From: Alf McConnell <alfmcconnell@gmail.com>
Sent: Friday, April 26, 2019 3:42 PM
To: Czuta, Jarmen <Jarmen.Czuta@racinecounty.com>
Subject: Parkview Senior-Living Community; Traffic Study

Plan Commission and Caledonia Staff
c/o Jarmen Czuta

Ladies & Gentlemen:

Though it was not required of me, I did have a traffic study prepared for you. (see attached)

This study concludes (as we knew would be the case) that there is **a low impact from traffic** from this Parkview expansion and the proposed development of the vacant land on the existing campus, which development includes the two vacant outlots along Douglas Ave. and the proposed Parkview Gardens IV, which is immediately west of the existing Parkview Gardens building.

In other words, **the impact of future traffic** resulting from just the Parkview expansion buildings (which building would be constructed on the 15.217 acres now under consideration before the Plan Commission) **is even less.**

Upon receipt of this email, by return email, please confirm your receipt of this email and the one attachment.

Thank you,

Alf

Alf G. McConnell

My office # : **847-491-9707** (a landline)
e-fax # : **847-556-6528** (note: new fax #)

alfmcconnell@gmail.com (note: new email address)

Time on this email: CDT

TRAFFIC ANALYSIS & DESIGN, INC.

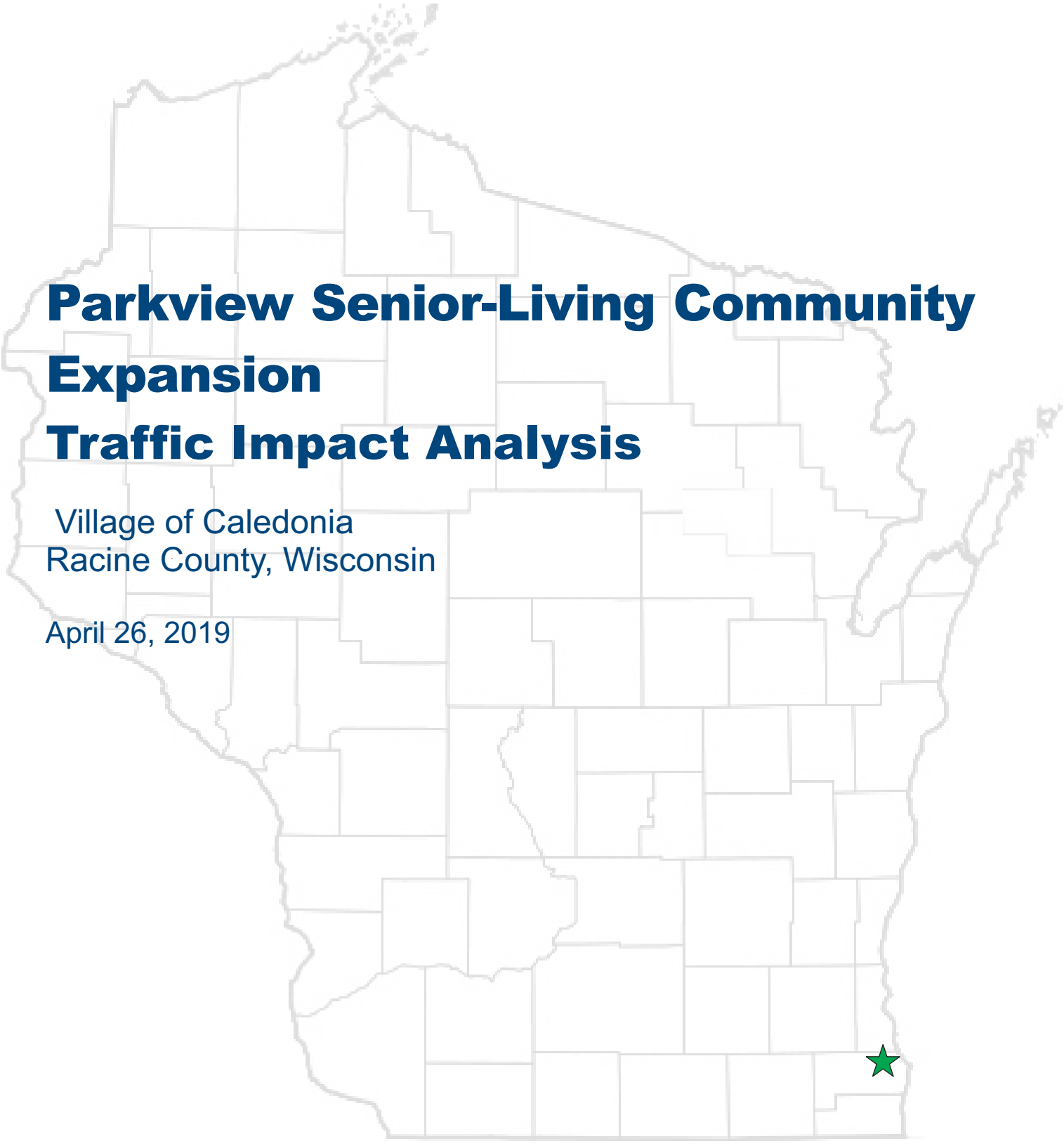
P.O. Box 128
Cedarburg, WI 53012
800.605.3091
www.tadi-us.com

Parkview Senior-Living Community Expansion

Traffic Impact Analysis

Village of Caledonia
Racine County, Wisconsin

April 26, 2019



TRAFFIC IMPACT ANALYSIS FOR:

PARKVIEW SENIOR-LIVING COMMUNITY EXPANSION

CALEDONIA, WISCONSIN

April 26, 2019

PREPARED FOR:
Alf McConnell
Phone: (847) 491-9707

PREPARED BY:
Traffic Analysis & Design, Inc.
N36 W7505 Buchanan Ct.
Cedarburg, WI 53012
Phone: (262) 377-1845
Fax: (262) 377-4381
Contact Persons: John A. Bieberitz, P.E., PTOE
Tammi Czewski, P.E., PTOE

TABLE OF CONTENTS

LIST OF EXHIBITS

LIST OF APPENDICES

CHAPTER 1 – PROJECT BACKGROUND

PART A – PURPOSE OF REPORT AND STUDY OBJECTIVES

The Parkview Senior-Living Community provides independent and assisted living for seniors age 55 and older in Caledonia, Wisconsin. The existing Parkview I, II, and III buildings have a total of 216 independent-living apartment units. The existing Parkview Gardens I, II, and III building has 94 assisted-living apartments and 34 memory-care rooms. The location of the Parkview Senior-Living Community expansion (the "Parkview Expansion"), with respect to the surrounding roadway system, is shown on Exhibit 1.

A new Parkview building (Parkview IV) is proposed to be constructed northwest of the existing Parkview Gardens building. This building would be constructed similarly to the Parkview I, II, and III buildings and would have 73 independent-living apartments for seniors. The Parkview Expansion will include three additional apartment buildings for independent seniors and 16 duplex apartments for independent seniors. As master-planned, full buildout of the entire Parkview Senior-Living Community would also include one apartment building for seniors who desire independent living with services and two outlots for commercial development.

In 2009, a traffic impact analysis (TIA) report was prepared for the master-planned, full buildout of the land then owned by Parkview Senior-Living Community and its affiliates, which, at the time, did not own the 15.217 acres of land on which the Parkview Expansion is proposed. The 2009 TIA was prepared prior to the construction of Parkview III and the balance of Parkview Gardens. This 2017 TIA was prepared to update the 2009 TIA with refined master-plan site information, new traffic counts, and site access locations to both Douglas Avenue (existing) and 4½ Mile Road (proposed). The two existing access locations and the two proposed access locations are shown on Exhibit 1.

PART B – STUDY AREA

The following intersections are included in the study area related to the proposed Parkview Expansion:

- Existing: Douglas Avenue & Parkview access
- Existing: 4½ Mile Road & Randall Lane
- Proposed: 4½ Mile Road & the proposed west gated site access
- Proposed: 4½ Mile Road & the proposed east gated site access

Exhibit 2 shows the existing transportation system detail for the intersections and roadways within the study area. This exhibit illustrates posted speed limits, intersection geometrics, and traffic control. The study roadways are also described below:

Douglas Avenue (STH 32) is a four-lane north/south arterial highway with a 45-mph speed limit that transitions to a 35-mph speed limit just north of the existing Parkview site access. North of this existing site access, Douglas Avenue is divided with a raised concrete and grass median. South of this Parkview access, Douglas Avenue is divided with a two-way center left turn lane (resulting in a five-lane roadway section). According to the Wisconsin Department of Transportation (WisDOT), the 2017 Annual Average Daily Traffic (AADT) on Douglas Avenue (just south of the Greentree Centre) was 16,600 vehicles per day (vpd).

4½ Mile Road is a two-lane, undivided, east/west roadway with a 30-mph speed limit. 4½ Mile Road provides access between Douglas Avenue (via a connection at Middle Road) to the north and east of the Parkview Expansion site. According to WisDOT, the 2011 AADT on 4½ Mile Road was 4,400 vpd.

PART C – DATA COLLECTION

TADI collected weekday turning-movement traffic counts at the existing Parkview access drives to Douglas Avenue and to the Greentree Centre. Counts were collected from 6:00 to 9:00 a.m. and from 3:00 to 6:00 p.m. Based on the traffic counts, the peak hours at the study intersections occur from 7:15 to 8:15 a.m. (AM peak hour) and from 4:30 to 5:30 p.m. (PM peak hour). The turning-movement traffic count data collected for this TIA is in Appendix A. The compiled AM and PM peak hour traffic volumes are shown on Exhibit 3.

CHAPTER 2 – PROPOSED DEVELOPMENT

PART A – DEVELOPMENT SITE PLAN

A1. Proposed Parkview Expansion

The master-planned layout for the Parkview Expansion is shown on Exhibit 4. The plan includes the following existing and proposed land uses:

The original Parkview Senior-Living Community (a total of 344 existing units):

- Existing: Parkview I – 70 apartments
- Existing: Parkview II – 73 apartments
- Existing: Parkview III – 73 apartments
- Existing: Parkview Gardens I, II, and III – 94 apartments, 34 memory-care rooms

Proposed development on the original Parkview land:

- Parkview Gardens IV – 73 apartments
- North outlot – 53,800 buildable square feet (est. 5,500 square foot medical office)
- South outlot – 40,000 buildable square feet (est. 4,000 square foot retail)

Future Parkview Expansion

- Parkview IV – 73 apartments
- Parkview V – 73 apartments
- Parkview VI – 73 apartments
- Parkview VII – 73 apartments
- Duplexes – 16 units

There are currently no plans for developing the Parkview commercial outlots, although they are advertised for sale or lease by the Parkview developer. Based on the current market conditions and the availability of vacant storefronts in the area, it is not expected that these two Parkview outlots will be developed in the near future. For the purposes of this TIA, these Parkview outlots were assumed to be developed into low-volume land uses that might support the Parkview Senior-Living Community, such as a medical office building and a small retail strip center. Building size for the possible development of the Parkview outlots was determined using similar floor-area ratios to commercial sites in the nearby area.

A2. Site Access

Access to the existing Parkview Expansion is through one location from Douglas Avenue and one location from the Greentree Centre. The Greentree Centre and its associated outlots includes a K-Mart store, grocery store, banks, fast-food restaurants, pharmacy, and medical office.

Along with the proposed Parkview Expansion are two new site accesses at 4½ Mile Road. These access driveways would be located to the east and to the west of Randall Lane and would be gated for use by only Parkview residents, staff, and emergency vehicles.

PART B – ON-SITE TRAFFIC FORECASTING

B1. Trip Generation

The traffic counts at the existing Parkview site-access driveways to Douglas Avenue and the Greentree Centre were used to develop AM and PM peak hour trip generation rates for the existing Parkview Senior-Living Community. Based on the traffic counts collected in April 2019, the existing Parkview Senior-Living Community generates about 21 trips (13 in/8 out) during the AM peak hour and 56 trips (25 in/31 out) during the PM peak hour. For the 344 total existing units on site, this equates to an AM rate of 0.06 trips/unit and a PM rate of 0.16 trips/unit. The site PM rate (0.16) is the same rate for a "Continuing Care Retirement Community" (land use #255) as published in the Institute of Transportation Engineers (ITE) *Trip Generation Manual, 10th Edition*. However, the site AM rate (0.06) is much lower than the ITE land use #255 AM rate (0.14). Due to the similarity in the site PM rates, the ITE land use #255 rate for daily traffic (2.40) was used to estimate daily trips for the Parkview Expansion site. This is a conservative assumption, and the actual daily trips will probably be less.

The ITE daily, AM, and PM peak hour trip rates for the Parkview outlot uses (medical center and retail) were used to estimate trips for the Parkview outlots. Currently, about 35% of the existing Parkview Senior-Living Community site trips travel to/from the Greentree Centre. It is expected that a similar percentage of site trips from the additional trips will also travel to/from the Greentree Centre. It is also expected that the same ratio of new site trips (35%) will travel to/from the Parkview commercial outlots.

Based on the ITE trip rates and site trip rates, the additional full buildout of the Parkview Expansion is expected to generate about 1,715 additional daily trips, 44 additional AM peak hour trips, and 133 additional PM peak hour trips (Exhibit 5). Of these trips, about 280 daily, seven AM, and 25 PM trips are expected to travel only on the internal site roads between the Parkview Expansion and the two Parkview commercial outlots. The remaining new trips are expected to travel to/from the site access driveways to Douglas Avenue, the Greentree Centre, and 4½ Mile Road.

B2. Trip Distribution

The trip distribution for the proposed Parkview Expansion was determined based on the existing traffic patterns in the study area. Because the Parkview outlot traffic is not expected to use the site access driveways to 4½ Mile Road or the Greentree Centre, different distributions were developed for the residential units and the Parkview commercial outlots.

The trip distribution for additional Parkview Expansion traffic is shown on Exhibit 6 and listed below:

<u>Parkview Senior-Living Residential Units</u>

- 10% to/from the west on 4½ Mile Road (via Douglas Avenue)
- 20% to/from the north on Douglas Avenue
- 35% to/from the south on Douglas Avenue
- 35% to/from the Greentree Centre

Outlot Developments

- 50% to/from the north on Douglas Avenue
- 50% to/from the south on Douglas Avenue

B3. Traffic Assignment

The new Parkview Expansion trips were assigned to the study intersections based on the trip distributions listed above. The traffic assignments are shown on the following exhibits:

- Exhibit 7A – Parkview Expansion New Trips
- Exhibit 7B – Parkview Commercial Outlots New Trips
- Exhibit 7C – Total Site Buildout New Trips

B4. Build Traffic Volumes

The total site buildout new trips were added to the Existing traffic volumes to develop the Full Build traffic volumes evaluated in this study. The Full Build traffic volumes are shown on Exhibit 8.

CHAPTER 3 –EXISTING & FUTURE OPERATIONS

PART A – LEVEL OF SERVICE DEFINITIONS

Intersection operation is defined by "level of service". Level of Service (LOS) is a quantitative measure that refers to the overall quality of flow at an intersection, ranging from very good, represented by LOS 'A', to very poor, represented by LOS 'F'. For the purpose of this study, LOS C was used to define acceptable peak hour operating conditions. Descriptions of the various levels of service are as follows:

- **LOS A** is the highest level of service that can be achieved. Under this condition, intersection approaches appear quite open, turning movements are easily made, and nearly all drivers find freedom of operation. At signalized and unsignalized intersections, average delays are less than 10 seconds.
- **LOS B** represents stable operation. At signalized intersections, average vehicle delays are 10 to 20 seconds. At unsignalized intersections, average delays are 10 to 15 seconds.
- **LOS C** still represents stable operation, but periodic backups of a few vehicles may develop behind turning vehicles. Most drivers begin to feel restricted but not objectionably so. At signalized intersections, average vehicle delays are 20 to 35 seconds. At unsignalized intersections, average delays are 15 to 25 seconds.
- **LOS D** represents increasing traffic restrictions as the intersection approaches instability. Delays to approaching vehicles may be substantial during short peaks within the peak period, but periodic clearance of long lines occurs, thus preventing excessive backups. At signalized intersections, average vehicle delays are 35 to 55 seconds. At unsignalized intersections, average delays are 25 to 35 seconds.
- **LOS E** represents the capacity of the intersection. At signalized intersections, average vehicle delays are 55 to 80 seconds. At unsignalized intersections, average delays are 35 to 50 seconds.
- **LOS F** represents jammed conditions where the intersection is over capacity and acceptable gaps for unsignalized intersections in the mainline traffic flow are minimal. At signalized intersections, average vehicle delays exceed 80 seconds. At unsignalized intersections, average delays exceed 50 seconds.

PART B – PEAK HOUR CAPACITY ANALYSIS

The study intersections were analyzed using the Synchro 10 traffic analysis model (outputs based on the Highway Capacity Manual, 6th Edition).

B1. Existing Traffic Operations

The peak hour traffic capacity analysis was completed using the existing geometrics and traffic control at the study intersections. The Existing traffic analysis input/output worksheets are located in Appendix B, and the table summarizing lane group LOS and 95th percentile queues is shown on Exhibit 9. As shown, all lane groups at the study intersection operate acceptably at LOS C or better and with relatively low traffic queues during the peak hours.

B2. Full Build Traffic Operations

The Full Build traffic analysis (existing plus new trips from full buildout of the proposed Parkview Expansion) input/output worksheets are located in Appendix C and the table summarizing lane group LOS and 95th percentile queues is shown on Exhibit 10. With the additional traffic from the proposed Parkview Expansion, all lane groups at the study intersections are expected to continue to operate acceptably at LOS C or better during the peak hours. Only slight changes to lane group delays and queues are expected to occur.

CHAPTER 4 – SUMMARY AND RECOMMENDATIONS

The study area intersections were analyzed based on the procedures set forth in the *Highway Capacity Manual, 6th edition* (HCM) using Synchro 10. For the purpose of this TIA, LOS C was used to define acceptable peak hour operating conditions. *Note that improvements discussed below are recommended for consideration and are not legally binding. All agencies reserve the right to determine alternative solutions.*

This TIA evaluates the master-planned, full buildout of the original Parkview Senior-Living Community plus proposed Expansion in Caledonia, Wisconsin. There are currently 344 residential units on the original Parkview Senior-Living Community site that generate about 21 AM peak hour trips and 56 PM peak hour trips. About 35% of these trips travel to/from the Greentree Centre and do not travel out onto the main roadway system (Douglas Avenue). The full buildout of the Parkview Senior-Living Community plus the Parkview Expansion is proposed to include 381 additional residential units plus potential commercial development of two outlots fronting Douglas Avenue. This full buildout is expected to generate an additional 37 AM peak hour and 108 PM peak hour new trips using the access driveways to Douglas Avenue, the Greentree Centre, and 4½ Mile Road.

Based on existing geometrics and traffic control, the existing Parkview access driveway to Douglas Avenue and the existing 4½ Mile Road intersection with Randall Lane operate acceptably at LOS C or better. With additional traffic from the full buildout of the original Parkview Senior-Living Community and the proposed Parkview Expansion, these intersections are expected to continue to operate acceptably at LOS C or better. Therefore, no geometric changes are necessary to accommodate the traffic volume increases at these intersections.

At full buildout, the proposed gated site access driveways to 4½ Mile Road are expected to operate acceptably at LOS B or better during the peak hours. With gated control, the access driveways will be restricted to Parkview Senior-Living Community residents, staff, and emergency vehicles. Therefore, traffic volumes at these gated driveways are expected to be very low throughout the day. Each gated driveway is recommended to be constructed with a single inbound and outbound lane and with stop sign control on the outbound (northbound) driveway approaches. Because of the above-mentioned very low traffic, no turn lanes are needed nor recommended for either of the gated driveway approaches to or from 4½ Mile Road.

