	645
	RT	TH	LT	LT	280	380

Wisconn Valley Way

CTH KR

625	575	LT	
380	270	TH	
380	280	RT	
Des.	Min.		

CTH KR

LT	TH	RT	
280	185	280	Min.
380	255	380	Des.

UPSTREAM FUNCTIONAL AREA (D4+D3+D2+D1)

					Min.	Des.
Des.	1005	345	470	RT	340	470
Min.	925	245	340	TH	535	735
	RT	TH	LT	LT	340	470

Wisconn Valley Way

CTH KR

715	635	LT	
470	330	TH	
470	340	RT	
Des.	Min.		

CTH KR

LT	TH	RT	
340	245	340	Min.
470	345	470	Des.

Legend

= the calculated maximum "minimum" storage length per approach
= the calculated maximum "desirable" storage length per approach
Storage lengths calculated using procedure in WisDOT FDM 11-25

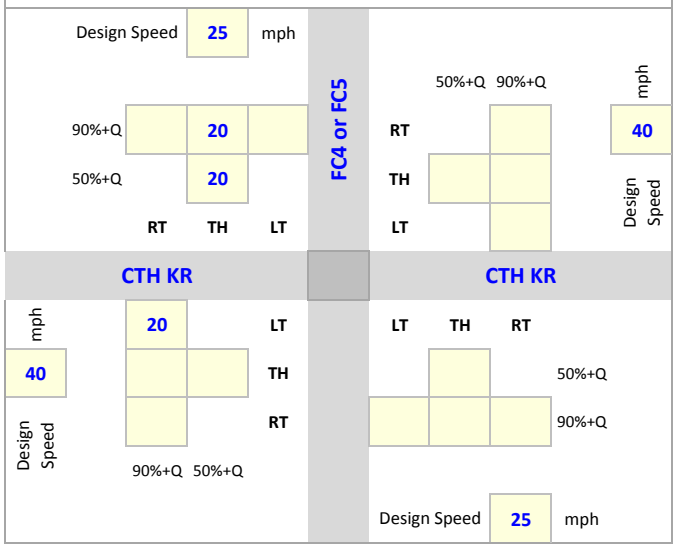
Notes:

STORAGE LENGTH TABULATION

Intersection: CTH KR & FC4 or FC5
Location: Mount Pleasant, WI
Project: Project Flying Eagle
Alternative: Year 2030 Interim Build Total Traffic
Rural/Urban: Urban

Date: 12/14/2017
Analyst: MPM

INPUT



STORAGE (D4+D3)

					Min.	Des.
Des.	125	120	125	RT	150	250
Min.	75	95	75	TH	185	255
	RT	TH	LT	LT	150	250

CTH KR

250	150	LT
255	185	TH
250	150	RT
Des.	Min.	

CTH KR

LT	TH	RT	
75	75	75	Min.
125	100	125	Des.

(D4+D3+D2)

					Min.	Des.
Des.	200	120	200	RT	280	380
Min.	150	95	150	TH	185	255
	RT	TH	LT	LT	280	380

CTH KR

380	280	LT
255	185	TH
380	280	RT
Des.	Min.	

CTH KR

LT	TH	RT	
150	75	150	Min.
200	100	200	Des.

UPSTREAM FUNCTIONAL AREA (D4+D3+D2+D1)

					Min.	Des.
Des.	255	175	255	RT	340	470
Min.	185	130	185	TH	245	345
	RT	TH	LT	LT	340	470

CTH KR

470	340	LT
345	245	TH
470	340	RT
Des.	Min.	

CTH KR

LT	TH	RT	
185	110	185	Min.
255	155	255	Des.

Legend

= the calculated maximum "minimum" storage length per approach
= the calculated maximum "desirable" storage length per approach
Storage lengths calculated using procedure in WisDOT FDM 11-25

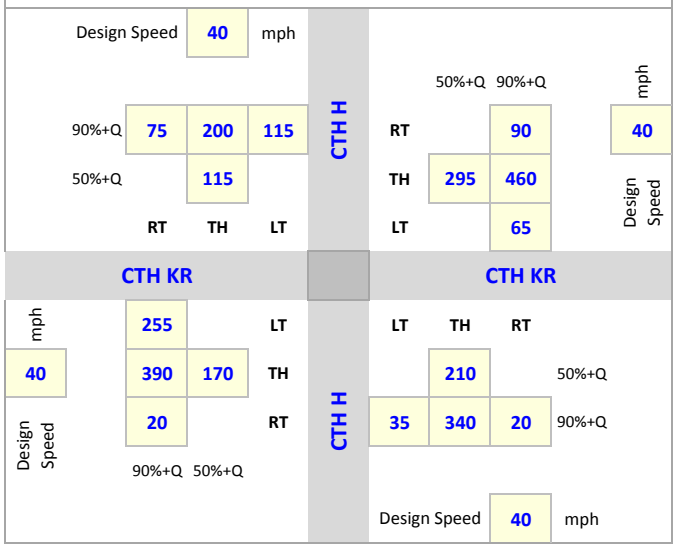
Notes:

STORAGE LENGTH TABULATION

Intersection: CTH KR & CTH H
Location: Mount Pleasant, WI
Project: Project Flying Eagle
Alternative: Year 2030 Interim Build Total Traffic
Rural/Urban: Urban

Date: 12/14/2017
Analyst: MPM

INPUT



STORAGE (D4+D3)

						Min.	Des.
Des.	250	455	265	CTH H	RT	190	250
Min.	175	300	215		TH	480	715
	RT	TH	LT		LT	165	250
CTH KR					CTH KR		
	405	355	LT	CTH H	LT	TH	RT
	645	355	TH		150	395	150 Min.
	250	150	RT		250	595	250 Des.
	Des.	Min.					

(D4+D3+D2)

						Min.	Des.
Des.	380	455	395	CTH H	RT	320	380
Min.	305	300	345		TH	480	715
	RT	TH	LT		LT	295	380
CTH KR					CTH KR		
	535	485	LT	CTH H	LT	TH	RT
	645	355	TH		280	395	280 Min.
	380	280	RT		380	595	380 Des.
	Des.	Min.					

UPSTREAM FUNCTIONAL AREA (D4+D3+D2+D1)

						Min.	Des.
Des.	470	545	485	CTH H	RT	380	470
Min.	365	360	405		TH	540	805
	RT	TH	LT		LT	355	470
CTH KR					CTH KR		
	625	545	LT	CTH H	LT	TH	RT
	735	415	TH		340	455	340 Min.
	470	340	RT		470	685	470 Des.
	Des.	Min.					

Legend

= the calculated maximum "minimum" storage length per approach
= the calculated maximum "desirable" storage length per approach
Storage lengths calculated using procedure in WisDOT FDM 11-25

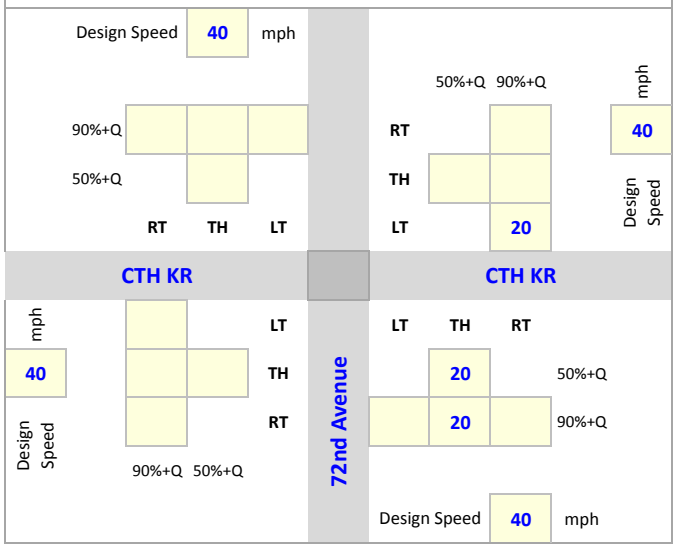
Notes:

STORAGE LENGTH TABULATION

Intersection: CTH KR & 72nd Avenue
Location: Mount Pleasant, WI
Project: Project Flying Eagle
Alternative: Year 2030 Interim Build Total Traffic
Rural/Urban: Urban

Date: 12/14/2017
Analyst: MPM

INPUT



STORAGE (D4+D3)

					Min.	Des.
Des.	250	255	250	RT	150	250
Min.	150	185	150	TH	185	255
	RT	TH	LT	LT	150	250

CTH KR

250	150	LT		LT	TH	RT	
255	185	TH		150	205	150	Min.
250	150	RT		250	275	250	Des.
Des.	Min.						

72nd Avenue

CTH KR

(D4+D3+D2)

					Min.	Des.
Des.	380	255	380	RT	280	380
Min.	280	185	280	TH	185	255
	RT	TH	LT	LT	280	380

CTH KR

380	280	LT		LT	TH	RT	
255	185	TH		280	205	280	Min.
380	280	RT		380	275	380	Des.
Des.	Min.						

72nd Avenue

CTH KR

UPSTREAM FUNCTIONAL AREA (D4+D3+D2+D1)

					Min.	Des.
Des.	470	345	470	RT	340	470
Min.	340	245	340	TH	245	345
	RT	TH	LT	LT	340	470

CTH KR

470	340	LT		LT	TH	RT	
345	245	TH		340	265	340	Min.
470	340	RT		470	365	470	Des.
Des.	Min.						

72nd Avenue

CTH KR

Legend

= the calculated maximum "minimum" storage length per approach
= the calculated maximum "desirable" storage length per approach
Storage lengths calculated using procedure in WisDOT FDM 11-25

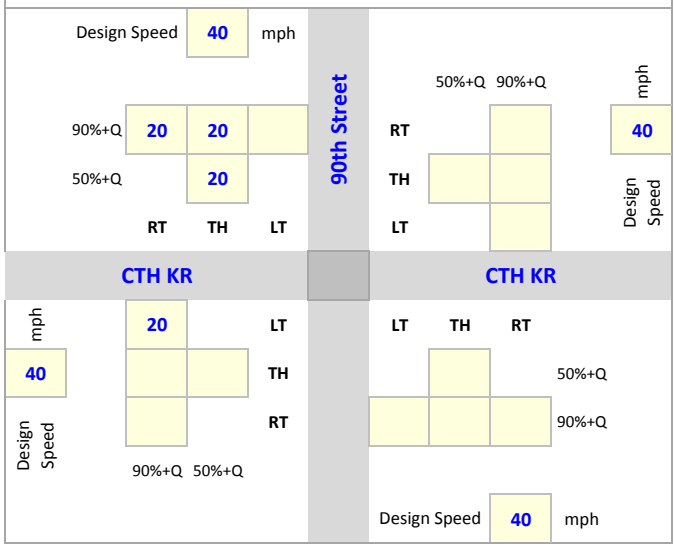
Notes:

STORAGE LENGTH TABULATION

Intersection: CTH KR & 90th Street
Location: Mount Pleasant, WI
Project: Project Flying Eagle
Alternative: Year 2030 Interim Build Total Traffic
Rural/Urban: Urban

Date: 12/14/2017
Analyst: MPM

INPUT



STORAGE (D4+D3)

						Min.	Des.
					RT	150	250
Des.	250	275	250		TH	185	255
Min.	150	205	150		LT	150	250
	RT	TH	LT				

90th Street

CTH KR

250	150	LT
255	185	TH
250	150	RT
Des.	Min.	

CTH KR

LT	TH	RT	
150	185	150	Min.
250	255	250	Des.

(D4+D3+D2)

					Min.	Des.
				RT	280	380
Des.	380	275	380	TH	185	255
Min.	280	205	280	LT	280	380
	RT	TH	LT			

90th Street

CTH KR

380	280	LT
255	185	TH
380	280	RT
Des.	Min.	

CTH KR

LT	TH	RT	
280	185	280	Min.
380	255	380	Des.

UPSTREAM FUNCTIONAL AREA (D4+D3+D2+D1)

					Min.	Des.
				RT	340	470
Des.	470	365	470	TH	245	345
Min.	340	265	340	LT	340	470
	RT	TH	LT			

90th Street

CTH KR

470	340	LT
345	245	TH
470	340	RT
Des.	Min.	

CTH KR

LT	TH	RT	
340	245	340	Min.
470	345	470	Des.

Legend

= the calculated maximum "minimum" storage length per approach
= the calculated maximum "desirable" storage length per approach
Storage lengths calculated using procedure in WisDOT FDM 11-25

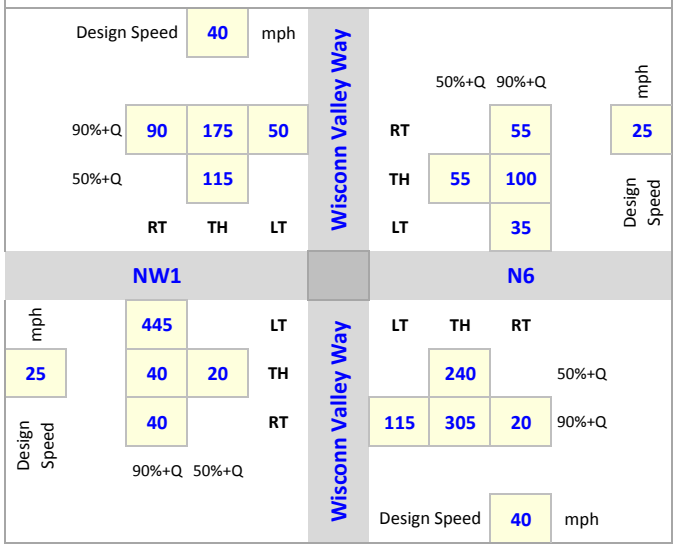
Notes:

STORAGE LENGTH TABULATION

Intersection: Wisconn Valley Way & NW1/N6
Location: Mount Pleasant, WI
Project: Project Flying Eagle
Alternative: Year 2030 Interim Build Total Traffic
Rural/Urban: Urban

Date: 12/14/2017
Analyst: MPM

INPUT



STORAGE (D4+D3)

					Min.	Des.
Des.	250	430	250	RT	80	125
Min.	190	300	150	TH	130	200
	RT	TH	LT	LT	75	125

Wisconn Valley Way

NW1 | N6

470	470	LT	LT	TH	RT		
140	95	TH	215	425	150	Min.	
125	75	RT	265	560	250	Des.	
Des.	Min.						

Wisconn Valley Way

(D4+D3+D2)

					Min.	Des.
Des.	380	430	380	RT	155	200
Min.	320	300	280	TH	130	200
	RT	TH	LT	LT	150	200

Wisconn Valley Way

NW1 | N6

545	545	LT	LT	TH	RT		
140	95	TH	345	425	280	Min.	
200	150	RT	395	560	380	Des.	
Des.	Min.						

Wisconn Valley Way

UPSTREAM FUNCTIONAL AREA (D4+D3+D2+D1)

					Min.	Des.
Des.	470	520	470	RT	190	255
Min.	380	360	340	TH	165	255
	RT	TH	LT	LT	185	255

Wisconn Valley Way

NW1 | N6

600	580	LT	LT	TH	RT		
195	130	TH	405	485	340	Min.	
255	185	RT	485	650	470	Des.	
Des.	Min.						

Wisconn Valley Way

Legend

= the calculated maximum "minimum" storage length per approach
= the calculated maximum "desirable" storage length per approach
Storage lengths calculated using procedure in WisDOT FDM 11-25

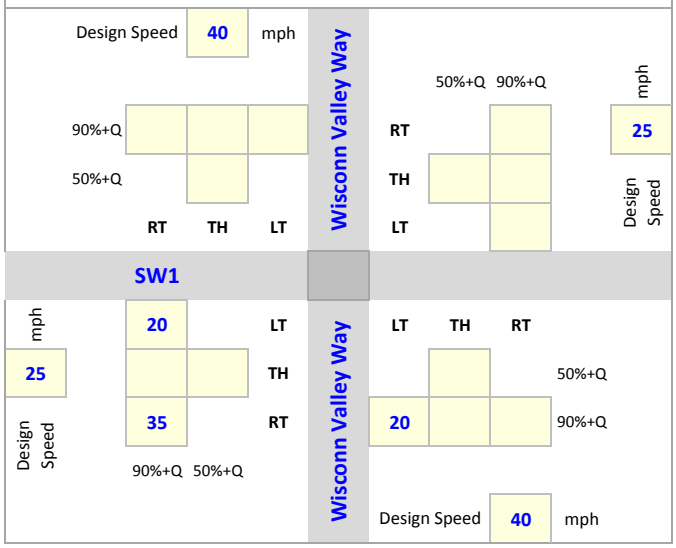
Notes:

STORAGE LENGTH TABULATION

Intersection: Wisconn Valley Way & SW1
Location: Mount Pleasant, WI
Project: Project Flying Eagle
Alternative: Year 2030 Interim Build Total Traffic
Rural/Urban: Urban

Date: 12/14/2017
Analyst: MPM

INPUT



STORAGE (D4+D3)

					Min.	Des.
Des.	250	255	250	RT	75	125
Min.	150	185	150	TH	75	100
	RT	TH	LT	LT	75	125

SW1

125	75	LT	LT	TH	RT		
100	75	TH	150	185	150	Min.	
125	75	RT	250	255	250	Des.	
Des.	Min.						