LEGEND

- Study Intersections
- Development Site

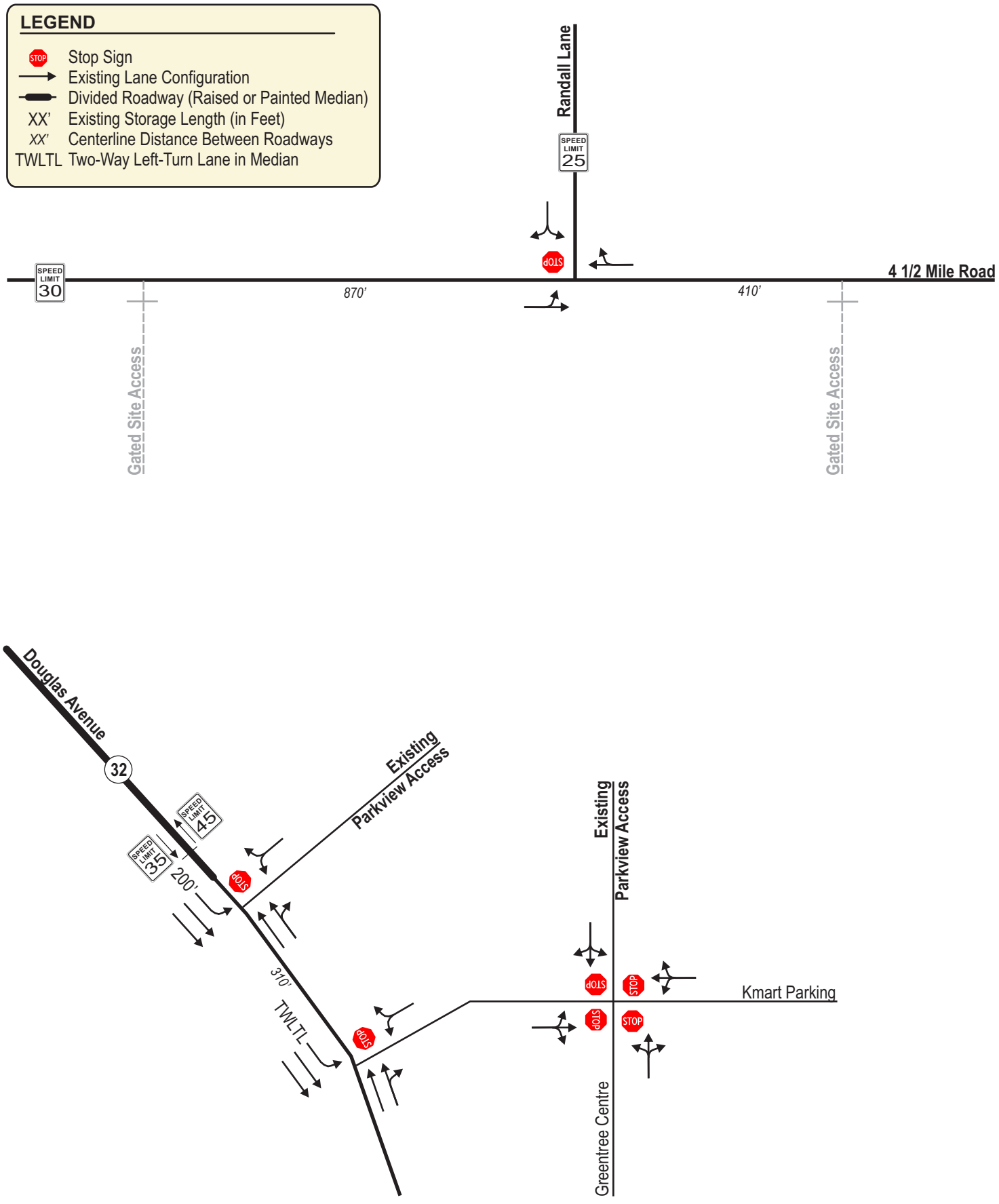
TRAFFIC ANALYSIS & DESIGN, INC.
2332: 04-26-19

N

NOT TO SCALE

EXHIBIT 1
SITE LOCATION MAP

PARKVIEW SENIOR-LIVING COMMUNITY EXPANSION - CALEDONIA, WI

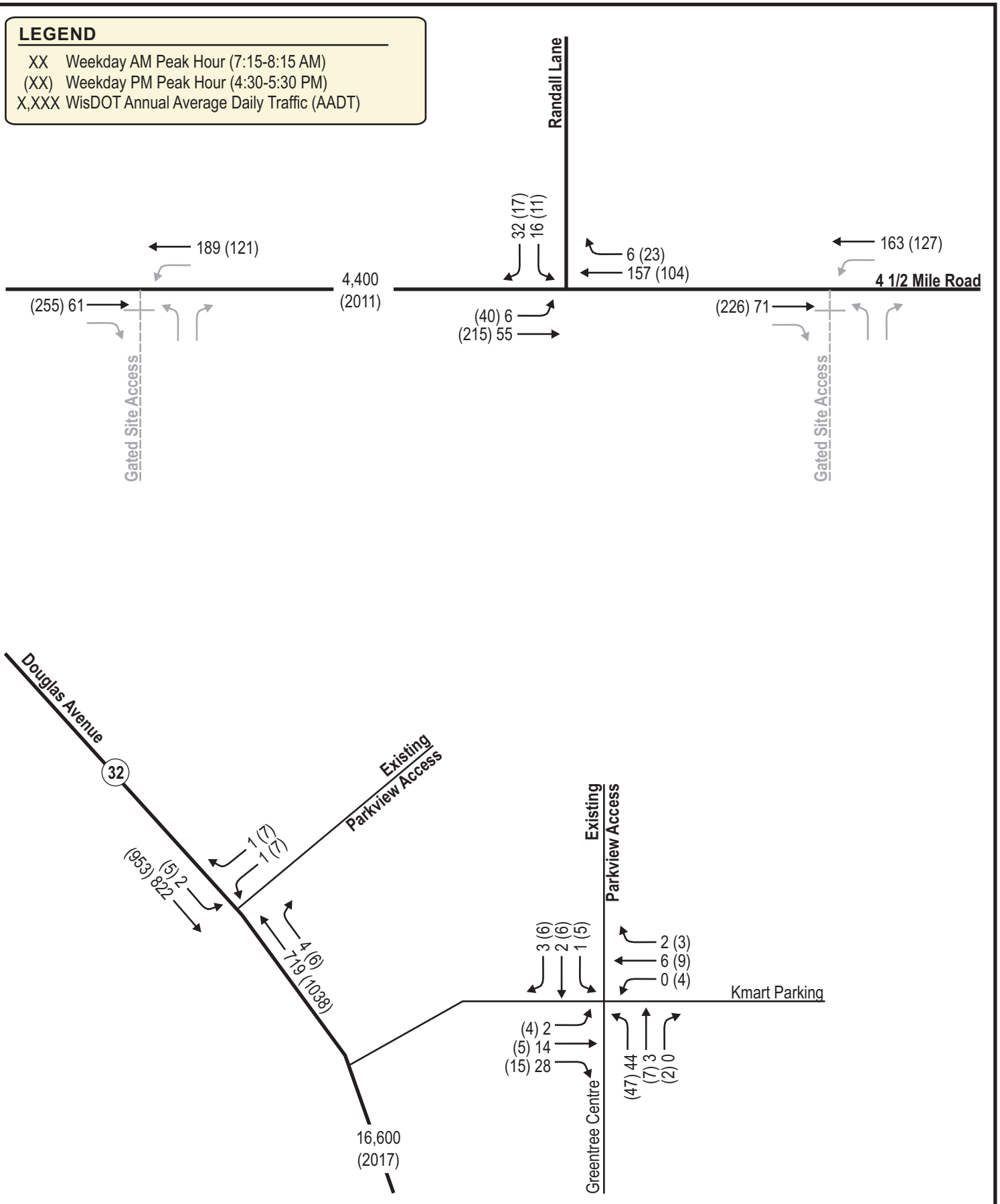


TADI
TRAFFIC ANALYSIS & DESIGN, INC.
2332: 04-26-19

N
NOT TO SCALE

EXHIBIT 2
EXISTING TRANSPORTATION SYSTEM

PARKVIEW SENIOR-LIVING COMMUNITY EXPANSION - CALEDONIA, WI

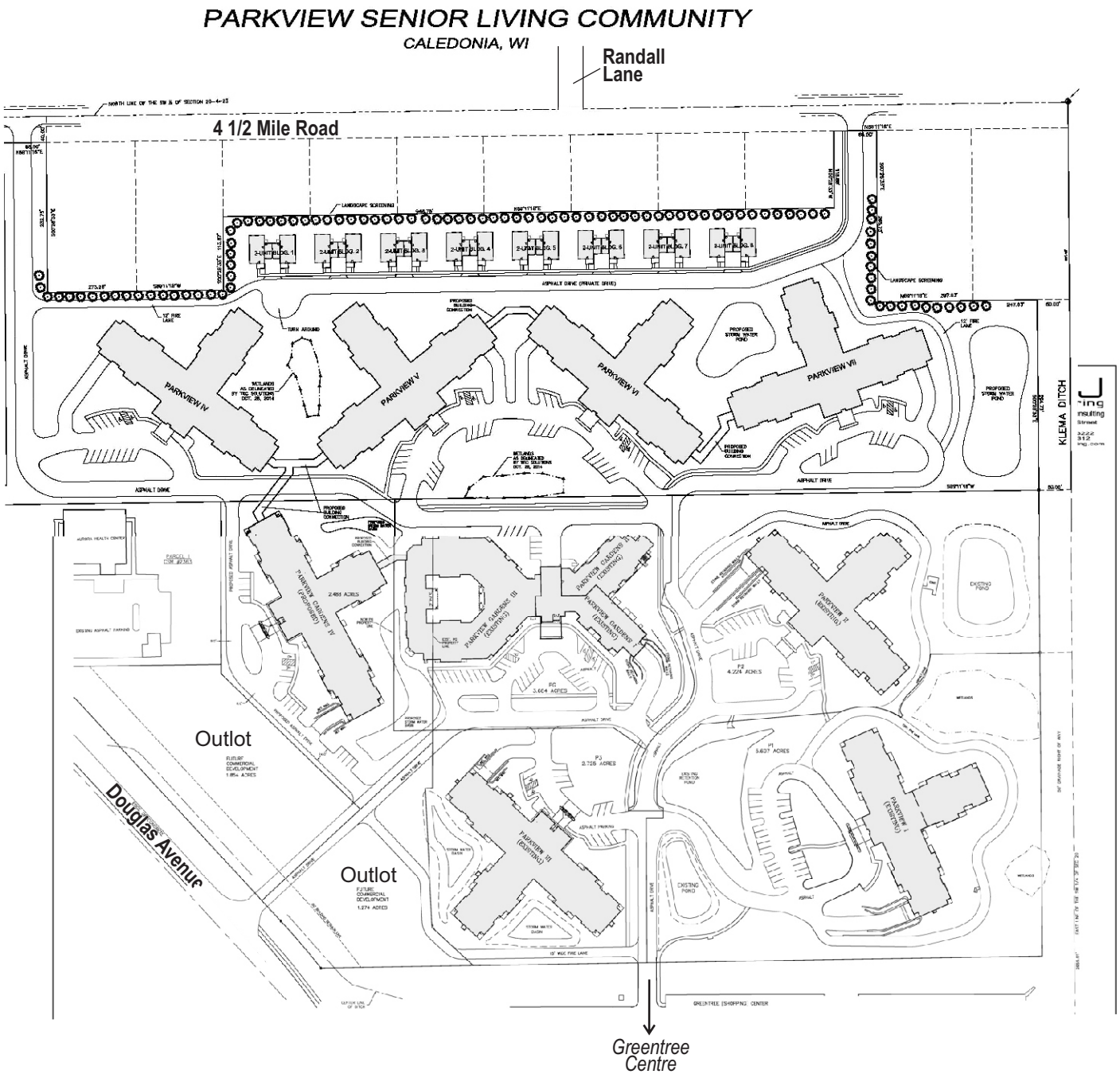


TRAFFIC ANALYSIS & DESIGN, INC.
2332: 04-26-19

N
NOT TO SCALE

EXHIBIT 3
EXISTING TRAFFIC VOLUMES

PARKVIEW SENIOR-LIVING COMMUNITY EXPANSION - CALEDONIA, WI



TADI
TRAFFIC ANALYSIS & DESIGN, INC.
2332: 04-26-19

N
NOT TO SCALE

EXHIBIT 4
CONCEPTUAL SITE PLAN

PARKVIEW SENIOR-LIVING COMMUNITY EXPANSION - CALEDONIA, WI

Parkview Trip Generation Table - Existing Buildings

Land Use	ITE Code	Size	Weekday Daily	AM Peak In	AM Peak Out	AM Peak Total	PM Peak In	PM Peak Out	PM Peak Total
Parkview and Parkview Gardens I, II, and III	N/A	344 Units	825 (2.40)	13 (62%)	8 (38%)	21 (0.06)	25 (45%)	31 (55%)	56 (0.16)
Total New Trips			**825**	**13**	**8**	**21**	**25**	**31**	**56**

Parkview Trip Generation Table - Proposed Buildings

Land Use	ITE Code	Size	Weekday Daily	AM Peak In	AM Peak Out	AM Peak Total	PM Peak In	PM Peak Out	PM Peak Total
Parkview and Parkview Gardens Additional Buildout	N/A	381 Units	915 (2.40)	14 (62%)	9 (38%)	23 (0.06)	28 (45%)	34 (55%)	62 (0.16)
North outlot - Medical Office	720	5,500 Sq. Ft.	125 FCE	13 (78%)	4 (22%)	17 FCE	6 (28%)	15 (72%)	21 FCE
South outlot - Small Retail/Rest	820	4,000 Sq. Ft.	675 FCE	2 (62%)	2 (38%)	4 (0.94)	24 (48%)	26 (52%)	50 FCE
Total Trips			**1,715**	**29**	**15**	**44**	**58**	**75**	**133**
Minus Linked Trips	*720/820*	*35%*	*-280*	*-5*	*-2*	*-7*	*-11*	*-14*	*-25*
Total Driveway Trips			**1,435**	**24**	**13**	**37**	**47**	**61**	**108**

Note: The daily trip rate is from ITE land use #255-Continuing Care Retirement Community. This land use has similar PM peak hour trip rates to the existing Parkview development.

Land uses #720 and #820 utilize the ITE trip rates (X.XX) or Fitted Curve Equations (FCE) as published in the Trip Generation Manual, 10th Edition.

TRIP DISTRIBUTION - Parkview

N. on Douglas	30%	275	4	3	8	10
S. on Douglas	35%	320	5	3	10	12
S. Greentree Centre	35%	320	5	3	10	12
	100%	***915***	***14***	***9***	***28***	***34***

TRIP DISTRIBUTION - Outlots

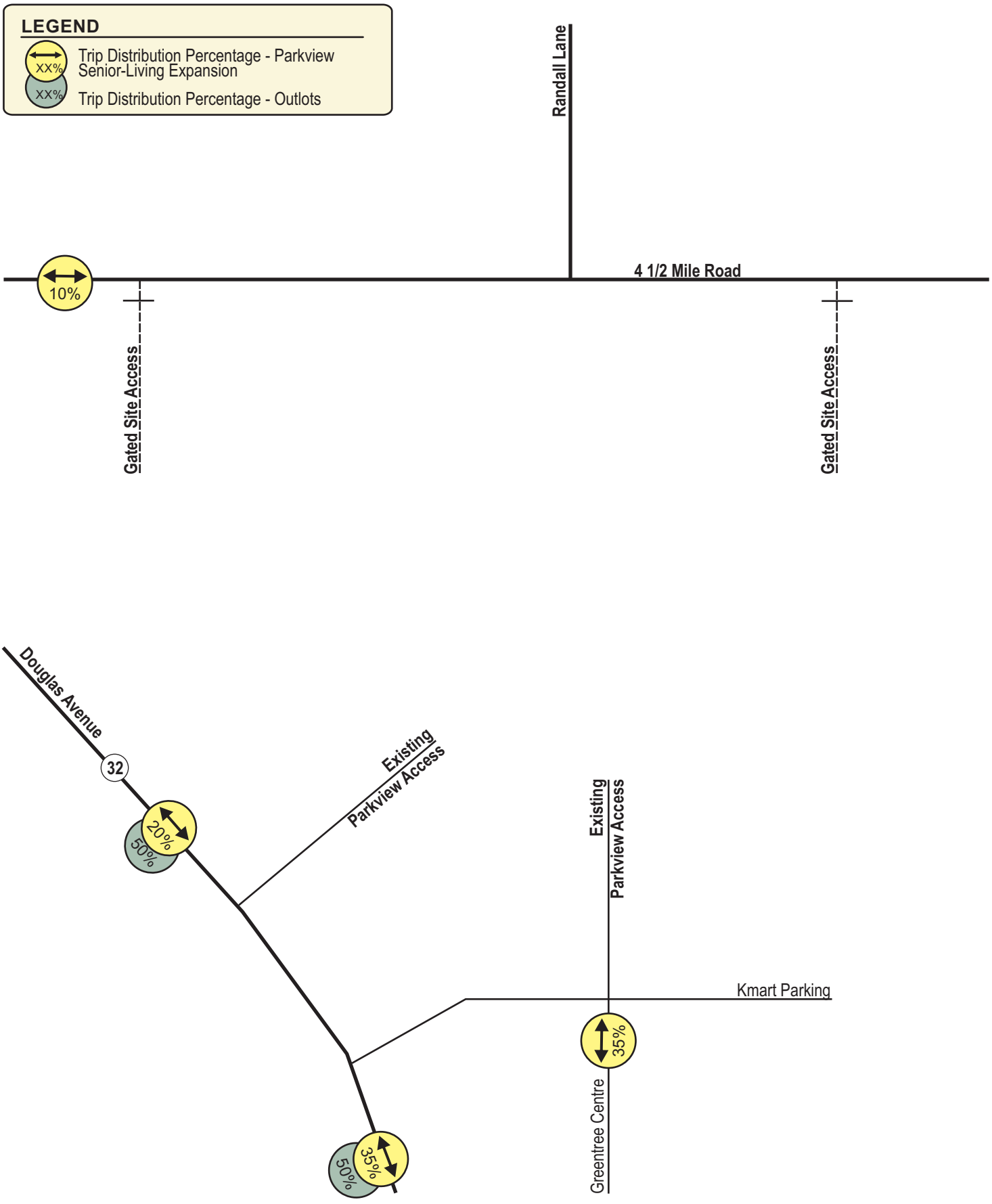
N. on Douglas	50%	260	5	2	9	14
S. on Douglas	50%	260	5	2	10	13
	100%	***520***	***10***	***4***	***19***	***27***

TRAFFIC ANALYSIS & DESIGN, INC.
2332: 04-26-19

N
NOT TO SCALE

EXHIBIT 5
PARKVIEW EXPANSION TRIP GENERATION TABLE

PARKVIEW SENIOR-LIVING COMMUNITY EXPANSION - CALEDONIA, WI

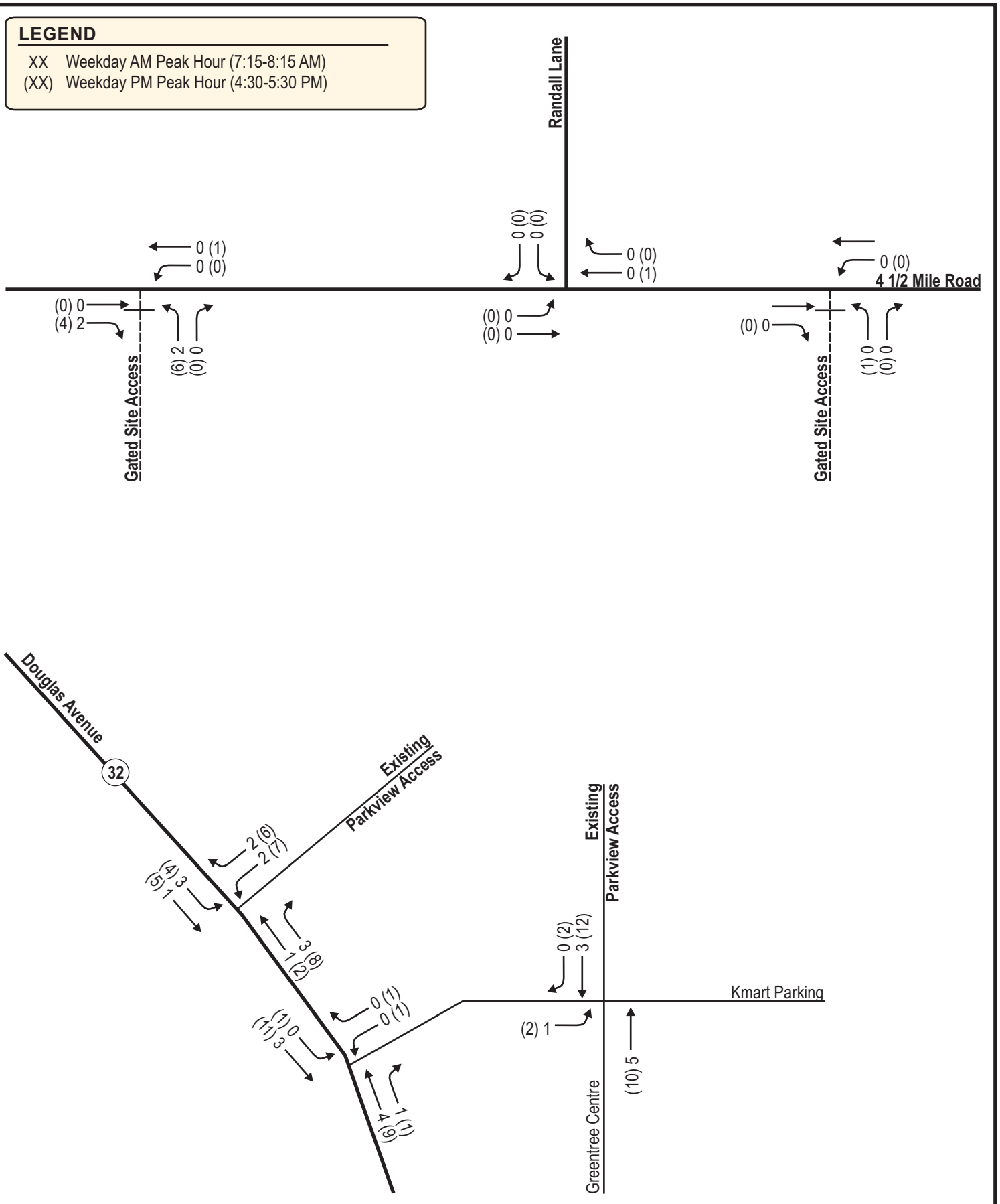


TADI
TRAFFIC ANALYSIS & DESIGN, INC.
2332: 04-26-19

N
NOT TO SCALE

EXHIBIT 6
TRIP DISTRIBUTION DIAGRAM

PARKVIEW SENIOR-LIVING COMMUNITY EXPANSION - CALEDONIA, WI

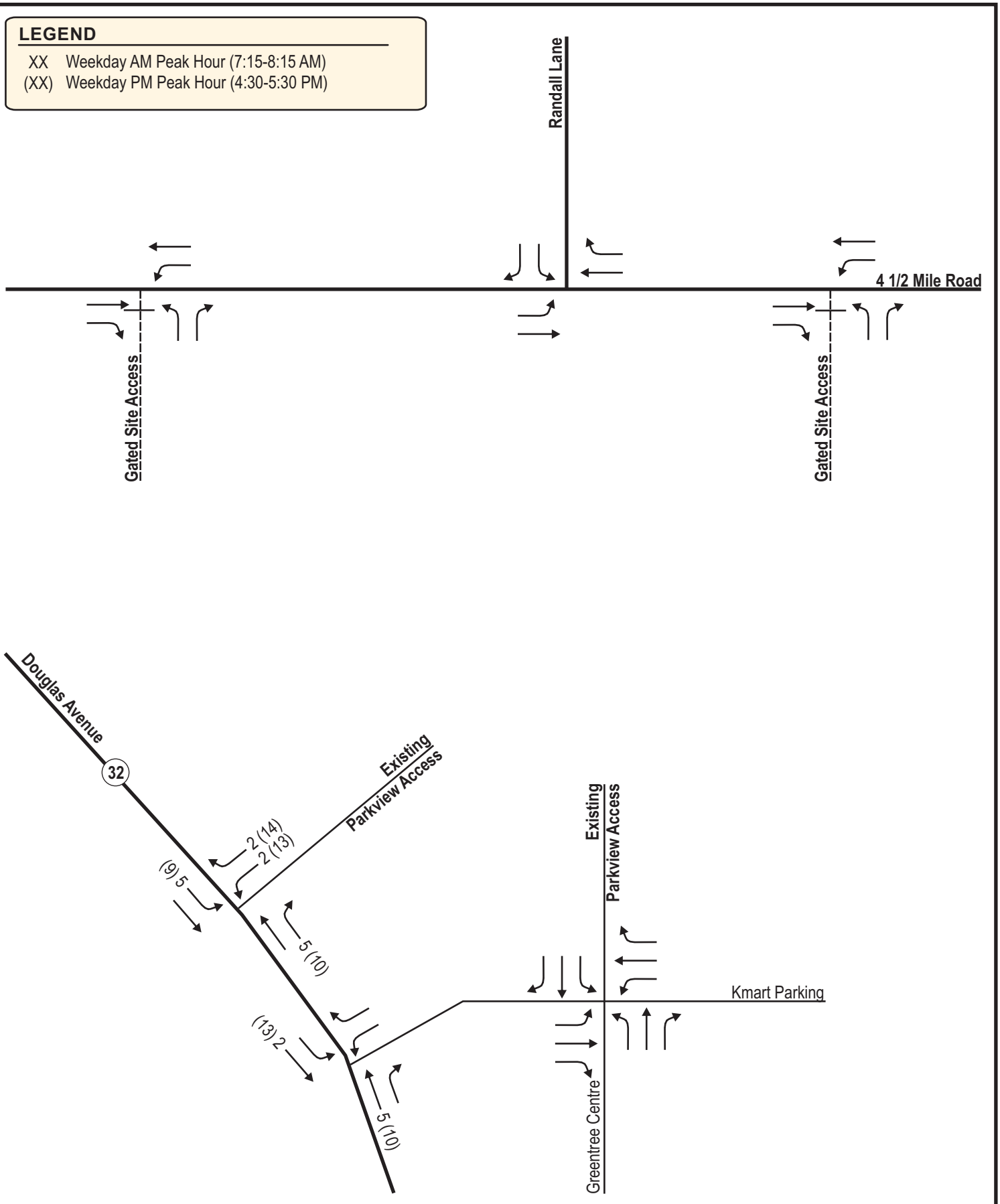


TADI
TRAFFIC ANALYSIS & DESIGN, INC.
2332: 04-26-19

N
NOT TO SCALE

EXHIBIT 7A
TRAFFIC ASSIGNMENT
PARKVIEW EXPANSION NEW TRIPS

PARKVIEW SENIOR-LIVING COMMUNITY EXPANSION - CALEDONIA, WI

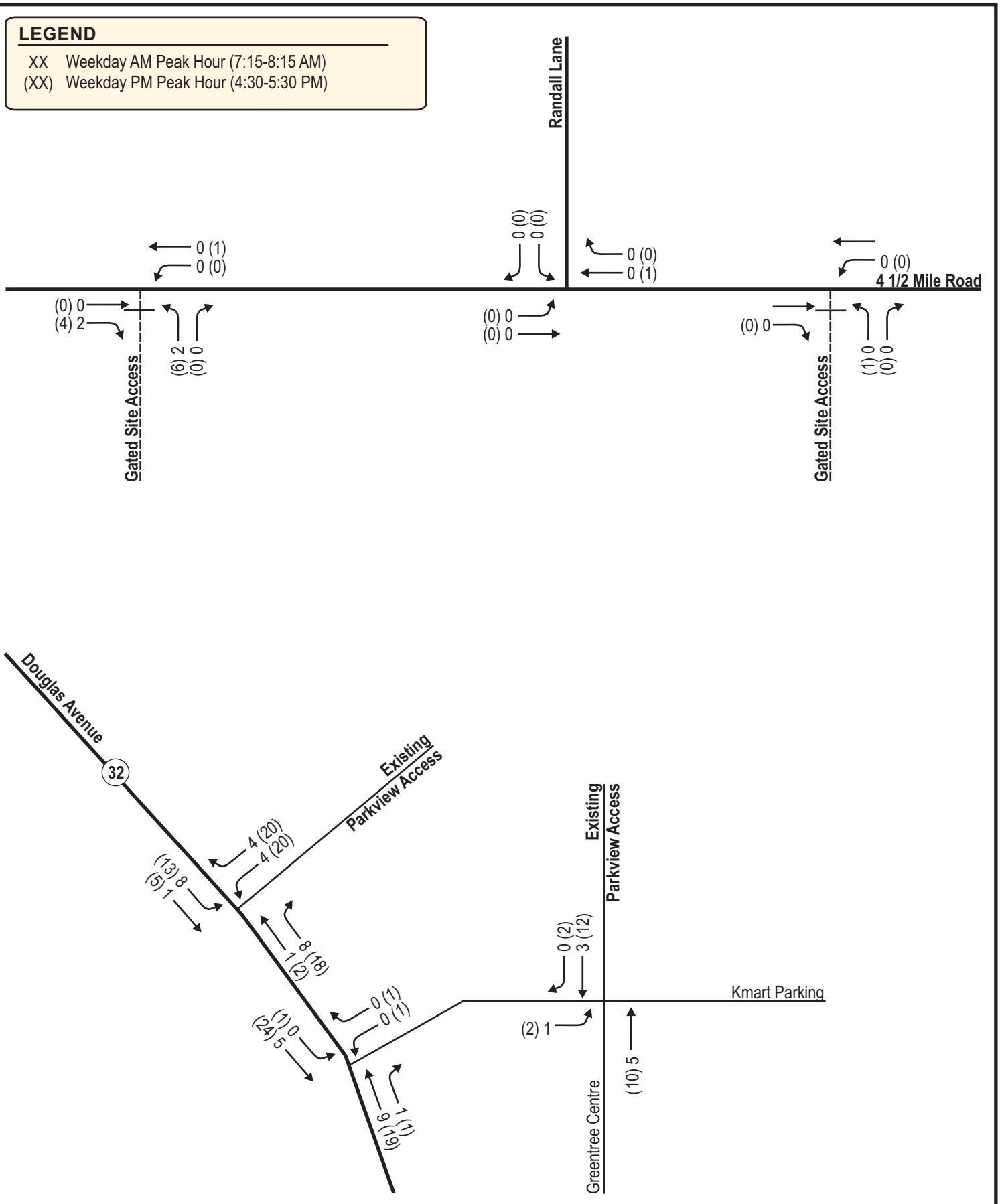


TRAFFIC ANALYSIS & DESIGN, INC.
2332: 04-26-19

NOT TO SCALE

EXHIBIT 7B
TRAFFIC ASSIGNMENT
COMMERCIAL OUTLOTS NEW TRIPS

PARKVIEW SENIOR-LIVING COMMUNITY EXPANSION - CALEDONIA, WI

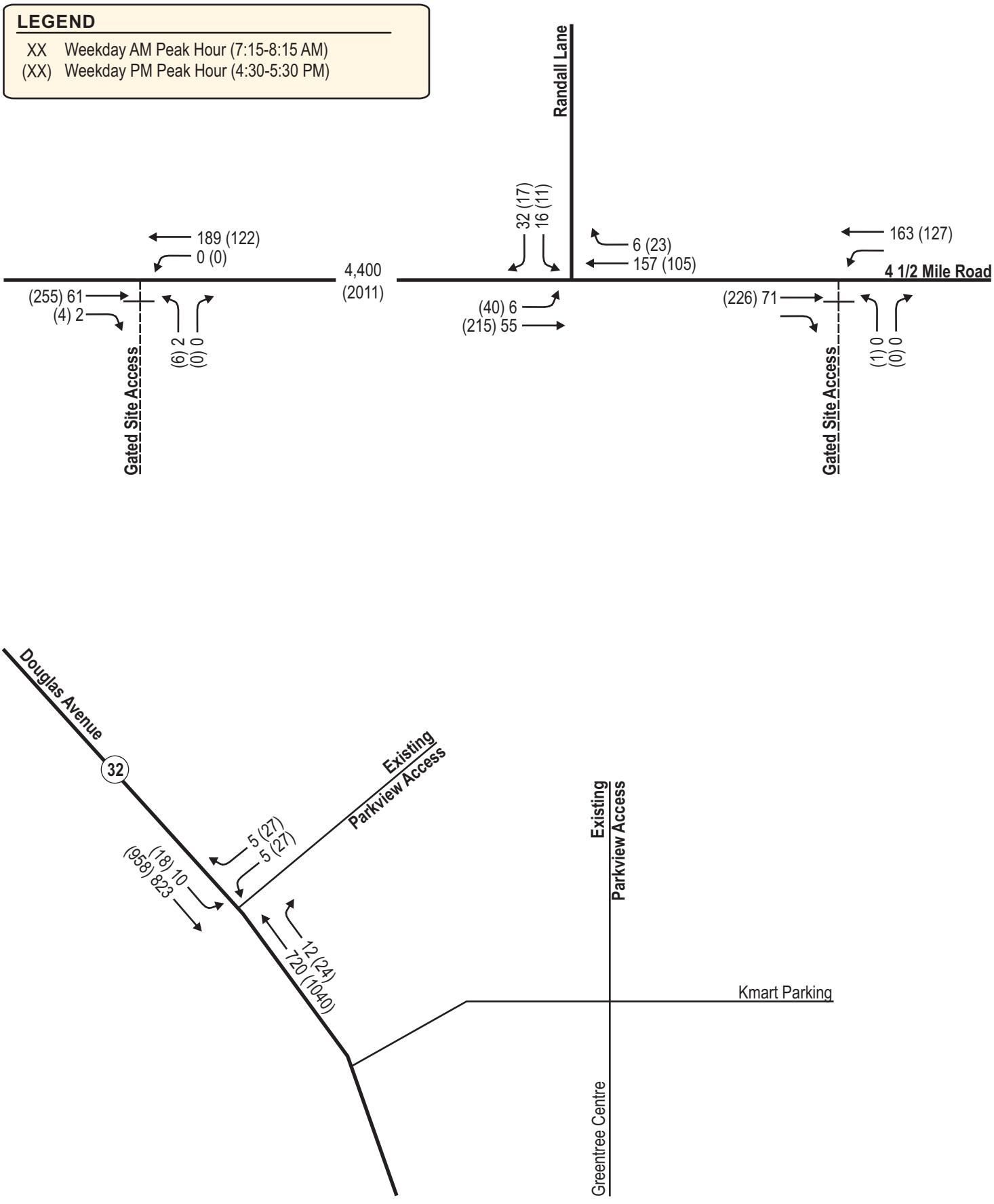


TADI
TRAFFIC ANALYSIS & DESIGN, INC.
2332: 04-26-19

N
NOT TO SCALE

EXHIBIT 7C
TRAFFIC ASSIGNMENT
TOTAL SITE BUILDOUT NEW TRIPS

PARKVIEW SENIOR-LIVING COMMUNITY EXPANSION - CALEDONIA, WI



TRAFFIC ANALYSIS & DESIGN, INC.
2332: 04-26-19

N
NOT TO SCALE

EXHIBIT 8
FULL BUILD TRAFFIC VOLUMES

PARKVIEW SENIOR-LIVING COMMUNITY EXPANSION - CALEDONIA, WI

Existing Traffic Operations & Queues

Intersection	Peak Hour		Level of Service per Movement by Approach											
			Eastbound			Westbound			Northbound			Southbound		
			LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
Douglas Avenue & Existing Parkview Access Stop Sign	AM	LOS	-				B		-	A		A	A	-
		Queue	-				0		-	0		0	0	-
	PM	LOS	-				C		-	A		A	A	-
		Queue	-				5		-	0		0	0	-
4 1/2 Mile Road & Randall Lane Stop Sign	AM	LOS	A		-	-	A		-			A		
		Queue	0		-	-	0		-			5		
	PM	LOS	A		-	-	A		-			B		
		Queue	5		-	-	0		-			5		

(--) indicates a movement that is prohibited or does not exist; All freeflow movements are shown as LOS A.
Queues reported are the 95th percentile queues.

TRAFFIC ANALYSIS & DESIGN, INC.
2332: 04-26-19

N
NOT TO SCALE

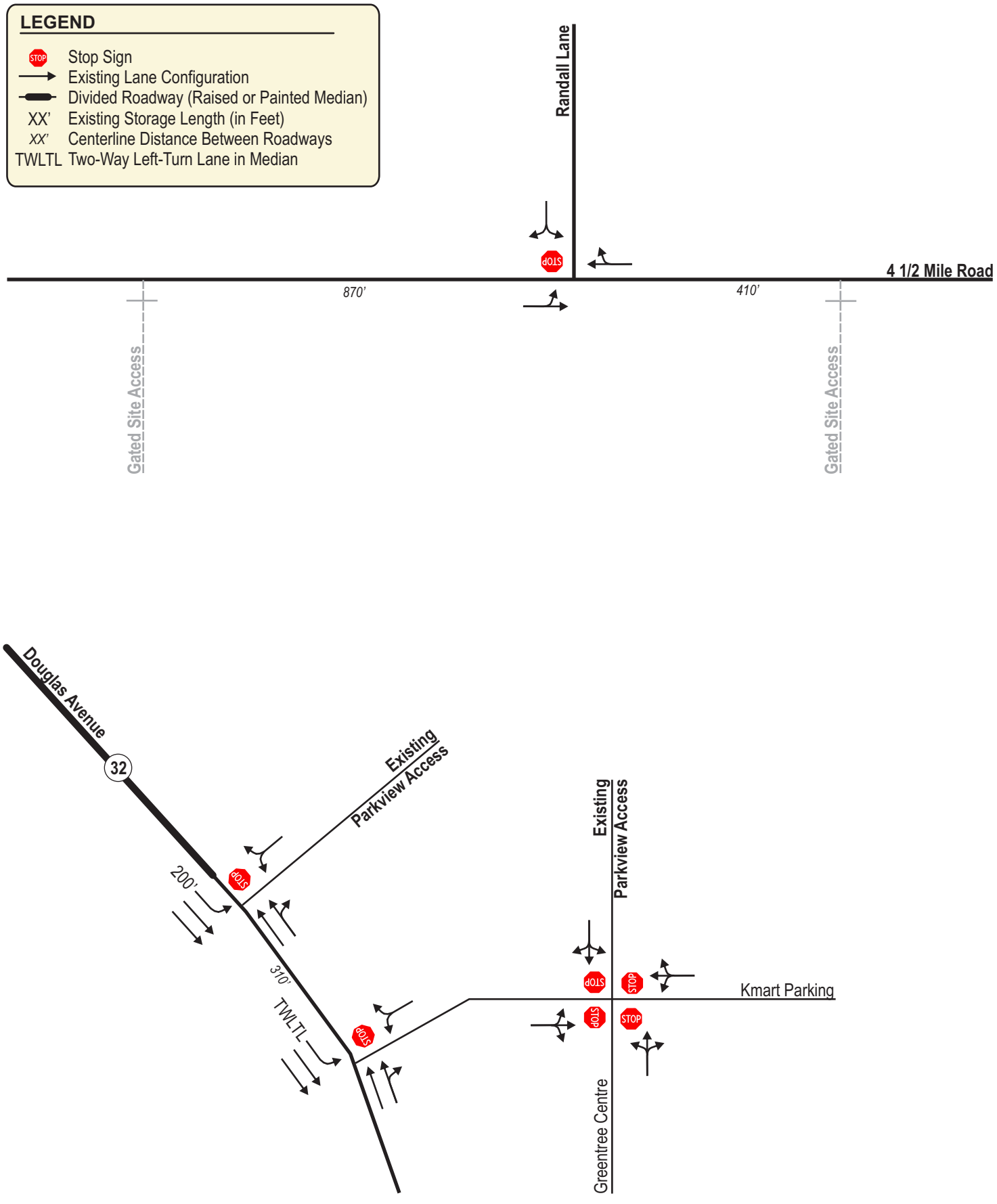
EXHIBIT 9
EXISTING TRAFFIC CAPACITY/LOS ANALYSIS

PARKVIEW SENIOR-LIVING COMMUNITY EXPANSION - CALEDONIA, WI

Build Traffic Operations & Queues

Intersection	Peak Hour		Level of Service per Movement by Approach											
			Eastbound			Westbound			Northbound			Southbound		
			LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
Douglas Avenue & Existing Parkview Access Stop Sign	AM	LOS	-			B			-	A		A	A	-
		Queue	-			5			-	0		0	0	-
	PM	LOS	-			C			-	A		B	A	-
		Queue	-			25			-	0		5	0	-
4 1/2 Mile Road & Randall Lane Stop Sign	AM	LOS	A		-	-	A		-			A		
		Queue	0		-	-	0		-			5		
	PM	LOS	A		-	-	A		-			B		
		Queue	5		-	-	0		-			5		
4 1/2 Mile Road & W. Gated Site Access Stop Sign	AM	LOS	-	A		A		-	A			-		
		Queue	-	0		0		-	0			-		
	PM	LOS	-	A		A		-	B			-		
		Queue	-	0		0		-	0			-		
4 1/2 Mile Road & E. Gated Site Access Stop Sign	AM	LOS	-	A		A		-	A			-		
		Queue	-	0		0		-	0			-		
	PM	LOS	-	A		A		-	B			-		
		Queue	-	0		0		-	0			-		

(--) indicates a movement that is prohibited or does not exist; All freeflow movements are shown as LOS A.
Queues reported are the 95th percentile queues.