(D4+D3+D2)

					Min.	Des.
Des.	380	255	380	RT	150	200
Min.	280	185	280	TH	75	100
	RT	TH	LT	LT	150	200

SW1

200	150	LT	LT	TH	RT		
100	75	TH	280	185	280	Min.	
200	150	RT	380	255	380	Des.	
Des.	Min.						

UPSTREAM FUNCTIONAL AREA (D4+D3+D2+D1)

					Min.	Des.
Des.	470	345	470	RT	185	255
Min.	340	245	340	TH	110	155
	RT	TH	LT	LT	185	255

SW1

255	185	LT	LT	TH	RT		
155	110	TH	340	245	340	Min.	
255	185	RT	470	345	470	Des.	
Des.	Min.						

Legend

= the calculated maximum "minimum" storage length per approach
= the calculated maximum "desirable" storage length per approach
Storage lengths calculated using procedure in WisDOT FDM 11-25

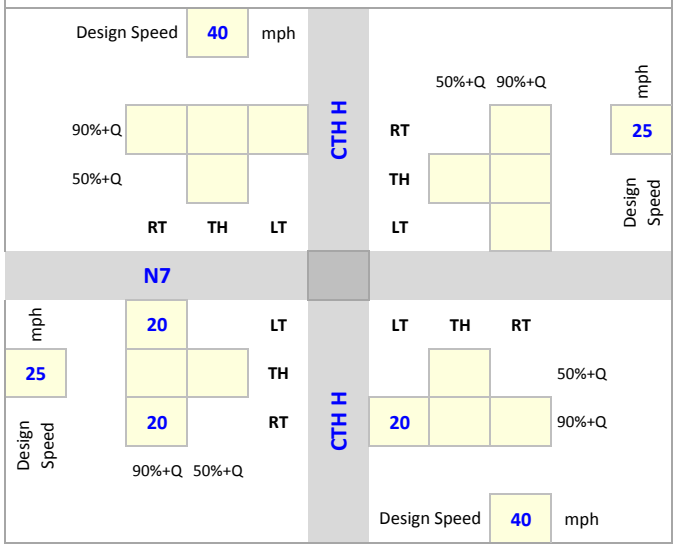
Notes:

STORAGE LENGTH TABULATION

Intersection: CTH H & N7
Location: Mount Pleasant, WI
Project: Project Flying Eagle
Alternative: Year 2030 Interim Build Total Traffic
Rural/Urban: Urban

Date: 12/14/2017
Analyst: MPM

INPUT



STORAGE (D4+D3)

					Min.	Des.
Des.	250	255	250	RT	75	125
Min.	150	185	150	TH	75	100
	RT	TH	LT	LT	75	125

N7

125	75	LT	LT	TH	RT		
100	75	TH	150	185	150	Min.	
125	75	RT	250	255	250	Des.	
Des.	Min.						

(D4+D3+D2)

					Min.	Des.
Des.	380	255	380	RT	150	200
Min.	280	185	280	TH	75	100
	RT	TH	LT	LT	150	200

N7

200	150	LT	LT	TH	RT		
100	75	TH	280	185	280	Min.	
200	150	RT	380	255	380	Des.	
Des.	Min.						

UPSTREAM FUNCTIONAL AREA (D4+D3+D2+D1)

					Min.	Des.
Des.	470	345	470	RT	185	255
Min.	340	245	340	TH	110	155
	RT	TH	LT	LT	185	255

N7

255	185	LT	LT	TH	RT		
155	110	TH	340	245	340	Min.	
255	185	RT	470	345	470	Des.	
Des.	Min.						

Legend

= the calculated maximum "minimum" storage length per approach
= the calculated maximum "desirable" storage length per approach
Storage lengths calculated using procedure in WisDOT FDM 11-25

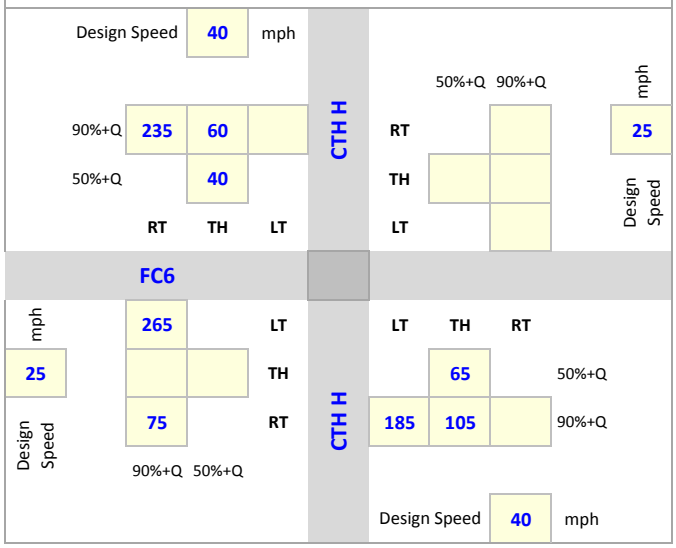
Notes:

STORAGE LENGTH TABULATION

Intersection: CTH H & FC6
Location: Mount Pleasant, WI
Project: Project Flying Eagle
Alternative: Year 2030 Interim Build Total Traffic
Rural/Urban: Urban

Date: 12/14/2017
Analyst: MPM

INPUT



STORAGE (D4+D3)

					Min.	Des.
Des.	385	315	250	RT	75	125
Min.	335	225	150	TH	75	100
	RT	TH	LT	LT	75	125

FC6

290	290	LT	LT	TH	RT		
100	75	TH	285	250	150	Min.	
125	100	RT	335	360	250	Des.	
Des.	Min.						

CTH H

(D4+D3+D2)

					Min.	Des.
Des.	515	315	380	RT	150	200
Min.	465	225	280	TH	75	100
	RT	TH	LT	LT	150	200

FC6

365	365	LT	LT	TH	RT		
100	75	TH	415	250	280	Min.	
200	175	RT	465	360	380	Des.	
Des.	Min.						

CTH H

UPSTREAM FUNCTIONAL AREA (D4+D3+D2+D1)

					Min.	Des.
Des.	605	405	470	RT	185	255
Min.	525	285	340	TH	110	155
	RT	TH	LT	LT	185	255

FC6

420	400	LT	LT	TH	RT		
155	110	TH	475	310	340	Min.	
255	210	RT	555	450	470	Des.	
Des.	Min.						

CTH H

Legend

= the calculated maximum "minimum" storage length per approach
= the calculated maximum "desirable" storage length per approach
Storage lengths calculated using procedure in WisDOT FDM 11-25

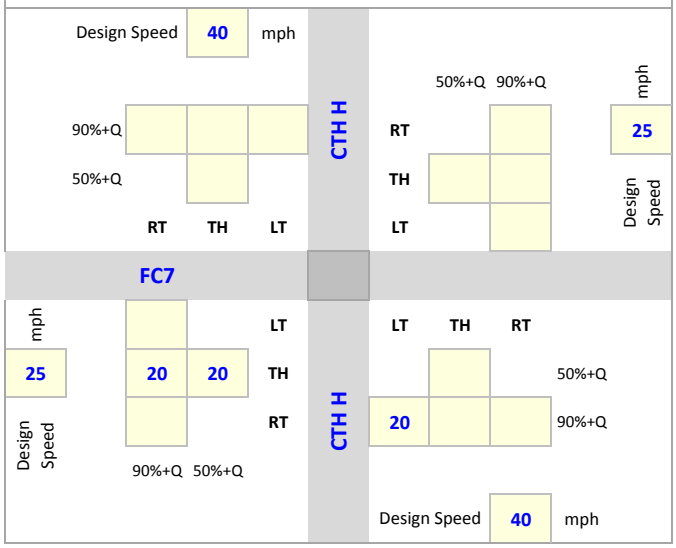
Notes:

STORAGE LENGTH TABULATION

Intersection: CTH H & FC7
Location: Mount Pleasant, WI
Project: Project Flying Eagle
Alternative: Year 2030 Interim Build Total Traffic
Rural/Urban: Urban

Date: 12/14/2017
Analyst: MPM

INPUT



STORAGE (D4+D3)

					Min.	Des.
Des.	250	255	250	RT	75	125
Min.	150	185	150	TH	75	100
	RT	TH	LT	LT	75	125

CTH H

FC7

125	75	LT	LT	TH	RT		
120	95	TH	150	185	150	Min.	
125	75	RT	250	255	250	Des.	
Des.	Min.						

CTH H

(D4+D3+D2)

					Min.	Des.
Des.	380	255	380	RT	150	200
Min.	280	185	280	TH	75	100
	RT	TH	LT	LT	150	200

CTH H

FC7

200	150	LT	LT	TH	RT		
120	95	TH	280	185	280	Min.	
200	150	RT	380	255	380	Des.	
Des.	Min.						

CTH H

UPSTREAM FUNCTIONAL AREA (D4+D3+D2+D1)

					Min.	Des.
Des.	470	345	470	RT	185	255
Min.	340	245	340	TH	110	155
	RT	TH	LT	LT	185	255

CTH H

FC7

255	185	LT	LT	TH	RT		
175	130	TH	340	245	340	Min.	
255	185	RT	470	345	470	Des.	
Des.	Min.						

CTH H

Legend

= the calculated maximum "minimum" storage length per approach
= the calculated maximum "desirable" storage length per approach
Storage lengths calculated using procedure in WisDOT FDM 11-25

Notes:

APPENDIX E

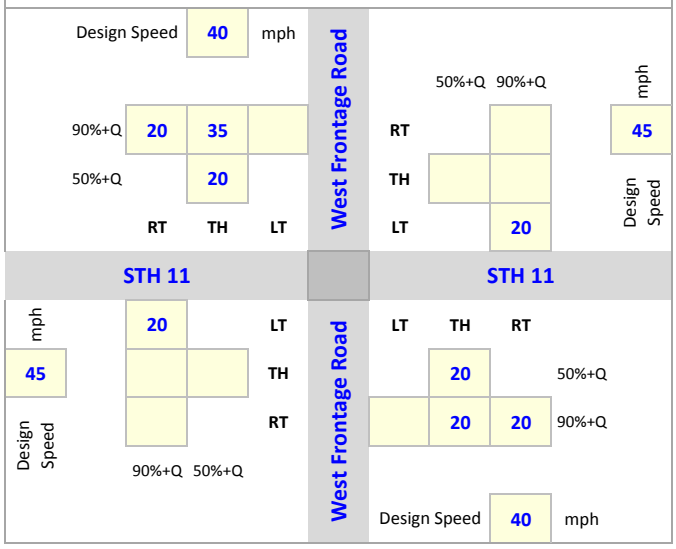
Year 2040 Full Build Total Traffic Storage Length Calculations

STORAGE LENGTH TABULATION

Intersection: STH 11 & West Frontage Road
Location: Mount Pleasant, WI
Project: Project Flying Eagle
Alternative: Year 2040 Full Build Total Traffic
Rural/Urban: Urban

Date: 12/14/2017
Analyst: MPM

INPUT



STORAGE (D4+D3)

					Min.	Des.
Des.	250	290	250	RT	200	300
Min.	150	205	150	TH	235	325
	RT	TH	LT	LT	200	300

West Frontage Road

STH 11 | STH 11

300	200	LT	LT	TH	RT	
325	235	TH	150	205	150	Min.
300	200	RT	250	275	250	Des.
Des.	Min.					

West Frontage Road

(D4+D3+D2)

					Min.	Des.
Des.	380	290	380	RT	350	450
Min.	280	205	280	TH	235	325
	RT	TH	LT	LT	350	450

West Frontage Road

STH 11 | STH 11

450	350	LT	LT	TH	RT	
325	235	TH	280	205	280	Min.
450	350	RT	380	275	380	Des.
Des.	Min.					

West Frontage Road

UPSTREAM FUNCTIONAL AREA (D4+D3+D2+D1)

					Min.	Des.
Des.	470	380	470	RT	415	550
Min.	340	265	340	TH	300	425
	RT	TH	LT	LT	415	550

West Frontage Road

STH 11 | STH 11

550	415	LT	LT	TH	RT	
425	300	TH	340	265	340	Min.
550	415	RT	470	365	470	Des.
Des.	Min.					

West Frontage Road

Legend

= the calculated maximum "minimum" storage length per approach
= the calculated maximum "desirable" storage length per approach
Storage lengths calculated using procedure in WisDOT FDM 11-25

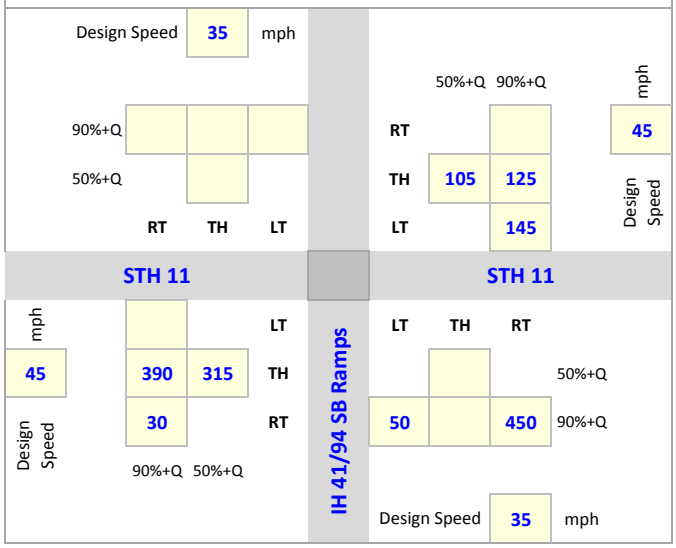
Notes:

STORAGE LENGTH TABULATION

Intersection: STH 11 & IH 41/94 Southbound Ramps
Location: Mount Pleasant, WI
Project: Project Flying Eagle
Alternative: Year 2040 Full Build Total Traffic
Rural/Urban: Urban

Date: 12/14/2017
Analyst: MPM

INPUT



STORAGE (D4+D3)

					Min.	Des.
Des.	200	195	200	RT	200	300
Min.	125	145	125	TH	340	450
	RT	TH	LT	LT	295	345

STH 11 — STH 11

300	200	LT		LT	TH	RT	
715	550	TH	IH 41/94 SB Ramps	125	145	525	Min.
300	200	RT		200	195	550	Des.
Des.	Min.						

(D4+D3+D2)

					Min.	Des.
Des.	310	195	310	RT	350	450
Min.	235	145	235	TH	340	450
	RT	TH	LT	LT	445	495

STH 11 — STH 11

450	350	LT		LT	TH	RT	
715	550	TH	IH 41/94 SB Ramps	235	145	635	Min.
450	350	RT		310	195	660	Des.
Des.	Min.						

UPSTREAM FUNCTIONAL AREA (D4+D3+D2+D1)

					Min.	Des.
Des.	385	270	385	RT	415	550
Min.	285	195	285	TH	405	550
	RT	TH	LT	LT	510	595

STH 11 — STH 11

550	415	LT		LT	TH	RT	
815	615	TH	IH 41/94 SB Ramps	285	195	685	Min.
550	415	RT		385	270	735	Des.
Des.	Min.						

Legend

= the calculated maximum "minimum" storage length per approach
= the calculated maximum "desirable" storage length per approach
Storage lengths calculated using procedure in WisDOT FDM 11-25

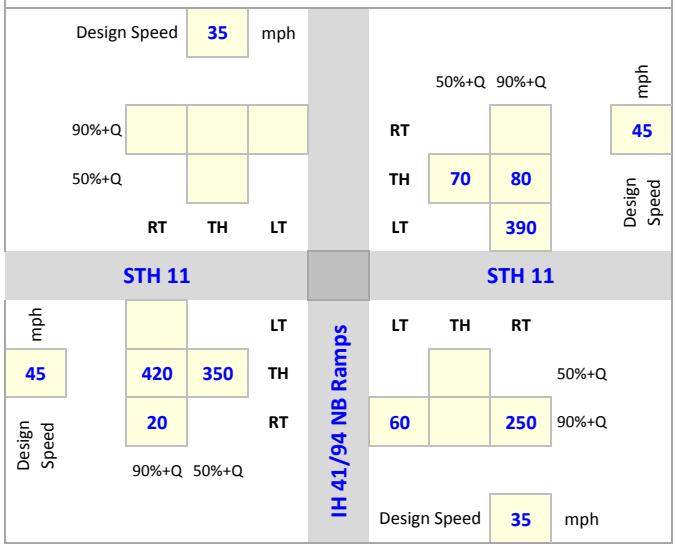
Notes:

STORAGE LENGTH TABULATION

Intersection: STH 11 & IH 41/94 Northbound Ramps
Location: Mount Pleasant, WI
Project: Project Flying Eagle
Alternative: Year 2040 Full Build Total Traffic
Rural/Urban: Urban

Date: 12/14/2017
Analyst: MPM

INPUT



STORAGE (D4+D3)

					Min.	Des.
Des.	200	195	200	RT	200	300
Min.	125	145	125	TH	305	405
	RT	TH	LT	LT	540	590

STH 11 — STH 11

300	200	LT		LT	TH	RT	
745	585	TH		135	145	325	Min.
300	200	RT		200	195	350	Des.
Des.	Min.						