TRAFFIC ANALYSIS & DESIGN, INC.
2332: 04-26-19

N
NOT TO SCALE

EXHIBIT 11
RECOMMENDATIONS

PARKVIEW SENIOR-LIVING COMMUNITY EXPANSION - CALEDONIA, WI

APPENDIX A
Existing Traffic Data

Intersection Traffic Volume Report

Count Basics	Version 2013.J4.1	Page 1 of 13
Start Date: Monday, April 8, 2019	Weekday	Schools in Session
Total Number of Hours Counted: 5.75	Non-Holiday	No Special Events

Base Information, Observed (5.75) Hour and Estimated (24) Hour Volume Summaries

Intersection of: STH 32 - Douglas Avenue and Parkview Driveway

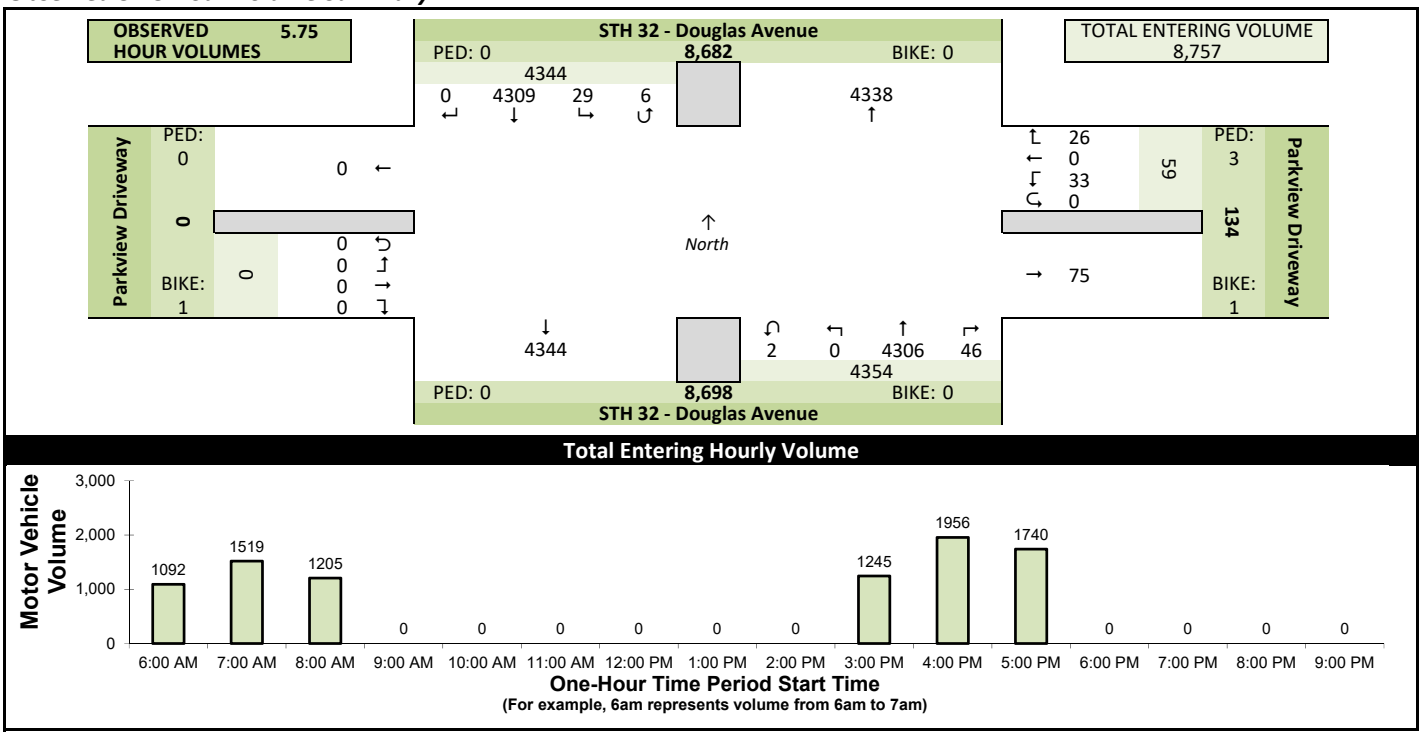
Site Information

Municipality	Village of Caledonia		
County	Racine	WisDOT Region	SE
Traffic Control	Partial Stop Control		
Roadway Names		North Direction	↑
North Leg	STH 32 - Douglas Avenue		
East Leg	Parkview Driveway		
South Leg	STH 32 - Douglas Avenue		
West Leg	Parkview Driveway		
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		

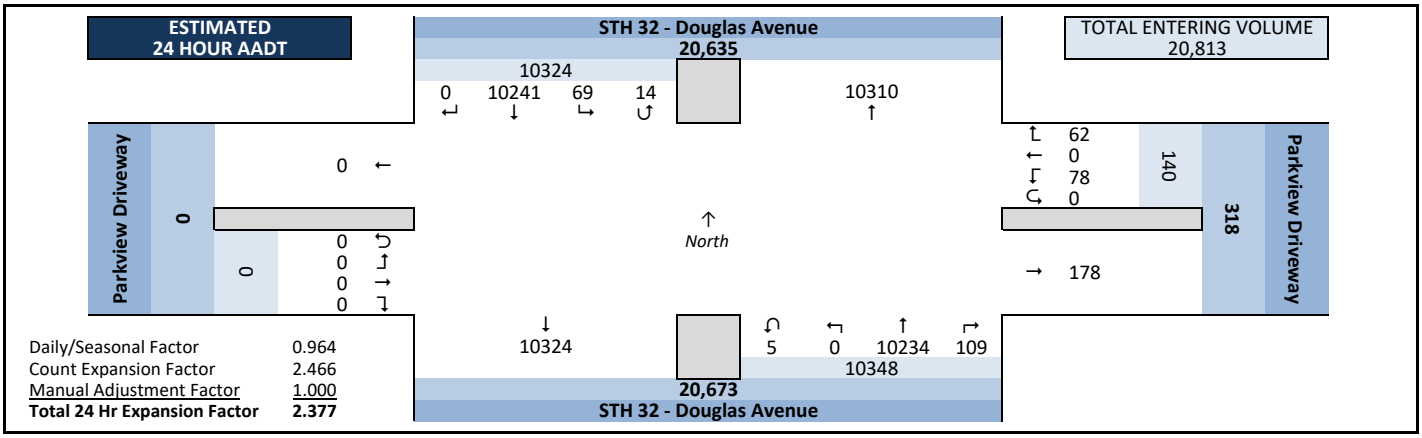
Count Information

Hrs Counted:	6:00 AM-9:00 AM and 3:15 PM-6:00 PM				
1st Day of Count	Monday, April 8, 2019			Weather	
AM Peak Period	Tuesday, April 9, 2019			Clear & Dry	
Midday Peak Period	Monday, April 8, 2019			Clear & Dry	
PM Peak Period	Monday, April 8, 2019			Clear & Dry	
Calculated Peak Hours					
AM	7:15-8:15am	MD		PM	4:30-5:30pm
Peak Hours Selected for Analysis					
AM	7:15-8:15am	MD		PM	4:30-5:30pm
Daily/Seasonal Adjustment Group	(2) Urban Arterials & Collectors				
Count Expansion Group	(2) Urban Arterials & Collectors				
Daily/Seasonal Adjustment Factor	0.964	Count Expansion Factor	2.466		
Company Name	TADI, Inc.			Manual Adj.	1.000
Observers	AM Peak Period	Amy Scheuerlein			
	Midday Peak Period	None			
	PM Peak Period	Ted Atwell			
Comments	2017 DOT Seasonal Factors				

Observed 5.75 Hour Volume Summary



Estimated 24 Hour AADT



Daily/Seasonal Factor	0.964
Count Expansion Factor	2.466
Manual Adjustment Factor	1.000
Total 24 Hr Expansion Factor	**2.377**

Intersection Traffic Volume Report

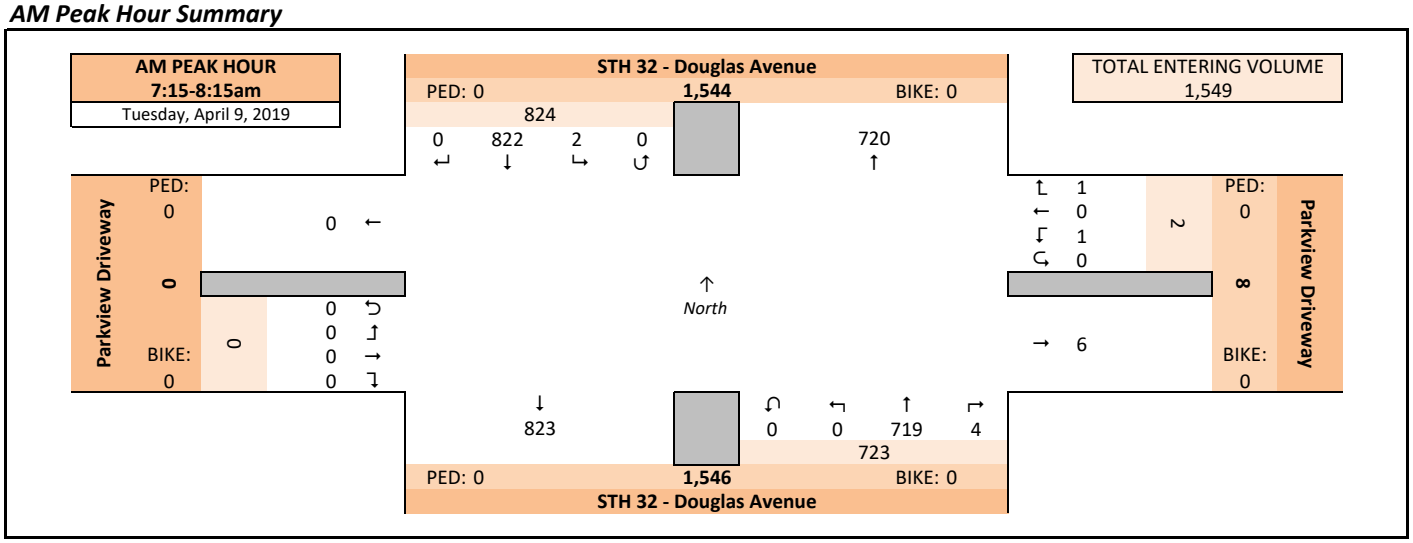
Count Basics			Page 2 of 13
Start Date:	Monday, April 8, 2019	Weekday	Schools in Session
Total Number of Hours Counted: 5.75		Non-Holiday	No Special Events

Peak Hour Volume Graphical Summary

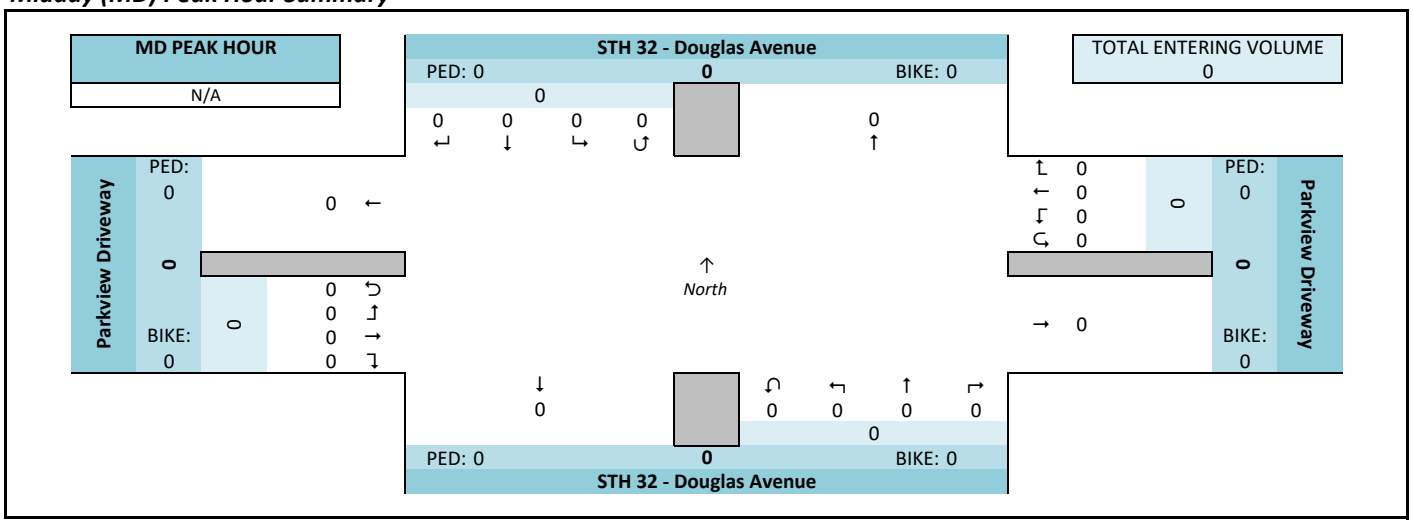
STH 32 - Douglas Avenue and Parkview Driveway

All Motor Vehicles

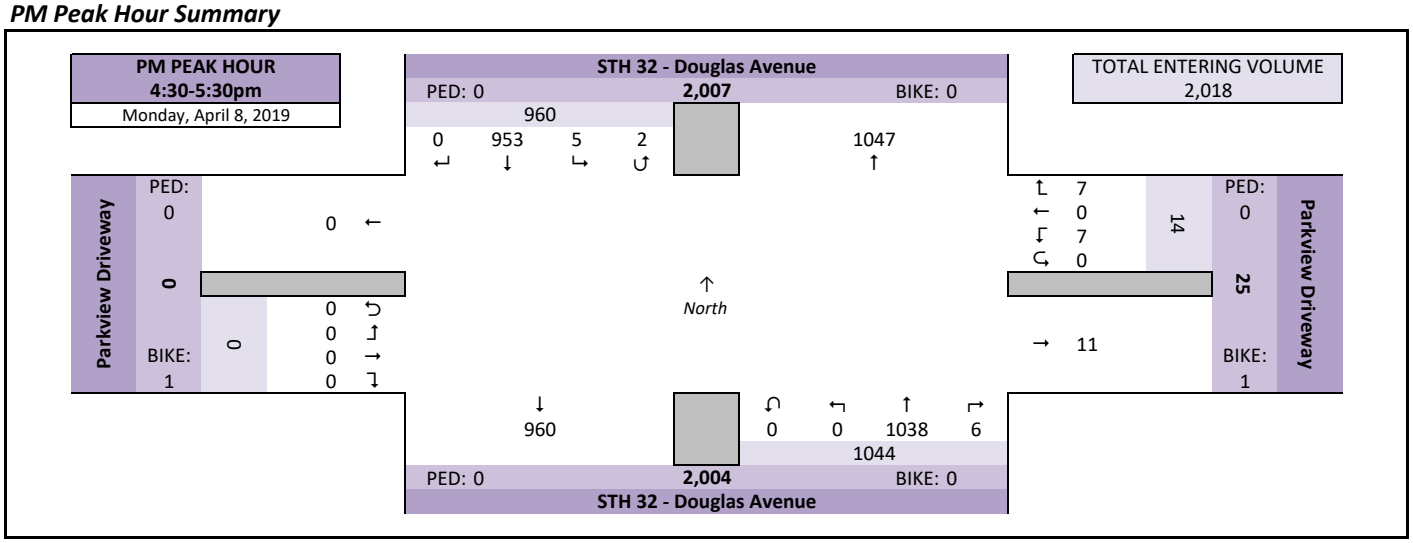
AM Peak Hour Summary



Midday (MD) Peak Hour Summary



PM Peak Hour Summary



Intersection Traffic Volume Report

Count Basics		*Page 3 of 13*
Start Date: Monday, April 8, 2019	Weekday	Schools in Session
Total Number of Hours Counted: 5.75	Non-Holiday	No Special Events

Peak Hour Volume Summary

STH 32 - Douglas Avenue and Parkview Driveway

All Motor Vehicles

Peak Hour Volumes, Truck Percentages, and PHFs

Tuesday, April 9, 2019		From North					From East					From South					From West					
	AM Peak Hour	STH 32 - Douglas Avenue					Parkview Driveway					STH 32 - Douglas Avenue					Parkview Driveway					
	Start Time	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Totals
AM Peak Hour	7:15 AM	0	172	0	0	172	0	0	1	0	1	0	189	0	0	189	0	0	0	0	0	362
	7:30 AM	0	206	2	0	208	1	0	0	0	1	0	184	0	0	184	0	0	0	0	0	393
	7:45 AM	0	232	0	0	232	0	0	0	0	0	1	188	0	0	189	0	0	0	0	0	421
	8:00 AM	0	212	0	0	212	0	0	0	0	0	3	158	0	0	161	0	0	0	0	0	373
	Peak Hour Volume	0	822	2	0	824	1	0	1	0	2	4	719	0	0	723	0	0	0	0	0	1549
	Rounded Hourly Volume	0	820	0	0	820	0	0	0	0	0	5	720	0	0	725	0	0	0	0	0	1545
	% Single Unit Trucks	0.0	3.8	50.0	0.0	3.9	100.0	0.0	0.0	0.0	50.0	0.0	5.6	0.0	0.0	5.5	0.0	0.0	0.0	0.0	0.0	4.7
	% Heavy Trucks	0.0	1.3	0.0	0.0	1.3	0.0	0.0	0.0	0.0	0.0	0.0	0.7	0.0	0.0	0.7	0.0	0.0	0.0	0.0	0.0	1.0
	% Trucks (Total)	0.0	5.1	50.0	0.0	5.2	100.0	0.0	0.0	0.0	50.0	0.0	6.3	0.0	0.0	6.2	0.0	0.0	0.0	0.0	0.0	5.7
	Peak Hour Factor (PHF)	0.00	0.89	0.25	0.00	0.89	0.25	0.00	0.25	0.00	0.50	0.33	0.95	0.00	0.00	0.96	0.00	0.00	0.00	0.00	0.00	0.92

N/A		From North					From East					From South					From West					
	MD Peak Hour	STH 32 - Douglas Avenue					Parkview Driveway					STH 32 - Douglas Avenue					Parkview Driveway					
	Start Time	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Totals
Midday (MD) Peak Hour	12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Peak Hour Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Rounded Hourly Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	% Single Unit Trucks	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	% Heavy Trucks	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	% Trucks (Total)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	Peak Hour Factor (PHF)	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

Monday, April 8, 2019		From North					From East					From South					From West					
	PM Peak Hour	STH 32 - Douglas Avenue					Parkview Driveway					STH 32 - Douglas Avenue					Parkview Driveway					
	Start Time	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Totals
PM Peak Hour	4:30 PM	0	254	1	1	256	3	0	2	0	5	0	304	0	0	304	0	0	0	0	0	565
	4:45 PM	0	265	3	0	268	2	0	0	0	2	1	238	0	0	239	0	0	0	0	0	509
	5:00 PM	0	188	1	1	190	1	0	2	0	3	2	240	0	0	242	0	0	0	0	0	435
	5:15 PM	0	246	0	0	246	1	0	3	0	4	3	256	0	0	259	0	0	0	0	0	509
	Peak Hour Volume	0	953	5	2	960	7	0	7	0	14	6	1038	0	0	1044	0	0	0	0	0	2018
	Rounded Hourly Volume	0	955	5	0	960	5	0	5	0	10	5	1040	0	0	1045	0	0	0	0	0	2015
	% Single Unit Trucks	0.0	1.4	0.0	0.0	1.4	0.0	0.0	0.0	0.0	0.0	0.0	1.3	0.0	0.0	1.3	0.0	0.0	0.0	0.0	0.0	1.3
	% Heavy Trucks	0.0	0.4	0.0	0.0	0.4	0.0	0.0	0.0	0.0	0.0	0.0	0.1	0.0	0.0	0.1	0.0	0.0	0.0	0.0	0.0	0.2
	% Trucks (Total)	0.0	1.8	0.0	0.0	1.8	0.0	0.0	0.0	0.0	0.0	0.0	1.4	0.0	0.0	1.4	0.0	0.0	0.0	0.0	0.0	1.6
	Peak Hour Factor (PHF)	0.00	0.90	0.42	0.50	0.90	0.58	0.00	0.58	0.00	0.70	0.50	0.85	0.00	0.00	0.86	0.00	0.00	0.00	0.00	0.00	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
		STH 32 - Douglas Avenue			Parkview Driveway			STH 32 - Douglas Avenue			Parkview Driveway			
	15-Minute Start Time	Pedestrian	Bicyclist	Total	Pedestrian	Bicyclist	Total	Pedestrian	Bicyclist	Total	Pedestrian	Bicyclist	Total	
AM	7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
	7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
	7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
	8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
	Total	0	0	0	0	0	0	0	0	0	0	0	0	0
MD	12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	Total	0	0	0	0	0	0	0	0	0	0	0	0	0
PM	4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	4:45 PM	0	0	0	0	1	1	0	0	0	0	1	1	2
	5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	Total	0	0	0	0	1	1	0	0	0	0	1	1	2

Intersection Traffic Volume Report

Count Basics		*Page 5 of 13*
Start Date: Monday, April 8, 2019	Weekday	Schools in Session
Total Number of Hours Counted: 5.75	Non-Holiday	No Special Events