IH 41/94 NB Ramps

(D4+D3+D2)

					Min.	Des.
Des.	310	195	310	RT	350	450
Min.	235	145	235	TH	305	405
	RT	TH	LT	LT	690	740

STH 11 — STH 11

450	350	LT		LT	TH	RT	
745	585	TH		245	145	435	Min.
450	350	RT		310	195	460	Des.
Des.	Min.						

IH 41/94 NB Ramps

UPSTREAM FUNCTIONAL AREA (D4+D3+D2+D1)

					Min.	Des.
Des.	385	270	385	RT	415	550
Min.	285	195	285	TH	370	505
	RT	TH	LT	LT	755	840

STH 11 — STH 11

550	415	LT		LT	TH	RT	
845	650	TH		295	195	485	Min.
550	415	RT		385	270	535	Des.
Des.	Min.						

IH 41/94 NB Ramps

Legend

= the calculated maximum "minimum" storage length per approach
= the calculated maximum "desirable" storage length per approach
Storage lengths calculated using procedure in WisDOT FDM 11-25

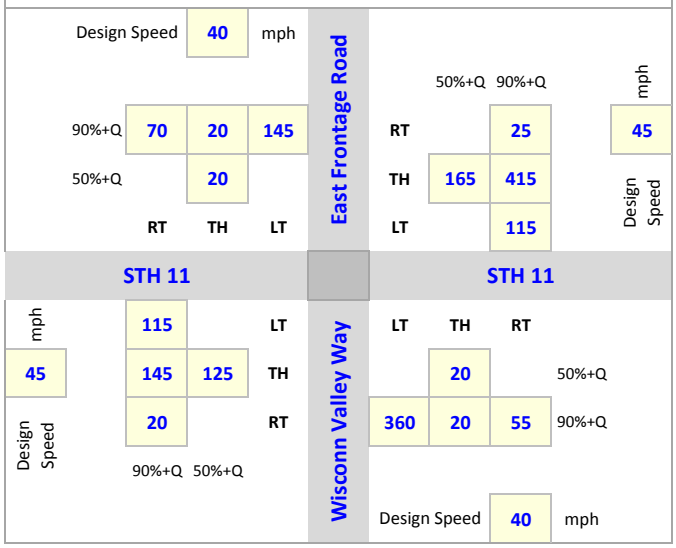
Notes:

STORAGE LENGTH TABULATION

Intersection: STH 11 & East Frontage Road/Wisconn Valley Way
Location: Mount Pleasant, WI
Project: Project Flying Eagle
Alternative: Year 2040 Full Build Total Traffic
Rural/Urban: Urban

Date: 12/14/2017
Analyst: MPM

INPUT



STORAGE (D4+D3)

East Frontage Road

					Min.	Des.
Des.	250	275	295	RT	200	300
Min.	170	205	245	TH	400	740
	RT	TH	LT	LT	265	315

STH 11 — STH 11

Wisconn Valley Way

315	265	LT	LT	TH	RT	
470	360	TH	460	205	155	Min.
300	200	RT	510	275	250	Des.
Des.	Min.					

(D4+D3+D2)

East Frontage Road

					Min.	Des.
Des.	380	275	425	RT	350	450
Min.	300	205	375	TH	400	740
	RT	TH	LT	LT	415	465

STH 11 — STH 11

Wisconn Valley Way

465	415	LT	LT	TH	RT	
470	360	TH	590	205	285	Min.
450	350	RT	640	275	380	Des.
Des.	Min.					

UPSTREAM FUNCTIONAL AREA (D4+D3+D2+D1)

East Frontage Road

					Min.	Des.
Des.	470	365	515	RT	415	550
Min.	360	265	435	TH	465	840
	RT	TH	LT	LT	480	565

STH 11 — STH 11

Wisconn Valley Way

565	480	LT	LT	TH	RT	
570	425	TH	650	265	345	Min.
550	415	RT	730	365	470	Des.
Des.	Min.					

Legend

= the calculated maximum "minimum" storage length per approach
= the calculated maximum "desirable" storage length per approach
Storage lengths calculated using procedure in WisDOT FDM 11-25

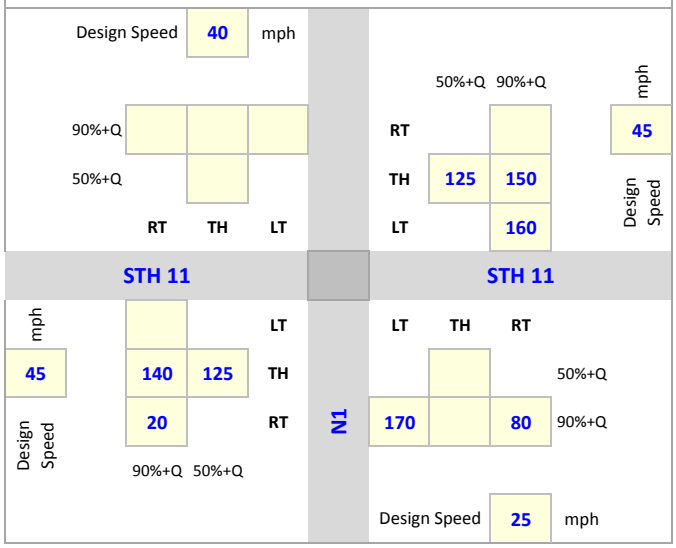
Notes:

STORAGE LENGTH TABULATION

Intersection: STH 11 & N1
Location: Mount Pleasant, WI
Project: Project Flying Eagle
Alternative: Year 2040 Full Build Total Traffic
Rural/Urban: Urban

Date: 12/14/2017
Analyst: MPM

INPUT



STORAGE (D4+D3)

					Min.	Des.
Des.	250	255	250	RT	200	300
Min.	150	185	150	TH	360	475
	RT	TH	LT	LT	310	360

STH 11 | N1 | STH 11

300	200	LT	LT	TH	RT		
465	360	TH	195	75	105	Min.	
300	200	RT	195	100	125	Des.	
Des.	Min.						

(D4+D3+D2)

					Min.	Des.
Des.	380	255	380	RT	350	450
Min.	280	185	280	TH	360	475
	RT	TH	LT	LT	460	510

STH 11 | N1 | STH 11

450	350	LT	LT	TH	RT		
465	360	TH	270	75	180	Min.	
450	350	RT	270	100	200	Des.	
Des.	Min.						

UPSTREAM FUNCTIONAL AREA (D4+D3+D2+D1)

					Min.	Des.
Des.	470	345	470	RT	415	550
Min.	340	245	340	TH	425	575
	RT	TH	LT	LT	525	610

STH 11 | N1 | STH 11

550	415	LT	LT	TH	RT		
565	425	TH	305	110	215	Min.	
550	415	RT	325	155	255	Des.	
Des.	Min.						

Legend

= the calculated maximum "minimum" storage length per approach
= the calculated maximum "desirable" storage length per approach
Storage lengths calculated using procedure in WisDOT FDM 11-25

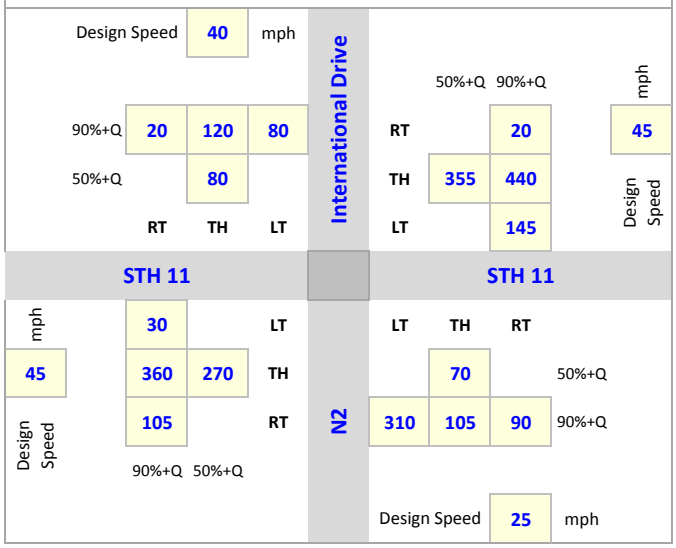
Notes:

STORAGE LENGTH TABULATION

Intersection: STH 11 & International Drive/N2
Location: Mount Pleasant, WI
Project: Project Flying Eagle
Alternative: Year 2040 Full Build Total Traffic
Rural/Urban: Urban

Date: 12/14/2017
Analyst: MPM

INPUT



STORAGE (D4+D3)

					Min.	Des.
Des.	250	375	250	RT	200	300
Min.	150	265	180	TH	590	765
	RT	TH	LT	LT	295	345

International Drive

STH 11 | STH 11

300	200	LT		LT	TH	RT	
685	505	TH		335	145	115	Min.
305	255	RT	N2	335	205	125	Des.
Des.	Min.						

(D4+D3+D2)

					Min.	Des.
Des.	380	375	380	RT	350	450
Min.	280	265	310	TH	590	765
	RT	TH	LT	LT	445	495

International Drive

STH 11 | STH 11

450	350	LT		LT	TH	RT	
685	505	TH		410	145	190	Min.
455	405	RT	N2	410	205	200	Des.
Des.	Min.						

UPSTREAM FUNCTIONAL AREA (D4+D3+D2+D1)

					Min.	Des.
Des.	470	465	470	RT	415	550
Min.	340	325	370	TH	655	865
	RT	TH	LT	LT	510	595

International Drive

STH 11 | STH 11

550	415	LT		LT	TH	RT	
785	570	TH		445	180	225	Min.
555	470	RT	N2	465	260	255	Des.
Des.	Min.						

Legend

= the calculated maximum "minimum" storage length per approach
= the calculated maximum "desirable" storage length per approach
Storage lengths calculated using procedure in WisDOT FDM 11-25

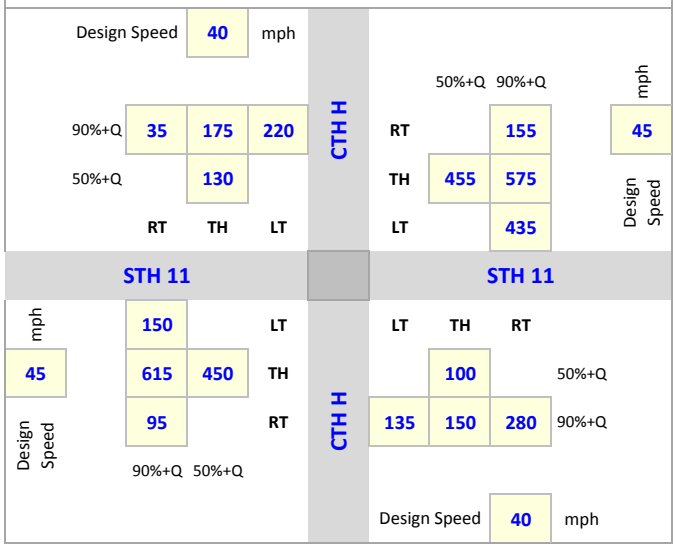
Notes:

STORAGE LENGTH TABULATION

Intersection: STH 11 & CTH H
Location: Mount Pleasant, WI
Project: Project Flying Eagle
Alternative: Year 2040 Full Build Total Traffic
Rural/Urban: Urban

Date: 12/14/2017
Analyst: MPM

INPUT



STORAGE (D4+D3)

					Min.	Des.
Des.	250	430	370	RT	305	355
Min.	150	315	320	TH	690	900
	RT	TH	LT	LT	585	635

STH 11 / CTH H / STH 11

350	300	LT	LT	TH	RT	
940	685	TH	235	285	380	Min.
300	245	RT	285	405	430	Des.
Des.	Min.					

(D4+D3+D2)

					Min.	Des.
Des.	380	430	500	RT	455	505
Min.	280	315	450	TH	690	900
	RT	TH	LT	LT	735	785

STH 11 / CTH H / STH 11

500	450	LT	LT	TH	RT		
940	685	TH	365	285	510	Min.	
450	395	RT	415	405	560	Des.	
Des.	Min.						

UPSTREAM FUNCTIONAL AREA (D4+D3+D2+D1)

					Min.	Des.
Des.	470	520	590	RT	520	605
Min.	340	375	510	TH	755	1000
	RT	TH	LT	LT	800	885

STH 11 / CTH H / STH 11

600	515	LT	LT	TH	RT	
1040	750	TH	425	345	570	Min.
550	460	RT	505	495	650	Des.
Des.	Min.					

Legend

= the calculated maximum "minimum" storage length per approach
= the calculated maximum "desirable" storage length per approach
Storage lengths calculated using procedure in WisDOT FDM 11-25

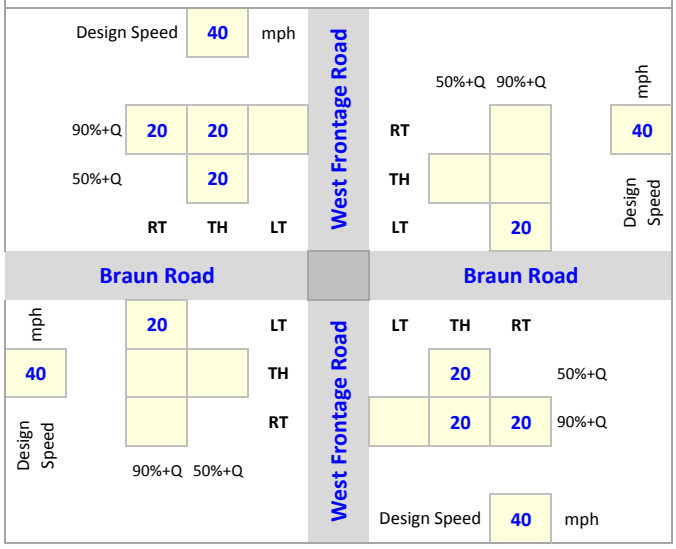
Notes:

STORAGE LENGTH TABULATION

Intersection: Braun Road & West Frontage Road
Location: Mount Pleasant, WI
Project: Project Flying Eagle
Alternative: Year 2040 Full Build Total Traffic
Rural/Urban: Urban

Date: 12/14/2017
Analyst: MPM

INPUT



STORAGE (D4+D3)

					Min.	Des.
Des.	250	275	250	RT	150	250
Min.	150	205	150	TH	185	255
	RT	TH	LT	LT	150	250

Braun Road — West Frontage Road — Braun Road

250	150	LT	LT	TH	RT		
255	185	TH	150	205	150	Min.	
250	150	RT	250	275	250	Des.	
Des.	Min.						

(D4+D3+D2)

					Min.	Des.
Des.	380	275	380	RT	280	380
Min.	280	205	280	TH	185	255
	RT	TH	LT	LT	280	380

Braun Road — West Frontage Road — Braun Road

380	280	LT	LT	TH	RT		
255	185	TH	280	205	280	Min.	
380	280	RT	380	275	380	Des.	
Des.	Min.						

UPSTREAM FUNCTIONAL AREA (D4+D3+D2+D1)

					Min.	Des.
Des.	470	365	470	RT	340	470
Min.	340	265	340	TH	245	345
	RT	TH	LT	LT	340	470

Braun Road — West Frontage Road — Braun Road

470	340	LT	LT	TH	RT		
345	245	TH	340	265	340	Min.	
470	340	RT	470	365	470	Des.	
Des.	Min.						

Legend

= the calculated maximum "minimum" storage length per approach
= the calculated maximum "desirable" storage length per approach
Storage lengths calculated using procedure in WisDOT FDM 11-25

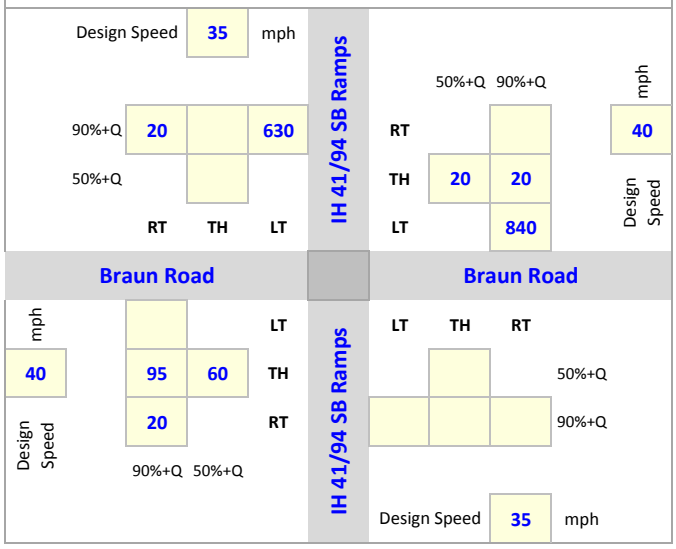
Notes:

STORAGE LENGTH TABULATION

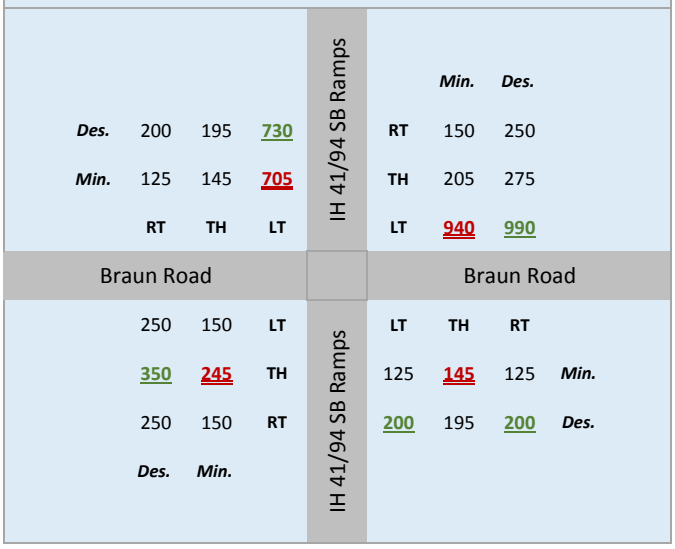
Intersection: Braun Road & IH 41/94 Southbound Ramps
Location: Mount Pleasant, WI
Project: Project Flying Eagle
Alternative: Year 2040 Full Build Total Traffic
Rural/Urban: Urban

Date: 12/14/2017
Analyst: MPM

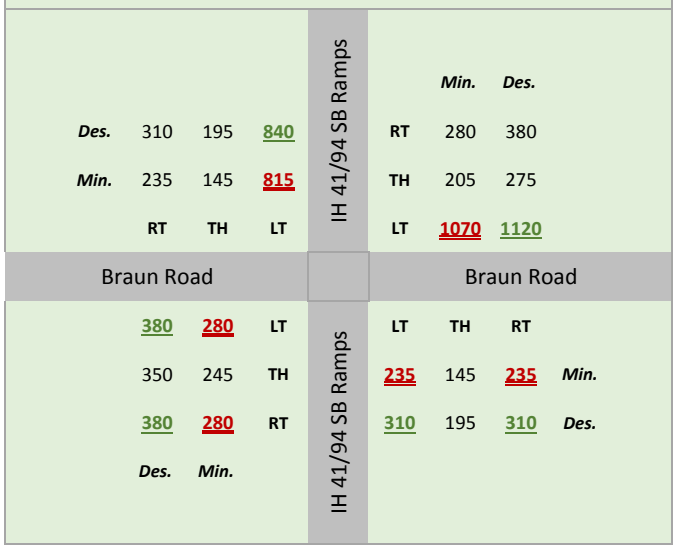
INPUT



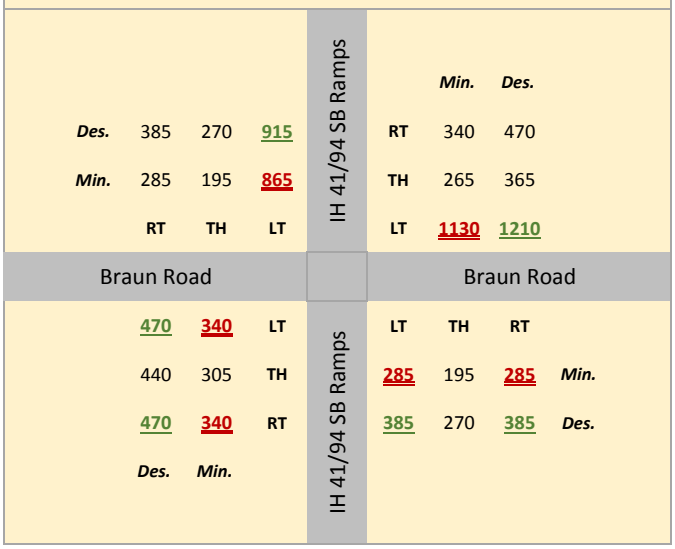
STORAGE (D4+D3)



(D4+D3+D2)



UPSTREAM FUNCTIONAL AREA (D4+D3+D2+D1)



Legend

= the calculated maximum "minimum" storage length per approach
= the calculated maximum "desirable" storage length per approach
Storage lengths calculated using procedure in WisDOT FDM 11-25

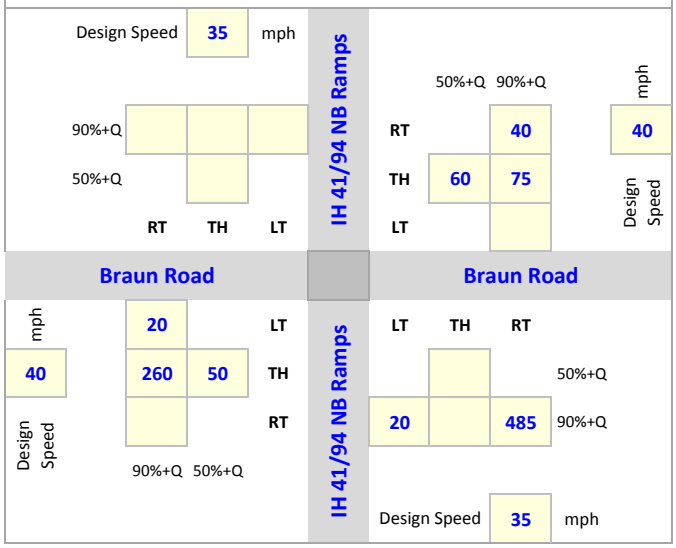
Notes:

STORAGE LENGTH TABULATION

Intersection: Braun Road & IH 41/94 Northbound Ramps
Location: Mount Pleasant, WI
Project: Project Flying Eagle
Alternative: Year 2040 Full Build Total Traffic
Rural/Urban: Urban

Date: 12/14/2017
Analyst: MPM

INPUT



STORAGE (D4+D3)

					Min.	Des.
Des.	200	195	200	RT	150	250
Min.	125	145	125	TH	245	330
	RT	TH	LT	LT	150	250

Braun Road

250	150	LT	
515	235	TH	
250	150	RT	
Des.	Min.		

IH 41/94 NB Ramps

LT	TH	RT	
125	145	560	Min.
200	195	585	Des.

Braun Road

(D4+D3+D2)

					Min.	Des.
Des.	310	195	310	RT	280	380
Min.	235	145	235	TH	245	330
	RT	TH	LT	LT	280	380

Braun Road

380	280	LT	
515	235	TH	
380	280	RT	
Des.	Min.		

IH 41/94 NB Ramps

LT	TH	RT		
235	145	670	Min.	
310	195	695	Des.	

Braun Road

UPSTREAM FUNCTIONAL AREA (D4+D3+D2+D1)

					Min.	Des.
Des.	385	270	385	RT	340	470
Min.	285	195	285	TH	305	420
	RT	TH	LT	LT	340	470

Braun Road

470	340	LT	
605	295	TH	
470	340	RT	
Des.	Min.		

IH 41/94 NB Ramps

LT	TH	RT		
285	195	720	Min.	
385	270	770	Des.	

Braun Road

Legend

= the calculated maximum "minimum" storage length per approach
= the calculated maximum "desirable" storage length per approach
Storage lengths calculated using procedure in WisDOT FDM 11-25

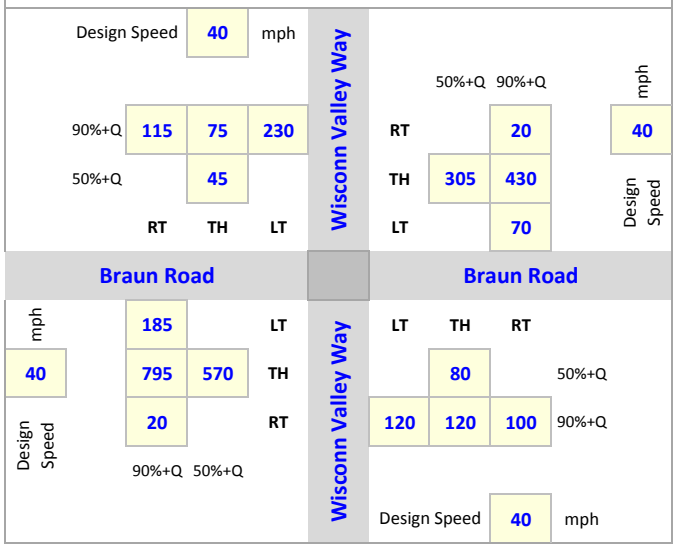
Notes:

STORAGE LENGTH TABULATION

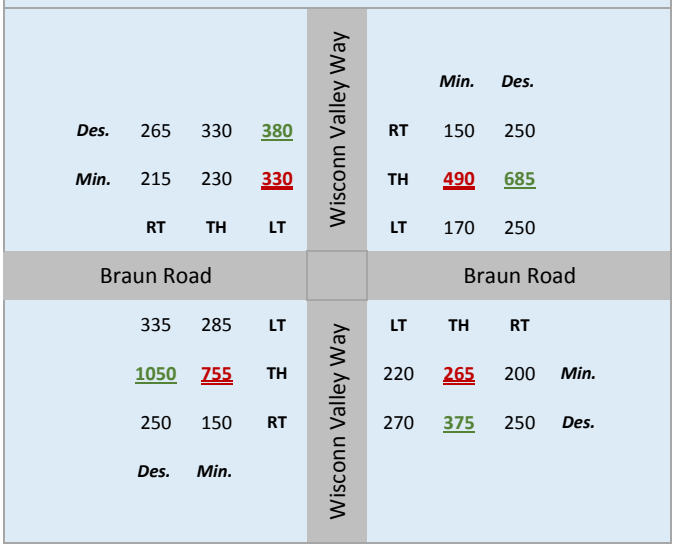
Intersection: Braun Road & Wisconn Valley Way
Location: Mount Pleasant, WI
Project: Project Flying Eagle
Alternative: Year 2040 Full Build Total Traffic
Rural/Urban: Urban

Date: 12/14/2017
Analyst: MPM

INPUT

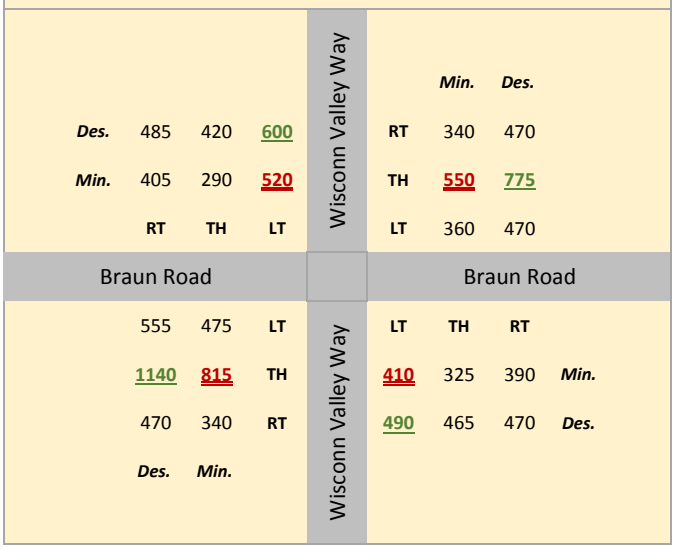


STORAGE (D4+D3)



(D4+D3+D2)

UPSTREAM FUNCTIONAL AREA (D4+D3+D2+D1)



Legend

= the calculated maximum "minimum" storage length per approach
= the calculated maximum "desirable" storage length per approach
Storage lengths calculated using procedure in WisDOT FDM 11-25

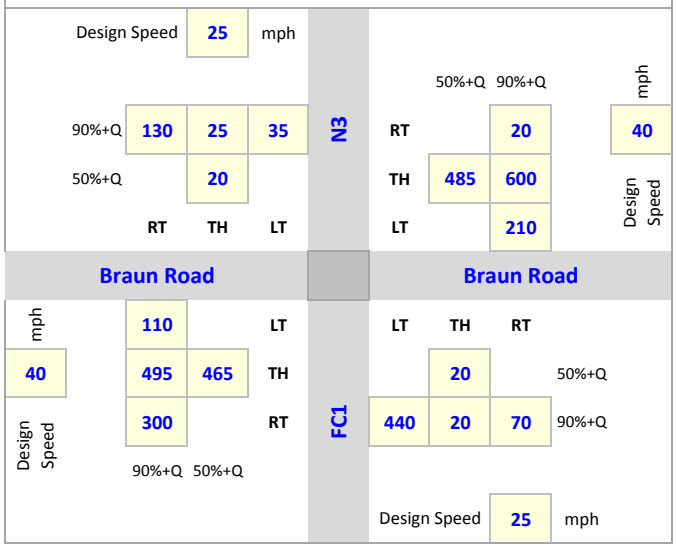
Notes:

STORAGE LENGTH TABULATION

Intersection: Braun Road & FC1 & N3
Location: Mount Pleasant, WI
Project: Project Flying Eagle
Alternative: Year 2040 Full Build Total Traffic
Rural/Urban: Urban

Date: 12/14/2017
Analyst: MPM

INPUT



STORAGE (D4+D3)

						Min.	Des.
Des.	155	125	125	N3	RT	150	250
Min.	155	95	75		TH	670	855
	RT	TH	LT		LT	310	360

Braun Road | Braun Road

260	210	LT	FC1	LT	TH	RT	
750	650	TH		465	95	95	Min.
450	400	RT		465	120	125	Des.
Des.	Min.						

(D4+D3+D2)

					Min.	Des.
Des.	230	125	200	N3 RT	280	380
Min.	230	95	150	TH	670	855
	RT	TH	LT	LT	440	490

Braun Road | Braun Road

390	340	LT	FC1	LT	TH	RT	
750	650	TH		540	95	170	Min.
580	530	RT		540	120	200	Des.
Des.	Min.						

UPSTREAM FUNCTIONAL AREA (D4+D3+D2+D1)

						Min.	Des.
Des.	285	180	255	N3 RT	340	470	
Min.	265	130	185	TH	730	945	
	RT	TH	LT	LT	500	580	

Braun Road | Braun Road

480	400	LT	FC1	LT	TH	RT	
840	710	TH		575	130	205	Min.
670	590	RT		595	175	255	Des.
Des.	Min.						

Legend

= the calculated maximum "minimum" storage length per approach
= the calculated maximum "desirable" storage length per approach
Storage lengths calculated using procedure in WisDOT FDM 11-25

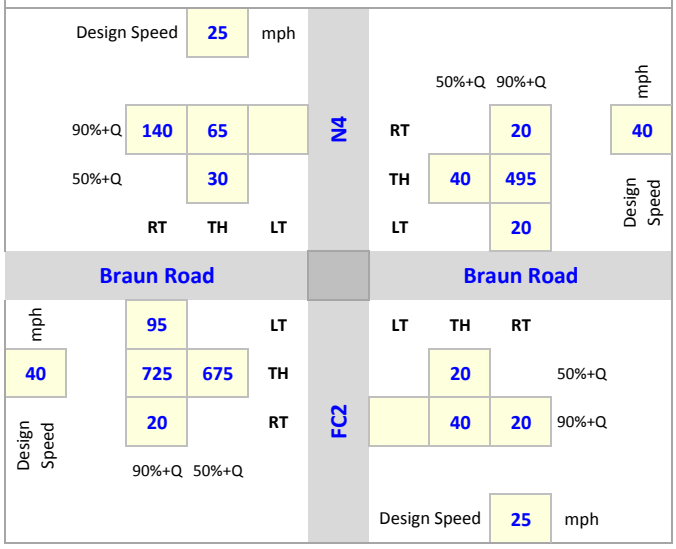
Notes:

STORAGE LENGTH TABULATION

Intersection: Braun Road & FC2 & N4
Location: Mount Pleasant, WI
Project: Project Flying Eagle
Alternative: Year 2040 Full Build Total Traffic
Rural/Urban: Urban

Date: 12/14/2017
Analyst: MPM

INPUT



STORAGE (D4+D3)

						Min.	Des.
Des.	165	165	125	N4	RT	150	250
Min.	165	105	75		TH	225	750
	RT	TH	LT		LT	150	250

Braun Road | Braun Road

250	195	LT	FC2	LT	TH	RT	
980	860	TH		75	95	75	Min.
250	150	RT		125	140	125	Des.
Des.	Min.						