15-Minute Motor Vehicle Data

All Motor Vehicles

STH 32 - Douglas Avenue and Parkview Driveway

15-Minute Motor Vehicle Data

15-Minute Time Period		From North (↓) STH 32 - Douglas Avenue					From East (←) Parkview Driveway					From South (↑) STH 32 - Douglas Avenue					From West (→) Parkview Driveway					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	55	0	0	55	0	0	0	0	0	0	159	0	0	159	0	0	0	0	0	214	1092	0.79
	6:15 AM	0	91	0	0	91	0	0	2	0	2	1	129	0	0	130	0	0	0	0	0	223	1221	0.88
	6:30 AM	0	162	0	0	162	0	0	0	0	0	1	146	0	0	147	0	0	0	0	0	309	1360	0.94
	6:45 AM	0	197	1	0	198	0	0	0	0	0	4	144	0	0	148	0	0	0	0	0	346	1444	0.92
	7:00 AM	0	166	2	0	168	1	0	1	0	2	3	170	0	0	173	0	0	0	0	0	343	1519	0.90
	7:15 AM	0	172	0	0	172	0	0	1	0	1	0	189	0	0	189	0	0	0	0	0	362	1549	0.92
	7:30 AM	0	206	2	0	208	1	0	0	0	1	0	184	0	0	184	0	0	0	0	0	393	1465	0.87
	7:45 AM	0	232	0	0	232	0	0	0	0	0	1	188	0	0	189	0	0	0	0	0	421	1371	0.81
	8:00 AM	0	212	0	0	212	0	0	0	0	0	3	158	0	0	161	0	0	0	0	0	373	1205	0.81
	8:15 AM	0	148	0	0	148	2	0	1	0	3	1	126	0	0	127	0	0	0	0	0	278		
	8:30 AM	0	146	0	1	147	0	0	2	0	2	3	147	0	0	150	0	0	0	0	0	299		
	8:45 AM	0	138	1	0	139	2	0	1	0	3	2	111	0	0	113	0	0	0	0	0	255		
	9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	9:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	9:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	9:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
Midday Peak Period	10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	10:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	10:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	10:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	1:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	1:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	1:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	1:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
PM Peak Period	2:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	2:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	2:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	2:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	3:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	3:15 PM	0	197	3	0	200	2	0	7	0	9	6	225	0	0	231	0	0	0	0	0	440	1680	0.95
	3:30 PM	0	208	3	0	211	2	0	4	0	6	6	176	0	0	182	0	0	0	0	0	399	1687	0.94
	3:45 PM	0	184	2	2	188	3	0	3	0	6	2	210	0	0	212	0	0	0	0	0	406	1853	0.82
	4:00 PM	0	196	1	0	197	1	0	2	0	3	2	232	0	1	235	0	0	0	0	0	435	1956	0.87
	4:15 PM	0	201	4	0	205	3	0	2	0	5	4	232	0	1	237	0	0	0	0	0	447	1956	0.87
	4:30 PM	0	254	1	1	256	3	0	2	0	5	0	304	0	0	304	0	0	0	0	0	565	2018	0.89
	4:45 PM	0	265	3	0	268	2	0	0	0	2	1	238	0	0	239	0	0	0	0	0	509	1850	0.91
	5:00 PM	0	188	1	1	190	1	0	2	0	3	2	240	0	0	242	0	0	0	0	0	435	1740	0.85
	5:15 PM	0	246	0	0	246	1	0	3	0	4	3	256	0	0	259	0	0	0	0	0	509		
	5:30 PM	0	227	2	0	229	1	0	0	0	1	1	166	0	0	167	0	0	0	0	0	397		
	5:45 PM	0	218	3	1	222	1	0	0	0	1	0	176	0	0	176	0	0	0	0	0	399		
	6:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	6:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	6:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	6:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	7:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	7:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	7:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	7:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	8:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	8:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	8:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	8:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	9:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	9:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	9:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	9:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
Totals		0	4309	29	6	4344	26	0	33	0	59	46	4306	0	2	4354	0	0	0	0	0	8757		

Peak Hour All Vehicle Volume Summary

Hourly Time Period		From North (↓) STH 32 - Douglas Avenue					From East (←) Parkview Driveway					From South (↑) STH 32 - Douglas Avenue					From West (→) Parkview Driveway					Total Hourly	
	Start Time	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Volume	PHF
AM	7:15 AM	0	822	2	0	824	1	0	1	0	2	4	719	0	0	723	0	0	0	0	0	1549	0.92
MD	12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
PM	4:30 PM	0	953	5	2	960	7	0	7	0	14	6	1038	0	0	1044	0	0	0	0	0	2018	0.89

Intersection Traffic Volume Report

Count Basics			*Page 9 of 13*
Start Date:	Monday, April 8, 2019	Weekday	Schools in Session
Total Number of Hours Counted: 5.75		Non-Holiday	No Special Events

15-Minute Heavy Vehicle Data

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

STH 32 - Douglas Avenue and Parkview Driveway

15-Minute Heavy Vehicle Data

15-Minute Time Period		From North (↓) STH 32 - Douglas Avenue					From East (←) Parkview Driveway					From South (↑) STH 32 - Douglas Avenue					From West (→) Parkview Driveway					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	5	0	0	5	0	0	0	0	0	0	5	0	0	5	0	0	0	0	0	10	49
	6:15 AM	0	2	0	0	2	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	3	49
	6:30 AM	0	12	0	0	12	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	15	69
	6:45 AM	0	11	0	0	11	0	0	0	0	0	0	10	0	0	10	0	0	0	0	0	21	75
	7:00 AM	0	4	0	0	4	0	0	0	0	0	0	6	0	0	6	0	0	0	0	0	10	78
	7:15 AM	0	10	0	0	10	0	0	0	0	0	0	13	0	0	13	0	0	0	0	0	23	89
	7:30 AM	0	9	1	0	10	1	0	0	0	1	0	10	0	0	10	0	0	0	0	0	21	89
	7:45 AM	0	13	0	0	13	0	0	0	0	0	0	11	0	0	11	0	0	0	0	0	24	83
	8:00 AM	0	10	0	0	10	0	0	0	0	0	0	11	0	0	11	0	0	0	0	0	21	72
	8:15 AM	0	11	0	0	11	0	0	1	0	1	0	11	0	0	11	0	0	0	0	0	23	
	8:30 AM	0	6	0	0	6	0	0	0	0	0	0	9	0	0	9	0	0	0	0	0	15	
	8:45 AM	0	6	0	0	6	0	0	0	0	0	0	7	0	0	7	0	0	0	0	0	13	
	9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Midday Peak Period	10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	10:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	10:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	10:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	1:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	1:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	1:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	1:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
PM Peak Period	2:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	2:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	2:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	2:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	3:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	3:15 PM	0	13	1	0	14	0	0	0	0	0	0	8	0	0	8	0	0	0	0	0	22	54
	3:30 PM	0	7	0	0	7	0	0	0	0	0	0	6	0	0	6	0	0	0	0	0	13	44
	3:45 PM	0	3	0	0	3	1	0	0	0	1	0	8	0	0	8	0	0	0	0	0	12	43
	4:00 PM	0	3	0	0	3	0	0	0	0	0	0	4	0	0	4	0	0	0	0	0	7	37
	4:15 PM	0	5	0	0	5	0	0	0	0	0	0	7	0	0	7	0	0	0	0	0	12	39
	4:30 PM	0	7	0	0	7	0	0	0	0	0	0	5	0	0	5	0	0	0	0	0	12	32
	4:45 PM	0	5	0	0	5	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	6	23
	5:00 PM	0	5	0	0	5	0	0	0	0	0	0	4	0	0	4	0	0	0	0	0	9	20
	5:15 PM	0	0	0	0	0	0	0	0	0	0	0	5	0	0	5	0	0	0	0	0	5	
	5:30 PM	0	2	0	0	2	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	3	
	5:45 PM	0	1	0	0	1	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	3	
	6:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	6:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	6:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	6:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	7:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	7:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	7:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	7:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Totals		0	150	2	0	152	2	0	1	0	3	0	148	0	0	148	0	0	0	0	0	303	

Peak Hour Heavy Vehicle Volume Summary

Hourly Time Period		From North (↓) STH 32 - Douglas Avenue					From East (←) Parkview Driveway					From South (↑) STH 32 - Douglas Avenue					From West (→) Parkview Driveway					Total Hourly
Start Time		Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Volume
AM	7:15 AM	0	42	1	0	43	1	0	0	0	1	0	45	0	0	45	0	0	0	0	0	89
MD	12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PM	4:30 PM	0	17	0	0	17	0	0	0	0	0	0	15	0	0	15	0	0	0	0	0	32

Intersection Traffic Volume Report

Count Basics	Version 2013.J4.1		Page 1 of 13
Start Date:	Monday, April 8, 2019	Weekday	Schools in Session
Total Number of Hours Counted: 6		Non-Holiday	No Special Events

Base Information, Observed (6) Hour and Estimated (24) Hour Volume Summaries

Intersection of: Parkview Driveway and K Mart Driveway

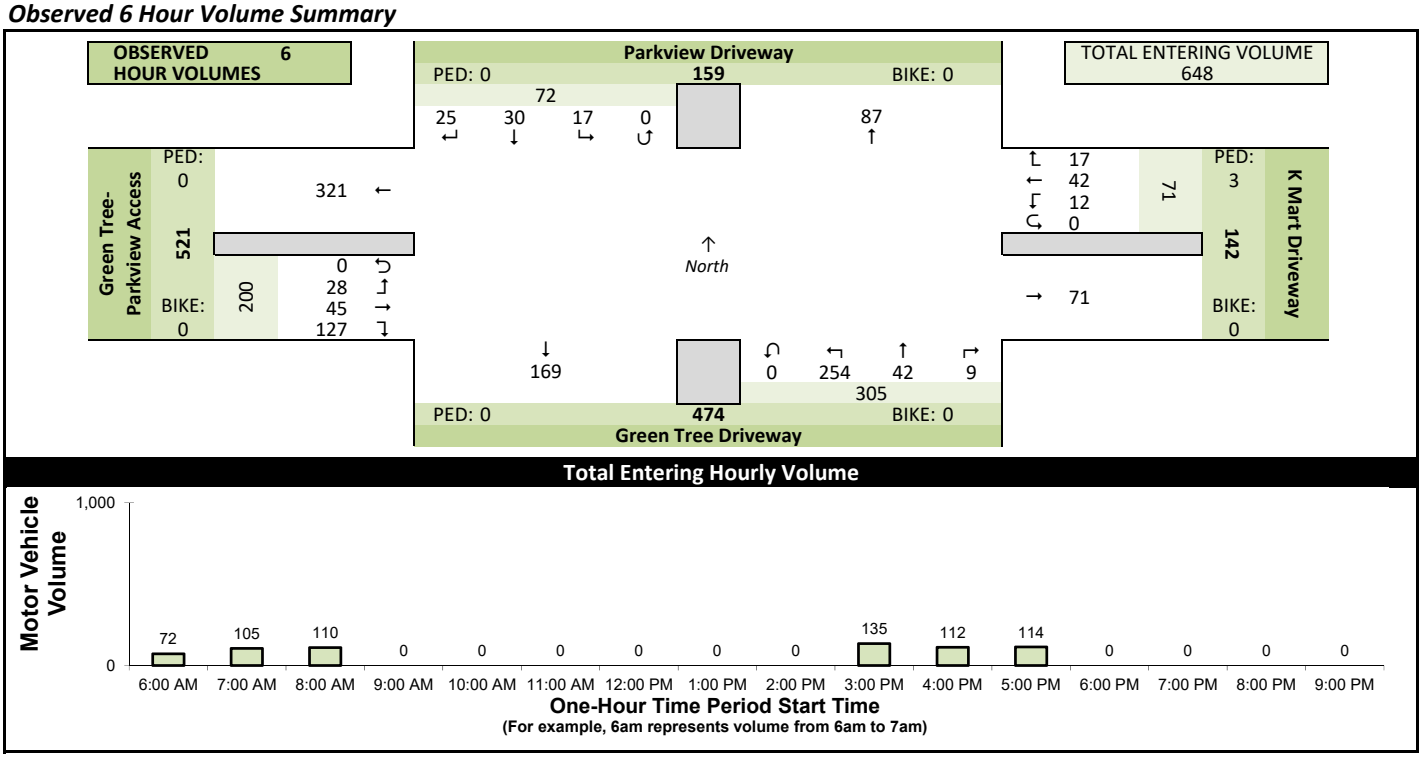
Site Information

Municipality	Village of Caledonia		
County	Racine	WisDOT Region	SE
Traffic Control	Partial Stop Control		
Roadway Names		North Direction	↑
North Leg	Parkview Driveway		
East Leg	K Mart Driveway		
South Leg	Green Tree Driveway		
West Leg	Green Tree-Parkview Access		
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		

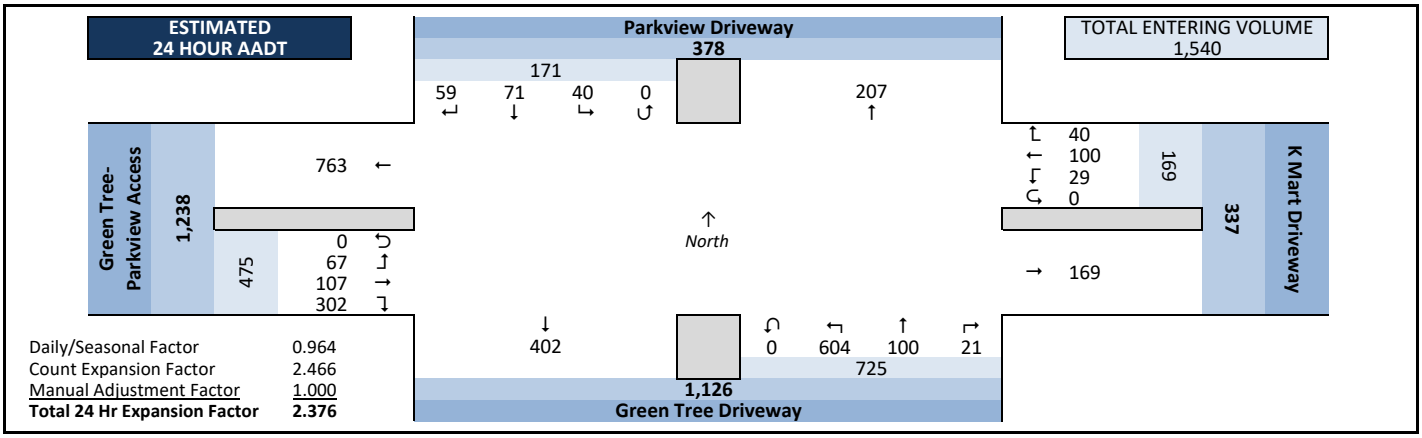
Count Information

Hrs Counted:	6:00 AM-9:00 AM and 3:00 PM-6:00 PM				
1st Day of Count	Monday, April 8, 2019			Weather	
AM Peak Period	Tuesday, April 9, 2019			Clear & Dry	
Midday Peak Period	Monday, April 8, 2019			Clear & Dry	
PM Peak Period	Monday, April 8, 2019			Clear & Dry	
Calculated Peak Hours					
AM	8:00-9:00am	MD		PM	3:00-4:00pm
Peak Hours Selected for Analysis					
AM	7:15-8:15am	MD		PM	4:30-5:30pm
Daily/Seasonal Adjustment Group	(2) Urban Arterials & Collectors				
Count Expansion Group	(2) Urban Arterials & Collectors				
Daily/Seasonal Adjustment Factor	0.964	Count Expansion Factor	2.466		
Company Name	TADI, Inc.			Manual Adj.	1.000
Observers	AM Peak Period	Lee Oestreich			
	Midday Peak Period	None			
	PM Peak Period	Larry Numerich			
Comments	2017 DOT Seasonal Factors				

Observed 6 Hour Volume Summary



Estimated 24 Hour AADT



Intersection Traffic Volume Report

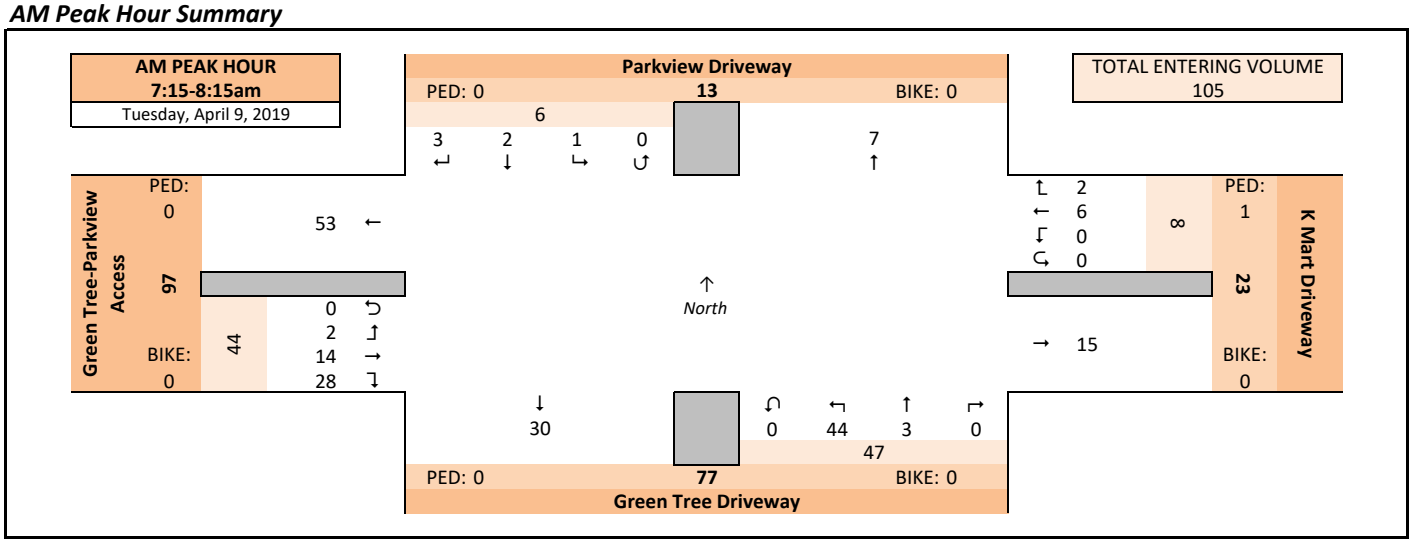
Count Basics			Page 2 of 13
Start Date:	Monday, April 8, 2019	Weekday	Schools in Session
Total Number of Hours Counted: 6		Non-Holiday	No Special Events

Peak Hour Volume Graphical Summary

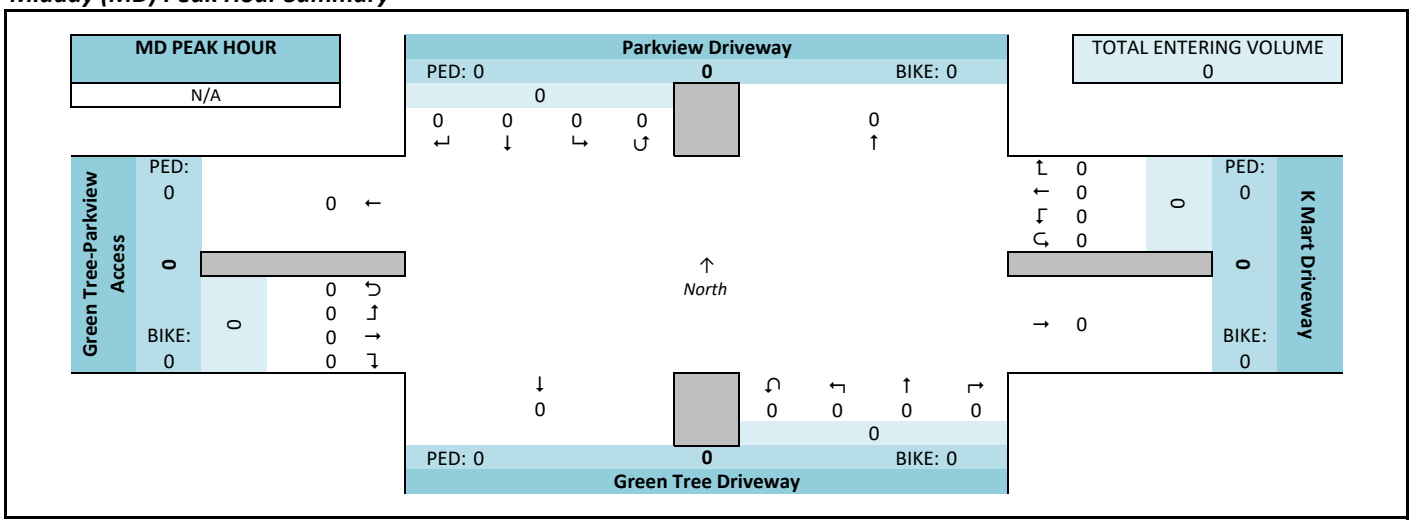
Parkview Driveway and K Mart Driveway

All Motor Vehicles

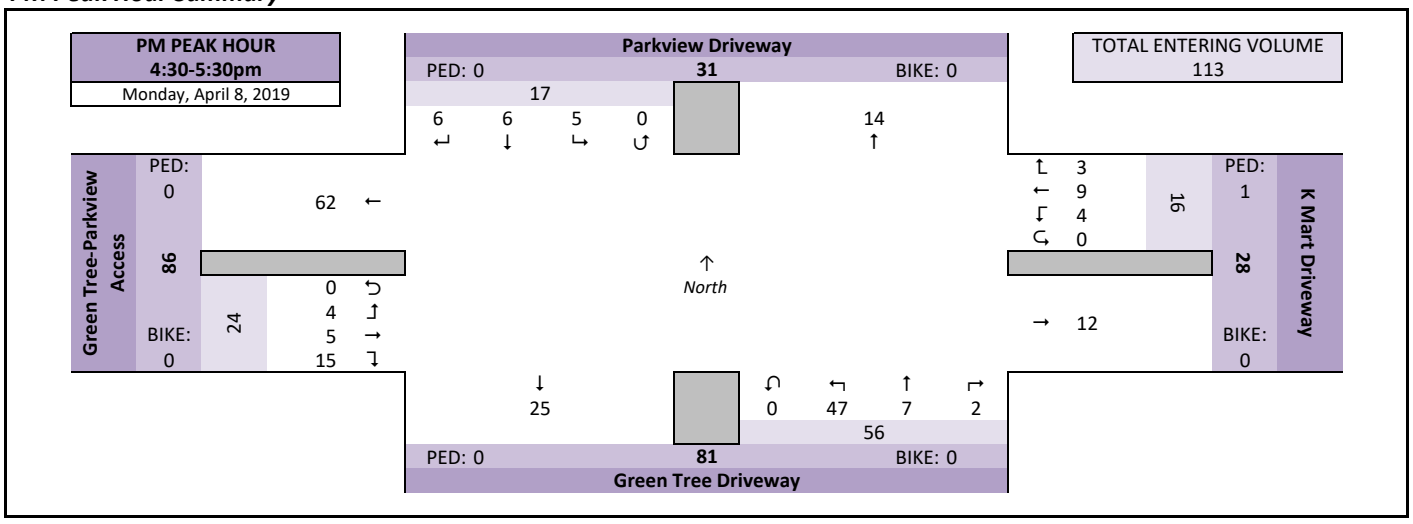
AM Peak Hour Summary



Midday (MD) Peak Hour Summary



PM Peak Hour Summary



Intersection Traffic Volume Report

Count Basics		*Page 3 of 13*
Start Date: Monday, April 8, 2019	Weekday	Schools in Session
Total Number of Hours Counted: 6	Non-Holiday	No Special Events