(D4+D3+D2)

					Min.	Des.
Des.	240	165	200	N4	RT 280	380
Min.	240	105	150		TH 225	750
	RT	TH	LT		LT 280	380

Braun Road | Braun Road

380	325	LT	FC2	LT	TH	RT	
980	860	TH		150	95	150	Min.
380	280	RT		200	140	200	Des.
Des.	Min.						

UPSTREAM FUNCTIONAL AREA (D4+D3+D2+D1)

						Min.	Des.
Des.	295	220	255	N4	RT	340	470
Min.	275	140	185		TH	285	840
	RT	TH	LT		LT	340	470

Braun Road | Braun Road

470	385	LT	FC2	LT	TH	RT	
1070	920	TH		185	130	185	Min.
470	340	RT		255	195	255	Des.
Des.	Min.						

Legend

= the calculated maximum "minimum" storage length per approach
= the calculated maximum "desirable" storage length per approach
Storage lengths calculated using procedure in WisDOT FDM 11-25

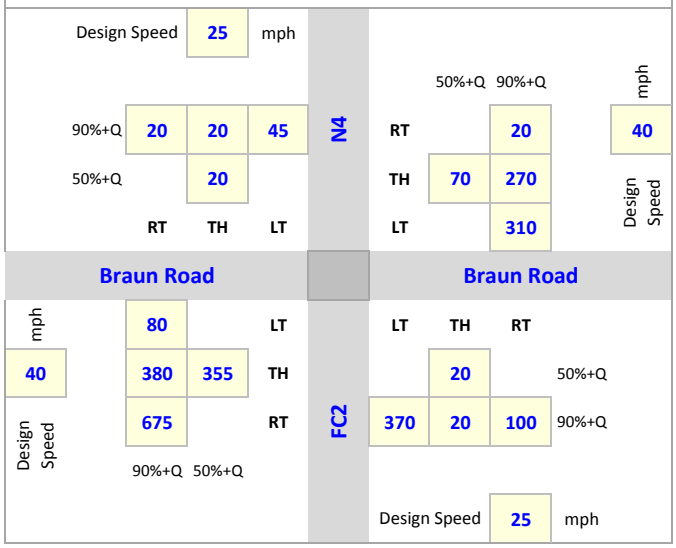
Notes:

STORAGE LENGTH TABULATION

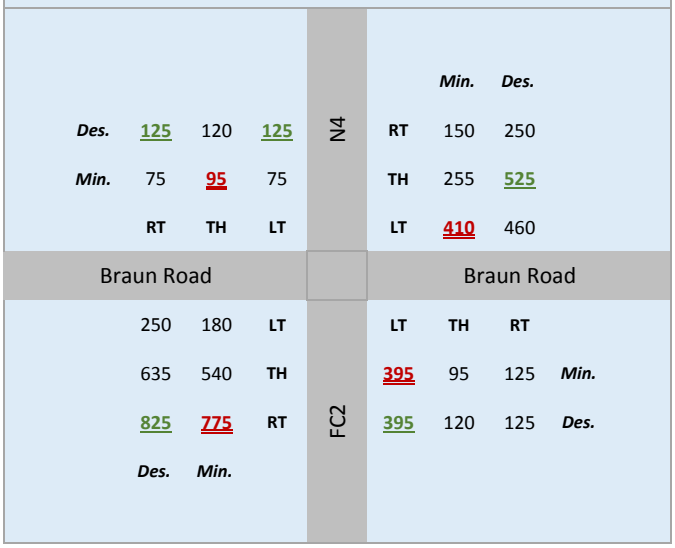
Intersection: Braun Road & FC3 & N5
Location: Mount Pleasant, WI
Project: Project Flying Eagle
Alternative: Year 2040 Full Build Total Traffic
Rural/Urban: Urban

Date: 12/14/2017
Analyst: MPM

INPUT



STORAGE (D4+D3)



(D4+D3+D2)

UPSTREAM FUNCTIONAL AREA (D4+D3+D2+D1)

Legend

= the calculated maximum "minimum" storage length per approach
= the calculated maximum "desirable" storage length per approach
Storage lengths calculated using procedure in WisDOT FDM 11-25

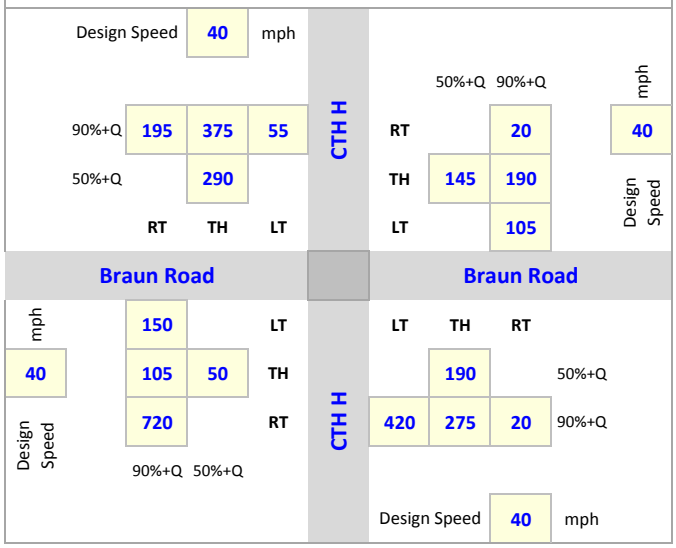
Notes:

STORAGE LENGTH TABULATION

Intersection: Braun Road & CTH H
Location: Mount Pleasant, WI
Project: Project Flying Eagle
Alternative: Year 2040 Full Build Total Traffic
Rural/Urban: Urban

Date: 12/14/2017
Analyst: MPM

INPUT



STORAGE (D4+D3)

						Min.	Des.
Des.	345	630	250	CTH H	RT	150	250
Min.	295	475	155		TH	330	445
	RT	TH	LT		LT	205	255

Braun Road — Braun Road

300	250	LT	CTH H	LT	TH	RT	
360	235	TH		520	375	150	Min.
870	820	RT		570	530	250	Des.
Des.	Min.						

(D4+D3+D2)

					Min.	Des.
Des.	475	630	380	CTH H RT	280	380
Min.	425	475	285	TH	330	445
	RT	TH	LT	LT	335	385

Braun Road — Braun Road

430	380	LT	CTH H	LT	TH	RT	
360	235	TH		650	375	280	Min.
1000	950	RT		700	530	380	Des.
Des.	Min.						

UPSTREAM FUNCTIONAL AREA (D4+D3+D2+D1)

						Min.	Des.
Des.	565	720	470	CTH H	RT	340	470
Min.	485	535	345		TH	390	535
	RT	TH	LT		LT	395	475

Braun Road — Braun Road

520	440	LT	CTH H	LT	TH	RT	
450	295	TH		710	435	340	Min.
1090	1010	RT		790	620	470	Des.
Des.	Min.						

Legend

= the calculated maximum "minimum" storage length per approach
= the calculated maximum "desirable" storage length per approach
Storage lengths calculated using procedure in WisDOT FDM 11-25

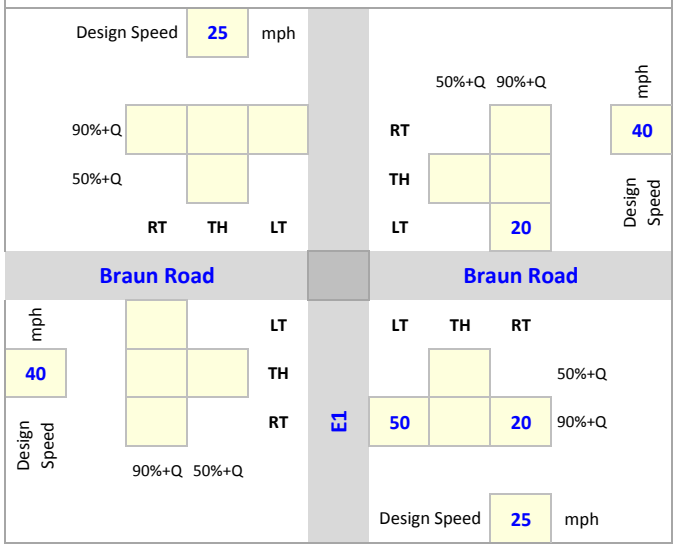
Notes:

STORAGE LENGTH TABULATION

Intersection: Braun Road & E1
Location: Mount Pleasant, WI
Project: Project Flying Eagle
Alternative: Year 2040 Full Build Total Traffic
Rural/Urban: Urban

Date: 12/14/2017
Analyst: MPM

INPUT



STORAGE (D4+D3)

					Min.	Des.
Des.	125	100	125	RT	150	250
Min.	75	75	75	TH	185	255
	RT	TH	LT	LT	150	250

Braun Road

250	150	LT
255	185	TH
250	150	RT
Des.	Min.	

E1

Braun Road

LT	TH	RT	
75	75	75	Min.
125	100	125	Des.

(D4+D3+D2)

					Min.	Des.
Des.	200	100	200	RT	280	380
Min.	150	75	150	TH	185	255
	RT	TH	LT	LT	280	380

Braun Road

380	280	LT
255	185	TH
380	280	RT
Des.	Min.	

E1

Braun Road

LT	TH	RT	
150	75	150	Min.
200	100	200	Des.

UPSTREAM FUNCTIONAL AREA (D4+D3+D2+D1)

					Min.	Des.
Des.	255	155	255	RT	340	470
Min.	185	110	185	TH	245	345
	RT	TH	LT	LT	340	470

Braun Road

470	340	LT
345	245	TH
470	340	RT
Des.	Min.	

E1

Braun Road

LT	TH	RT	
185	110	185	Min.
255	155	255	Des.

Legend

= the calculated maximum "minimum" storage length per approach
= the calculated maximum "desirable" storage length per approach
Storage lengths calculated using procedure in WisDOT FDM 11-25

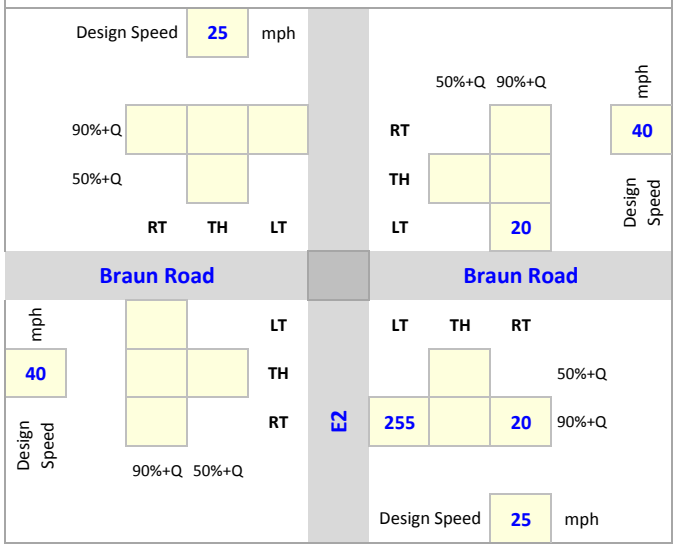
Notes:

STORAGE LENGTH TABULATION

Intersection: Braun Road & E2
Location: Mount Pleasant, WI
Project: Project Flying Eagle
Alternative: Year 2040 Full Build Total Traffic
Rural/Urban: Urban

Date: 12/14/2017
Analyst: MPM

INPUT



STORAGE (D4+D3)

					Min.	Des.
Des.	125	100	125	RT	150	250
Min.	75	75	75	TH	185	255
	RT	TH	LT	LT	150	250

Braun Road

250	150	LT		LT	TH	RT	
255	185	TH		280	75	75	Min.
250	150	RT	E2	280	100	125	Des.
Des.	Min.						

Braun Road

(D4+D3+D2)

					Min.	Des.
Des.	200	100	200	RT	280	380
Min.	150	75	150	TH	185	255
	RT	TH	LT	LT	280	380

Braun Road

380	280	LT		LT	TH	RT	
255	185	TH		355	75	150	Min.
380	280	RT	E2	355	100	200	Des.
Des.	Min.						

Braun Road

UPSTREAM FUNCTIONAL AREA (D4+D3+D2+D1)

					Min.	Des.
Des.	255	155	255	RT	340	470
Min.	185	110	185	TH	245	345
	RT	TH	LT	LT	340	470

Braun Road

470	340	LT		LT	TH	RT	
345	245	TH		390	110	185	Min.
470	340	RT	E2	410	155	255	Des.
Des.	Min.						

Braun Road

Legend

= the calculated maximum "minimum" storage length per approach
= the calculated maximum "desirable" storage length per approach
Storage lengths calculated using procedure in WisDOT FDM 11-25

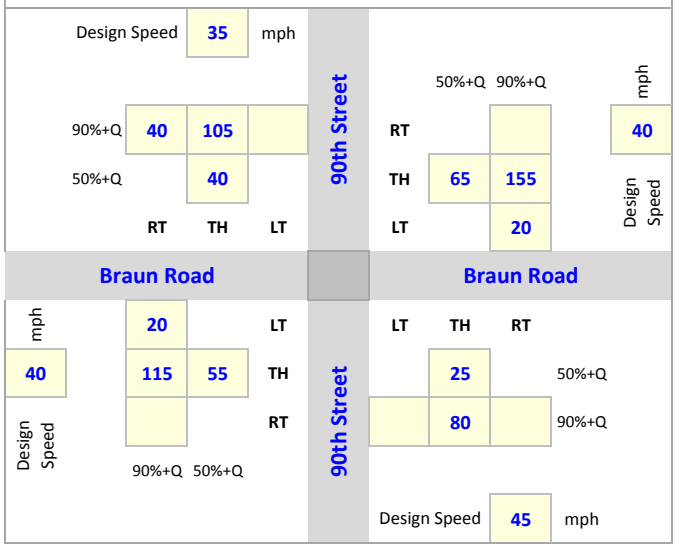
Notes:

STORAGE LENGTH TABULATION

Intersection: Braun Road & 90th Street
Location: Mount Pleasant, WI
Project: Project Flying Eagle
Alternative: Year 2040 Full Build Total Traffic
Rural/Urban: Urban

Date: 12/14/2017
Analyst: MPM

INPUT



STORAGE (D4+D3)

						Min.	Des.
Des.	200	300	200	90th Street	RT	150	250
Min.	125	185	125		TH	250	410
	RT	TH	LT		LT	150	250

Braun Road				Braun Road			
250	150	LT	90th Street	LT	TH	RT	
370	240	TH		200	260	200	*Min.*
250	150	RT		300	405	300	*Des.*
Des.	*Min.*						

(D4+D3+D2)

					Min.	Des.
Des.	310	300	310	90th Street RT	280	380
Min.	235	185	235	TH	250	410
	RT	TH	LT	LT	280	380

Braun Road				Braun Road			
380	280	LT		LT	TH	RT	
370	240	TH	90th Street	350	260	350	*Min.*
380	280	RT		450	405	450	*Des.*
Des.	*Min.*						

UPSTREAM FUNCTIONAL AREA (D4+D3+D2+D1)

					Min.	Des.
Des.	385	375	385	90th Street RT	340	470
Min.	285	235	285	TH	310	500
	RT	TH	LT	LT	340	470

Braun Road				Braun Road			
470	340	LT		LT	TH	RT	
460	300	TH	90th Street	415	325	415	*Min.*
470	340	RT		550	505	550	*Des.*
Des.	*Min.*						

Legend

= the calculated maximum "minimum" storage length per approach
= the calculated maximum "desirable" storage length per approach
Storage lengths calculated using procedure in WisDOT FDM 11-25

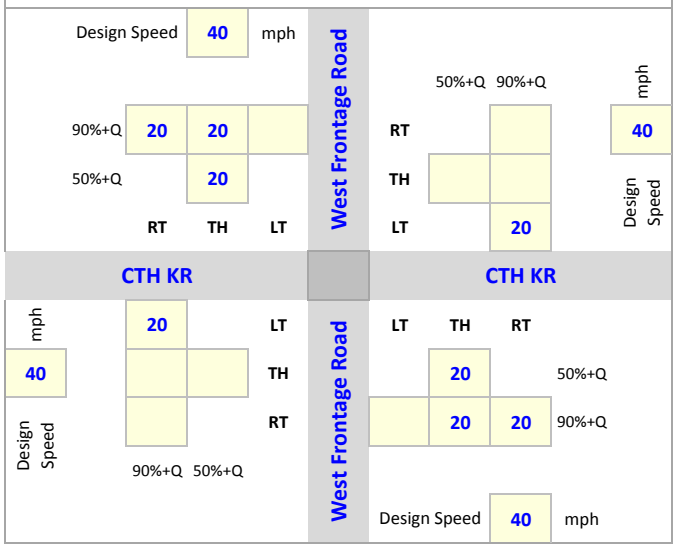
Notes:

STORAGE LENGTH TABULATION

Intersection: CTH KR & West Frontage Road
Location: Mount Pleasant, WI
Project: Project Flying Eagle
Alternative: Year 2040 Full Build Total Traffic
Rural/Urban: Urban

Date: 12/14/2017
Analyst: MPM

INPUT



STORAGE (D4+D3)

					Min.	Des.
Des.	250	275	250	RT	150	250
Min.	150	205	150	TH	185	255
	RT	TH	LT	LT	150	250

CTH KR

250	150	LT	LT	TH	RT		
255	185	TH	150	205	150	Min.	
250	150	RT	250	275	250	Des.	
Des.	Min.						

CTH KR

West Frontage Road

(D4+D3+D2)

					Min.	Des.
Des.	380	275	380	RT	280	380
Min.	280	205	280	TH	185	255
	RT	TH	LT	LT	280	380

CTH KR

380	280	LT	LT	TH	RT		
255	185	TH	280	205	280	Min.	
380	280	RT	380	275	380	Des.	
Des.	Min.						

CTH KR

West Frontage Road

UPSTREAM FUNCTIONAL AREA (D4+D3+D2+D1)

					Min.	Des.
Des.	470	365	470	RT	340	470
Min.	340	265	340	TH	245	345
	RT	TH	LT	LT	340	470

CTH KR

470	340	LT	LT	TH	RT		
345	245	TH	340	265	340	Min.	
470	340	RT	470	365	470	Des.	
Des.	Min.						

CTH KR

West Frontage Road

Legend

= the calculated maximum "minimum" storage length per approach
= the calculated maximum "desirable" storage length per approach
Storage lengths calculated using procedure in WisDOT FDM 11-25

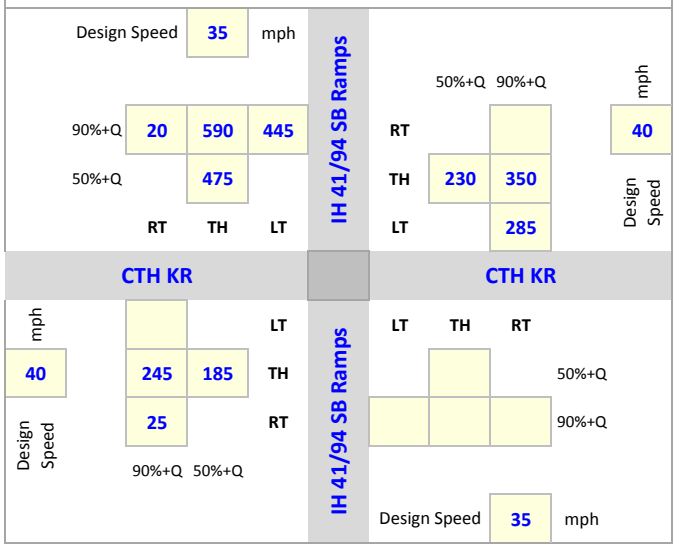
Notes:

STORAGE LENGTH TABULATION

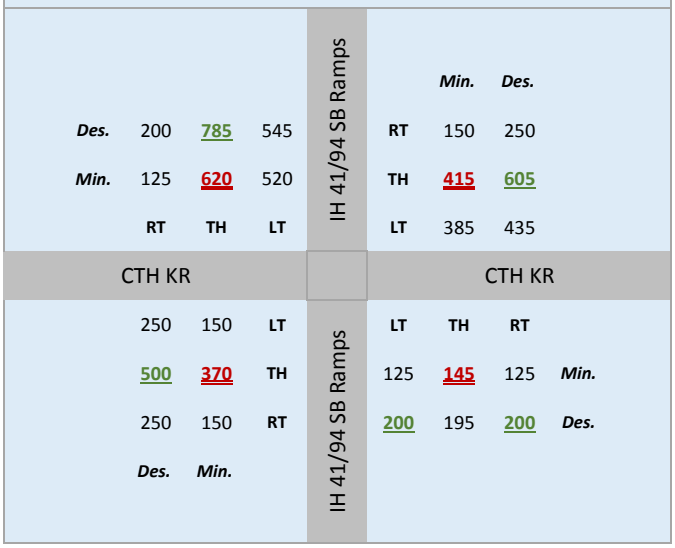
Intersection: CTH KR & IH 41/94 Southbound Ramps
Location: Mount Pleasant, WI
Project: Project Flying Eagle
Alternative: Year 2040 Full Build Total Traffic
Rural/Urban: Urban

Date: 12/14/2017
Analyst: MPM

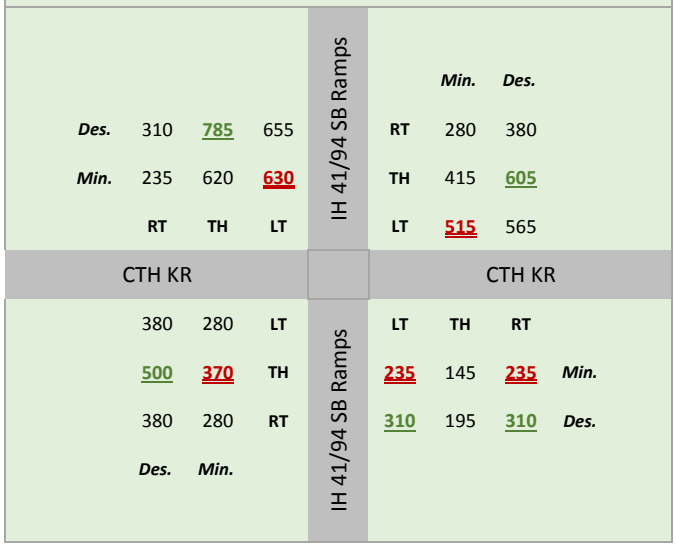
INPUT



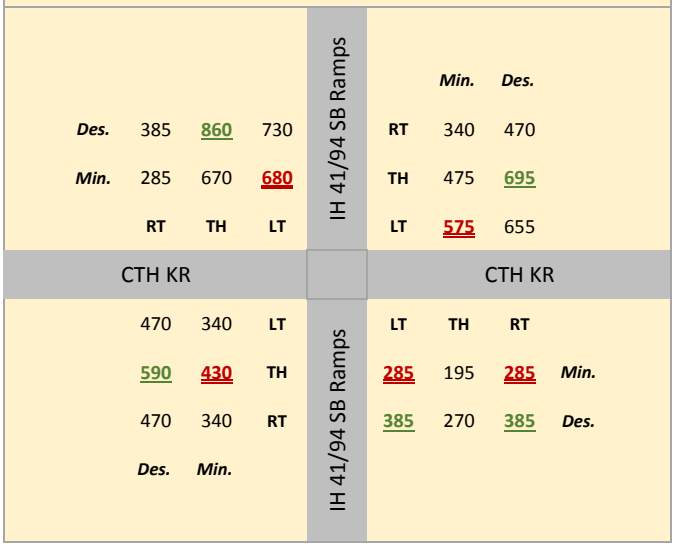
STORAGE (D4+D3)



(D4+D3+D2)



UPSTREAM FUNCTIONAL AREA (D4+D3+D2+D1)



Legend

= the calculated maximum "minimum" storage length per approach
= the calculated maximum "desirable" storage length per approach
Storage lengths calculated using procedure in WisDOT FDM 11-25

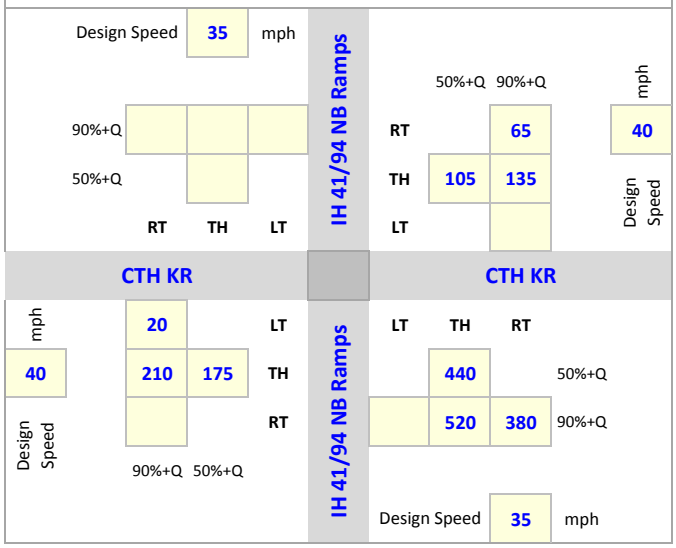
Notes:

STORAGE LENGTH TABULATION

Intersection: CTH KR & IH 41/94 Northbound Ramps
Location: Mount Pleasant, WI
Project: Project Flying Eagle
Alternative: Year 2040 Full Build Total Traffic
Rural/Urban: Urban

Date: 12/14/2017
Analyst: MPM

INPUT



STORAGE (D4+D3)

				IH 41/94 NB Ramps		Min.	Des.
Des.	200	195	200	RT		165	250
Min.	125	145	125	TH		290	390
	RT	TH	LT	LT		150	250

CTH KR | CTH KR

			IH 41/94 NB Ramps				
250	150	LT	LT	TH	RT		
465	360	TH	125	585	455	Min.	
250	150	RT	200	715	480	Des.	
Des.	Min.						

(D4+D3+D2)

				IH 41/94 NB Ramps		Min.	Des.
Des.	310	195	310	RT	295	380	
Min.	235	145	235	TH	290	390	
	RT	TH	LT	LT	280	380	

CTH KR | CTH KR

			IH 41/94 NB Ramps				
380	280	LT	LT	TH	RT		
465	360	TH	235	585	565	Min.	
380	280	RT	310	715	590	Des.	
Des.	Min.						

UPSTREAM FUNCTIONAL AREA (D4+D3+D2+D1)

				IH 41/94 NB Ramps		Min.	Des.
Des.	385	270	385	RT	355	470	
Min.	285	195	285	TH	350	480	
	RT	TH	LT	LT	340	470	

CTH KR | CTH KR

			IH 41/94 NB Ramps				
470	340	LT	LT	TH	RT		
555	420	TH	285	635	615	Min.	
470	340	RT	385	790	665	Des.	
Des.	Min.						

Legend

= the calculated maximum "minimum" storage length per approach
= the calculated maximum "desirable" storage length per approach
Storage lengths calculated using procedure in WisDOT FDM 11-25

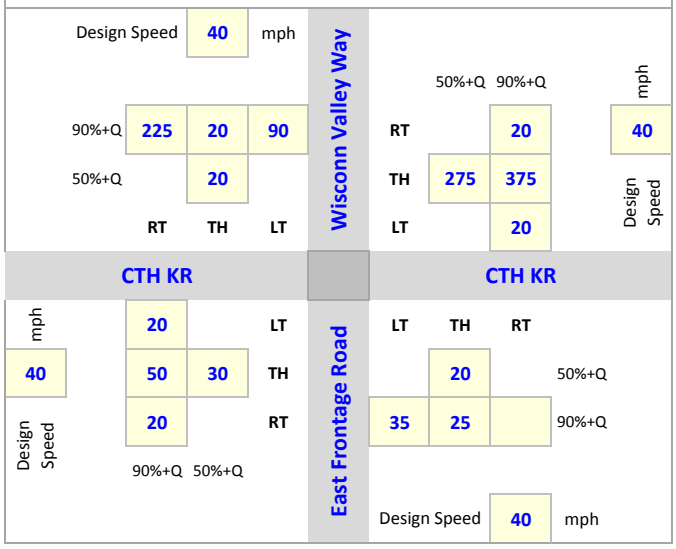
Notes:

STORAGE LENGTH TABULATION

Intersection: CTH KR & East Frontage Road/Wisconn Valley Way
Location: Mount Pleasant, WI
Project: Project Flying Eagle
Alternative: Year 2040 Full Build Total Traffic
Rural/Urban: Urban

Date: 12/14/2017
Analyst: MPM

INPUT



STORAGE (D4+D3)

					Min.	Des.
Des.	375	275	250	RT	150	250
Min.	325	205	190	TH	460	630
	RT	TH	LT	LT	150	250

Wisconn Valley Way

CTH KR | CTH KR

250	150	LT		LT	TH	RT	
305	215	TH		150	205	150	Min.
250	150	RT		250	280	250	Des.
Des.	Min.						

East Frontage Road

(D4+D3+D2)

					Min.	Des.
Des.	505	275	380	RT	280	380
Min.	455	205	320	TH	460	630
	RT	TH	LT	LT	280	380

Wisconn Valley Way

CTH KR | CTH KR

380	280	LT		LT	TH	RT	
305	215	TH		280	205	280	Min.
380	280	RT		380	280	380	Des.
Des.	Min.						

East Frontage Road

UPSTREAM FUNCTIONAL AREA (D4+D3+D2+D1)

					Min.	Des.
Des.	595	365	470	RT	340	470
Min.	515	265	380	TH	520	720
	RT	TH	LT	LT	340	470

Wisconn Valley Way

CTH KR | CTH KR

470	340	LT		LT	TH	RT	
395	275	TH		340	265	340	Min.
470	340	RT		470	370	470	Des.
Des.	Min.						

East Frontage Road

Legend

= the calculated maximum "minimum" storage length per approach
= the calculated maximum "desirable" storage length per approach
Storage lengths calculated using procedure in WisDOT FDM 11-25

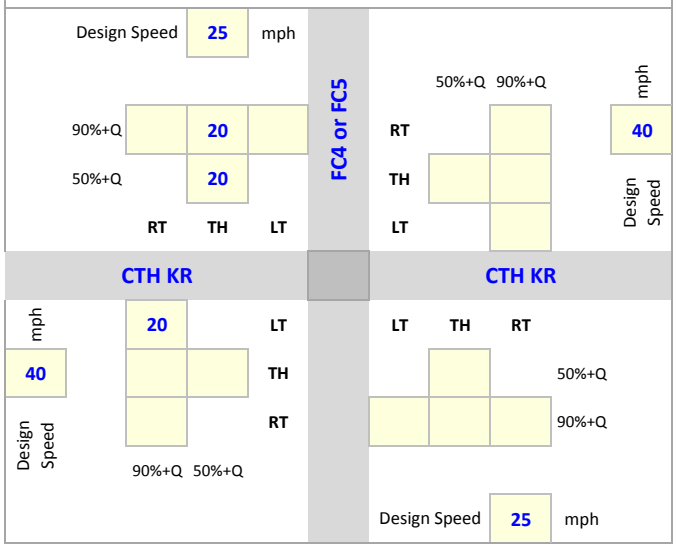
Notes:

STORAGE LENGTH TABULATION

Intersection: CTH KR & FC4 or FC5
Location: Mount Pleasant, WI
Project: Project Flying Eagle
Alternative: Year 2040 Full Build Total Traffic
Rural/Urban: Urban

Date: 12/14/2017
Analyst: MPM

INPUT



STORAGE (D4+D3)

					Min.	Des.
Des.	125	120	125	RT	150	250
Min.	75	95	75	TH	185	255
	RT	TH	LT	LT	150	250

CTH KR

250	150	LT
255	185	TH
250	150	RT
Des.	Min.	

CTH KR

LT	TH	RT	
75	75	75	Min.
125	100	125	Des.

(D4+D3+D2)

					Min.	Des.
Des.	200	120	200	RT	280	380
Min.	150	95	150	TH	185	255
	RT	TH	LT	LT	280	380

CTH KR

380	280	LT
255	185	TH
380	280	RT
Des.	Min.	

CTH KR

LT	TH	RT	
150	75	150	Min.
200	100	200	Des.

UPSTREAM FUNCTIONAL AREA (D4+D3+D2+D1)

					Min.	Des.
Des.	255	175	255	RT	340	470
Min.	185	130	185	TH	245	345
	RT	TH	LT	LT	340	470

CTH KR

470	340	LT
345	245	TH
470	340	RT
Des.	Min.	

CTH KR

LT	TH	RT	
185	110	185	Min.
255	155	255	Des.