Peak Hour Volume Summary

Parkview Driveway and K Mart Driveway

All Motor Vehicles

Peak Hour Volumes, Truck Percentages, and PHFs

Tuesday, April 9, 2019		From North					From East					From South					From West					
	AM Peak Hour	Parkview Driveway					K Mart Driveway					Green Tree Driveway					Green Tree-Parkview Access					
	Start Time	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Totals
AM Peak Hour	7:15 AM	0	1	0	0	1	0	0	0	0	0	0	0	11	0	11	7	1	0	0	8	20
	7:30 AM	0	1	0	0	1	1	2	0	0	3	0	1	15	0	16	6	6	0	0	12	32
	7:45 AM	3	0	0	0	3	0	3	0	0	3	0	2	7	0	9	6	2	1	0	9	24
	8:00 AM	0	0	1	0	1	1	1	0	0	2	0	0	11	0	11	9	5	1	0	15	29
	Peak Hour Volume	3	2	1	0	6	2	6	0	0	8	0	3	44	0	47	28	14	2	0	44	105
	Rounded Hourly Volume	5	0	0	0	5	0	5	0	0	5	0	5	45	0	50	30	15	0	0	45	105
	% Single Unit Trucks	0.0	0.0	0.0	0.0	0.0	0.0	66.7	0.0	0.0	50.0	0.0	0.0	9.1	0.0	8.5	0.0	21.4	0.0	0.0	6.8	10.5
	% 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	7.1	0.0	0.0	2.3	1.0
	% Trucks (Total)	0.0	0.0	0.0	0.0	0.0	0.0	66.7	0.0	0.0	50.0	0.0	0.0	9.1	0.0	8.5	0.0	28.6	0.0	0.0	9.1	11.4
	Peak Hour Factor (PHF)	0.25	0.50	0.25	0.00	0.50	0.50	0.50	0.00	0.00	0.67	0.00	0.37	0.73	0.00	0.73	0.78	0.58	0.50	0.00	0.73	0.82

N/A		From North					From East					From South					From West					
	MD Peak Hour	Parkview Driveway					K Mart Driveway					Green Tree Driveway					Green Tree-Parkview Access					
	Start Time	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Totals
Midday (MD) Peak Hour	12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Peak Hour Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Rounded Hourly Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	% Single Unit Trucks	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	% Heavy Trucks	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	% Trucks (Total)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	Peak Hour Factor (PHF)	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

Monday, April 8, 2019		From North					From East					From South					From West					
	PM Peak Hour	Parkview Driveway					K Mart Driveway					Green Tree Driveway					Green Tree-Parkview Access					
	Start Time	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Totals
PM Peak Hour	4:30 PM	1	2	1	0	4	0	1	0	0	1	0	2	13	0	15	5	0	0	0	5	25
	4:45 PM	1	0	1	0	2	0	4	2	0	6	1	1	11	0	13	8	1	3	0	12	33
	5:00 PM	3	3	3	0	9	0	2	1	0	3	0	1	14	0	15	0	1	1	0	2	29
	5:15 PM	1	1	0	0	2	3	2	1	0	6	1	3	9	0	13	2	3	0	0	5	26
	Peak Hour Volume	6	6	5	0	17	3	9	4	0	16	2	7	47	0	56	15	5	4	0	24	113
	Rounded Hourly Volume	5	5	5	0	15	5	10	5	0	20	0	5	45	0	50	15	5	5	0	25	110
	% 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	0.50	0.42	0.00	0.47	0.25	0.56	0.50	0.00	0.67	0.50	0.58	0.84	0.00	0.93	0.47	0.42	0.33	0.00	0.50	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
		Parkview Driveway			K Mart Driveway			Green Tree Driveway			Green Tree-Parkview Access			
	15-Minute Start Time	Pedestrian	Bicyclist	Total	Pedestrian	Bicyclist	Total	Pedestrian	Bicyclist	Total	Pedestrian	Bicyclist	Total	
AM	7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
	7:30 AM	0	0	0	1	0	1	0	0	0	0	0	0	1
	7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
	8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
	Total	0	0	0	1	0	1	0	0	0	0	0	0	1
MD	12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	Total	0	0	0	0	0	0	0	0	0	0	0	0	0
PM	4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	5:00 PM	0	0	0	1	0	1	0	0	0	0	0	0	1
	5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	Total	0	0	0	1	0	1	0	0	0	0	0	0	1

Intersection Traffic Volume Report

Count Basics		*Page 5 of 13*
Start Date: Monday, April 8, 2019	Weekday	Schools in Session
Total Number of Hours Counted: 6	Non-Holiday	No Special Events

15-Minute Motor Vehicle Data

All Motor Vehicles

Parkview Driveway and K Mart Driveway

15-Minute Motor Vehicle Data

15-Minute Time Period		From North (↓) Parkview Driveway					From East (←) K Mart Driveway					From South (↑) Green Tree Driveway					From West (→) Green Tree-Parkview Access					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	0	0	0	0	0	0	3	12	0	15	1	0	0	0	1	17	72	0.67
	6:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	5	0	5	2	0	1	0	3	8	84	0.72
	6:30 AM	1	0	0	0	1	0	5	0	0	5	0	1	3	0	4	5	4	1	0	10	20	96	0.83
	6:45 AM	1	0	1	0	2	1	0	0	0	1	1	4	13	0	18	5	1	0	0	6	27	108	0.84
	7:00 AM	1	1	0	0	2	0	0	1	0	1	1	0	14	0	15	9	0	2	0	11	29	105	0.82
	7:15 AM	0	1	0	0	1	0	0	0	0	0	0	0	11	0	11	7	1	0	0	8	20	105	0.82
	7:30 AM	0	1	0	0	1	1	2	0	0	3	0	1	15	0	16	6	6	0	0	12	32	108	0.84
	7:45 AM	3	0	0	0	3	0	3	0	0	3	0	2	7	0	9	6	2	1	0	9	24	107	0.86
	8:00 AM	0	0	1	0	1	1	1	0	0	2	0	0	11	0	11	9	5	1	0	15	29	110	0.89
	8:15 AM	0	2	1	0	3	1	1	0	0	2	0	1	12	0	13	4	1	0	0	5	23		
	8:30 AM	3	2	0	0	5	1	0	0	0	1	0	3	8	0	11	10	1	3	0	14	31		
	8:45 AM	2	2	1	0	5	0	2	0	0	2	0	1	10	0	11	4	2	3	0	9	27		
	9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	9:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	9:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	9:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
Midday Peak Period	10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	10:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	10:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	10:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	1:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	1:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	1:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	1:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
PM Peak Period	2:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	2:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	2:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	2:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	3:00 PM	1	2	0	0	3	1	2	1	0	4	1	4	11	0	16	6	3	2	0	11	34	135	0.82
	3:15 PM	1	6	2	0	9	0	5	1	0	6	0	2	8	0	10	13	2	1	0	16	41	134	0.82
	3:30 PM	1	2	3	0	6	3	0	0	0	3	1	0	13	0	14	6	0	1	0	7	30	114	0.86
	3:45 PM	1	0	0	0	1	1	1	1	0	3	2	5	12	0	19	4	3	0	0	7	30	109	0.83
	4:00 PM	2	0	0	0	2	0	6	0	0	6	1	3	13	0	17	3	1	4	0	8	33	112	0.85
	4:15 PM	0	0	0	0	0	1	2	1	0	4	0	0	11	0	11	3	1	2	0	6	21	108	0.82
	4:30 PM	1	2	1	0	4	0	1	0	0	1	0	2	13	0	15	5	0	0	0	5	25	113	0.86
	4:45 PM	1	0	1	0	2	0	4	2	0	6	1	1	11	0	13	8	1	3	0	12	33	119	0.90
	5:00 PM	3	3	3	0	9	0	2	1	0	3	0	1	14	0	15	0	1	1	0	2	29	114	0.92
	5:15 PM	1	1	0	0	2	3	2	1	0	6	1	3	9	0	13	2	3	0	0	5	26		
	5:30 PM	1	2	2	0	5	1	1	2	0	4	0	2	11	0	13	5	3	1	0	9	31		
	5:45 PM	1	2	1	0	4	2	2	1	0	5	0	3	7	0	10	4	4	1	0	9	28		
	6:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	6:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	6:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	6:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	7:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	7:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	7:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	7:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	8:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	8:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	8:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	8:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	9:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	9:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	9:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	9:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
Totals		25	30	17	0	72	17	42	12	0	71	9	42	254	0	305	127	45	28	0	200	648		

Peak Hour All Vehicle Volume Summary

Hourly Time Period		From North (↓) Parkview Driveway					From East (←) K Mart Driveway					From South (↑) Green Tree Driveway					From West (→) Green Tree-Parkview Access					Total Hourly	
Start Time		Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Volume	PHF
AM	7:15 AM	3	2	1	0	6	2	6	0	0	8	0	3	44	0	47	28	14	2	0	44	105	0.82
MD	12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
PM	4:30 PM	6	6	5	0	17	3	9	4	0	16	2	7	47	0	56	15	5	4	0	24	113	0.86

Intersection Traffic Volume Report

Count Basics			*Page 9 of 13*
Start Date:	Monday, April 8, 2019	Weekday	Schools in Session
Total Number of Hours Counted: 6		Non-Holiday	No Special Events

15-Minute Heavy Vehicle Data

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

Parkview Driveway and K Mart Driveway

15-Minute Heavy Vehicle Data

15-Minute Time Period	Start Time	From North (↓) Parkview Driveway					From East (←) K Mart Driveway					From South (↑) Green Tree Driveway					From West (→) Green Tree-Parkview Access					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	2
	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	2	0	0	2	2	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	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	10
	7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	1	0	0	1	2	12
	7:30 AM	0	0	0	0	0	0	2	0	0	2	0	0	2	0	2	0	2	0	0	2	6	11
	7:45 AM	0	0	0	0	0	0	1	0	0	1	0	0	1	0	1	0	0	0	0	0	2	5
	8:00 AM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	1	0	0	1	2	5
	8:15 AM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	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	
	8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	1	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	
	9:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Midday Peak Period	10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	10:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	10:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	10:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	1:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	1:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	1:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	1:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
PM Peak Period	2:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	2:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	2:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	2:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	3:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	8
	3:15 PM	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	2	0	0	0	2	4	8
	3:30 PM	0	0	1	0	1	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	2	4
	3:45 PM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	1	0	0	1	2	2
	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	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	
	5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1	
	6:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	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	1	6	0	0	7	0	2	5	0	7	2	9	0	0	11	26	

Peak Hour Heavy Vehicle Volume Summary

Hourly Time Period	Start Time	From North (↓) Parkview Driveway					From East (←) K Mart Driveway					From South (↑) Green Tree Driveway					From West (→) Green Tree-Parkview Access					Total Hourly Volume
		Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	
AM	7:15 AM	0	0	0	0	0	0	4	0	0	4	0	0	4	0	4	0	4	0	0	4	12
MD	12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PM	4:30 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	Version 2013.J4.1		Page 1 of 13
Start Date:	Monday, April 8, 2019	Weekday	Schools in Session
Total Number of Hours Counted: 6		Non-Holiday	No Special Events

Base Information, Observed (6) Hour and Estimated (24) Hour Volume Summaries

Intersection of: Randal Lane and 4 1/2 Mile Road

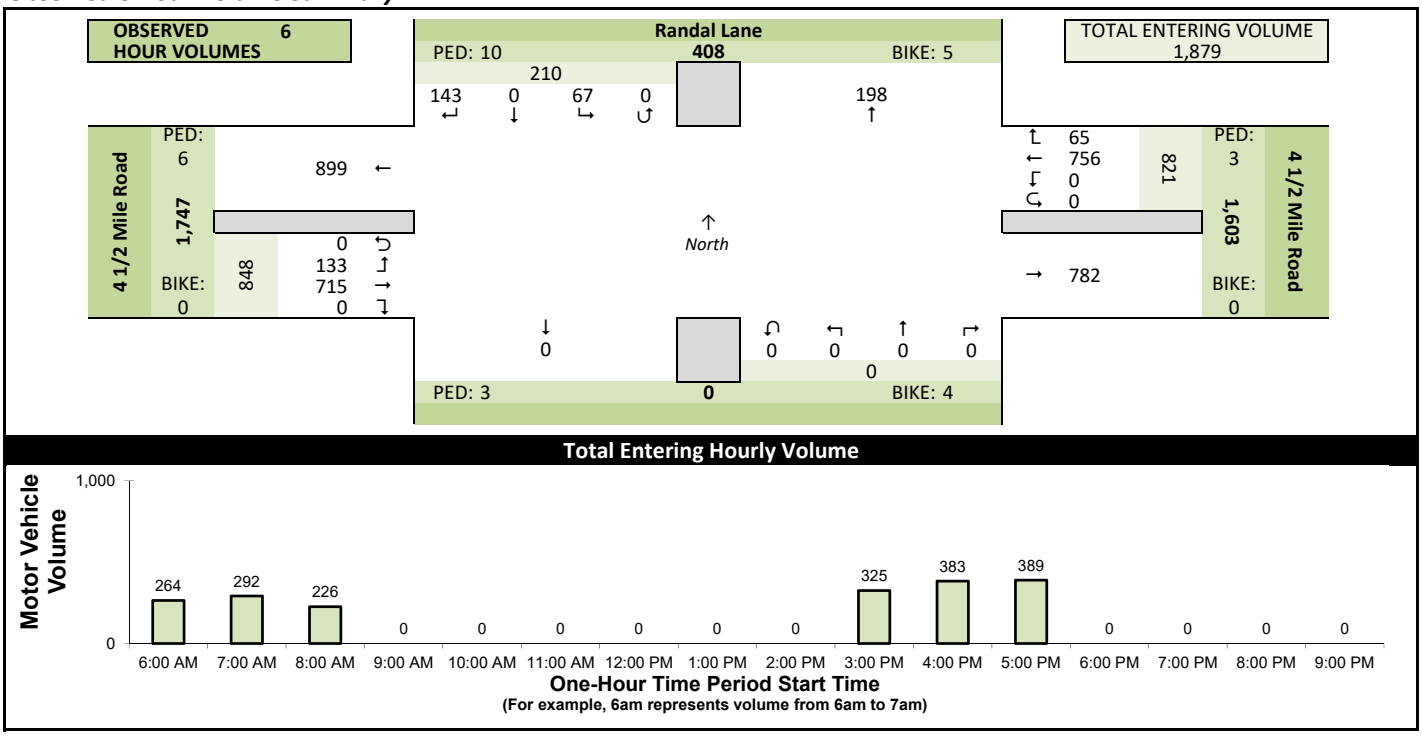
Site Information

Municipality	Village of Caledonia		
County	Racine	WisDOT Region	SE
Traffic Control	Partial Stop Control		
Roadway Names		North Direction	↑
North Leg	Randal Lane		
East Leg	4 1/2 Mile Road		
South Leg			
West Leg	4 1/2 Mile 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		

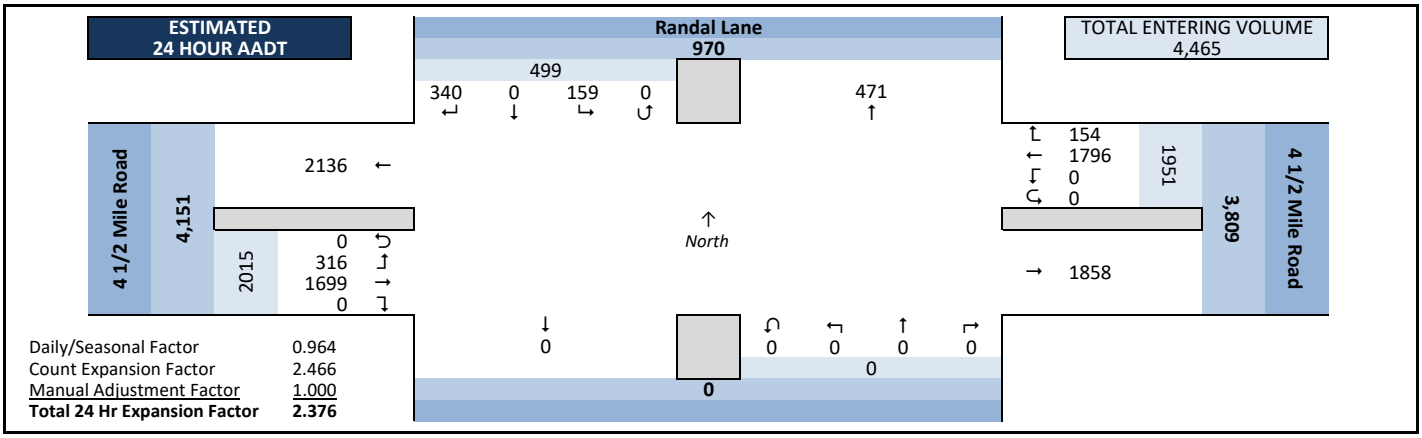
Count Information

Hrs Counted:	6:00 AM-9:00 AM and 3:00 PM-6:00 PM				
1st Day of Count	Monday, April 8, 2019			Weather	
AM Peak Period	Tuesday, April 9, 2019			Clear & Dry	
Midday Peak Period	Monday, April 8, 2019			Clear & Dry	
PM Peak Period	Monday, April 8, 2019			Clear & Dry	
Calculated Peak Hours					
AM	6:30-7:30am	MD		PM	4:15-5:15pm
Peak Hours Selected for Analysis					
AM	7:15-8:15am	MD		PM	4:30-5:30pm
Daily/Seasonal Adjustment Group	(2) Urban Arterials & Collectors				
Count Expansion Group	(2) Urban Arterials & Collectors				
Daily/Seasonal Adjustment Factor	0.964	Count Expansion Factor	2.466		
Company Name	TADI, Inc.			Manual Adj.	1.000
Observers	AM Peak Period	RP Andryk			
	Midday Peak Period	None			
	PM Peak Period	RP Andryk			
Comments	2017 DOT Seasonal Factors				

Observed 6 Hour Volume Summary



Estimated 24 Hour AADT



Intersection Traffic Volume Report

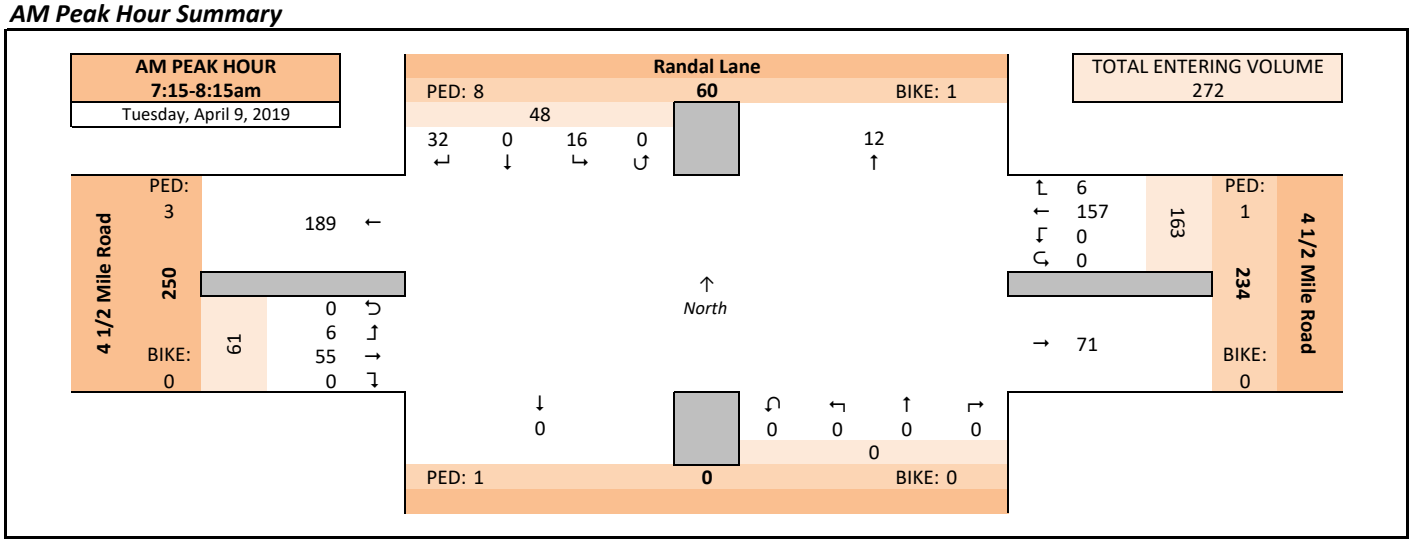
Count Basics			Page 2 of 13
Start Date:	Monday, April 8, 2019	Weekday	Schools in Session
Total Number of Hours Counted: 6		Non-Holiday	No Special Events

Peak Hour Volume Graphical Summary

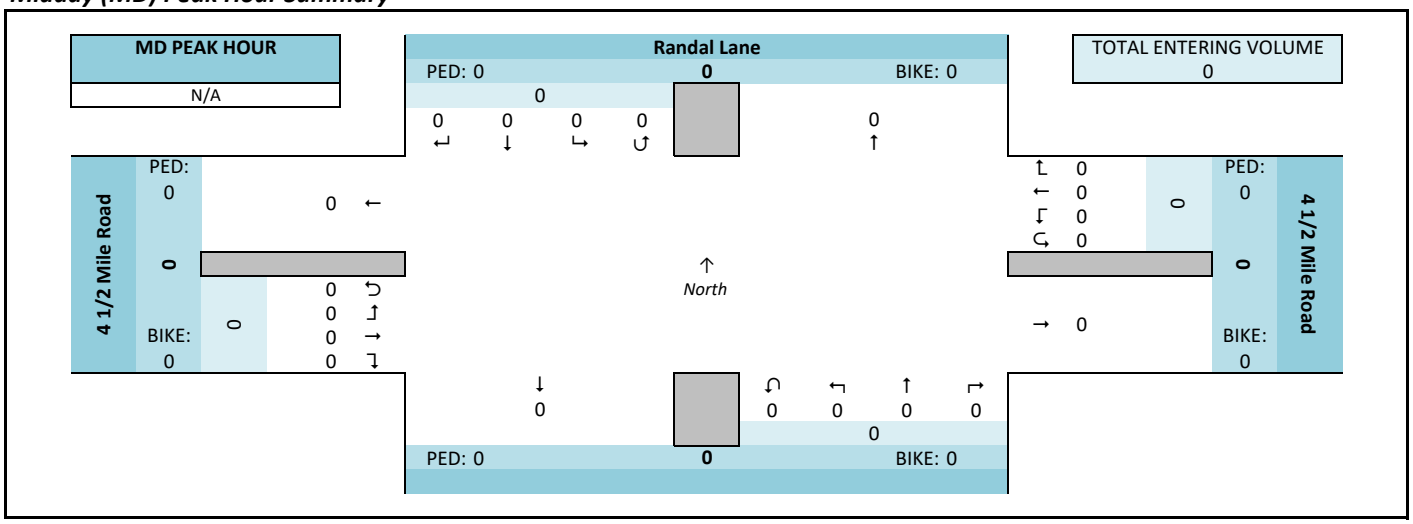
All Motor Vehicles

Randal Lane and 4 1/2 Mile Road

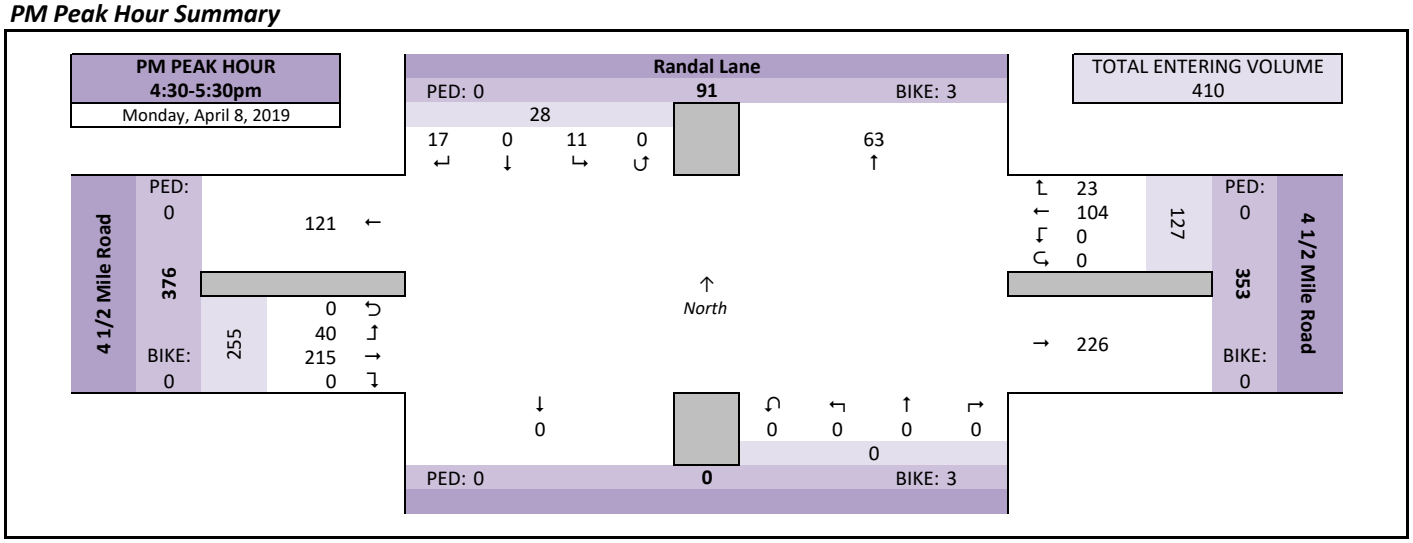
AM Peak Hour Summary



Midday (MD) Peak Hour Summary



PM Peak Hour Summary



Intersection Traffic Volume Report

Count Basics		*Page 3 of 13*
Start Date: Monday, April 8, 2019	Weekday	Schools in Session
Total Number of Hours Counted: 6	Non-Holiday	No Special Events

Peak Hour Volume Summary

Randal Lane and 4 1/2 Mile Road

All Motor Vehicles

Peak Hour Volumes, Truck Percentages, and PHFs

Tuesday, April 9, 2019		From North					From East					From South					From West					
	AM Peak Hour	Randal Lane					4 1/2 Mile Road										4 1/2 Mile 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	7:15 AM	7	0	3	0	10	0	43	0	0	43	0	0	0	0	0	0	13	0	0	13	66
	7:30 AM	10	0	4	0	14	2	43	0	0	45	0	0	0	0	0	0	14	2	0	16	75
	7:45 AM	7	0	3	0	10	3	36	0	0	39	0	0	0	0	0	0	11	1	0	12	61
	8:00 AM	8	0	6	0	14	1	35	0	0	36	0	0	0	0	0	0	17	3	0	20	70
	Peak Hour Volume	32	0	16	0	48	6	157	0	0	163	0	0	0	0	0	0	55	6	0	61	272
	Rounded Hourly Volume	30	0	15	0	45	5	155	0	0	160	0	0	0	0	0	0	55	5	0	60	265
	% Single Unit Trucks	6.2	0.0	18.7	0.0	10.4	16.7	3.2	0.0	0.0	3.7	0.0	0.0	0.0	0.0	0.0	0.0	14.5	16.7	0.0	14.8	7.4
	% Heavy Trucks	0.0	0.0	0.0	0.0	0.0	0.0	0.6	0.0	0.0	0.6	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.4
	% Trucks (Total)	6.2	0.0	18.7	0.0	10.4	16.7	3.8	0.0	0.0	4.3	0.0	0.0	0.0	0.0	0.0	0.0	14.5	16.7	0.0	14.8	7.7
	Peak Hour Factor (PHF)	0.80	0.00	0.67	0.00	0.86	0.50	0.91	0.00	0.00	0.91	0.00	0.00	0.00	0.00	0.00	0.00	0.81	0.50	0.00	0.76	0.91

N/A		From North					From East					From South					From West					
	MD Peak Hour	Randal Lane					4 1/2 Mile Road										4 1/2 Mile 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	12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Peak Hour Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Rounded Hourly Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	% Single Unit Trucks	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	% Heavy Trucks	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	% Trucks (Total)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	Peak Hour Factor (PHF)	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

Monday, April 8, 2019		From North					From East					From South					From West					
	PM Peak Hour	Randal Lane					4 1/2 Mile Road										4 1/2 Mile 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	4:30 PM	6	0	4	0	10	4	30	0	0	34	0	0	0	0	0	0	50	10	0	60	104
	4:45 PM	7	0	2	0	9	7	22	0	0	29	0	0	0	0	0	0	56	9	0	65	103
	5:00 PM	3	0	2	0	5	6	31	0	0	37	0	0	0	0	0	0	53	15	0	68	110
	5:15 PM	1	0	3	0	4	6	21	0	0	27	0	0	0	0	0	0	56	6	0	62	93
	Peak Hour Volume	17	0	11	0	28	23	104	0	0	127	0	0	0	0	0	0	215	40	0	255	410
	Rounded Hourly Volume	15	0	10	0	25	25	105	0	0	130	0	0	0	0	0	0	215	40	0	255	410
	% Single Unit Trucks	5.9	0.0	9.1	0.0	7.1	4.3	1.0	0.0	0.0	1.6	0.0	0.0	0.0	0.0	0.0	0.0	0.9	0.0	0.0	0.8	1.5
	% 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	0.0	0.0	0.0	0.0	0.0
	% Trucks (Total)	5.9	0.0	9.1	0.0	7.1	4.3	1.0	0.0	0.0	1.6	0.0	0.0	0.0	0.0	0.0	0.0	0.9	0.0	0.0	0.8	1.5
	Peak Hour Factor (PHF)	0.61	0.00	0.69	0.00	0.70	0.82	0.84	0.00	0.00	0.86	0.00	0.00	0.00	0.00	0.00	0.00	0.96	0.67	0.00	0.94	0.93

Peak Hour Pedestrian and Bicyclist Volumes

Pedestrians and Bicyclists		Crossing North Approach			Crossing East Approach			Crossing South Approach			Crossing West Approach			Total Ped & Bike Volume
		Randal Lane			4 1/2 Mile Road						4 1/2 Mile Road			
	15-Minute Start Time	Pedestrian	Bicyclist	Total	Pedestrian	Bicyclist	Total	Pedestrian	Bicyclist	Total	Pedestrian	Bicyclist	Total	
AM	7:15 AM	0	0	0	0	0	0	0	0	0	1	0	1	1
	7:30 AM	6	1	7	0	0	0	0	0	0	0	0	0	7
	7:45 AM	2	0	2	0	0	0	0	0	0	0	0	0	2
	8:00 AM	0	0	0	1	0	1	1	0	1	2	0	2	4
	Total	8	1	9	1	0	1	1	0	1	3	0	3	14
MD	12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	Total	0	0	0	0	0	0	0	0	0	0	0	0	0
PM	4:30 PM	0	1	1	0	0	0	0	1	1	0	0	0	2
	4:45 PM	0	1	1	0	0	0	0	1	1	0	0	0	2
	5:00 PM	0	0	0	0	0	0	0	1	1	0	0	0	1
	5:15 PM	0	1	1	0	0	0	0	0	0	0	0	0	1
	Total	0	3	3	0	0	0	0	3	3	0	0	0	6

Intersection Traffic Volume Report

Count Basics			Page 5 of 13
Start Date:	Monday, April 8, 2019	Weekday	Schools in Session
Total Number of Hours Counted: 6		Non-Holiday	No Special Events

15-Minute Motor Vehicle Data

All Motor Vehicles

Randal Lane and 4 1/2 Mile Road

15-Minute Motor Vehicle Data

15-Minute Time Period		From North (↓) Randal Lane					From East (←) 4 1/2 Mile Road					From South (↑)					From West (→) 4 1/2 Mile 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	0	0	0	2	1	30	0	0	31	0	0	0	0	0	0	5	0	0	5	38	264	0.76
	6:15 AM	11	0	0	0	11	1	33	0	0	34	0	0	0	0	0	0	9	1	0	10	55	316	0.88
	6:30 AM	15	0	5	0	20	1	51	0	0	52	0	0	0	0	0	0	14	1	0	15	87	327	0.91
	6:45 AM	16	0	1	0	17	0	60	0	0	60	0	0	0	0	0	0	6	1	0	7	84	315	0.88
	7:00 AM	5	0	5	0	10	0	68	0	0	68	0	0	0	0	0	0	10	2	0	12	90	292	0.81
	7:15 AM	7	0	3	0	10	0	43	0	0	43	0	0	0	0	0	0	13	0	0	13	66	272	0.91
	7:30 AM	10	0	4	0	14	2	43	0	0	45	0	0	0	0	0	0	14	2	0	16	75	265	0.88
	7:45 AM	7	0	3	0	10	3	36	0	0	39	0	0	0	0	0	0	11	1	0	12	61	239	0.85
	8:00 AM	8	0	6	0	14	1	35	0	0	36	0	0	0	0	0	0	17	3	0	20	70	226	0.81
	8:15 AM	4	0	3	0	7	1	37	0	0	38	0	0	0	0	0	0	12	2	0	14	59		
	8:30 AM	7	0	2	0	9	1	23	0	0	24	0	0	0	0	0	0	15	1	0	16	49		
	8:45 AM	6	0	1	0	7	0	20	0	0	20	0	0	0	0	0	0	17	4	0	21	48		
	9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	9:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	9:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	9:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
Midday Peak Period	10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	10:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	10:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	10:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	1:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	1:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	1:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	1:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
PM Peak Period	2:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	2:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	2:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	2:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	3:00 PM	1	0	3	0	4	2	26	0	0	28	0	0	0	0	0	0	44	10	0	54	86	325	0.94
	3:15 PM	2	0	3	0	5	6	25	0	0	31	0	0	0	0	0	0	32	12	0	44	80	322	0.96
	3:30 PM	5	0	0	0	5	3	12	0	0	15	0	0	0	0	0	0	52	3	0	55	75	335	0.90
	3:45 PM	1	0	4	0	5	5	23	0	0	28	0	0	0	0	0	0	44	7	0	51	84	364	0.88
	4:00 PM	3	0	2	0	5	6	24	0	0	30	0	0	0	0	0	0	37	11	0	48	83	383	0.92
	4:15 PM	6	0	1	0	7	2	21	0	0	23	0	0	0	0	0	0	55	8	0	63	93	410	0.93
	4:30 PM	6	0	4	0	10	4	30	0	0	34	0	0	0	0	0	0	50	10	0	60	104	410	0.93
	4:45 PM	7	0	2	0	9	7	22	0	0	29	0	0	0	0	0	0	56	9	0	65	103	406	0.92
	5:00 PM	3	0	2	0	5	6	31	0	0	37	0	0	0	0	0	0	53	15	0	68	110	389	0.88
	5:15 PM	1	0	3	0	4	6	21	0	0	27	0	0	0	0	0	0	56	6	0	62	93		
	5:30 PM	3	0	4	0	7	3	24	0	0	27	0	0	0	0	0	0	53	13	0	66	100		
	5:45 PM	7	0	6	0	13	4	18	0	0	22	0	0	0	0	0	0	40	11	0	51	86		
	6:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	6:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	6:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	6:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	7:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	7:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	7:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	7:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	8:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	8:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	8:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	8:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	9:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	9:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	9:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	9:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
Totals		143	0	67	0	210	65	756	0	0	821	0	0	0	0	0	0	715	133	0	848	1879		

Peak Hour All Vehicle Volume Summary

Hourly Time Period		From North (↓) Randal Lane					From East (←) 4 1/2 Mile Road					From South (↑)					From West (→) 4 1/2 Mile 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	7:15 AM	32	0	16	0	48	6	157	0	0	163	0	0	0	0	0	0	55	6	0	61	272	0.91
MD	12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
PM	4:30 PM	17	0	11	0	28	23	104	0	0	127	0	0	0	0	0	0	215	40	0	255	410	0.93

Intersection Traffic Volume Report

Count Basics			*Page 9 of 13*
Start Date:	Monday, April 8, 2019	Weekday	Schools in Session
Total Number of Hours Counted: 6		Non-Holiday	No Special Events

15-Minute Heavy Vehicle Data

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

Randal Lane and 4 1/2 Mile Road

15-Minute Heavy Vehicle Data

	15-Minute Time Period Start Time	From North (↓) Randal Lane					From East (←) 4 1/2 Mile Road					From South (↑)					From West (→) 4 1/2 Mile 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	1	0	0	0	1	0	0	0	0	0	0	2	0	0	2	3	7
	6:15 AM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	1	0	0	1	2	6
	6:30 AM	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	2	5
	6:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	8
	7:00 AM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	1	0	0	1	2	13
	7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1	21
	7:30 AM	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	3	0	0	3	5	22
	7:45 AM	1	0	0	0	1	1	2	0	0	3	0	0	0	0	0	0	1	0	0	1	5	18
	8:00 AM	1	0	3	0	4	0	2	0	0	2	0	0	0	0	0	0	3	1	0	4	10	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	
	8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1	
	8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	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	
	9:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Midday Peak Period	10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	10:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	10:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	10:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	1:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	1:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	1:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	1:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
PM Peak Period	2:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	2:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	2:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	2:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	3:00 PM	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	0	0	1	0	1	4	16
	3:15 PM	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	0	1	0	1	3	14
	3:30 PM	1	0	0	0	1	0	2	0	0	2	0	0	0	0	0	0	2	0	0	2	5	15
	3:45 PM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	2	1	0	3	4	11
	4:00 PM	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	2	11
	4:15 PM	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	2	1	0	3	4	9
	4:30 PM	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	6
	4:45 PM	0	0	1	0	1	1	1	0	0	2	0	0	0	0	0	0	1	0	0	1	4	7
	5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4
	5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1	
	5:30 PM	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	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	
	6:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	6:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	6:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	6:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	7:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	7:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	7:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	7:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Totals		6	0	5	0	11	3	20	0	0	23	0	0	0	0	0	0	25	6	0	31	65	

Peak Hour Heavy Vehicle Volume Summary

	Hourly Time Period Start Time	From North (↓) Randal Lane					From East (←) 4 1/2 Mile Road					From South (↑)					From West (→) 4 1/2 Mile 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	7:15 AM	2	0	3	0	5	1	6	0	0	7	0	0	0	0	0	0	8	1	0	9	21
MD	12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PM	4:30 PM	1	0	1	0	2	1	1	0	0	2	0	0	0	0	0	0	2	0	0	2	6

APPENDIX B
Existing Traffic
Operational Analysis

Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	1	1	719	4	2	822
Future Volume (vph)	1	1	719	4	2	822
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0	0		0	200	
Storage Lanes	1	0		0	1	
Taper Length (ft)	25				25	
Link Speed (mph)	30		45			45
Link Distance (ft)	254		315			339
Travel Time (s)	5.8		4.8			5.1
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	2%	2%	6%	6%	5%	5%
Shared Lane Traffic (%)						

Intersection Summary	
Area Type:	Other

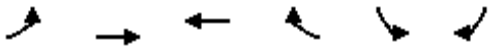
Intersection	
Int Delay, s/veh	0

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	1	1	719	4	2	822
Future Vol, veh/h	1	1	719	4	2	822
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	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	6	6	5	5
Mvmt Flow	1	1	782	4	2	893

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	1235	393	0	0	786	0
Stage 1	784	-	-	-	-	-
Stage 2	451	-	-	-	-	-
Critical Hdwy	6.84	6.94	-	-	4.2	-
Critical Hdwy Stg 1	5.84	-	-	-	-	-
Critical Hdwy Stg 2	5.84	-	-	-	-	-
Follow-up Hdwy	3.52	3.32	-	-	2.25	-
Pot Cap-1 Maneuver	169	606	-	-	809	-
Stage 1	410	-	-	-	-	-
Stage 2	609	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	169	606	-	-	809	-
Mov Cap-2 Maneuver	296	-	-	-	-	-
Stage 1	410	-	-	-	-	-
Stage 2	608	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	14.1	0	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	398	809	-
HCM Lane V/C Ratio	-	-	0.005	0.003	-
HCM Control Delay (s)	-	-	14.1	9.5	-
HCM Lane LOS	-	-	B	A	-
HCM 95th %tile Q(veh)	-	-	0	0	-



Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	6	55	157	6	16	32
Future Volume (vph)	6	55	157	6	16	32
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Link Speed (mph)		30	30		25	
Link Distance (ft)		870	410		358	
Travel Time (s)		19.8	9.3		9.8	
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91
Heavy Vehicles (%)	15%	15%	4%	4%	10%	10%
Shared Lane Traffic (%)						

Intersection Summary	
Area Type:	Other

Intersection	
Int Delay, s/veh	1.9

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	6	55	157	6	16	32
Future Vol, veh/h	6	55	157	6	16	32
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	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	91	91	91	91	91	91
Heavy Vehicles, %	15	15	4	4	10	10
Mvmt Flow	7	60	173	7	18	35

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	180	0	-	0	251	177
Stage 1	-	-	-	-	177	-
Stage 2	-	-	-	-	74	-
Critical Hdwy	4.25	-	-	-	6.5	6.3
Critical Hdwy Stg 1	-	-	-	-	5.5	-
Critical Hdwy Stg 2	-	-	-	-	5.5	-
Follow-up Hdwy	2.335	-	-	-	3.59	3.39
Pot Cap-1 Maneuver	1321	-	-	-	720	846
Stage 1	-	-	-	-	835	-
Stage 2	-	-	-	-	929	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1321	-	-	-	716	846
Mov Cap-2 Maneuver	-	-	-	-	716	-
Stage 1	-	-	-	-	831	-
Stage 2	-	-	-	-	929	-

Approach	EB	WB	SB
HCM Control Delay, s	0.8	0	9.8
HCM LOS			A

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1321	-	-	-	798
HCM Lane V/C Ratio	0.005	-	-	-	0.066
HCM Control Delay (s)	7.7	0	-	-	9.8
HCM Lane LOS	A	A	-	-	A
HCM 95th %tile Q(veh)	0	-	-	-	0.2

Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	7	7	1038	6	5	953
Future Volume (vph)	7	7	1038	6	5	953
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	200	
Storage Lanes	1	0		0	1	
Taper Length (ft)	25				25	
Link Speed (mph)	30		45			45
Link Distance (ft)	254		315			339
Travel Time (s)	5.8		4.8			5.1
Confl. Peds. (#/hr)						
Confl. Bikes (#/hr)						
Peak Hour Factor	0.89	0.89	0.89	0.89	0.89	0.89
Growth Factor	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	1%	1%	1%	1%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0
Parking (#/hr)						
Mid-Block Traffic (%)	0%		0%			0%
Shared Lane Traffic (%)						

Intersection Summary	
Area Type:	Other

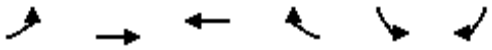
Intersection	
Int Delay, s/veh	0.2

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	7	7	1038	6	5	953
Future Vol, veh/h	7	7	1038	6	5	953
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	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	89	89	89	89	89	89
Heavy Vehicles, %	1	1	1	1	2	2
Mvmt Flow	8	8	1166	7	6	1071

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	1718	587	0	0	1173	0
Stage 1	1170	-	-	-	-	-
Stage 2	548	-	-	-	-	-
Critical Hdwy	6.82	6.92	-	-	4.14	-
Critical Hdwy Stg 1	5.82	-	-	-	-	-
Critical Hdwy Stg 2	5.82	-	-	-	-	-
Follow-up Hdwy	3.51	3.31	-	-	2.22	-
Pot Cap-1 Maneuver	82	455	-	-	591	-
Stage 1	259	-	-	-	-	-
Stage 2	546	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	81	455	-	-	591	-
Mov Cap-2 Maneuver	191	-	-	-	-	-
Stage 1	259	-	-	-	-	-
Stage 2	541	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	19.2	0	0.1
HCM LOS	C		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	269	591	-
HCM Lane V/C Ratio	-	-	0.058	0.01	-
HCM Control Delay (s)	-	-	19.2	11.2	-
HCM Lane LOS	-	-	C	B	-
HCM 95th %tile Q(veh)	-	-	0.2	0	-



Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	40	215	104	23	11	17
Future Volume (vph)	40	215	104	23	11	17
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12
Grade (%)		0%	0%		0%	
Storage Length (ft)	0			0	0	0
Storage Lanes	0			0	1	0
Taper Length (ft)	25				25	
Link Speed (mph)		30	30		25	
Link Distance (ft)		870	410		358	
Travel Time (s)		19.8	9.3		9.8	
Confl. Peds. (#/hr)						
Confl. Bikes (#/hr)						
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93
Growth Factor	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	1%	1%	2%	2%	7%	7%
Bus Blockages (#/hr)	0	0	0	0	0	0
Parking (#/hr)						
Mid-Block Traffic (%)		0%	0%		0%	
Shared Lane Traffic (%)						

Intersection Summary	
Area Type:	Other

Intersection	
Int Delay, s/veh	1.4

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	40	215	104	23	11	17
Future Vol, veh/h	40	215	104	23	11	17
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	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	93	93	93	93	93	93
Heavy Vehicles, %	1	1	2	2	7	7
Mvmt Flow	43	231	112	25	12	18

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	137	0	-	0	442	125
Stage 1	-	-	-	-	125	-
Stage 2	-	-	-	-	317	-
Critical Hdwy	4.11	-	-	-	6.47	6.27
Critical Hdwy Stg 1	-	-	-	-	5.47	-
Critical Hdwy Stg 2	-	-	-	-	5.47	-
Follow-up Hdwy	2.209	-	-	-	3.563	3.363
Pot Cap-1 Maneuver	1453	-	-	-	564	912
Stage 1	-	-	-	-	888	-
Stage 2	-	-	-	-	727	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1453	-	-	-	545	912
Mov Cap-2 Maneuver	-	-	-	-	545	-
Stage 1	-	-	-	-	858	-
Stage 2	-	-	-	-	727	-

Approach	EB	WB	SB
HCM Control Delay, s	1.2	0	10.2
HCM LOS			B

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1453	-	-	-	721
HCM Lane V/C Ratio	0.03	-	-	-	0.042
HCM Control Delay (s)	7.6	0	-	-	10.2
HCM Lane LOS	A	A	-	-	B
HCM 95th %tile Q(veh)	0.1	-	-	-	0.1

APPENDIX C
Full Build Traffic
Operational Analysis

Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	5	5	720	12	10	823
Future Volume (vph)	5	5	720	12	10	823
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	200	
Storage Lanes	1	0		0	1	
Taper Length (ft)	25				25	
Link Speed (mph)	30		45			45
Link Distance (ft)	254		315			339
Travel Time (s)	5.8		4.8			5.1
Confl. Peds. (#/hr)						
Confl. Bikes (#/hr)						
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Growth Factor	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	6%	6%	5%	5%
Bus Blockages (#/hr)	0	0	0	0	0	0
Parking (#/hr)						
Mid-Block Traffic (%)	0%		0%			0%
Shared Lane Traffic (%)						

Intersection Summary	
Area Type:	Other

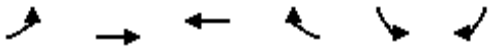
Intersection	
Int Delay, s/veh	0.1

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	5	5	720	12	10	823
Future Vol, veh/h	5	5	720	12	10	823
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	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	6	6	5	5
Mvmt Flow	5	5	783	13	11	895

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	1260	398	0	0	796	0
Stage 1	790	-	-	-	-	-
Stage 2	470	-	-	-	-	-
Critical Hdwy	6.84	6.94	-	-	4.2	-
Critical Hdwy Stg 1	5.84	-	-	-	-	-
Critical Hdwy Stg 2	5.84	-	-	-	-	-
Follow-up Hdwy	3.52	3.32	-	-	2.25	-
Pot Cap-1 Maneuver	162	601	-	-	802	-
Stage 1	408	-	-	-	-	-
Stage 2	595	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	160	601	-	-	802	-
Mov Cap-2 Maneuver	289	-	-	-	-	-
Stage 1	408	-	-	-	-	-
Stage 2	587	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	14.5	0	0.1
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	390	802	-
HCM Lane V/C Ratio	-	-	0.028	0.014	-
HCM Control Delay (s)	-	-	14.5	9.6	-
HCM Lane LOS	-	-	B	A	-
HCM 95th %tile Q(veh)	-	-	0.1	0	-



Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	6	55	157	6	16	32
Future Volume (vph)	6	55	157	6	16	32
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12
Grade (%)		0%	0%		0%	
Storage Length (ft)	0			0	0	0
Storage Lanes	0			0	1	0
Taper Length (ft)	25				25	
Link Speed (mph)		30	30		25	
Link Distance (ft)		870	410		358	
Travel Time (s)		19.8	9.3		9.8	
Confl. Peds. (#/hr)						
Confl. Bikes (#/hr)						
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91
Growth Factor	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	15%	15%	4%	4%	10%	10%
Bus Blockages (#/hr)	0	0	0	0	0	0
Parking (#/hr)						
Mid-Block Traffic (%)		0%	0%		0%	
Shared Lane Traffic (%)						

Intersection Summary	
Area Type:	Other

Intersection	
Int Delay, s/veh	1.9

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	6	55	157	6	16	32
Future Vol, veh/h	6	55	157	6	16	32
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	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	91	91	91	91	91	91
Heavy Vehicles, %	15	15	4	4	10	10
Mvmt Flow	7	60	173	7	18	35

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	180	0	-	0	251	177
Stage 1	-	-	-	-	177	-
Stage 2	-	-	-	-	74	-
Critical Hdwy	4.25	-	-	-	6.5	6.3
Critical Hdwy Stg 1	-	-	-	-	5.5	-
Critical Hdwy Stg 2	-	-	-	-	5.5	-
Follow-up Hdwy	2.335	-	-	-	3.59	3.39
Pot Cap-1 Maneuver	1321	-	-	-	720	846
Stage 1	-	-	-	-	835	-
Stage 2	-	-	-	-	929	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1321	-	-	-	716	846
Mov Cap-2 Maneuver	-	-	-	-	716	-
Stage 1	-	-	-	-	831	-
Stage 2	-	-	-	-	929	-

Approach	EB	WB	SB
HCM Control Delay, s	0.8	0	9.8
HCM LOS			A

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1321	-	-	-	798
HCM Lane V/C Ratio	0.005	-	-	-	0.066
HCM Control Delay (s)	7.7	0	-	-	9.8
HCM Lane LOS	A	A	-	-	A
HCM 95th %tile Q(veh)	0	-	-	-	0.2

Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	61	2	1	189	2	1
Future Volume (vph)	61	2	1	189	2	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		0	0
Storage Lanes		0	0		1	0
Taper Length (ft)			25		25	
Link Speed (mph)	30			30	30	
Link Distance (ft)	274			870	314	
Travel Time (s)	6.2			19.8	7.1	
Confl. Peds. (#/hr)						
Confl. Bikes (#/hr)						
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91
Growth Factor	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	15%	15%	4%	4%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0
Parking (#/hr)						
Mid-Block Traffic (%)	0%			0%	0%	
Shared Lane Traffic (%)						

Intersection Summary	
Area Type:	Other

Intersection	
Int Delay, s/veh	0.1

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	61	2	1	189	2	1
Future Vol, veh/h	61	2	1	189	2	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	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	91	91	91	91	91	91
Heavy Vehicles, %	15	15	4	4	2	2
Mvmt Flow	67	2	1	208	2	1

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	69	0	278	68
Stage 1	-	-	-	-	68	-
Stage 2	-	-	-	-	210	-
Critical Hdwy	-	-	4.14	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	-	-	2.236	-	3.518	3.318
Pot Cap-1 Maneuver	-	-	1519	-	712	995
Stage 1	-	-	-	-	955	-
Stage 2	-	-	-	-	825	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1519	-	711	995
Mov Cap-2 Maneuver	-	-	-	-	711	-
Stage 1	-	-	-	-	955	-
Stage 2	-	-	-	-	824	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0	9.6
HCM LOS			A

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	786	-	-	1519	-
HCM Lane V/C Ratio	0.004	-	-	0.001	-
HCM Control Delay (s)	9.6	-	-	7.4	0
HCM Lane LOS	A	-	-	A	A
HCM 95th %tile Q(veh)	0	-	-	0	-

Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	71	1	1	163	1	1
Future Volume (vph)	71	1	1	163	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)		0	0		0	0
Storage Lanes		0	0		1	0
Taper Length (ft)			25		25	
Link Speed (mph)	30			30	30	
Link Distance (ft)	410			336	381	
Travel Time (s)	9.3			7.6	8.7	
Confl. Peds. (#/hr)						
Confl. Bikes (#/hr)						
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91
Growth Factor	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	15%	15%	4%	4%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0
Parking (#/hr)						
Mid-Block Traffic (%)	0%			0%	0%	
Shared Lane Traffic (%)						

Intersection Summary	
Area Type:	Other

Intersection	
Int Delay, s/veh	0.1

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	71	1	1	163	1	1
Future Vol, veh/h	71	1	1	163	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	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	91	91	91	91	91	91
Heavy Vehicles, %	15	15	4	4	2	2
Mvmt Flow	78	1	1	179	1	1

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	79	0	260	79
Stage 1	-	-	-	-	79	-
Stage 2	-	-	-	-	181	-
Critical Hdwy	-	-	4.14	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	-	-	2.236	-	3.518	3.318
Pot Cap-1 Maneuver	-	-	1507	-	729	981
Stage 1	-	-	-	-	944	-
Stage 2	-	-	-	-	850	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1507	-	728	981
Mov Cap-2 Maneuver	-	-	-	-	728	-
Stage 1	-	-	-	-	944	-
Stage 2	-	-	-	-	849	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0	9.3
HCM LOS			A

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	836	-	-	1507	-
HCM Lane V/C Ratio	0.003	-	-	0.001	-
HCM Control Delay (s)	9.3	-	-	7.4	0
HCM Lane LOS	A	-	-	A	A
HCM 95th %tile Q(veh)	0	-	-	0	-

Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	27	27	1040	24	18	958
Future Volume (vph)	27	27	1040	24	18	958
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	200	
Storage Lanes	1	0		0	1	
Taper Length (ft)	25				25	
Link Speed (mph)	30		45			45
Link Distance (ft)	254		315			339
Travel Time (s)	5.8		4.8			5.1
Confl. Peds. (#/hr)						
Confl. Bikes (#/hr)						
Peak Hour Factor	0.89	0.89	0.89	0.89	0.89	0.89
Growth Factor	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	1%	1%	1%	1%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0
Parking (#/hr)						
Mid-Block Traffic (%)	0%		0%			0%
Shared Lane Traffic (%)						

Intersection Summary	
Area Type:	Other

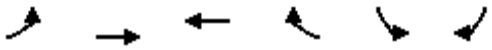
Intersection	
Int Delay, s/veh	0.7

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	27	27	1040	24	18	958
Future Vol, veh/h	27	27	1040	24	18	958
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	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	89	89	89	89	89	89
Heavy Vehicles, %	1	1	1	1	2	2
Mvmt Flow	30	30	1169	27	20	1076

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	1761	598	0	0	1196	0
Stage 1	1183	-	-	-	-	-
Stage 2	578	-	-	-	-	-
Critical Hdwy	6.82	6.92	-	-	4.14	-
Critical Hdwy Stg 1	5.82	-	-	-	-	-
Critical Hdwy Stg 2	5.82	-	-	-	-	-
Follow-up Hdwy	3.51	3.31	-	-	2.22	-
Pot Cap-1 Maneuver	76	448	-	-	579	-
Stage 1	255	-	-	-	-	-
Stage 2	527	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	73	448	-	-	579	-
Mov Cap-2 Maneuver	184	-	-	-	-	-
Stage 1	255	-	-	-	-	-
Stage 2	509	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	22.9	0	0.2
HCM LOS	C		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	261	579	-
HCM Lane V/C Ratio	-	-	0.232	0.035	-
HCM Control Delay (s)	-	-	22.9	11.4	-
HCM Lane LOS	-	-	C	B	-
HCM 95th %tile Q(veh)	-	-	0.9	0.1	-



Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	40	215	105	23	11	17
Future Volume (vph)	40	215	105	23	11	17
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12
Grade (%)		0%	0%		0%	
Storage Length (ft)	0			0	0	0
Storage Lanes	0			0	1	0
Taper Length (ft)	25				25	
Link Speed (mph)		30	30		25	
Link Distance (ft)		870	410		358	
Travel Time (s)		19.8	9.3		9.8	
Confl. Peds. (#/hr)						
Confl. Bikes (#/hr)						
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93
Growth Factor	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	1%	1%	2%	2%	7%	7%
Bus Blockages (#/hr)	0	0	0	0	0	0
Parking (#/hr)						
Mid-Block Traffic (%)		0%	0%		0%	
Shared Lane Traffic (%)						

Intersection Summary	
Area Type:	Other

Intersection	
Int Delay, s/veh	1.4

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	40	215	105	23	11	17
Future Vol, veh/h	40	215	105	23	11	17
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	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	93	93	93	93	93	93
Heavy Vehicles, %	1	1	2	2	7	7
Mvmt Flow	43	231	113	25	12	18

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	138	0	-	0	443	126
Stage 1	-	-	-	-	126	-
Stage 2	-	-	-	-	317	-
Critical Hdwy	4.11	-	-	-	6.47	6.27
Critical Hdwy Stg 1	-	-	-	-	5.47	-
Critical Hdwy Stg 2	-	-	-	-	5.47	-
Follow-up Hdwy	2.209	-	-	-	3.563	3.363
Pot Cap-1 Maneuver	1452	-	-	-	563	911
Stage 1	-	-	-	-	887	-
Stage 2	-	-	-	-	727	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1452	-	-	-	544	911
Mov Cap-2 Maneuver	-	-	-	-	544	-
Stage 1	-	-	-	-	857	-
Stage 2	-	-	-	-	727	-

Approach	EB	WB	SB
HCM Control Delay, s	1.2	0	10.2
HCM LOS			B

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1452	-	-	-	720
HCM Lane V/C Ratio	0.03	-	-	-	0.042
HCM Control Delay (s)	7.6	0	-	-	10.2
HCM Lane LOS	A	A	-	-	B
HCM 95th %tile Q(veh)	0.1	-	-	-	0.1

Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	255	4	0	122	6	0
Future Volume (vph)	255	4	0	122	6	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12
Grade (%)	0%			0%	0%	
Storage Length (ft)		0	0		0	0
Storage Lanes		0	0		1	0
Taper Length (ft)			25		25	
Link Speed (mph)	30			30	30	
Link Distance (ft)	274			870	314	
Travel Time (s)	6.2			19.8	7.1	
Confl. Peds. (#/hr)						
Confl. Bikes (#/hr)						
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93
Growth Factor	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	1%	1%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0
Parking (#/hr)						
Mid-Block Traffic (%)	0%			0%	0%	
Shared Lane Traffic (%)						

Intersection Summary	
Area Type:	Other

Intersection	
Int Delay, s/veh	0.2

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	255	4	0	122	6	0
Future Vol, veh/h	255	4	0	122	6	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	93	93	93	93	93	93
Heavy Vehicles, %	1	1	2	2	2	2
Mvmt Flow	274	4	0	131	6	0

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	278	0	407	276
Stage 1	-	-	-	-	276	-
Stage 2	-	-	-	-	131	-
Critical Hdwy	-	-	4.12	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	-	-	2.218	-	3.518	3.318
Pot Cap-1 Maneuver	-	-	1285	-	600	763
Stage 1	-	-	-	-	771	-
Stage 2	-	-	-	-	895	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1285	-	600	763
Mov Cap-2 Maneuver	-	-	-	-	600	-
Stage 1	-	-	-	-	771	-
Stage 2	-	-	-	-	895	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0	11.1
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	600	-	-	1285	-
HCM Lane V/C Ratio	0.011	-	-	-	-
HCM Control Delay (s)	11.1	-	-	0	-
HCM Lane LOS	B	-	-	A	-
HCM 95th %tile Q(veh)	0	-	-	0	-

Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	226	0	0	127	1	0
Future Volume (vph)	226	0	0	127	1	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12
Grade (%)	0%			0%	0%	
Storage Length (ft)		0	0		0	0
Storage Lanes		0	0		1	0
Taper Length (ft)			25		25	
Link Speed (mph)	30			30	30	
Link Distance (ft)	410			336	381	
Travel Time (s)	9.3			7.6	8.7	
Confl. Peds. (#/hr)						
Confl. Bikes (#/hr)						
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93
Growth Factor	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	1%	1%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0
Parking (#/hr)						
Mid-Block Traffic (%)	0%			0%	0%	
Shared Lane Traffic (%)						

Intersection Summary	
Area Type:	Other

Intersection	
Int Delay, s/veh	0

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	226	0	0	127	1	0
Future Vol, veh/h	226	0	0	127	1	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	93	93	93	93	93	93
Heavy Vehicles, %	1	1	2	2	2	2
Mvmt Flow	243	0	0	137	1	0

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	243	0	380	243
Stage 1	-	-	-	-	243	-
Stage 2	-	-	-	-	137	-
Critical Hdwy	-	-	4.12	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	-	-	2.218	-	3.518	3.318
Pot Cap-1 Maneuver	-	-	1323	-	622	796
Stage 1	-	-	-	-	797	-
Stage 2	-	-	-	-	890	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1323	-	622	796
Mov Cap-2 Maneuver	-	-	-	-	622	-
Stage 1	-	-	-	-	797	-
Stage 2	-	-	-	-	890	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0	10.8
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	622	-	-	1323	-
HCM Lane V/C Ratio	0.002	-	-	-	-
HCM Control Delay (s)	10.8	-	-	0	-
HCM Lane LOS	B	-	-	A	-
HCM 95th %tile Q(veh)	0	-	-	0	-