Legend

= the calculated maximum "minimum" storage length per approach
= the calculated maximum "desirable" storage length per approach
Storage lengths calculated using procedure in WisDOT FDM 11-25

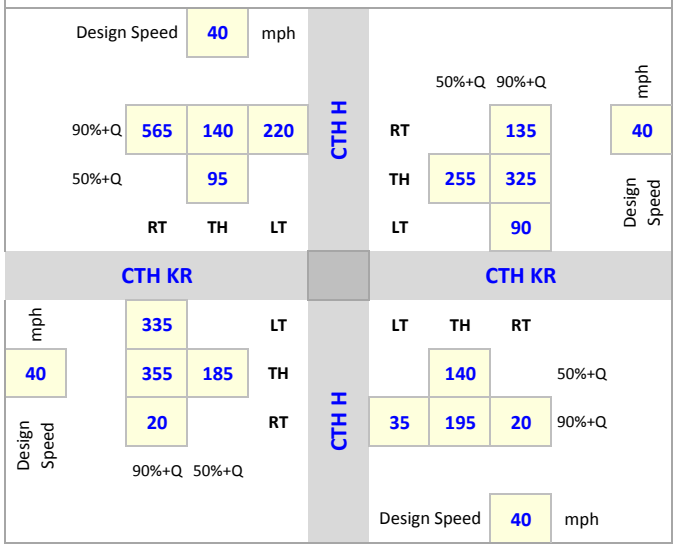
Notes:

STORAGE LENGTH TABULATION

Intersection: CTH KR & CTH H
Location: Mount Pleasant, WI
Project: Project Flying Eagle
Alternative: Year 2040 Full Build Total Traffic
Rural/Urban: Urban

Date: 12/14/2017
Analyst: MPM

INPUT



STORAGE (D4+D3)

					Min.	Des.
Des.	715	395	370	RT	235	285
Min.	665	280	320	TH	440	580
	RT	TH	LT	LT	190	250

CTH KR — CTH H — CTH KR

485	435	LT	LT	TH	RT	
610	370	TH	150	325	150	Min.
250	150	RT	250	450	250	Des.
Des.	Min.					

(D4+D3+D2)

					Min.	Des.
Des.	845	395	500	RT	365	415
Min.	795	280	450	TH	440	580
	RT	TH	LT	LT	320	380

CTH KR — CTH H — CTH KR

615	565	LT	LT	TH	RT	
610	370	TH	280	325	280	Min.
380	280	RT	380	450	380	Des.
Des.	Min.					

UPSTREAM FUNCTIONAL AREA (D4+D3+D2+D1)

					Min.	Des.
Des.	935	485	590	RT	425	505
Min.	855	340	510	TH	500	670
	RT	TH	LT	LT	380	470

CTH KR — CTH H — CTH KR

705	625	LT	LT	TH	RT	
700	430	TH	340	385	340	Min.
470	340	RT	470	540	470	Des.
Des.	Min.					

Legend

= the calculated maximum "minimum" storage length per approach
= the calculated maximum "desirable" storage length per approach
Storage lengths calculated using procedure in WisDOT FDM 11-25

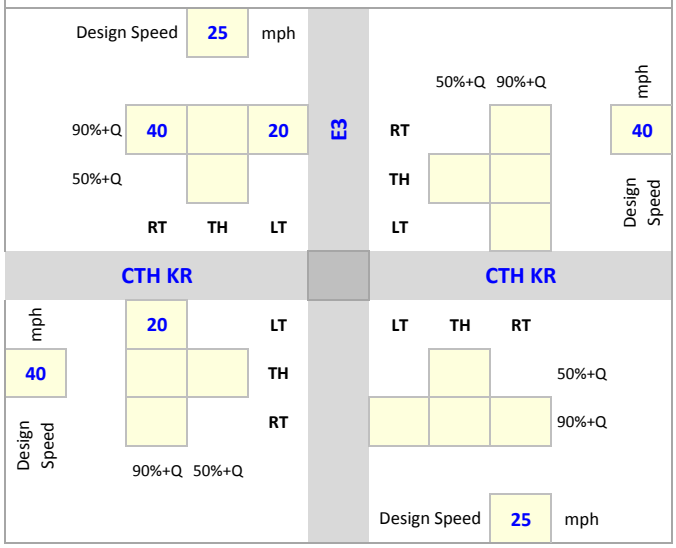
Notes:

STORAGE LENGTH TABULATION

Intersection: CTH KR &E3
Location: Mount Pleasant, WI
Project: Project Flying Eagle
Alternative: Year 2040 Full Build Total Traffic
Rural/Urban: Urban

Date: 12/14/2017
Analyst: MPM

INPUT



STORAGE (D4+D3)

						Min.	Des.
Des.	125	100	125	E3	RT	150	250
Min.	75	75	75		TH	185	255
	RT	TH	LT		LT	150	250

CTH KR | CTH KR

250	150	LT		LT	TH	RT	
255	185	TH		75	75	75	Min.
250	150	RT		125	100	125	Des.
Des.	Min.						

(D4+D3+D2)

					Min.	Des.
Des.	200	100	200	RT	280	380
Min.	150	75	150	TH	185	255
	RT	TH	LT	LT	280	380

CTH KR | CTH KR

380	280	LT		LT	TH	RT	
255	185	TH		150	75	150	Min.
380	280	RT		200	100	200	Des.
Des.	Min.						

UPSTREAM FUNCTIONAL AREA (D4+D3+D2+D1)

						Min.	Des.
Des.	255	155	255	E3	RT	340	470
Min.	185	110	185		TH	245	345
	RT	TH	LT		LT	340	470

CTH KR | CTH KR

470	340	LT		LT	TH	RT	
345	245	TH		185	110	185	Min.
470	340	RT		255	155	255	Des.
Des.	Min.						

Legend

= the calculated maximum "minimum" storage length per approach
= the calculated maximum "desirable" storage length per approach
Storage lengths calculated using procedure in WisDOT FDM 11-25

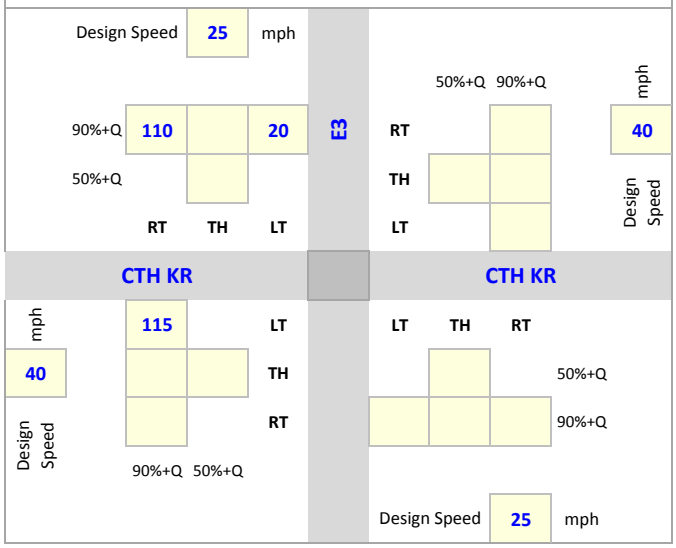
Notes:

STORAGE LENGTH TABULATION

Intersection: CTH KR &E4
Location: Mount Pleasant, WI
Project: Project Flying Eagle
Alternative: Year 2040 Full Build Total Traffic
Rural/Urban: Urban

Date: 12/14/2017
Analyst: MPM

INPUT



STORAGE (D4+D3)

						Min.	Des.
Des.	135	100	125	E3	RT	150	250
Min.	135	75	75		TH	185	255
	RT	TH	LT		LT	150	250

CTH KR				CTH KR			
265	215	LT		LT	TH	RT	
255	185	TH		75	75	75	Min.
250	150	RT		125	100	125	Des.
Des.	Min.						

(D4+D3+D2)

					Min.	Des.
Des.	210	100	200	RT	280	380
Min.	210	75	150	TH	185	255
	RT	TH	LT	LT	280	380

CTH KR			CTH KR			
395	345	LT	LT	TH	RT	
255	185	TH	150	75	150	Min.
380	280	RT	200	100	200	Des.
Des.	Min.					

UPSTREAM FUNCTIONAL AREA (D4+D3+D2+D1)

					Min.	Des.
Des.	265	155	255	RT	340	470
Min.	245	110	185	TH	245	345
	RT	TH	LT	LT	340	470

CTH KR			CTH KR			
485	405	LT	LT	TH	RT	
345	245	TH	185	110	185	Min.
470	340	RT	255	155	255	Des.
Des.	Min.					

Legend

= the calculated maximum "minimum" storage length per approach
= the calculated maximum "desirable" storage length per approach
Storage lengths calculated using procedure in WisDOT FDM 11-25

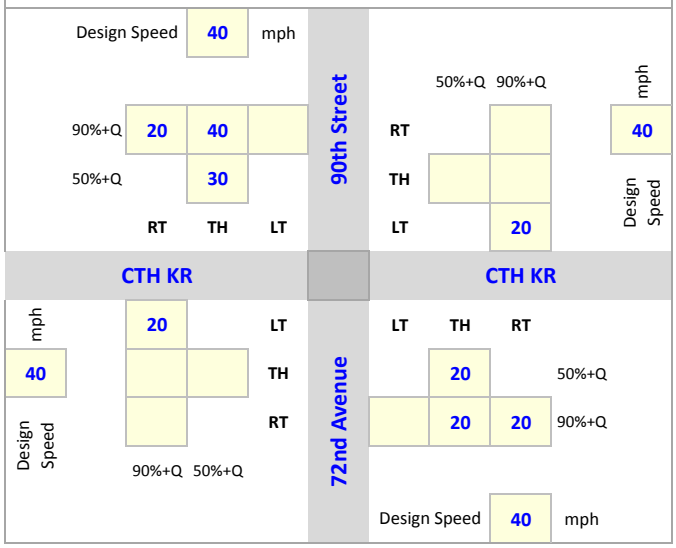
Notes:

STORAGE LENGTH TABULATION

Intersection: CTH KR & 72nd Avenue/90th Street
Location: Mount Pleasant, WI
Project: Project Flying Eagle
Alternative: Year 2040 Full Build Total Traffic
Rural/Urban: Urban

Date: 12/14/2017
Analyst: MPM

INPUT



STORAGE (D4+D3)

						Min.	*Des.*
Des.	250	295	250	90th Street	RT	150	250
Min.	150	215	150		TH	185	255
	RT	TH	LT		LT	150	250
CTH KR					CTH KR		
	250	150	LT	72nd Avenue	LT	TH	RT	
	255	185	TH		150	205	150	*Min.*
	250	150	RT		250	275	250	*Des.*
	Des.	*Min.*						

(D4+D3+D2)

						Min.	*Des.*
Des.	380	295	380	90th Street	RT	280	380
Min.	280	215	280		TH	185	255
	RT	TH	LT		LT	280	380
CTH KR					CTH KR		
	380	280	LT	72nd Avenue	LT	TH	RT	
	255	185	TH		280	205	280	*Min.*
	380	280	RT		380	275	380	*Des.*
	Des.	*Min.*						

UPSTREAM FUNCTIONAL AREA (D4+D3+D2+D1)

						Min.	*Des.*
Des.	470	385	470	90th Street	RT	340	470
Min.	340	275	340		TH	245	345
	RT	TH	LT		LT	340	470
CTH KR					CTH KR		
	470	340	LT	72nd Avenue	LT	TH	RT	
	345	245	TH		340	265	340	*Min.*
	470	340	RT		470	365	470	*Des.*
	Des.	*Min.*						

Legend

= the calculated maximum "minimum" storage length per approach
= the calculated maximum "desirable" storage length per approach
Storage lengths calculated using procedure in WisDOT FDM 11-25

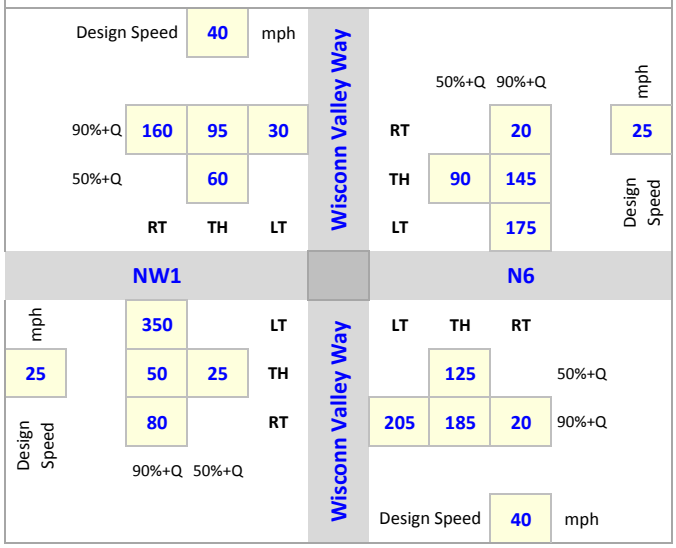
Notes:

STORAGE LENGTH TABULATION

Intersection: Wisconn Valley Way & NW1/N6
Location: Mount Pleasant, WI
Project: Project Flying Eagle
Alternative: Year 2040 Full Build Total Traffic
Rural/Urban: Urban

Date: 12/14/2017
Analyst: MPM

INPUT



STORAGE (D4+D3)

					Min.	Des.
Des.	310	350	250	RT	75	125
Min.	260	245	150	TH	165	245
	RT	TH	LT	LT	200	200

Wisconn Valley Way

NW1 | N6

375	375	LT	LT	TH	RT		
150	100	TH	305	310	150	Min.	
125	105	RT	355	440	250	Des.	
Des.	Min.						

Wisconn Valley Way

(D4+D3+D2)

					Min.	Des.
Des.	440	350	380	RT	150	200
Min.	390	245	280	TH	165	245
	RT	TH	LT	LT	275	275

Wisconn Valley Way

NW1 | N6

450	450	LT	LT	TH	RT		
150	100	TH	435	310	280	Min.	
200	180	RT	485	440	380	Des.	
Des.	Min.						

Wisconn Valley Way

UPSTREAM FUNCTIONAL AREA (D4+D3+D2+D1)

					Min.	Des.
Des.	530	440	470	RT	185	255
Min.	450	305	340	TH	200	300
	RT	TH	LT	LT	310	330

Wisconn Valley Way

NW1 | N6

505	485	LT	LT	TH	RT		
205	135	TH	495	370	340	Min.	
255	215	RT	575	530	470	Des.	
Des.	Min.						

Wisconn Valley Way

Legend

= the calculated maximum "minimum" storage length per approach
= the calculated maximum "desirable" storage length per approach
Storage lengths calculated using procedure in WisDOT FDM 11-25

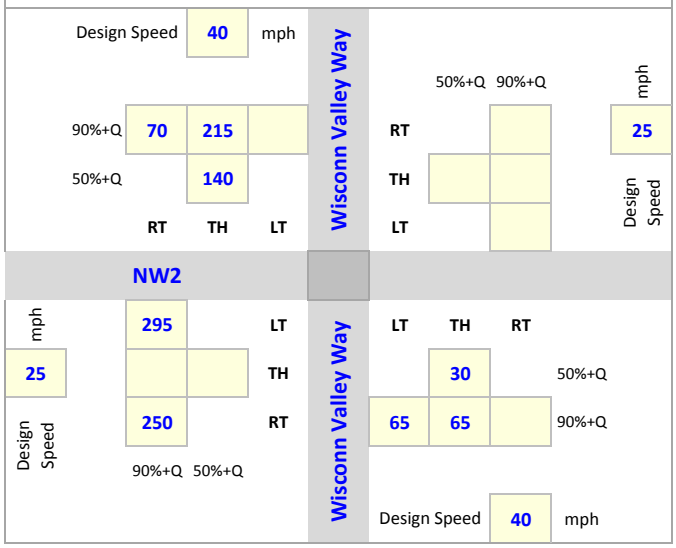
Notes:

STORAGE LENGTH TABULATION

Intersection: Wisconn Valley Way & NW2
Location: Mount Pleasant, WI
Project: Project Flying Eagle
Alternative: Year 2040 Full Build Total Traffic
Rural/Urban: Urban

Date: 12/14/2017
Analyst: MPM

INPUT



STORAGE (D4+D3)

					Min.	Des.
Des.	250	470	250	RT	75	125
Min.	170	325	150	TH	75	100
	RT	TH	LT	LT	75	125

NW2

320	320	LT	LT	TH	RT		
100	75	TH	165	215	150	Min.	
275	275	RT	250	320	250	Des.	
Des.	Min.						

Wisconn Valley Way

(D4+D3+D2)

				Min.	Des.
Des.	380	470	380	RT 150	200
Min.	300	325	280	TH 75	100
	RT	TH	LT	LT 150	200

NW2

395	395	LT	LT	TH	RT		
100	75	TH	295	215	280	Min.	
350	350	RT	380	320	380	Des.	
Des.	Min.						

Wisconn Valley Way

UPSTREAM FUNCTIONAL AREA (D4+D3+D2+D1)

					Min.	Des.
Des.	470	560	470	RT	185	255
Min.	360	385	340	TH	110	155
	RT	TH	LT	LT	185	255

NW2

450	430	LT	LT	TH	RT		
155	110	TH	355	275	340	Min.	
405	385	RT	470	410	470	Des.	
Des.	Min.						

Wisconn Valley Way

Legend

= the calculated maximum "minimum" storage length per approach
= the calculated maximum "desirable" storage length per approach
Storage lengths calculated using procedure in WisDOT FDM 11-25

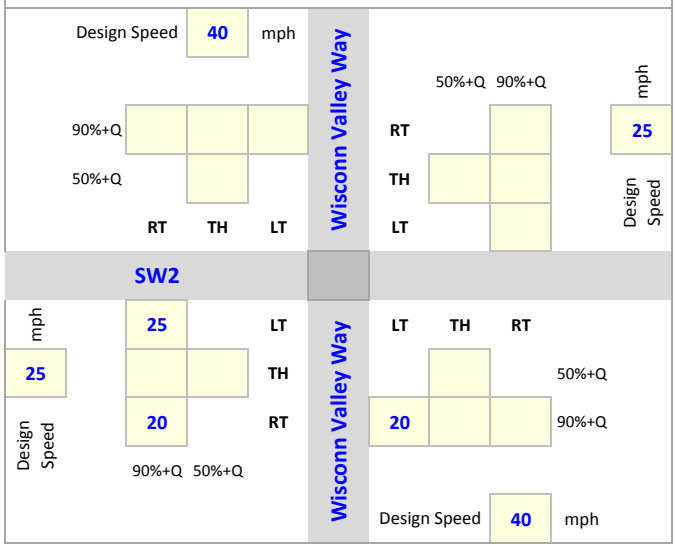
Notes:

STORAGE LENGTH TABULATION

Intersection: Wisconn Valley Way & SW2
Location: Mount Pleasant, WI
Project: Project Flying Eagle
Alternative: Year 2040 Full Build Total Traffic
Rural/Urban: Urban

Date: 12/14/2017
Analyst: MPM

INPUT



STORAGE (D4+D3)

					Min.	Des.
Des.	250	255	250	RT	75	125
Min.	150	185	150	TH	75	100
	RT	TH	LT	LT	75	125

SW2

125	75	LT	LT	TH	RT		
100	75	TH	150	185	150	Min.	
125	75	RT	250	255	250	Des.	
Des.	Min.						

(D4+D3+D2)

					Min.	Des.
Des.	380	255	380	RT	150	200
Min.	280	185	280	TH	75	100
	RT	TH	LT	LT	150	200

SW2

200	150	LT	LT	TH	RT		
100	75	TH	280	185	280	Min.	
200	150	RT	380	255	380	Des.	
Des.	Min.						

UPSTREAM FUNCTIONAL AREA (D4+D3+D2+D1)

					Min.	Des.
Des.	470	345	470	RT	185	255
Min.	340	245	340	TH	110	155
	RT	TH	LT	LT	185	255

SW2

255	185	LT	LT	TH	RT		
155	110	TH	340	245	340	Min.	
255	185	RT	470	345	470	Des.	
Des.	Min.						

Legend

= the calculated maximum "minimum" storage length per approach
= the calculated maximum "desirable" storage length per approach
Storage lengths calculated using procedure in WisDOT FDM 11-25

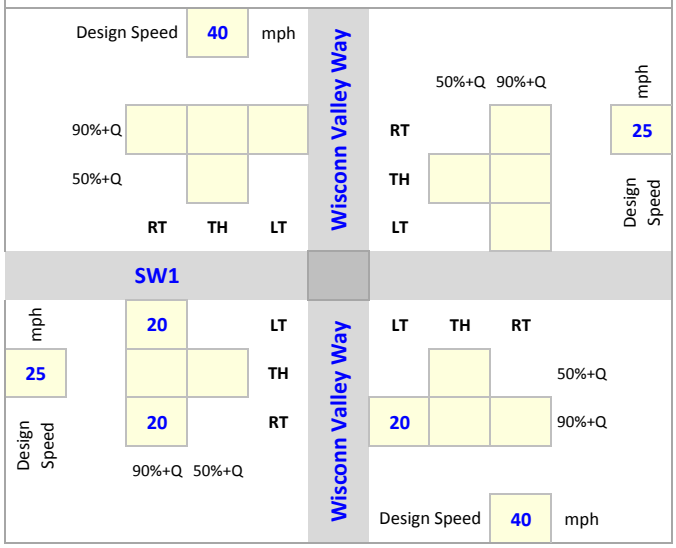
Notes:

STORAGE LENGTH TABULATION

Intersection: Wisconn Valley Way & SW1
Location: Mount Pleasant, WI
Project: Project Flying Eagle
Alternative: Year 2040 Full Build Total Traffic
Rural/Urban: Urban

Date: 12/14/2017
Analyst: MPM

INPUT



STORAGE (D4+D3)

				Wisconn Valley Way		Min.	Des.
Des.	250	255	250		RT	75	125
Min.	150	185	150		TH	75	100
	RT	TH	LT		LT	75	125

SW1

			Wisconn Valley Way				
125	75	LT		LT	TH	RT	
100	75	TH		150	185	150	*Min.*
125	75	RT		250	255	250	*Des.*
Des.	*Min.*						

(D4+D3+D2)

			Wisconn Valley Way		Min.	Des.
Des.	380	255	380	RT	150	200
Min.	280	185	280	TH	75	100
	RT	TH	LT	LT	150	200

SW1

			Wisconn Valley Way				
200	150	LT		LT	TH	RT	
100	75	TH		280	185	280	*Min.*
200	150	RT		380	255	380	*Des.*
Des.	*Min.*						

UPSTREAM FUNCTIONAL AREA (D4+D3+D2+D1)

				Wisconn Valley Way		Min.	Des.
Des.	470	345	470		RT	185	255
Min.	340	245	340		TH	110	155
	RT	TH	LT		LT	185	255

SW1

			Wisconn Valley Way				
255	185	LT		LT	TH	RT	
155	110	TH		340	245	340	*Min.*
255	185	RT		470	345	470	*Des.*
Des.	*Min.*						

Legend

= the calculated maximum "minimum" storage length per approach
= the calculated maximum "desirable" storage length per approach
Storage lengths calculated using procedure in WisDOT FDM 11-25

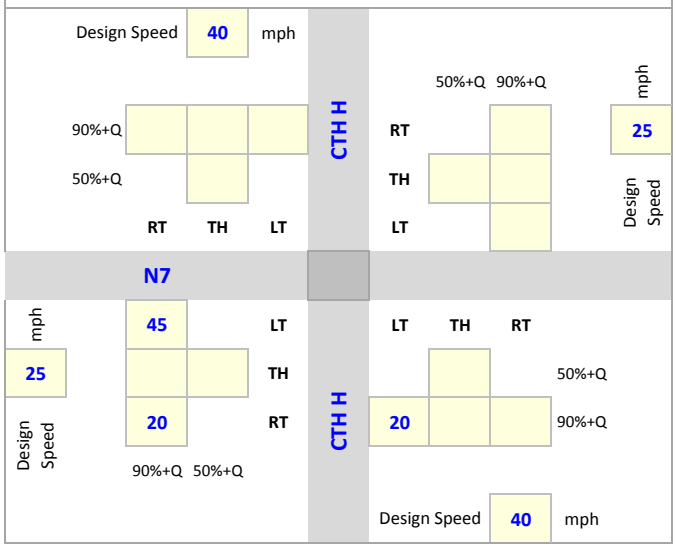
Notes:

STORAGE LENGTH TABULATION

Intersection: CTH H & N7
Location: Mount Pleasant, WI
Project: Project Flying Eagle
Alternative: Year 2040 Full Build Total Traffic
Rural/Urban: Urban

Date: 12/14/2017
Analyst: MPM

INPUT



STORAGE (D4+D3)

					Min.	Des.
Des.	250	255	250	RT	75	125
Min.	150	185	150	TH	75	100
	RT	TH	LT	LT	75	125

N7

125	75	LT		LT	TH	RT	
100	75	TH		150	185	150	Min.
125	75	RT		250	255	250	Des.
Des.	Min.						

CTH H

(D4+D3+D2)

					Min.	Des.
Des.	380	255	380	RT	150	200
Min.	280	185	280	TH	75	100
	RT	TH	LT	LT	150	200

N7

200	150	LT		LT	TH	RT	
100	75	TH		280	185	280	Min.
200	150	RT		380	255	380	Des.
Des.	Min.						

CTH H

UPSTREAM FUNCTIONAL AREA (D4+D3+D2+D1)

					Min.	Des.
Des.	470	345	470	RT	185	255
Min.	340	245	340	TH	110	155
	RT	TH	LT	LT	185	255

N7

255	185	LT		LT	TH	RT	
155	110	TH		340	245	340	Min.
255	185	RT		470	345	470	Des.
Des.	Min.						

CTH H

Legend

= the calculated maximum "minimum" storage length per approach
= the calculated maximum "desirable" storage length per approach
Storage lengths calculated using procedure in WisDOT FDM 11-25

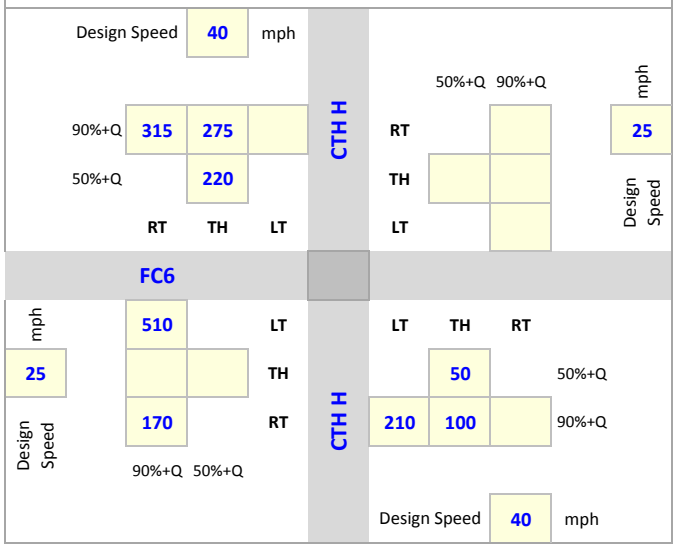
Notes:

STORAGE LENGTH TABULATION

Intersection: CTH H & FC6
Location: Mount Pleasant, WI
Project: Project Flying Eagle
Alternative: Year 2040 Full Build Total Traffic
Rural/Urban: Urban

Date: 12/14/2017
Analyst: MPM

INPUT



STORAGE (D4+D3)

					Min.	Des.
Des.	465	530	250	RT	75	125
Min.	415	405	150	TH	75	100
	RT	TH	LT	LT	75	125

CTH H

FC6

535	535	LT	LT	TH	RT		
100	75	TH	310	235	150	Min.	
195	195	RT	360	355	250	Des.	
Des.	Min.						

CTH H

(D4+D3+D2)

					Min.	Des.
Des.	595	530	380	RT	150	200
Min.	545	405	280	TH	75	100
	RT	TH	LT	LT	150	200

CTH H

FC6

610	610	LT	LT	TH	RT		
100	75	TH	440	235	280	Min.	
270	270	RT	490	355	380	Des.	
Des.	Min.						

CTH H

UPSTREAM FUNCTIONAL AREA (D4+D3+D2+D1)

					Min.	Des.
Des.	685	620	470	RT	185	255
Min.	605	465	340	TH	110	155
	RT	TH	LT	LT	185	255

CTH H

FC6

665	645	LT	LT	TH	RT		
155	110	TH	500	295	340	Min.	
325	305	RT	580	445	470	Des.	
Des.	Min.						

CTH H

Legend

= the calculated maximum "minimum" storage length per approach
= the calculated maximum "desirable" storage length per approach
Storage lengths calculated using procedure in WisDOT FDM 11-25

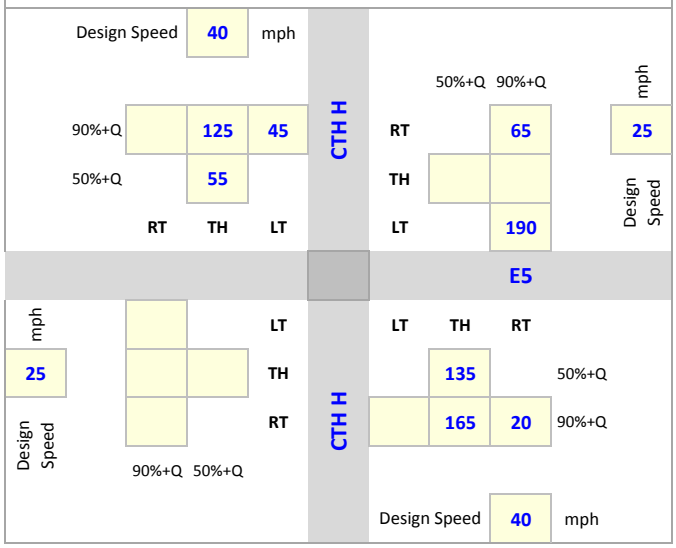
Notes:

STORAGE LENGTH TABULATION

Intersection: CTH H & E5
Location: Mount Pleasant, WI
Project: Project Flying Eagle
Alternative: Year 2040 Full Build Total Traffic
Rural/Urban: Urban

Date: 12/14/2017
Analyst: MPM

INPUT



STORAGE (D4+D3)

					Min.	Des.
Des.	250	380	250	RT	90	125
Min.	150	240	150	TH	75	100
	RT	TH	LT	LT	215	215

E5

125	75	LT	LT	TH	RT		
100	75	TH	150	320	150	Min.	
125	75	RT	250	420	250	Des.	
Des.	Min.						

(D4+D3+D2)

				Min.	Des.
Des.	380	380	380	RT	165	200
Min.	280	240	280	TH	75	100
	RT	TH	LT	LT	290	290

E5

200	150	LT	LT	TH	RT		
100	75	TH	280	320	280	Min.	
200	150	RT	380	420	380	Des.	
Des.	Min.						

UPSTREAM FUNCTIONAL AREA (D4+D3+D2+D1)

					Min.	Des.
Des.	470	470	470	RT	200	255
Min.	340	300	340	TH	110	155
	RT	TH	LT	LT	325	345

E5

255	185	LT	LT	TH	RT		
155	110	TH	340	380	340	Min.	
255	185	RT	470	510	470	Des.	
Des.	Min.						

Legend

= the calculated maximum "minimum" storage length per approach
= the calculated maximum "desirable" storage length per approach
Storage lengths calculated using procedure in WisDOT FDM 11-25

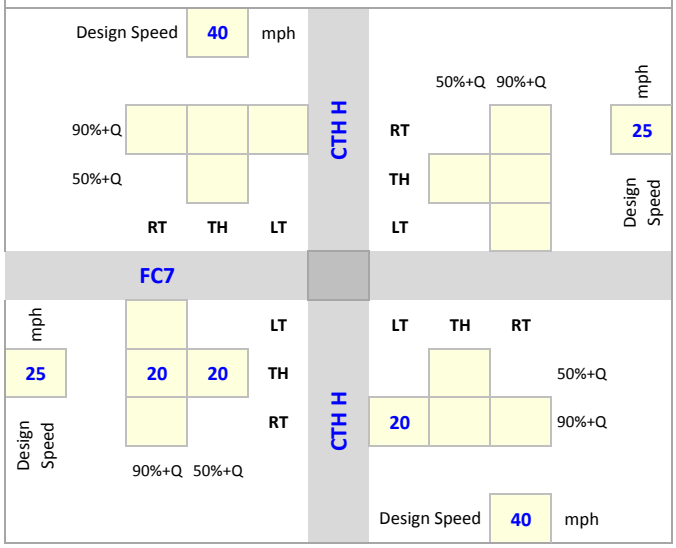
Notes:

STORAGE LENGTH TABULATION

Intersection: CTH H & FC7
Location: Mount Pleasant, WI
Project: Project Flying Eagle
Alternative: Year 2040 Full Build Total Traffic
Rural/Urban: Urban

Date: 12/14/2017
Analyst: MPM

INPUT



STORAGE (D4+D3)

					Min.	Des.
Des.	250	255	250	RT	75	125
Min.	150	185	150	TH	75	100
	RT	TH	LT	LT	75	125

FC7

125	75	LT	LT	TH	RT		
120	95	TH	150	185	150	Min.	
125	75	RT	250	255	250	Des.	
Des.	Min.						

(D4+D3+D2)

				Min.	Des.
Des.	380	255	380	RT	150	200
Min.	280	185	280	TH	75	100
	RT	TH	LT	LT	150	200

FC7

200	150	LT	LT	TH	RT		
120	95	TH	280	185	280	Min.	
200	150	RT	380	255	380	Des.	
Des.	Min.						

UPSTREAM FUNCTIONAL AREA (D4+D3+D2+D1)

					Min.	Des.
Des.	470	345	470	RT	185	255
Min.	340	245	340	TH	110	155
	RT	TH	LT	LT	185	255

FC7

255	185	LT	LT	TH	RT		
175	130	TH	340	245	340	Min.	
255	185	RT	470	345	470	Des.	
Des.	Min.						

Legend

= the calculated maximum "minimum" storage length per approach
= the calculated maximum "desirable" storage length per approach
Storage lengths calculated using procedure in WisDOT FDM 11-25

Notes: