Date: August 9, 2021

Traffic Impact Analysis Memorandum

To: Tom Lazcano, P.E.
Village of Caledonia Public Works

From: Michael May, P.E. PTOE

cc List: Jim Lundberg, P.E.
Point of Beginning, Inc.

Subject: Proposed Dollar General
Caledonia, Wisconsin

PART A – INTRODUCTION

Dollar General is proposed to be located in the southeast corner of 4 Mile Road & Erie Street on the east side of the Village of Caledonia, Racine County. A site location map is shown in Exhibit A. The Dollar General conceptual site plan is shown in Exhibit B. A traffic impact analysis (TIA) is required for the development in accordance with Village Resolution No. 2011-06.

TADI performed this TIA to determine and document the expected weekday morning and weekday evening peak hour operating conditions and recommendations at identified study area intersections. This report documents the procedures, findings, and conclusions of the analysis. The analysis identifies recommended modifications based on existing roadway conditions and additional traffic expected to be generated by Dollar General.

PART B – STUDY AREA & PROJECT DESCRIPTION

The study area includes the following intersections.

- 4 Mile Road & Erie Street (existing intersection, all-way stop control)
- 4 Mile Road & East Driveway (proposed intersection, one-way stop control)
- Erie Street & South Driveway (proposed intersection, one-way stop control)

A transportation detail illustrating existing intersection lane configurations and speed limits is shown in Exhibit C.

4 Mile Road is a two-lane east/west highway with a posted speed limit of 35 mph. According to WisDOT, the Year 2017 annual average daily traffic (AADT) volume on 4 Mile Road was approximately 6,600 vehicles per day (vpd) east of Erie Street. Exclusive left-turn lanes exist on 4 Mile Road at its intersection with Erie Street. No pedestrian, bicycle, or transit accommodations exist along 4 Mile Road within the study area.

Erie Street is a two-lane undivided north/south road with a posted speed limit of 30 mph. The WisDOT Year 2011 AADT volume was approximately 2,900 vpd north of 4 Mile Road. No dedicated turn lanes exist on Erie Street at 4 Mile Road. No pedestrian, bicycle, or transit accommodations exist along Erie Street within the study area. A Class B weight restriction is posted on Erie Street.

The study area is primarily built-out with residential development. A liquor store is located in the southwest corner of the intersection and a gas station with C-store is located in the northwest corner. The site of the proposed 10,640 square foot (sf) Dollar General is undeveloped and zoned B-1 Neighborhood Business District. As shown in Exhibit B, the development plan includes one left-in/right-in/right-out driveway along 4 Mile Road ("East Driveway") approximately 170-feet east of Erie Street (center-to-center) and one full-movement driveway along Erie Street ("South Driveway") approximately 235-feet south of 4 Mile Road (center-to-center).

PART C – TRAFFIC VOLUMES

C1. Year 2021 Existing Traffic Volumes

An intersection turning movement traffic count was performed at 4 Mile Road & Erie Street from 6:00am to 9:00am and from 3:00pm to 6:00pm in mid-July 2021. Based on the counts, the weekday morning evening peak hours were identified as being 7:15 to 8:15am and 3:15 to 4:15pm under favorable weather conditions. The Year 2021 unadjusted existing traffic volumes are shown in Exhibit D1.

TADI compared the peak hour counts against WisDOT mainline hourly traffic volumes to determine if adjustments should be made.

- The peak hour turning movement volumes along Erie Street were higher than the hourly mainline volumes and, therefore, no adjustment was needed to volumes along and to/from Erie Street.
- Along 4 Mile Road, the peak hour volumes were less than the hourly mainline volumes. This may be because the turning movement counts were collected in mid-July 2021 while the hourly mainline volumes were collected pre-pandemic in early-June 2017 when schools were in session. To bring the turning movement volumes on 4 Mile Road at Erie Street up to the hourly mainline volumes, the weekday morning through volumes on 4 Mile Road were increased by 46.4% (a factor of 1.464) and the weekday evening through volumes were increased by 17.7% (a factor of 1.177).

The Year 2021 adjusted existing traffic volumes used in the traffic analysis are shown in Exhibit D2.

C2. Year 2041 Forecast Traffic Volumes

Historical traffic counts from Year 1987 through Year 2017 were plotted to estimate the annual linear growth rate within the study area. The results, included in the appendices, show that traffic along Erie Street have been in steady decline since 1993 (i.e., a negative annual growth) while traffic along 4 Mile Road has been increasing at an annual growth rate of approximately 0.10% per year.

Though Erie Street has a negative annal growth and 4 Mile Road has a low 0.10% annual growth, a 0.50% annual growth rate was applied to the Year 2021 adjusted existing traffic volumes (Exhibit D2) to estimate the Year 2041 forecast traffic volumes shown in Exhibit E.

C3. Development Traffic

To address potential future traffic impacts at the study area intersection, it is necessary to identify the hourly volume of traffic generated by Dollar General. The traffic volumes expected to be generated by Dollar General are based on the size and type of the proposed use and on trip rates published in the Institute of Transportation Engineers' (ITE) *Trip Generation Manual, 10th Edition, 2017*. The Dollar General trip generation is shown below in Table 1.

Table 1
Dollar General Trip Generation Table

Land Use	ITE Code	Proposed Size	Weekday Daily	AM Peak In	AM Peak Out	AM Peak Total	PM Peak In	PM Peak Out	PM Peak Total
Dollar General	814	10.64 x 1,000 SF	680 (63.47)	20 (57%)	15 (43%)	35 (3.18)	40 (52%)	35 (48%)	75 (6.84)
Total New Trips			**680**	**20**	**15**	**35**	**40**	**35**	**75**

The trip generation was assigned to the study area network with the estimate that 35% of development traffic will travel to/from the west on 4 Mile Road, 25% will travel to/from the east on 4 Mile Road, 15% will travel to/from the north on Erie Street, and 25% will travel to/from the south on Erie Street. The Dollar General new trips are shown in Exhibit F.

C4. Year 2021 Build & Year 2041 Build Traffic Volumes

The Year 2021 build traffic volumes, shown in Exhibit G, were determined by adding the Year 2021 adjusted existing traffic volumes (Exhibit D2) to the Dollar General new trips (Exhibit F).

The Year 2041 build traffic volumes, shown in Exhibit H, were determined by adding the Year 2041 forecast traffic volumes (Exhibit E) to the Dollar General new trips (Exhibit F).

PART D – INTERSECTION CAPACITY ANALYSIS

The study area intersections were analyzed based on the procedures set forth in the *Highway Capacity Manual, 6th Edition*. 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, and as is required for use in Village of Caledonia, LOS C (25-seconds or less of average vehicle delay) or better was used to define desirable peak hour operating conditions. The analysis was performed using the existing transportation detail shown in Exhibit C. The driveways were analyzed using the layouts represented in the Dollar General site plan (Exhibit B).

As shown in the Tables 2 through 5, all movements are expected to operate at LOS C or better conditions through the Year 2041 both without and with the proposed Dollar General.

Table 2
Year 2021 Existing Traffic Peak Hour Operating Conditions

Intersection	Peak Hour	Metric	Level of Service (LOS) per Movement by Approach												I/S LOS & Delay
			Eastbound			Westbound			Northbound			Southbound			
			↗	→	↘	↙	←	↖	↖	↑	↗	↘	↓	↙	
		Lanes →	*1*	*1*		*1*	*1*		*1*			*1*			
4 Mile Road & Erie Street *All-Way Stop Control*	AM	LOS	A	B		A	B		B			B			B
		Delay	9	13		9	12		10			10			12
		Queue	20'	75'		20'	60'		20'			20'			
	PM	LOS	B	C		A	C		B			B			B
		Delay	10	15		9	16		11			11			14
		Queue	20'	95'		20'	95'		20'			25'			

(-) indicates a movement that is prohibited or does not exist; (*) indicates a freeflow movement.
Delay is reported in seconds. Queue is the maximum of the 50th & 95th percentile queue, measured in feet.

Table 3
Year 2041 Forecast Traffic Peak Hour Operating Conditions

Intersection	Peak Hour	Metric	Level of Service (LOS) per Movement by Approach												I/S LOS & Delay
			Eastbound			Westbound			Northbound			Southbound			
			↗	→	↘	↙	←	↖	↖	↑	↗	↘	↓	↙	
		Lanes →	*1*	*1*		*1*	*1*		*1*			*1*			
4 Mile Road & Erie Street *All-Way Stop Control*	AM	LOS	A	C		A	B		B			B			B
		Delay	9	16		9	14		10			11			13
		Queue	20'	90'		20'	75'		20'			30'			
	PM	LOS	B	C		A	C		B			B			C
		Delay	10	19		9	20		11			12			17
		Queue	20'	125'		20'	125'		20'			35'			

(-) indicates a movement that is prohibited or does not exist; (*) indicates a freeflow movement.
Delay is reported in seconds. Queue is the maximum of the 50th & 95th percentile queue, measured in feet.

Table 4
Year 2021 Build Traffic Peak Hour Operating Conditions

Intersection	Peak Hour	Metric	Level of Service (LOS) per Movement by Approach												I/S LOS & Delay
			Eastbound			Westbound			Northbound			Southbound			
			↗	→	↘	↙	←	↖	↖	↑	↗	↘	↓	↙	
		Lanes →	*1*	*1*		*1*	*1*		*1*			*1*			
4 Mile Road & Erie Street *All-Way Stop Control*	AM	LOS	A	B		A	B		B			B			B
		Delay	9	14		9	13		10			10			12
		Queue	20'	75'		20'	60'		20'			20'			
	PM	LOS	B	C		A	C		B			B			C
		Delay	10	17		9	17		11			11			15
		Queue	20'	105'		20'	100'		20'			25'			
4 Mile Road & East Driveway *Stop Sign Control (NB)*		*Lanes →*	-	*1*		*1*		-	-	-	*1*	-	-	-	
	AM	LOS	-	*		A		-	-	-	B	-	-	-	A
		Delay	-	*		7		-	-	-	10	-	-	-	0
		Queue	-	*		20'		-	-	-	20'	-	-	-	
	PM	LOS	-	*		A		-	-	-	B	-	-	-	A
		Delay	-	*		8		-	-	-	10	-	-	-	0
		Queue	-	*		20'		-	-	-	20'	-	-	-	
Erie Street & South Driveway *Stop Sign Control*		*Lanes →*	-	-	-	*1*	-	*1*	-	*1*		*1*		-	
	AM	LOS	-	-	-	A	-	A	-	*		A		-	A
		Delay	-	-	-	9	-	8	-	*		7		-	0
		Queue	-	-	-	20'	-	20'	-	*		20'		-	
	PM	LOS	-	-	-	A	-	A	-	*		A		-	A
		Delay	-	-	-	9	-	8	-	*		7		-	1
		Queue	-	-	-	20'	-	20'	-	*		20'		-	

(-) indicates a movement that is prohibited or does not exist; (*) indicates a freeflow movement.
Delay is reported in seconds. Queue is the maximum of the 50th & 95th percentile queue, measured in feet.

Table 5
Year 2041 Build Traffic Peak Hour Operating Conditions

Intersection	Peak Hour	Metric	Level of Service (LOS) per Movement by Approach												I/S LOS & Delay
			Eastbound			Westbound			Northbound			Southbound			
			↗	→	↘	↙	←	↖	↖	↑	↗	↘	↓	↙	
4 Mile Road & Erie Street *All-Way Stop Control*		*Lanes →*	*1*	*1*		*1*	*1*		*1*			*1*			
	AM	LOS	A	C		A	B		B			B			B
		Delay	9	16		9	14		11			11			14
		Queue	20'	95'		20'	75'		20'			30'			
	PM	LOS	B	C		A	C		B			B			C
		Delay	10	22		9	22		12			12			19
		Queue	20'	150'		20'	140'		25'			35'			
4 Mile Road & East Driveway *Stop Sign Control (NB)*		*Lanes →*	-	*1*		*1*		-	-	-	*1*	-	-	-	
	AM	LOS	-	*		A		-	-	-	B	-	-	-	A
		Delay	-	*		8		-	-	-	10	-	-	-	0
		Queue	-	*		20'		-	-	-	20'	-	-	-	
	PM	LOS	-	*		A		-	-	-	B	-	-	-	A
		Delay	-	*		8		-	-	-	10	-	-	-	0
		Queue	-	*		20'		-	-	-	20'	-	-	-	
Erie Street & South Driveway *Stop Sign Control*		*Lanes →*	-	-	-	*1*	-	*1*	-	*1*		*1*		-	
	AM	LOS	-	-	-	A	-	A	-	*		A		-	A
		Delay	-	-	-	9	-	8	-	*		7		-	0
		Queue	-	-	-	20'	-	20'	-	*		20'		-	
	PM	LOS	-	-	-	B	-	A	-	*		A		-	A
		Delay	-	-	-	10	-	8	-	*		7		-	1
		Queue	-	-	-	20'	-	20'	-	*		20'		-	

(-) indicates a movement that is prohibited or does not exist; (*) indicates a freeflow movement.
Delay is reported in seconds. Queue is the maximum of the 50th & 95th percentile queue, measured in feet.

PART E – RECOMMENDATION & CONCLUSION

Modifications to accommodate the Dollar General are outlined below. *Recommended modifications are for jurisdictional consideration and are not legally binding. The Village of Caledonia reserves the right to determine alternative solutions.*

4 Mile Road & East Driveway

- Construct the East Driveway to allow for left-in/right-in/right-out operations (no left-out). No dedicated turn lanes are necessary along 4 Mile Road.
- Install a stop sign on the driveway approach to 4 Mile Road.

Erie Street & South Driveway

- Construct the South Driveway to allow for all movements. No dedicated turn lanes are necessary along Erie Street. Construct separate left-turn and right-turn lanes on the driveway approach to Erie Street.
- Install a stop sign on the driveway approach to Erie Street.

All movements at the study intersections are expected to operate at LOS C or better conditions through the Year 2041 with the recommended modifications.

Should any questions or comments arise, please feel free to contact Michael May, P.E. PTOE of TADI at 414-807-1912 or mmay@tadi-us.com.

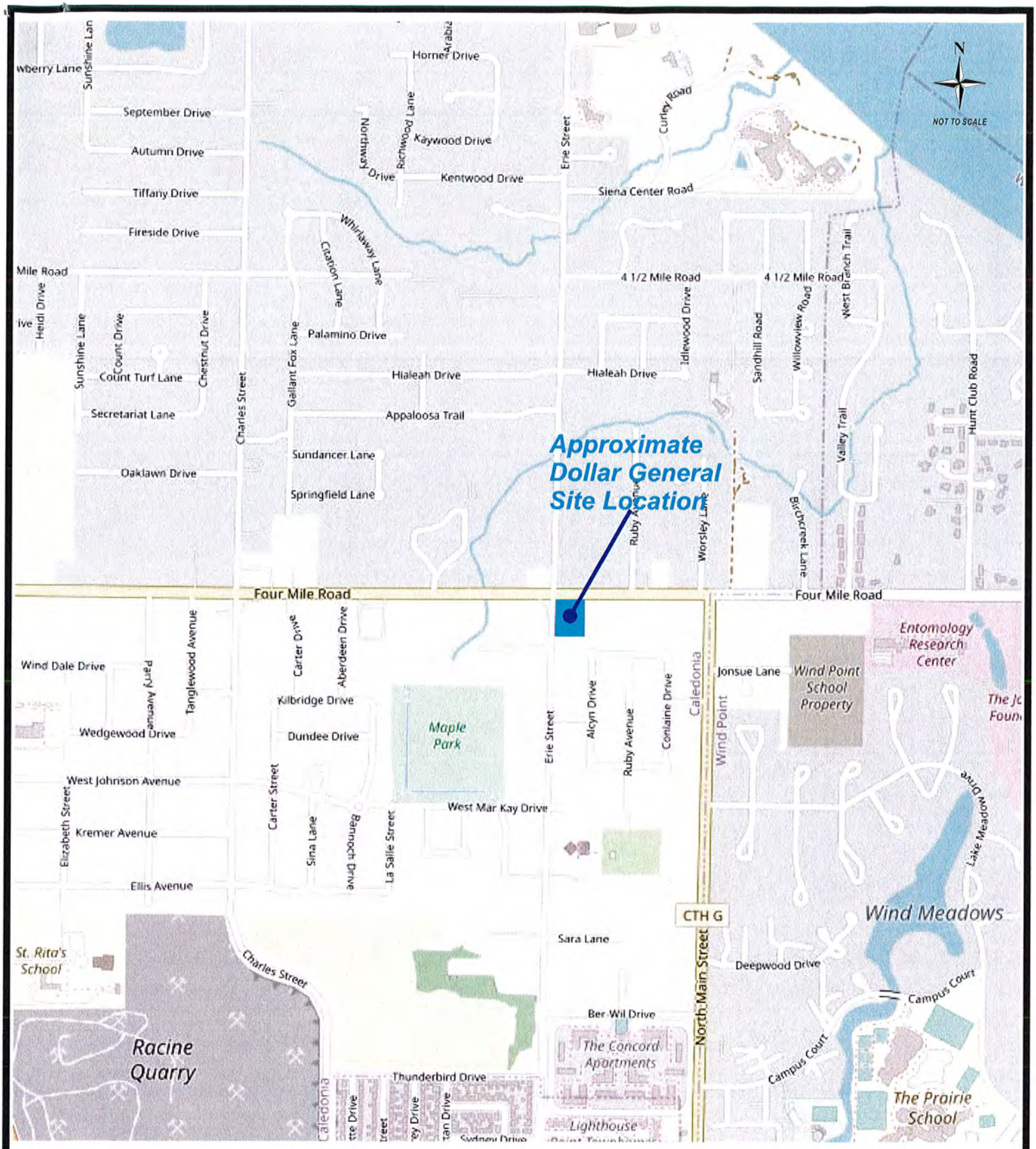

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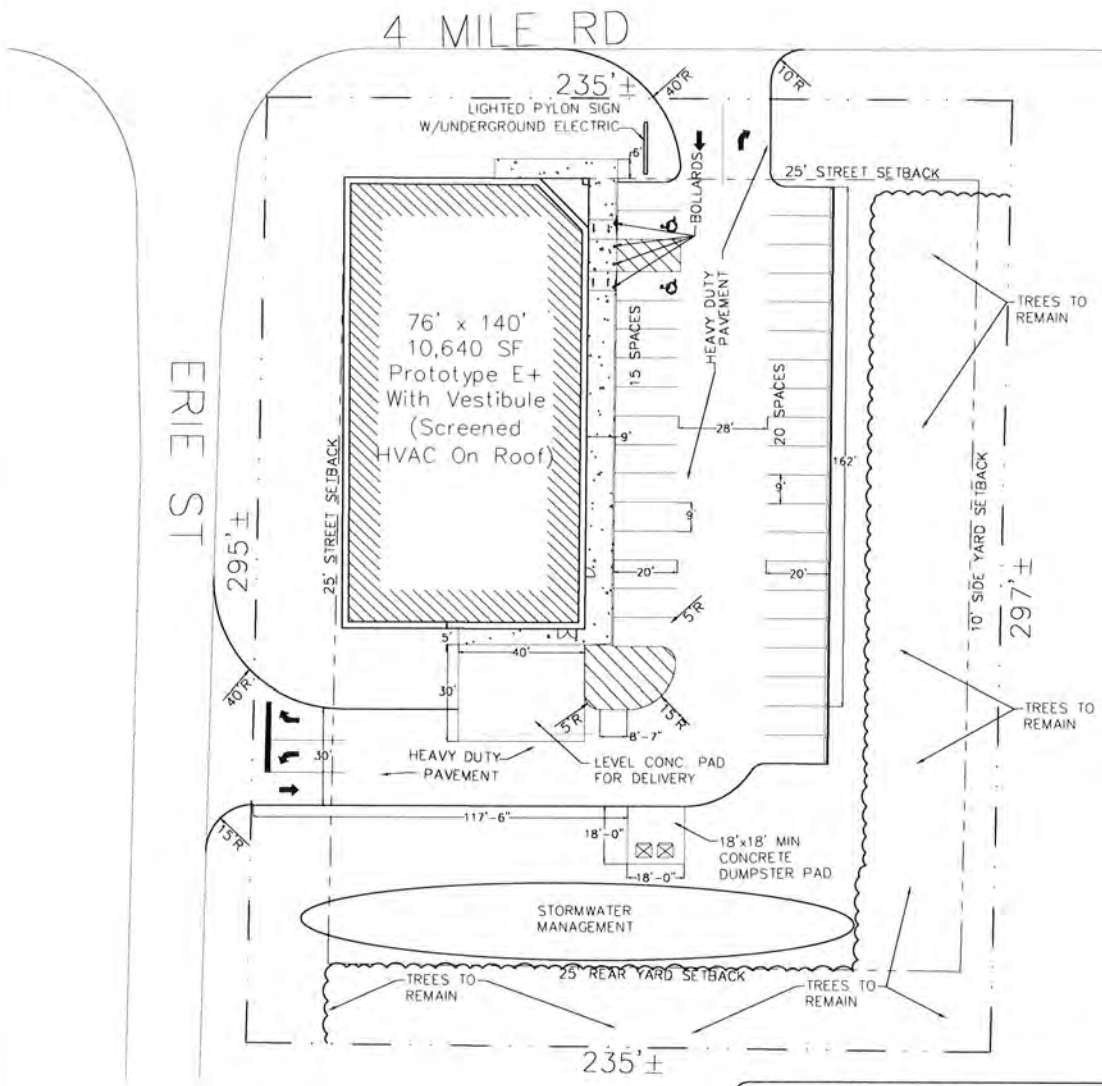
EXHIBIT A
SITE LOCATION MAP

CALEDONIA, WISCONSIN

PRELIMINARY SITE PLAN		CITY,STATE – STREET: Racine, WI 53402 – 4 Mile Rd & Erie St		
PROTOTYPE:	E+	DEVELOPER	DESIGNER	DATE:
BLDG/SALES SF:	10,640/8,496	COMPANY: MIDWEST W, LLC	COMPANY: POINT OF BEGINNING	03/23/2021
ACREAGE:	1.59±	NAME: PETER OLESZCZUK	NAME: JAMES LUNDBERG, P.E.	
PARKING SPACES:	35	PHONE #: 616-842-2030	PHONE #: 715-344-9999	

DISTANCE FROM BLDG TO ROAD: 4 MILE RD : 40'

EXHIBIT B-1



SITE SUMMARY

SITE AREA: 69,435 SF± (1.59± AC)

SITE DIMENSIONS: 235'x295'

ZONING: B-1 NEIGHBORHOOD BUSINESS DISTRICT

BUILDING SETBACKS:
FRONT: 25'
SIDE: 10'
REAR: 25'

BUILDING AREA: 10,640 SF

BLDG HEIGHT (MAX.): 35'

BUILDING COVERAGE: N/A

PARKING:
REQUIRED: < 37 SPACES
PROVIDED: 35 SPACES

IMPERVIOUS COVERAGE:
REQUIRED: N/A

LANDSCAPING: PROVIDE LANDSCAPE PER SECTION 16-3-3 OF VILLAGE CODE

STORMWATER DETENTION REQUIRED: COMPLY WITH WI CHAPTER NR151 REQUIREMENTS & SECTION 9-2-10 OF VILLAGE CODE

ARCHITECTURE: PER 16-3-2 OF VILLAGE ZONING CODE

NORTH

SCALE = 1"=50'

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EXHIBIT B
CONCEPTUAL SITE PLAN

CALEDONIA, WISCONSIN

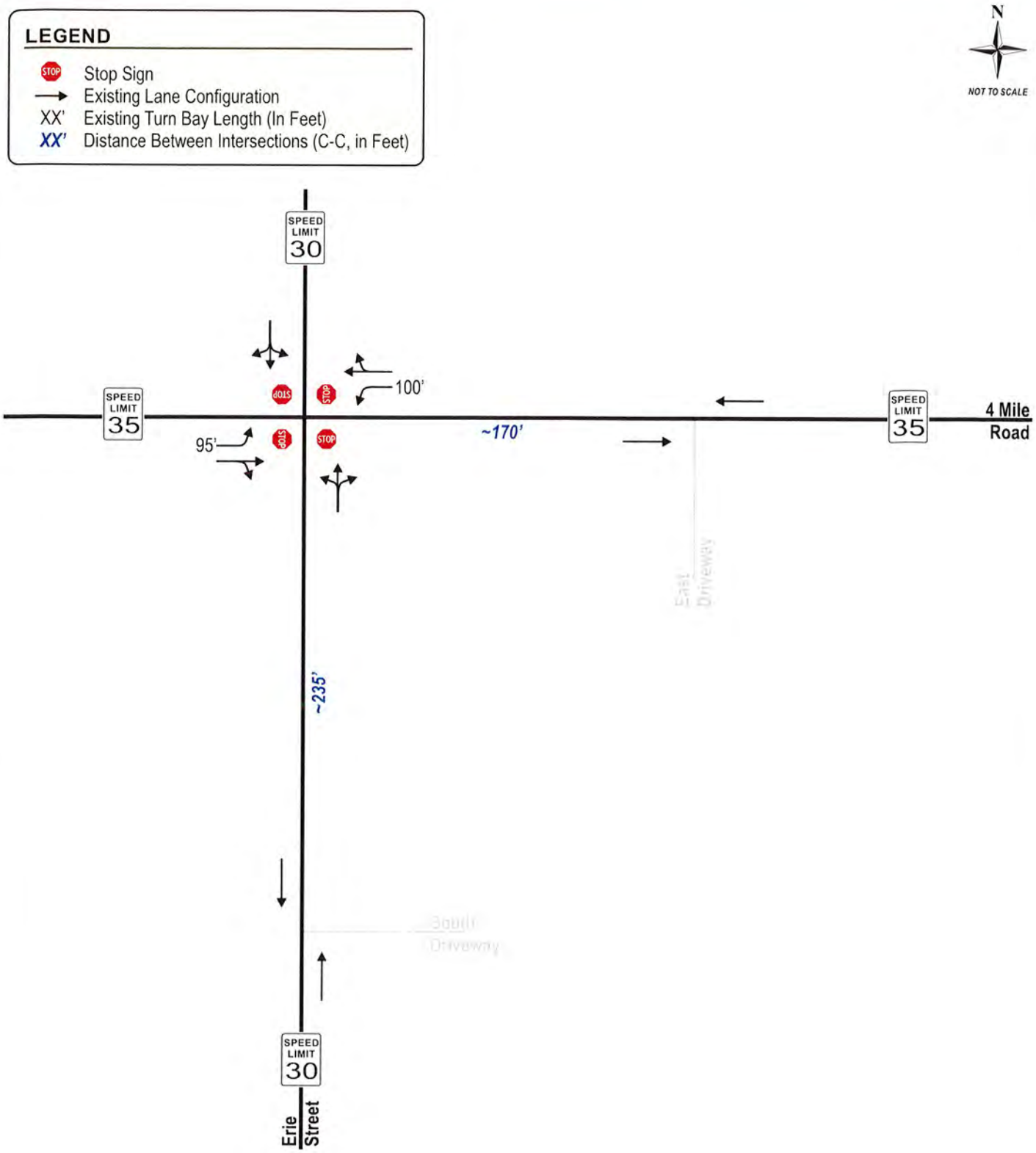

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EXHIBIT C
EXISTING TRANSPORTATION DETAIL

CALEDONIA, WISCONSIN

LEGEND

XX	Weekday Morning Peak Hour (7:15-8:15AM)
(XX)	Weekday Evening Peak Hour (3:15-4:15PM)
-	Fewer than 2 vehicles per hour

N

NOT TO SCALE

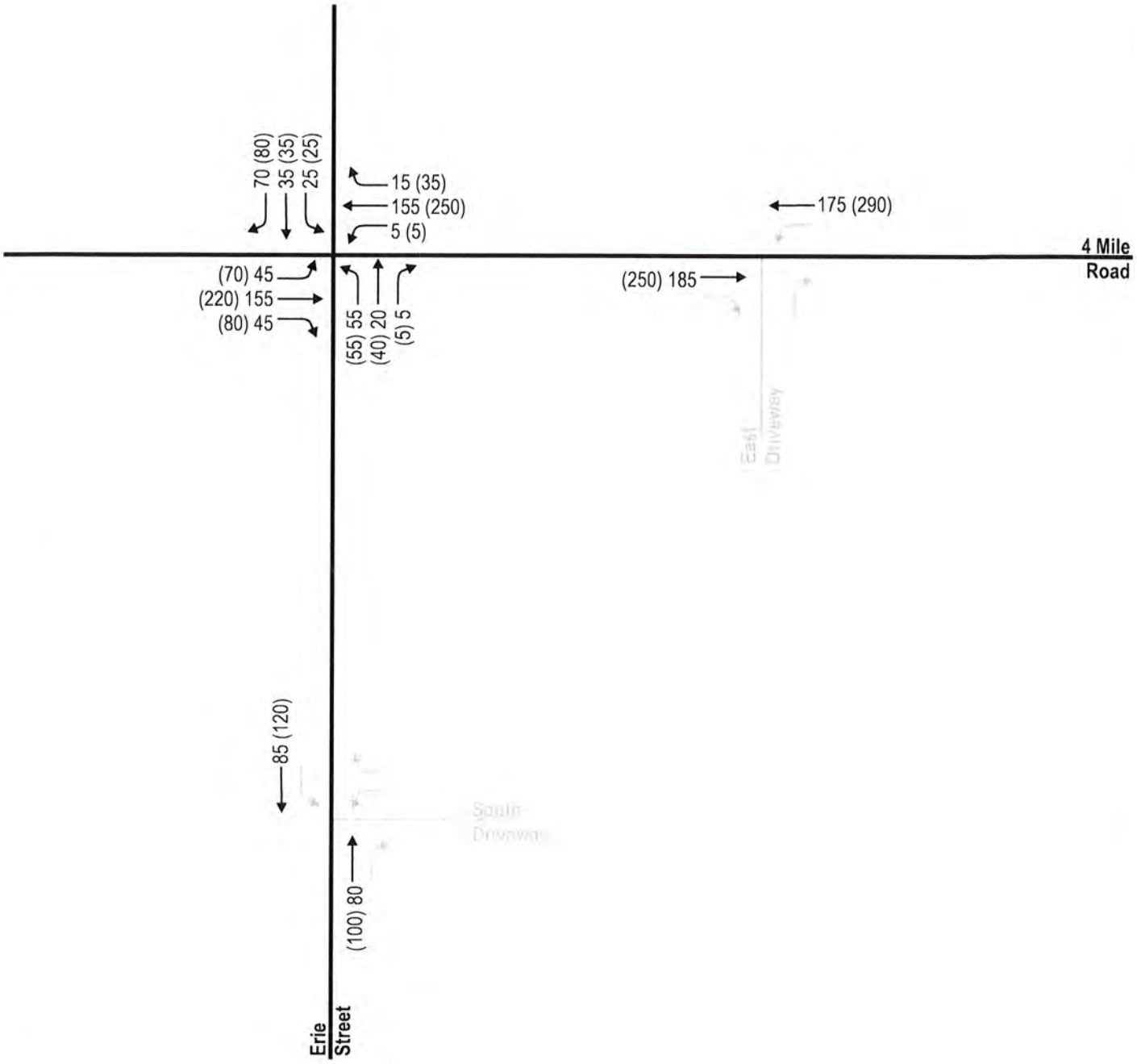

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EXHIBIT D1
YEAR 2021 EXISTING TRAFFIC VOLUMES
UNADJUSTED

CALEDONIA, WISCONSIN

LEGEND

XX	Weekday Morning Peak Hour (7:15-8:15AM)
(XX)	Weekday Evening Peak Hour (3:15-4:15PM)
-	Fewer than 2 vehicles per hour

N

NOT TO SCALE

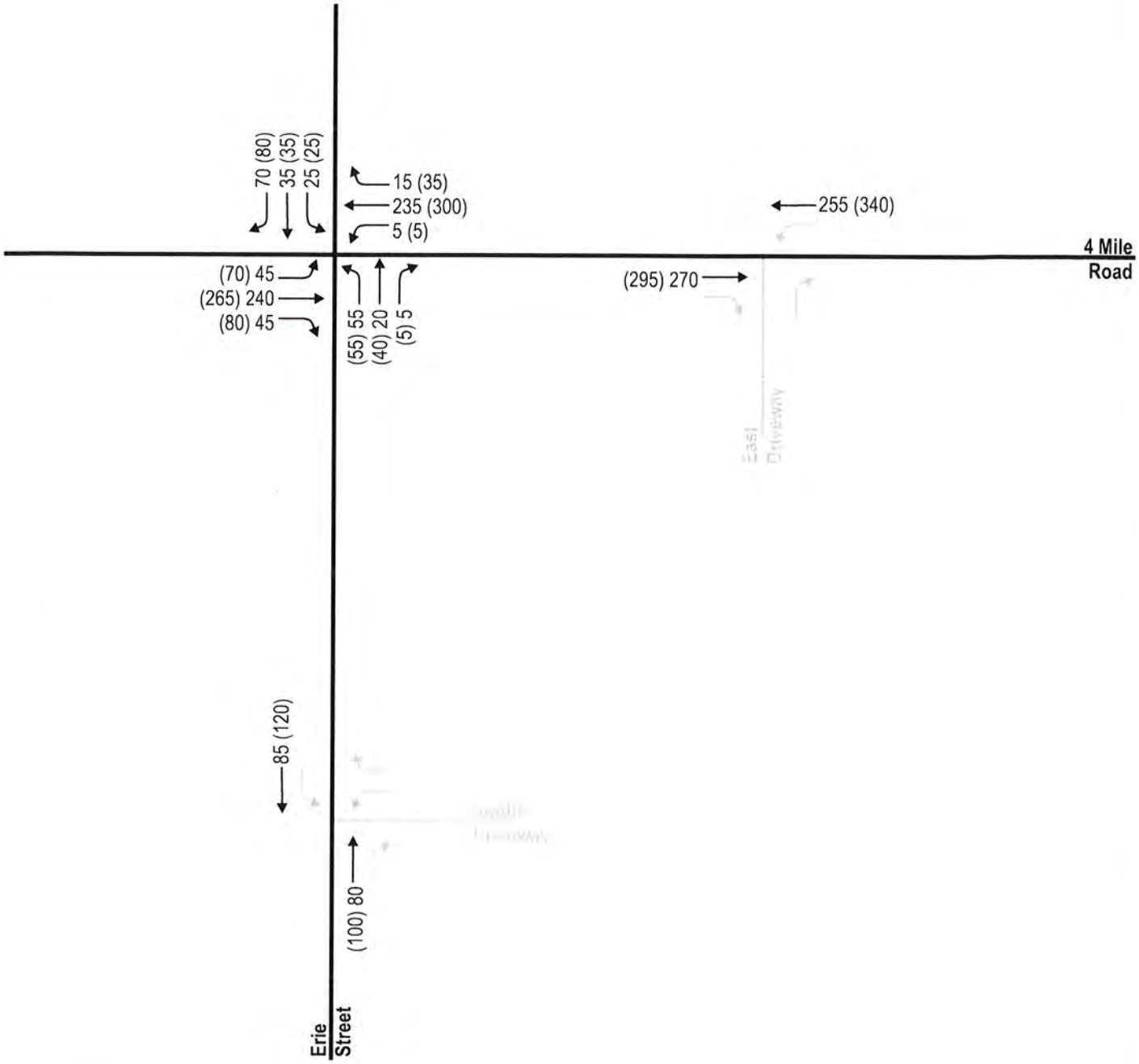

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EXHIBIT D2
YEAR 2021 EXISTING TRAFFIC VOLUMES
ADJUSTED

CALEDONIA, WISCONSIN

LEGEND

XX	Weekday Morning Peak Hour (7:15-8:15AM)
(XX)	Weekday Evening Peak Hour (3:15-4:15PM)
-	Fewer than 2 vehicles per hour

N

NOT TO SCALE

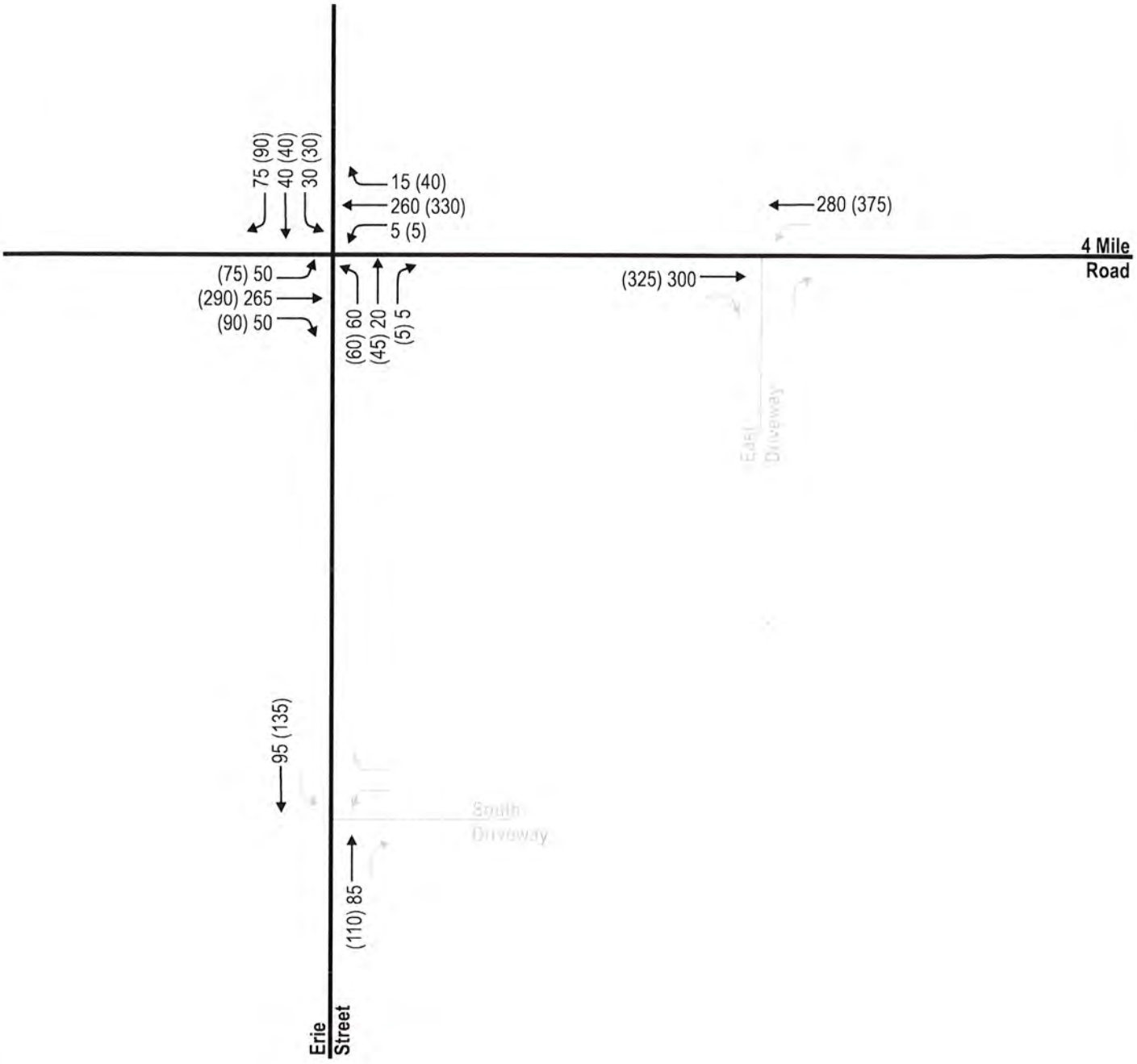

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EXHIBIT E
YEAR 2041 FORECAST TRAFFIC VOLUMES

CALEDONIA, WISCONSIN

LEGEND

XX	Weekday Morning Peak Hour (7:15-8:15AM)
(XX)	Weekday Evening Peak Hour (3:15-4:15PM)
-	Fewer than 2 vehicles per hour

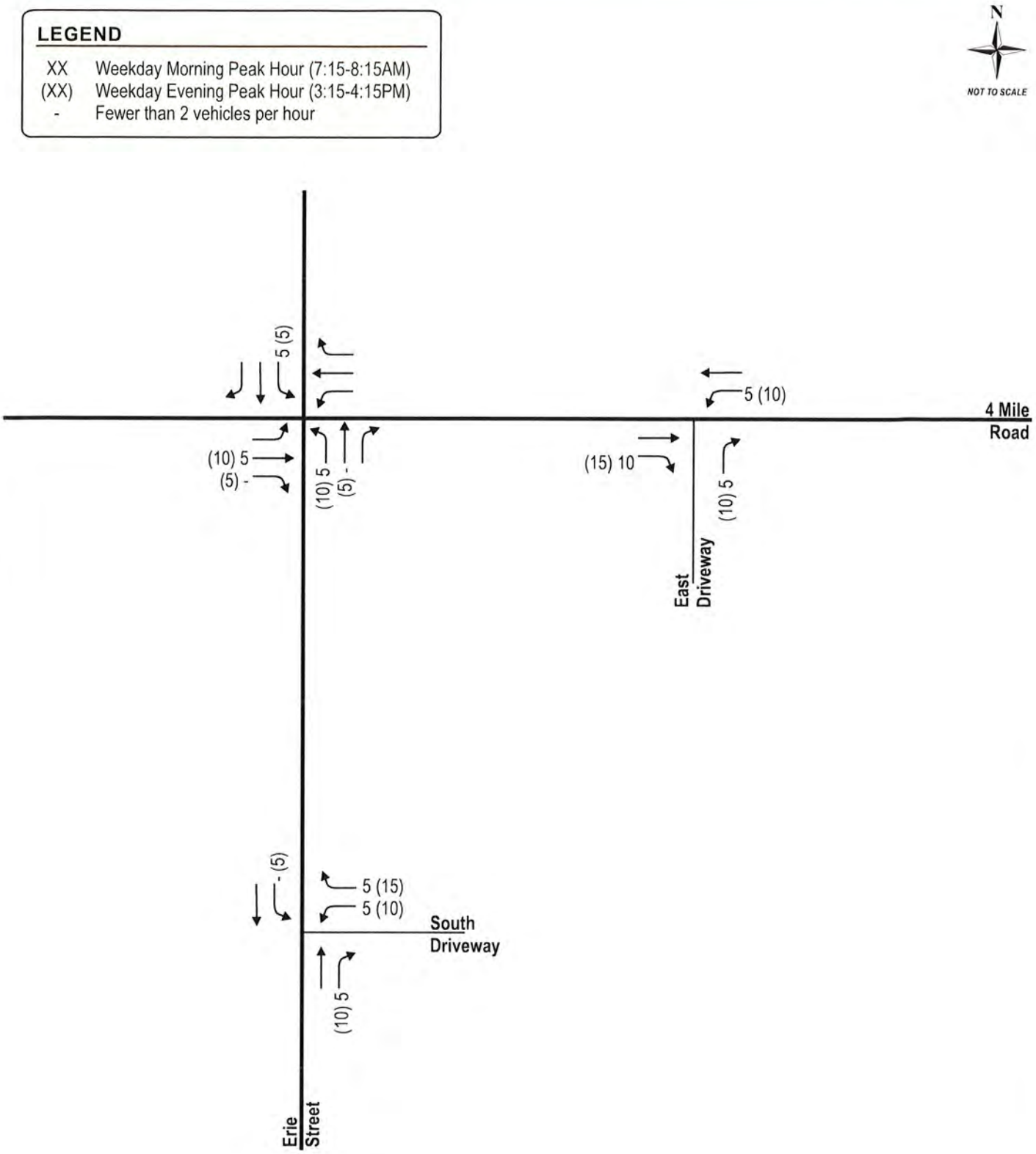

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EXHIBIT F
DOLLAR GENERAL NEW TRIPS

CALEDONIA, WISCONSIN

LEGEND

XX	Weekday Morning Peak Hour (7:15-8:15AM)
(XX)	Weekday Evening Peak Hour (3:15-4:15PM)
-	Fewer than 2 vehicles per hour

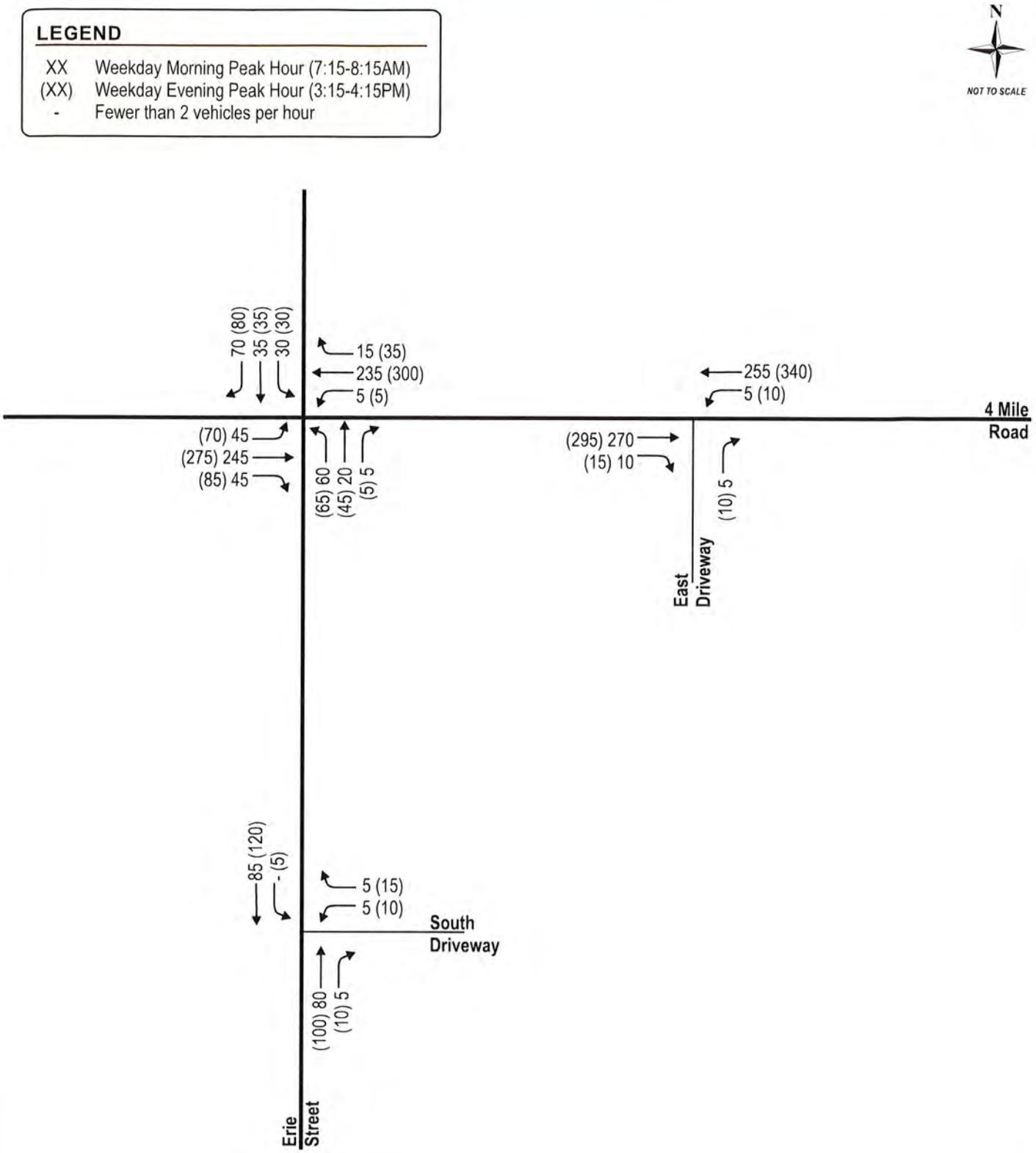

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EXHIBIT G
YEAR 2021 BUILD TRAFFIC VOLUMES

CALEDONIA, WISCONSIN

LEGEND

XX	Weekday Morning Peak Hour (7:15-8:15AM)
(XX)	Weekday Evening Peak Hour (3:15-4:15PM)
-	Fewer than 2 vehicles per hour

N

NOT TO SCALE

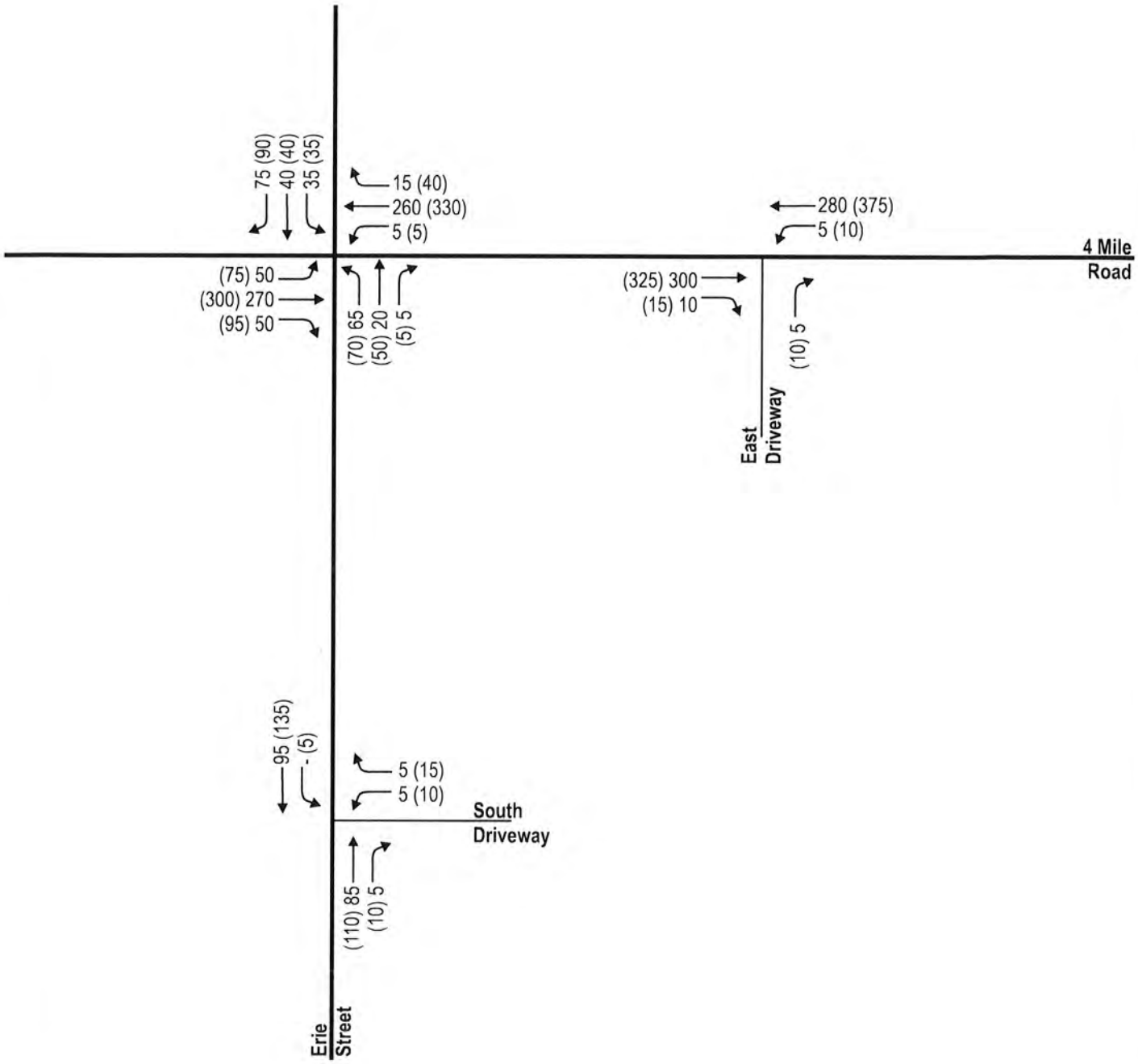

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EXHIBIT H
YEAR 2041 BUILD TRAFFIC VOLUMES

CALEDONIA, WISCONSIN

APPENDIX

Traffic Counts

Intersection Traffic Volume Report

Count Basics	Version 2013.J4.1		Page 1 of 13
Start Date:	Monday, July 19, 2021	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: Erie Street and 4 Mile Road

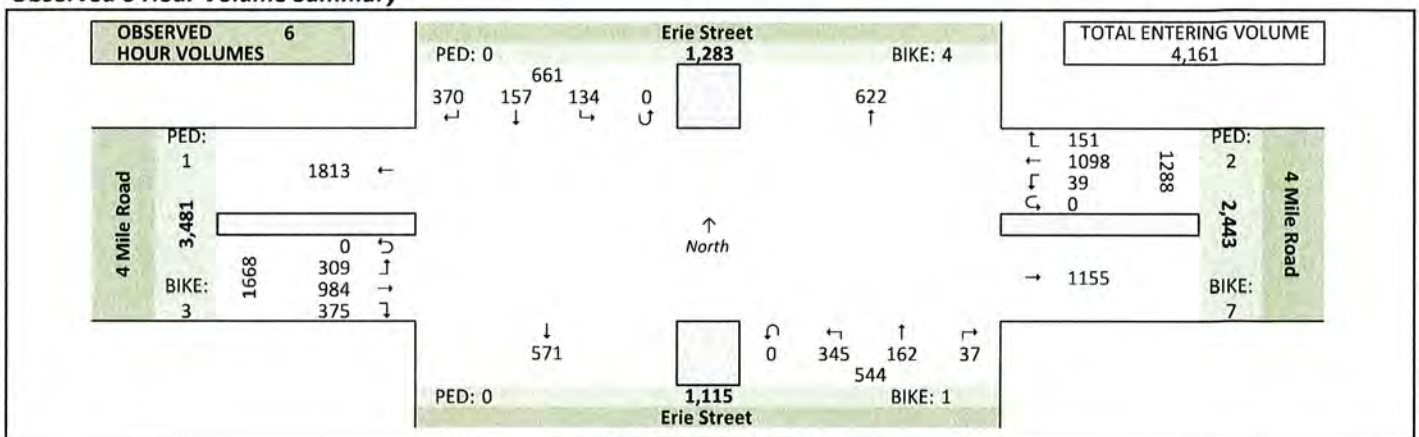
Site Information

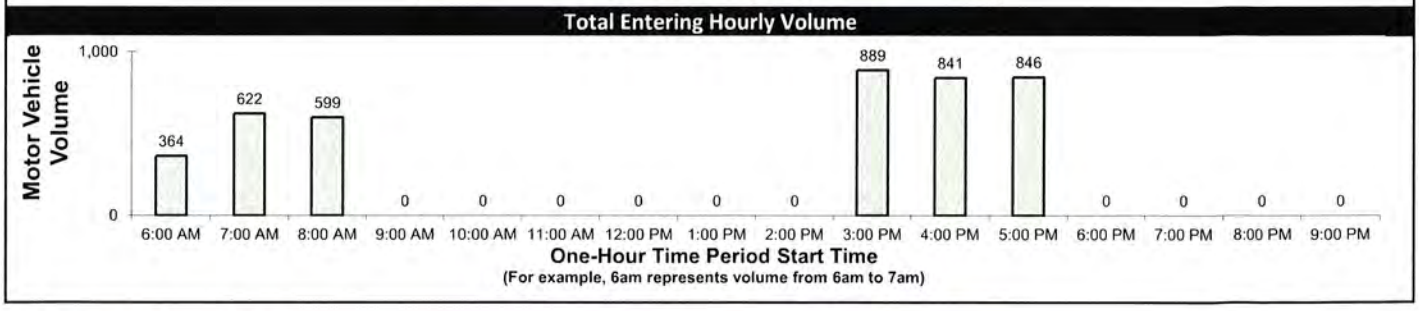
Municipality	Village of Caledonia		
County	Racine	WisDOT Region	SE
Traffic Control	All-Way Stop		
Roadway Names		North Direction	↑
North Leg	Erie Street		
East Leg	4 Mile Road		
South Leg	Erie Street		
West Leg	4 Mile Road		
Special Considerations			
Schools	In Session		
Holidays	None		
Special Events	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	None	

Count Information

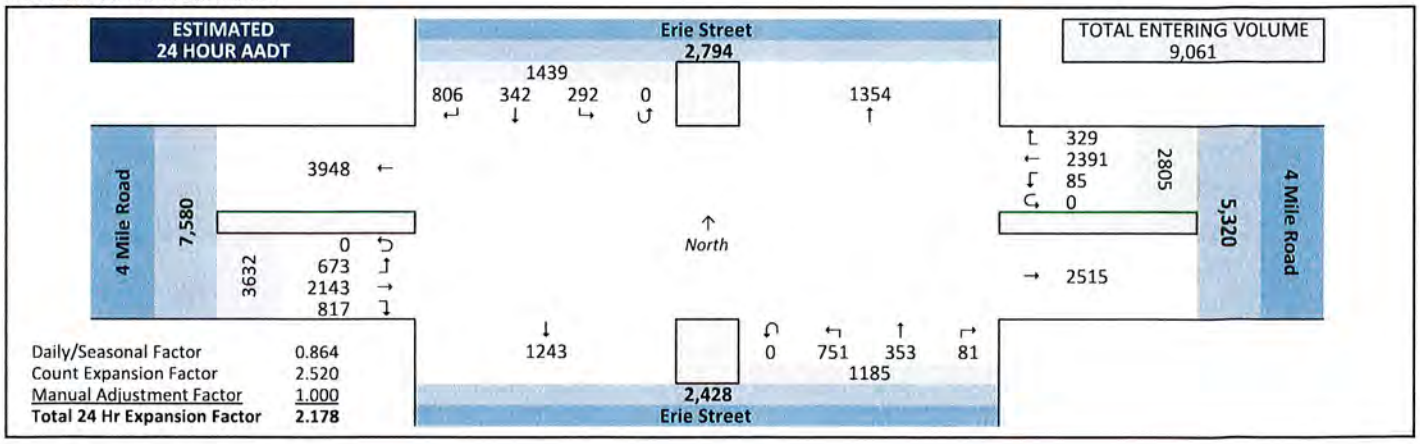
Hrs Counted:	6:00 AM-9:00 AM and 3:00 PM-6:00 PM				
1st Day of Count	Monday, July 19, 2021			Weather	
AM Peak Period	Tuesday, July 20, 2021			Clear & Dry	
Midday Peak Period	Tuesday, July 20, 2021			Clear & Dry	
PM Peak Period	Monday, July 19, 2021			Clear & Dry	
Calculated Peak Hours					
AM	7:15-8:15am	MD		PM	3:15-4:15pm
Peak Hours Selected for Analysis					
AM	7:15-8:15am	MD		PM	3:15-4:15pm
Daily/Seasonal Adjustment Group	(2) Urban Arterials & Collectors				
Count Expansion Group	(2) Urban Arterials & Collectors				
Daily/Seasonal Adjustment Factor	0.864		Count Expansion Factor	2.520	
Company Name	TADI, Inc.			Manual Adj.	1.000
Observers	AM Peak Period	Ron Andryk			
	Midday Peak Period	None			
	PM Peak Period	Larry Numerich			
Comments	2019 DOT Seasonal Factors				

Observed 6 Hour Volume Summary





Estimated 24 Hour AADT



Intersection Traffic Volume Report

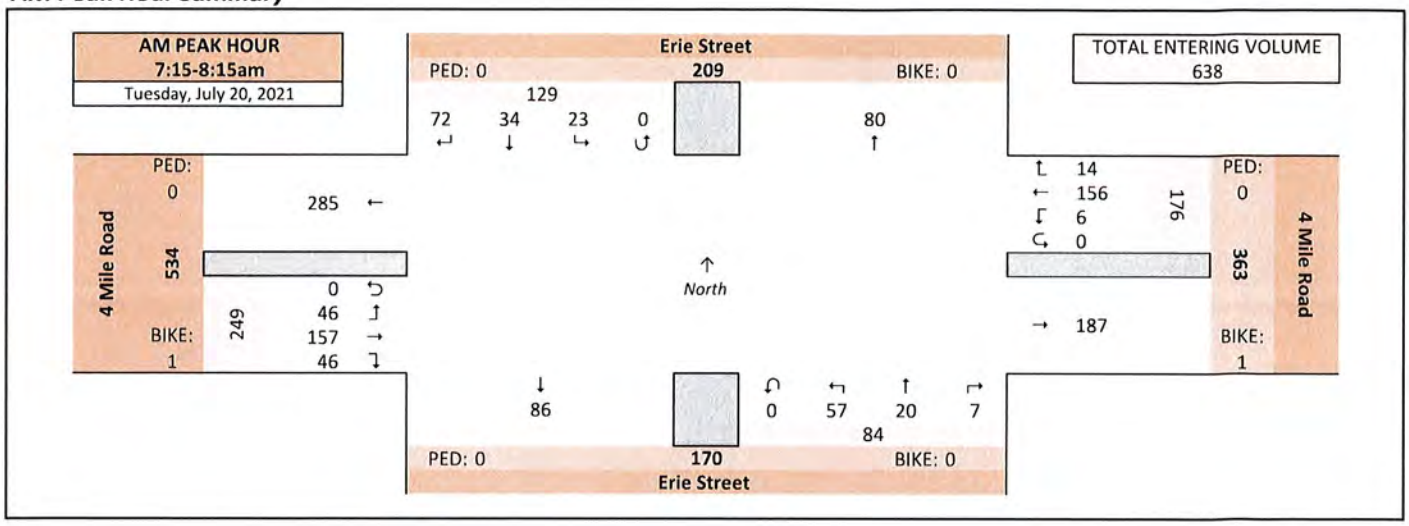
Count Basics			Page 2 of 13
Start Date:	Monday, July 19, 2021	Weekday	Schools in Session
Total Number of Hours Counted: 6		Non-Holiday	No Special Events

Peak Hour Volume Graphical Summary

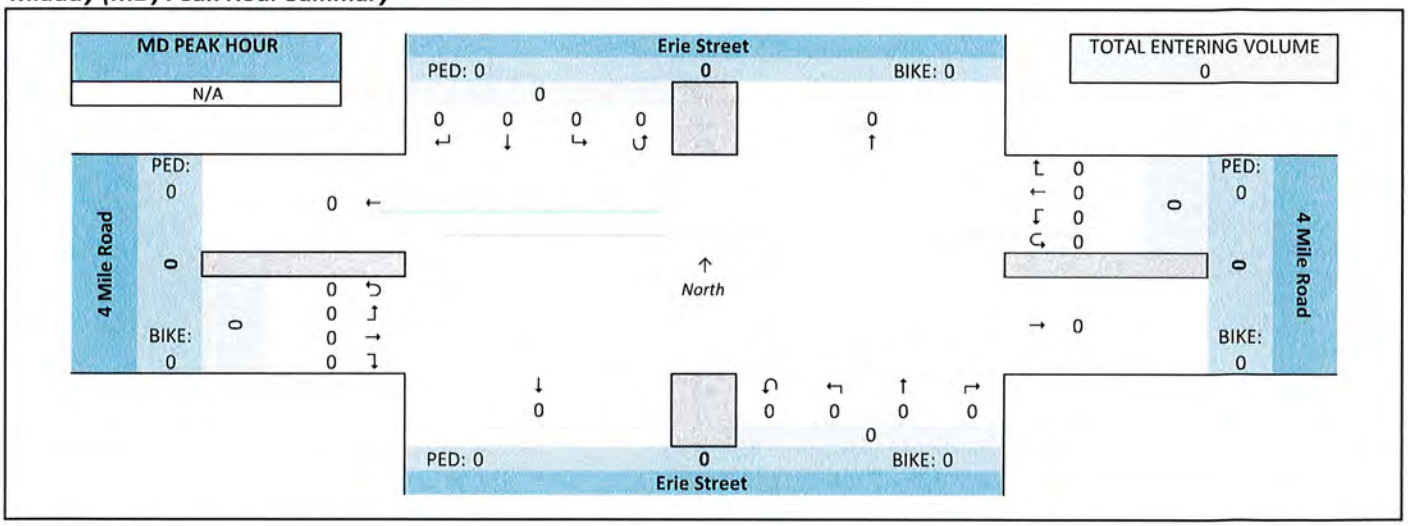
All Motor Vehicles

Erie Street and 4 Mile Road

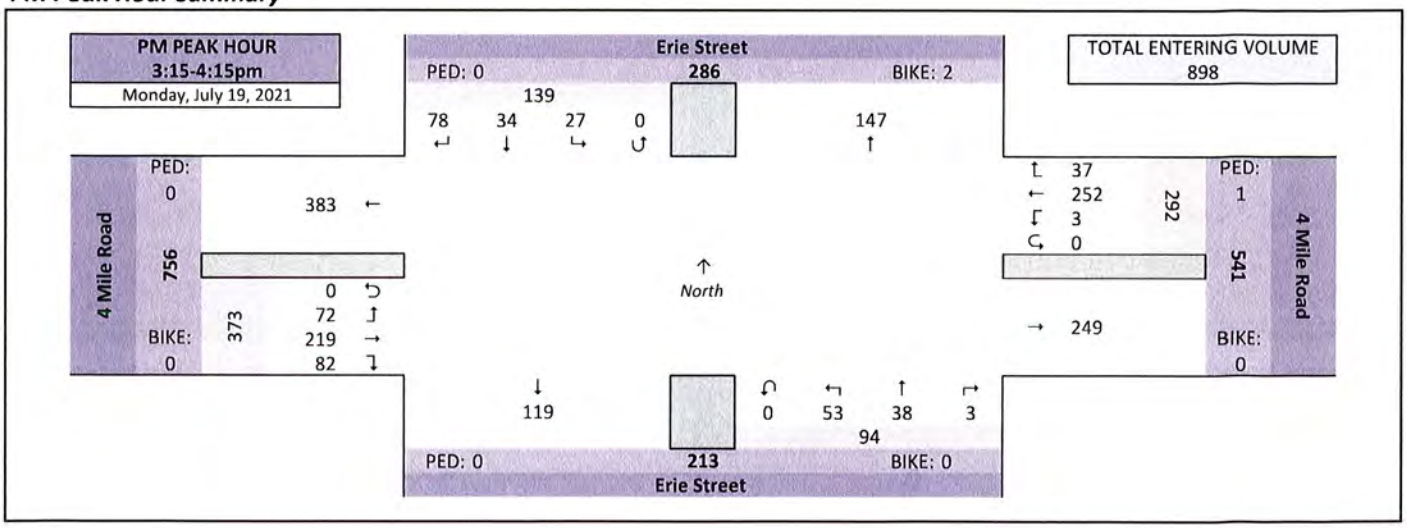
AM Peak Hour Summary



Midday (MD) Peak Hour Summary



PM Peak Hour Summary



Intersection Traffic Volume Report

Count Basics			Page 3 of 13
Start Date:	Monday, July 19, 2021	Weekday	Schools in Session
Total Number of Hours Counted: 6		Non-Holiday	No Special Events

Peak Hour Volume Summary

All Motor Vehicles

Erie Street and 4 Mile Road

Peak Hour Volumes, Truck Percentages, and PHFs

Tuesday, July 20, 2021		From North					From East					From South					From West					
	AM Peak Hour	Erie Street					4 Mile Road					Erie Street					4 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	22	5	4	0	31	6	43	0	0	49	1	0	14	0	15	8	35	8	0	51	146
	7:30 AM	19	7	6	0	32	4	40	1	0	45	1	5	10	0	16	14	38	10	0	62	155
	7:45 AM	22	7	9	0	38	2	43	2	0	47	3	9	15	0	27	14	42	13	0	69	181
	8:00 AM	9	15	4	0	28	2	30	3	0	35	2	6	18	0	26	10	42	15	0	67	156
	Peak Hour Volume	72	34	23	0	129	14	156	6	0	176	7	20	57	0	84	46	157	46	0	249	638
	Rounded Hourly Volume	70	35	25	0	130	15	155	5	0	175	5	20	55	0	80	45	155	45	0	245	630
	% Single Unit Trucks	2.8	2.9	0.0	0.0	2.3	14.3	0.0	0.0	0.0	1.1	0.0	0.0	1.8	0.0	1.2	6.5	6.4	10.9	0.0	7.2	3.8
	% 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	1.8	0.0	1.2	2.2	0.0	2.2	0.0	0.8	0.5
	% Trucks (Total)	2.8	2.9	0.0	0.0	2.3	14.3	0.0	0.0	0.0	1.1	0.0	0.0	3.5	0.0	2.4	8.7	6.4	13.0	0.0	8.0	4.2
	Peak Hour Factor (PHF)	0.82	0.57	0.64	0.00	0.85	0.58	0.91	0.50	0.00	0.90	0.58	0.56	0.79	0.00	0.78	0.82	0.93	0.77	0.00	0.90	0.88

N/A		From North					From East					From South					From West					
	MD Peak Hour	Erie Street					4 Mile Road					Erie Street					4 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, July 19, 2021		From North					From East					From South					From West					
	PM Peak Hour	Erie Street					4 Mile Road					Erie Street					4 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	3:15 PM	21	7	10	0	38	9	47	2	0	58	0	14	8	0	22	24	55	19	0	98	216
	3:30 PM	24	10	4	0	38	6	78	0	0	84	0	9	18	0	27	20	49	11	0	80	229
	3:45 PM	15	14	6	0	35	9	51	0	0	60	1	7	11	0	19	15	57	27	0	99	213
	4:00 PM	18	3	7	0	28	13	76	1	0	90	2	8	16	0	26	23	58	15	0	96	240
	Peak Hour Volume	78	34	27	0	139	37	252	3	0	292	3	38	53	0	94	82	219	72	0	373	898
	Rounded Hourly Volume	80	35	25	0	140	35	250	5	0	290	5	40	55	0	100	80	220	70	0	370	900
	% Single Unit Trucks	1.3	2.9	3.7	0.0	2.2	0.0	4.0	0.0	0.0	3.4	33.3	0.0	0.0	0.0	1.1	0.0	1.4	2.8	0.0	1.3	2.1
	% Heavy Trucks	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	% Trucks (Total)	1.3	2.9	3.7	0.0	2.2	0.0	4.0	0.0	0.0	3.4	33.3	0.0	0.0	0.0	1.1	0.0	1.4	2.8	0.0	1.3	2.1
	Peak Hour Factor (PHF)	0.81	0.61	0.67	0.00	0.91	0.71	0.81	0.37	0.00	0.81	0.37	0.68	0.74	0.00	0.87	0.85	0.94	0.67	0.00	0.94	0.94

Peak Hour Pedestrian and Bicyclist Volumes

Pedestrians and Bicyclists		Crossing North Approach			Crossing East Approach			Crossing South Approach			Crossing West Approach			Total Ped & Bike Volume
		Erie Street			4 Mile Road			Erie Street			4 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	0	0	0	0
	7:30 AM	0	0	0	0	1	1	0	0	0	0	1	1	2
	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	1	1	0	0	0	0	1	1	2
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	3:15 PM	0	0	0	1	0	1	0	0	0	0	0	0	1
	3:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	3:45 PM	0	1	1	0	0	0	0	0	0	0	0	0	1
	4:00 PM	0	1	1	0	0	0	0	0	0	0	0	0	1
	Total	0	2	2	1	0	1	0	0	0	0	0	0	3

Intersection Traffic Volume Report

Count Basics			Page 4 of 13
Start Date:	Monday, July 19, 2021	Weekday	Schools in Session
Total Number of Hours Counted: 6		Non-Holiday	No Special Events

Hourly Volume Summary - Motor Vehicle Data

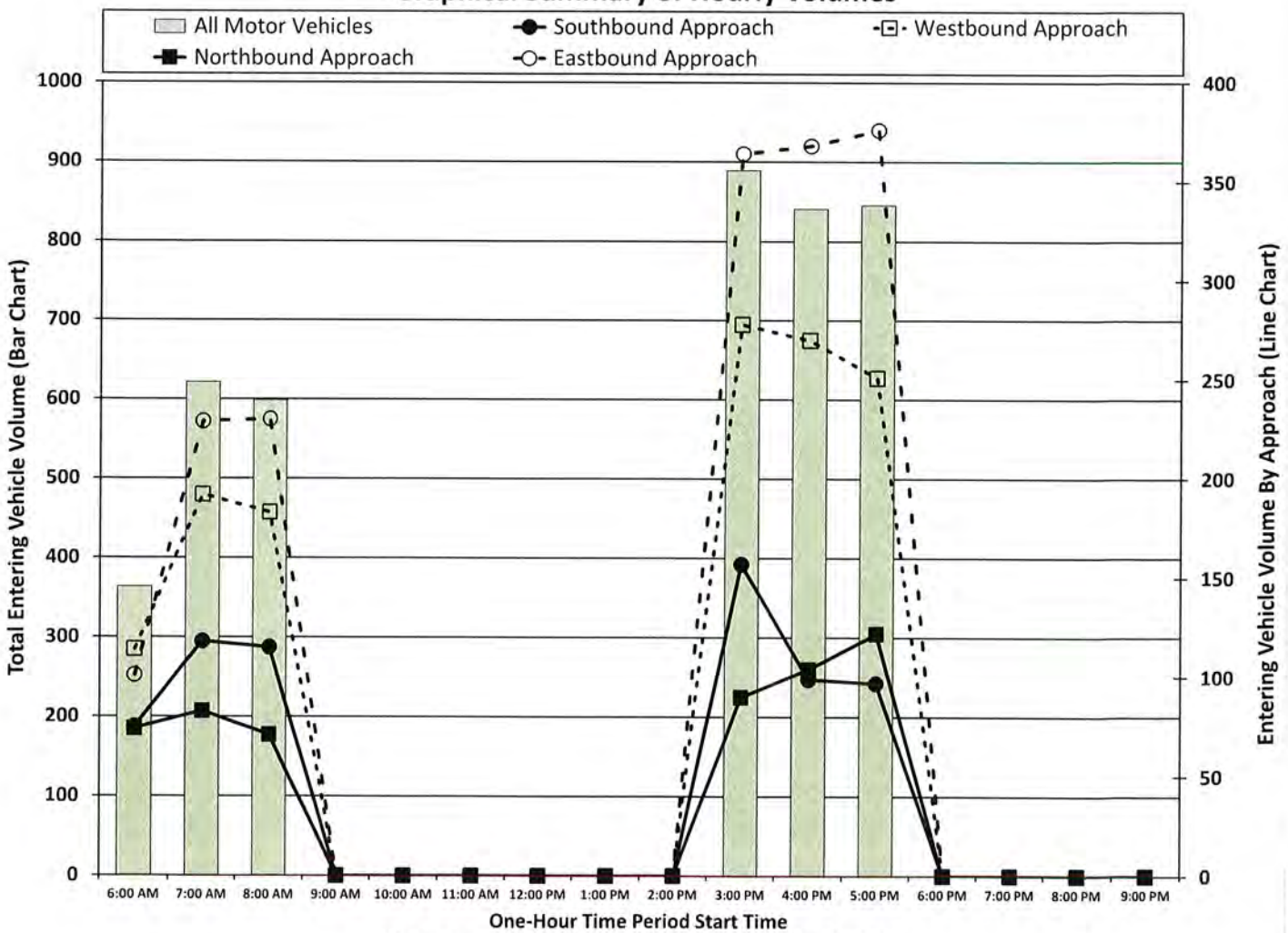
All Motor Vehicles

Erie Street and 4 Mile Road

One-Hour Motor Vehicle Data

One-Hour Time Period Start Time		From North (Erie Street)					From East (4 Mile Road)					From South (Erie Street)					From West (4 Mile Road)					Total Vehicle Volume	Directional Volume Totals	
		Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total		E/W	N/S
AM	6:00 AM	46	15	14	0	75	9	103	2	0	114	4	14	56	0	74	15	64	22	0	101	364	215	149
	7:00 AM	74	22	22	0	118	16	173	3	0	192	5	17	61	0	83	44	145	40	0	229	622	421	201
	8:00 AM	62	29	24	0	115	19	155	9	0	183	3	19	49	0	71	44	143	43	0	230	599	413	186
	9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
MD	10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	1:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PM	2:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	3:00 PM	86	42	29	0	157	36	236	6	0	278	1	42	47	0	90	79	220	65	0	364	889	642	247
	4:00 PM	52	24	23	0	99	34	227	9	0	270	10	29	65	0	104	94	207	67	0	368	841	638	203
	5:00 PM	50	25	22	0	97	37	204	10	0	251	14	41	67	0	122	99	205	72	0	376	846	627	219
	6:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	7:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	8:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	9:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Totals		370	157	134	0	661	151	1098	39	0	1288	37	162	345	0	544	375	984	309	0	1668	4161	2956	1205

Graphical Summary of Hourly Volumes



Intersection Traffic Volume Report

Count Basics			Page 5 of 13
Start Date:	Monday, July 19, 2021	Weekday	Schools in Session
Total Number of Hours Counted: 6		Non-Holiday	No Special Events

15-Minute Motor Vehicle Data

All Motor Vehicles

Erie Street and 4 Mile Road

15-Minute Motor Vehicle Data

15-Minute Time Period Start Time		↓ From North					← From East					↑ From South					→ From West					15-Min Totals	Hourly Sum	PHF
		Erie Street					4 Mile Road					Erie Street					4 Mile Road							
		Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total			
AM Peak Period	6:00 AM	11	1	2	0	14	1	17	0	0	18	0	4	9	0	13	2	7	5	0	14	59	364	0.82
	6:15 AM	11	6	0	0	17	4	29	0	0	33	2	3	14	0	19	3	12	7	0	22	91	445	0.79
	6:30 AM	14	4	6	0	24	2	32	1	0	35	2	4	19	0	25	3	15	1	0	19	103	500	0.86
	6:45 AM	10	4	6	0	20	2	25	1	0	28	0	3	14	0	17	7	30	9	0	46	111	552	0.89
	7:00 AM	11	3	3	0	17	4	47	0	0	51	0	3	22	0	25	8	30	9	0	47	140	622	0.86
	7:15 AM	22	5	4	0	31	6	43	0	0	49	1	0	14	0	15	8	35	8	0	51	146	638	0.88
	7:30 AM	19	7	6	0	32	4	40	1	0	45	1	5	10	0	16	14	38	10	0	62	155	637	0.88
	7:45 AM	22	7	9	0	38	2	43	2	0	47	3	9	15	0	27	14	42	13	0	69	181	634	0.88
	8:00 AM	9	15	4	0	28	2	30	3	0	35	2	6	18	0	26	10	42	15	0	67	156	599	0.96
	8:15 AM	18	0	6	0	24	6	42	1	0	49	0	5	12	0	17	14	34	7	0	55	145		
	8:30 AM	17	5	6	0	28	5	49	2	0	56	1	4	8	0	13	8	34	13	0	55	152		
	8:45 AM	18	9	8	0	35	6	34	3	0	43	0	4	11	0	15	12	33	8	0	53	146		
	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	26	11	9	0	46	12	60	4	0	76	0	12	10	0	22	20	59	8	0	87	231	889	0.96
	3:15 PM	21	7	10	0	38	9	47	2	0	58	0	14	8	0	22	24	55	19	0	98	216	898	0.94
	3:30 PM	24	10	4	0	38	6	78	0	0	84	0	9	18	0	27	20	49	11	0	80	229	881	0.92
	3:45 PM	15	14	6	0	35	9	51	0	0	60	1	7	11	0	19	15	57	27	0	99	213	853	0.89
	4:00 PM	18	3	7	0	28	13	76	1	0	90	2	8	16	0	26	23	58	15	0	96	240	841	0.88
	4:15 PM	11	7	7	0	25	13	63	2	0	78	3	8	12	0	23	21	35	17	0	73	199	845	0.87
	4:30 PM	15	3	5	0	23	5	43	5	0	53	3	7	19	0	29	23	50	23	0	96	201	854	0.88
	4:45 PM	8	11	4	0	23	3	45	1	0	49	2	6	18	0	26	27	64	12	0	103	201	841	0.86
	5:00 PM	24	6	3	0	33	15	62	4	0	81	2	16	16	0	34	27	57	12	0	96	244	846	0.87
	5:15 PM	7	8	6	0	21	4	51	1	0	56	4	10	16	0	30	27	51	23	0	101	208		
	5:30 PM	7	5	5	0	17	6	43	2	0	51	3	9	18	0	30	24	51	15	0	90	188		
	5:45 PM	12	6	8	0	26	12	48	3	0	63	5	6	17	0	28	21	46	22	0	89	206		
	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		370	157	134	0	661	151	1098	39	0	1288	37	162	345	0	544	375	984	309	0	1668	4161		

Peak Hour All Vehicle Volume Summary

Hourly Time Period Start Time		↓ From North					← From East					↑ From South					→ From West					Total Hourly Volume	PHF
		Erie Street					4 Mile Road					Erie Street					4 Mile Road						
		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	72	34	23	0	129	14	156	6	0	176	7	20	57	0	84	46	157	46	0	249	638	0.88
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	3:15 PM	78	34	27	0	139	37	252	3	0	292	3	38	53	0	94	82	219	72	0	373	898	0.94

Intersection Traffic Volume Report

Count Basics			Page 6 of 13
Start Date:	Monday, July 19, 2021	Weekday	Schools in Session
Total Number of Hours Counted: 6		Non-Holiday	No Special Events

15-Minute Automobile Data

Automobiles (Cars, Light Trucks, & Motorcycles)

Erie Street and 4 Mile Road

15-Minute Automobile Data

15-Minute Time Period Start Time		↓ From North: Erie Street					← From East: 4 Mile Road					↑ From South: Erie Street					→ From West: 4 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	11	1	2	0	14	1	17	0	0	18	0	4	8	0	12	2	5	5	0	12	56	349
	6:15 AM	11	6	0	0	17	3	29	0	0	32	2	3	14	0	19	3	12	4	0	19	87	430
	6:30 AM	14	4	6	0	24	2	32	1	0	35	2	4	18	0	24	3	14	1	0	18	101	482
	6:45 AM	10	4	6	0	20	2	24	1	0	27	0	3	14	0	17	6	29	6	0	41	105	528
	7:00 AM	10	3	3	0	16	4	47	0	0	51	0	3	22	0	25	8	29	8	0	45	137	598
	7:15 AM	22	5	4	0	31	5	43	0	0	48	1	0	13	0	14	7	31	8	0	46	139	611
	7:30 AM	19	7	6	0	32	4	40	1	0	45	1	5	9	0	15	12	35	8	0	55	147	611
	7:45 AM	21	7	9	0	37	1	43	2	0	46	3	9	15	0	27	14	40	11	0	65	175	613
	8:00 AM	8	14	4	0	26	2	30	3	0	35	2	6	18	0	26	9	41	13	0	63	150	573
	8:15 AM	18	0	6	0	24	6	40	1	0	47	0	5	12	0	17	10	34	7	0	51	139	
	8:30 AM	16	5	6	0	27	5	49	2	0	56	1	4	8	0	13	7	34	12	0	53	149	
	8:45 AM	16	8	8	0	32	6	31	2	0	39	0	4	11	0	15	12	32	5	0	49	135	
	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	23	11	9	0	43	12	59	4	0	75	0	12	10	0	22	20	56	7	0	83	223	864
	3:15 PM	21	7	10	0	38	9	46	2	0	57	0	14	8	0	22	24	54	18	0	96	213	879
	3:30 PM	24	10	3	0	37	6	71	0	0	77	0	9	18	0	27	20	48	11	0	79	220	860
	3:45 PM	14	13	6	0	33	9	51	0	0	60	0	7	11	0	18	15	56	26	0	97	208	832
	4:00 PM	18	3	7	0	28	13	74	1	0	88	2	8	16	0	26	23	58	15	0	96	238	820
	4:15 PM	9	7	7	0	23	13	61	2	0	76	3	8	12	0	23	21	34	17	0	72	194	819
	4:30 PM	14	3	5	0	22	5	40	5	0	50	3	7	18	0	28	20	49	23	0	92	192	829
	4:45 PM	7	11	3	0	21	3	42	1	0	46	2	6	18	0	26	27	64	12	0	103	196	823
	5:00 PM	21	6	3	0	30	15	59	3	0	77	2	16	16	0	34	27	57	12	0	96	237	830
	5:15 PM	7	8	6	0	21	4	49	1	0	54	4	10	15	0	29	27	50	23	0	100	204	
	5:30 PM	7	5	5	0	17	6	41	2	0	49	3	9	18	0	30	24	51	15	0	90	186	
	5:45 PM	12	6	8	0	26	12	47	3	0	62	5	6	17	0	28	21	45	21	0	87	203	
	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		353	154	132	0	639	148	1065	37	0	1250	36	162	339	0	537	362	958	288	0	1608	4034	

Peak Hour Automobile Volume Summary

Hourly Time Period Start Time		↓ From North: Erie Street					← From East: 4 Mile Road					↑ From South: Erie Street					→ From West: 4 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	70	33	23	0	126	12	156	6	0	174	7	20	55	0	82	42	147	40	0	229	611
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	3:15 PM	77	33	26	0	136	37	242	3	0	282	2	38	53	0	93	82	216	70	0	368	879

Intersection Traffic Volume Report

Count Basics			Page 7 of 13
Start Date:	Monday, July 19, 2021	Weekday	Schools in Session
Total Number of Hours Counted: 6		Non-Holiday	No Special Events

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

Single Unit (SU) Trucks & Buses

Erie Street and 4 Mile Road

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

15-Minute Time Period Start Time		↓ From North					← From East					↑ From South					→ From West					15-Min Totals	Hourly Sum
		Erie Street					4 Mile Road					Erie Street					4 Mile Road						
		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	1	0	1	0	2	0	0	2	3	14
	6:15 AM	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	3	0	3	4	14
	6:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	1	0	0	1	2	16
	6:45 AM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	1	3	0	4	5	21
	7:00 AM	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1	1	0	2	3	21
	7:15 AM	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	1	4	0	0	5	6	24
	7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1	3	2	0	6	7	24
	7:45 AM	1	0	0	0	1	1	0	0	0	1	0	0	0	0	0	0	2	1	0	3	5	20
	8:00 AM	1	1	0	0	2	0	0	0	0	0	0	0	0	0	0	1	1	2	0	4	6	26
	8:15 AM	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	4	0	0	0	4	6	
	8:30 AM	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1	0	1	0	2	3	
	8:45 AM	2	1	0	0	3	0	3	1	0	4	0	0	0	0	0	0	1	3	0	4	11	
	9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	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	3	0	0	0	3	0	1	0	0	1	0	0	0	0	0	0	3	1	0	4	8	25
	3:15 PM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	1	1	0	2	3	19
	3:30 PM	0	0	1	0	1	0	7	0	0	7	0	0	0	0	0	0	1	0	0	1	9	21
	3:45 PM	1	1	0	0	2	0	0	0	0	0	1	0	0	0	1	0	1	1	0	2	5	21
	4:00 PM	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	2	21
	4:15 PM	2	0	0	0	2	0	2	0	0	2	0	0	0	0	0	0	1	0	0	1	5	26
	4:30 PM	1	0	0	0	1	0	3	0	0	3	0	0	1	0	1	3	1	0	0	4	9	25
	4:45 PM	1	0	1	0	2	0	3	0	0	3	0	0	0	0	0	0	0	0	0	0	5	18
	5:00 PM	3	0	0	0	3	0	3	1	0	4	0	0	0	0	0	0	0	0	0	0	7	16
	5:15 PM	0	0	0	0	0	0	2	0	0	2	0	0	1	0	1	0	1	0	0	1	4	
	5:30 PM	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	2	
	5:45 PM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	1	1	0	2	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		17	3	2	0	22	3	33	2	0	38	1	0	5	0	6	11	26	20	0	57	123	

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

Hourly Time Period Start Time		↓ From North					← From East					↑ From South					→ From West					Total Hourly Volume
		Erie Street					4 Mile Road					Erie Street					4 Mile Road					
		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	1	0	0	3	2	0	0	0	2	0	0	1	0	1	3	10	5	0	18	24
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	3:15 PM	1	1	1	0	3	0	10	0	0	10	1	0	0	0	1	0	3	2	0	5	19

Intersection Traffic Volume Report

Count Basics			Page 8 of 13
Start Date:	Monday, July 19, 2021	Weekday	Schools in Session
Total Number of Hours Counted: 6		Non-Holiday	No Special Events

15-Minute Semi-Truck Data

Semi-Trucks

Erie Street and 4 Mile Road

15-Minute Semi-Truck Data

15-Minute Time Period Start Time		From North (Erie Street) Right	Thru	Left	U-Tn	Total	From East (4 Mile Road) Right	Thru	Left	U-Tn	Total	From South (Erie Street) Right	Thru	Left	U-Tn	Total	From West (4 Mile Road) Right	Thru	Left	U-Tn	Total	15-Min Totals	Hourly Sum
AM Peak Period	6:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
	6:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
	6:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
	6:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	1	3
	7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3
	7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	1	3
	7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	1	2
	7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1	1
	8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Midday Peak Period	10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	10:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	10:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	10:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	1:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	1:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	1:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	1:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
PM Peak Period	2:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	2:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	2:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	2:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	3:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	3:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	3:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	3:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	6:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	6:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	6:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	6:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	7:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	7:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	7:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	7:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Totals		0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	2	0	1	0	3	4	

Peak Hour Semi-Truck Volume Summary

Hourly Time Period Start Time		From North (Erie Street) Right	Thru	Left	U-Tn	Total	From East (4 Mile Road) Right	Thru	Left	U-Tn	Total	From South (Erie Street) Right	Thru	Left	U-Tn	Total	From West (4 Mile Road) Right	Thru	Left	U-Tn	Total	Total Hourly Volume
AM	7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1	0	1	0	2	3
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	3:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Intersection Traffic Volume Report

Count Basics			Page 9 of 13
Start Date:	Monday, July 19, 2021	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)

Erie Street and 4 Mile Road

15-Minute Heavy Vehicle Data

15-Minute Time Period Start Time		From North (Erie Street) Right	Thru	Left	U-Tn	Total	From East (4 Mile Road) Right	Thru	Left	U-Tn	Total	From South (Erie Street) Right	Thru	Left	U-Tn	Total	From West (4 Mile Road) Right	Thru	Left	U-Tn	Total	15-Min Totals	Hourly Sum
AM Peak Period	6:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	2	0	0	2	3	15
	6:15 AM	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	3	0	3	4	15
	6:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	1	0	0	1	2	18
	6:45 AM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1	1	3	0	5	6	24
	7:00 AM	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1	1	0	2	3	24
	7:15 AM	0	0	0	0	0	1	0	0	0	1	0	0	1	0	1	1	4	0	0	5	7	27
	7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	2	3	2	0	7	8	26
	7:45 AM	1	0	0	0	1	1	0	0	0	1	0	0	0	0	0	0	2	2	0	4	6	21
	8:00 AM	1	1	0	0	2	0	0	0	0	0	0	0	0	0	0	1	1	2	0	4	6	26
	8:15 AM	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	4	0	0	0	4	6	
	8:30 AM	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1	0	1	0	2	3	
	8:45 AM	2	1	0	0	3	0	3	1	0	4	0	0	0	0	0	0	1	3	0	4	11	
	9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	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	3	0	0	0	3	0	1	0	0	1	0	0	0	0	0	0	3	1	0	4	8	25
	3:15 PM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	1	1	0	2	3	19
	3:30 PM	0	0	1	0	1	0	7	0	0	7	0	0	0	0	0	0	1	0	0	1	9	21
	3:45 PM	1	1	0	0	2	0	0	0	0	0	1	0	0	0	1	0	1	1	0	2	5	21
	4:00 PM	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	2	21
	4:15 PM	2	0	0	0	2	0	2	0	0	2	0	0	0	0	0	0	1	0	0	1	5	26
	4:30 PM	1	0	0	0	1	0	3	0	0	3	0	0	1	0	1	3	1	0	0	4	9	25
	4:45 PM	1	0	1	0	2	0	3	0	0	3	0	0	0	0	0	0	0	0	0	0	5	18
	5:00 PM	3	0	0	0	3	0	3	1	0	4	0	0	0	0	0	0	0	0	0	0	7	16
	5:15 PM	0	0	0	0	0	0	2	0	0	2	0	0	1	0	1	0	1	0	0	1	4	
	5:30 PM	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	2	
	5:45 PM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	1	1	0	2	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		17	3	2	0	22	3	33	2	0	38	1	0	6	0	7	13	26	21	0	60	127	

Peak Hour Heavy Vehicle Volume Summary

Hourly Time Period Start Time		From North (Erie Street) Right	Thru	Left	U-Tn	Total	From East (4 Mile Road) Right	Thru	Left	U-Tn	Total	From South (Erie Street) Right	Thru	Left	U-Tn	Total	From West (4 Mile Road) Right	Thru	Left	U-Tn	Total	Total Hourly Volume
AM	7:15 AM	2	1	0	0	3	2	0	0	0	2	0	0	2	0	2	4	10	6	0	20	27
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	3:15 PM	1	1	1	0	3	0	10	0	0	10	1	0	0	0	1	0	3	2	0	5	19

Intersection Traffic Volume Report

Count Basics			Page 10 of 13
Start Date:	Monday, July 19, 2021	Weekday	Schools in Session
Total Number of Hours Counted: 6		Non-Holiday	No Special Events

15-Minute Heavy Vehicle Percentages

%

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

Erie Street and 4 Mile Road

15-Minute Heavy Vehicle Percentages

15-Minute Time Period Start Time		↓ From North					← From East					↑ From South					→ From West					Total Heavy Vehicle Percent	Hourly Heavy Vehicle Percent
		Erie Street					4 Mile Road					Erie Street					4 Mile Road						
		Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total		
AM Peak Period	6:00 AM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	11.1	0.0	7.7	0.0	28.6	0.0	0.0	14.3	5.1	4.1
	6:15 AM	0.0	0.0	0.0	0.0	0.0	25.0	0.0	0.0	0.0	3.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	42.9	0.0	13.6	4.4	3.4
	6:30 AM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	5.3	0.0	4.0	0.0	6.7	0.0	0.0	5.3	1.9	3.6
	6:45 AM	0.0	0.0	0.0	0.0	0.0	0.0	4.0	0.0	0.0	3.6	0.0	0.0	0.0	0.0	0.0	14.3	3.3	33.3	0.0	10.9	5.4	4.3
	7:00 AM	9.1	0.0	0.0	0.0	5.9	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	3.3	11.1	0.0	4.3	2.1	3.9
	7:15 AM	0.0	0.0	0.0	0.0	0.0	16.7	0.0	0.0	0.0	2.0	0.0	0.0	7.1	0.0	6.7	12.5	11.4	0.0	0.0	9.8	4.8	4.2
	7:30 AM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	10.0	0.0	6.2	14.3	7.9	20.0	0.0	11.3	5.2	4.1
	7:45 AM	4.5	0.0	0.0	0.0	2.6	50.0	0.0	0.0	0.0	2.1	0.0	0.0	0.0	0.0	0.0	0.0	4.8	15.4	0.0	5.8	3.3	3.3
	8:00 AM	11.1	6.7	0.0	0.0	7.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	10.0	2.4	13.3	0.0	6.0	3.8	4.3
	8:15 AM	0.0	0.0	0.0	0.0	0.0	0.0	4.8	0.0	0.0	4.1	0.0	0.0	0.0	0.0	0.0	28.6	0.0	0.0	0.0	7.3	4.1	
	8:30 AM	5.9	0.0	0.0	0.0	3.6	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	12.5	0.0	7.7	0.0	3.6	2.0	
	8:45 AM	11.1	11.1	0.0	0.0	8.6	0.0	8.8	33.3	0.0	9.3	0.0	0.0	0.0	0.0	0.0	0.0	3.0	37.5	0.0	7.5	7.5	
	9:00 AM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	9:15 AM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	9:30 AM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	9:45 AM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Midday Peak Period	10:00 AM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	10:15 AM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	10:30 AM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	10:45 AM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	11:00 AM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	11:15 AM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	11:30 AM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	11:45 AM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	12:00 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	12:15 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	12:30 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	12:45 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	1:00 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	1:15 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	1:30 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	1:45 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
PM Peak Period	2:00 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	2:15 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	2:30 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	2:45 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	3:00 PM	11.5	0.0	0.0	0.0	6.5	0.0	1.7	0.0	0.0	1.3	0.0	0.0	0.0	0.0	0.0	0.0	5.1	12.5	0.0	4.6	3.5	2.8
	3:15 PM	0.0	0.0	0.0	0.0	0.0	0.0	2.1	0.0	0.0	1.7	0.0	0.0	0.0	0.0	0.0	0.0	1.8	5.3	0.0	2.0	1.4	2.1
	3:30 PM	0.0	0.0	25.0	0.0	2.6	0.0	9.0	0.0	0.0	8.3	0.0	0.0	0.0	0.0	0.0	0.0	2.0	0.0	0.0	1.2	3.9	2.4
	3:45 PM	6.7	7.1	0.0	0.0	5.7	0.0	0.0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	5.3	0.0	1.8	3.7	0.0	2.0	2.3	2.5
	4:00 PM	0.0	0.0	0.0	0.0	0.0	0.0	2.6	0.0	0.0	2.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.8	2.5
	4:15 PM	18.2	0.0	0.0	0.0	8.0	0.0	3.2	0.0	0.0	2.6	0.0	0.0	0.0	0.0	0.0	0.0	2.9	0.0	0.0	1.4	2.5	3.1
	4:30 PM	6.7	0.0	0.0	0.0	4.3	0.0	7.0	0.0	0.0	5.7	0.0	0.0	5.3	0.0	3.4	13.0	2.0	0.0	0.0	4.2	4.5	2.9
	4:45 PM	12.5	0.0	25.0	0.0	8.7	0.0	6.7	0.0	0.0	6.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2.5	2.1
	5:00 PM	12.5	0.0	0.0	0.0	9.1	0.0	4.8	25.0	0.0	4.9	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2.9	1.9
	5:15 PM	0.0	0.0	0.0	0.0	0.0	0.0	3.9	0.0	0.0	3.6	0.0	0.0	6.2	0.0	3.3	0.0	2.0	0.0	0.0	1.0	1.9	
	5:30 PM	0.0	0.0	0.0	0.0	0.0	0.0	4.7	0.0	0.0	3.9	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1.1	
	5:45 PM	0.0	0.0	0.0	0.0	0.0	0.0	2.1	0.0	0.0	1.6	0.0	0.0	0.0	0.0	0.0	0.0	2.2	4.5	0.0	2.2	1.5	
	6:00 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	6:15 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	6:30 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	6:45 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	7:00 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	7:15 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	7:30 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	7:45 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	8:00 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	8:15 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	8:30 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	8:45 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	9:00 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	9:15 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	9:30 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	9:45 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Totals		4.6	1.9	1.5	0.0	3.3	2.0	3.0	5.1	0.0	3.0	2.7	0.0	1.7	0.0	1.3	3.5	2.6	6.8	0.0	3.6	3.1	

Peak Hour Heavy Vehicle Percentages Summary

Hourly Time Period Start Time		↓ From North					← From East					↑ From South					→ From West					Hourly Heavy Vehicle Percent
		Erie Street					4 Mile Road					Erie Street					4 Mile Road					
		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	2.8	2.9	0.0	0.0	2.3	14.3	0.0	0.0	0.0	1.1	0.0	0.0	3.5	0.0	2.4	8.7	6.4	13.0	0.0	8.0	4.2
MD	12:00 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
PM	3:15 PM	1.3	2.9	3.7	0.0	2.2	0.0	4.0	0.0	0.0	3.4	33.3	0.0	0.0	0.0	1.1	0.0	1.4	2.8	0.0	1.3	2.1

Intersection Traffic Volume Report

Count Basics			Page 11 of 13
Start Date:	Monday, July 19, 2021	Weekday	Schools in Session
Total Number of Hours Counted: 6		Non-Holiday	No Special Events

15-Minute Pedestrian and Bicyclist Data

Pedestrians and Bicyclists

Erie Street and 4 Mile Road

15-Minute Pedestrian and Bicyclist Data

	15-Minute Time Period Start Time	Crossing North Approach Erie Street			Crossing East Approach 4 Mile Road			Crossing South Approach Erie Street			Crossing West Approach 4 Mile Road			15-Min Totals	Hourly Sum
		Pedestrian	Bicyclist	Total	Pedestrian	Bicyclist	Total	Pedestrian	Bicyclist	Total	Pedestrian	Bicyclist	Total		
AM Peak Period	6:00 AM	0	0	0	0	0	0	0	0	0	0	1	1	1	1
	6:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	6:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	6:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	2
	7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	2
	7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	2
	7:30 AM	0	0	0	0	1	1	0	0	0	0	1	1	2	2
	7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	1
	8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:45 AM	0	0	0	0	0	0	0	0	0	1	0	1	1	
	9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
Midday Peak Period	10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	10:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	10:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	10:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	1:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	1:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	1:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	1:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
PM Peak Period	2:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	2:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	2:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	2:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	3:00 PM	0	0	0	1	0	1	0	0	0	0	0	0	1	3
	3:15 PM	0	0	0	1	0	1	0	0	0	0	0	0	1	3
	3:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	2
	3:45 PM	0	1	1	0	0	0	0	0	0	0	0	0	1	3
	4:00 PM	0	1	1	0	0	0	0	0	0	0	0	0	1	8
	4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	10
	4:30 PM	0	1	1	0	0	0	0	0	0	0	0	0	1	10
	4:45 PM	0	1	1	0	3	3	0	1	1	0	1	1	6	9
	5:00 PM	0	0	0	0	3	3	0	0	0	0	0	0	3	3
	5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	6:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	6:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	6:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	6:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	7:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	7:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	7:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	7:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
Totals		0	4	4	2	7	9	0	1	1	1	3	4	18	

Special Pedestrians

Pedestrian Type	None	1 or 2	A Few	Several	Many	Unknown
Pre-school Children	x					
Elementry School Age Children	x					
Visually Impaired (white cane/helper dog)	x					
Elderly/Disabled (except wheelchairs)	x					
Wheelchairs/Electric Scooters	x					
Other (None)	x					

E

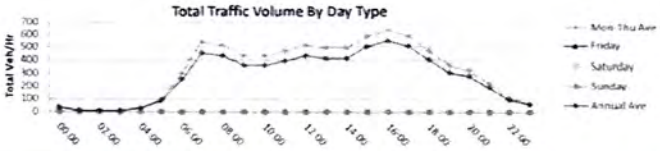
Wisconsin Department of Transportation

Hourly Traffic Volume Report 2017-Jun-06 to 2017-Jun-08

Coverage Count

48 Hour Count - Averages and Graphs Do Not Include All Days

Location	CTH G EAST OF ERIE ST CALEDONIA TNSHP	Segment ID	
Site #	511002	Seasonal Factor Group	2
Region	SE	Daily Factor Group	2
County	RACINE	Axle Factor Group	6
Funct. Class	U Minor Arterial	Growth Factor Group	



Hour	Sun Undivided Hwy	Sun Total	Mon Undivided Hwy	Mon Total	Tues 2017-06-06 Undivided Hwy	Tues Total	Wed 2017-06-07 Undivided Hwy	Wed Total	Thur 2017-06-08 Undivided Hwy	Thur Total	Fri Undivided Hwy	Fri Total	Sat Undivided Hwy	Sat Total
00:00-00:59		-		-		-	36	36	44	44		-		-
01:00-01:59		-		-		-	15	15	11	11		-		-
02:00-02:59		-		-		-	9	9	13	13		-		-
03:00-03:59		-		-		-	10	10	16	16		-		-
04:00-04:59		-		-		-	30	30	38	38		-		-
05:00-05:59		-		-		-	98	98	100	100		-		-
06:00-06:59		-		-		-	302	302	306	306		-		-
07:00-07:59		-		-		-	548	548	528	528		-		-
08:00-08:59		-		-		-	566	566	457	457		-		-
09:00-09:59		-		-		-	426	426	437	437		-		-
10:00-10:59		-		-		-	450	450	412	412		-		-
11:00-11:59		-		-		-	478	478	456	456		-		-
12:00-12:59		-		-		-	528	528	495	495		-		-
13:00-13:59		-		-		-	475	475	504	504		-		-
14:00-14:59		-		-		-	503	503	476	476		-		-
15:00-15:59		-		-	632	632	534	534		-		-		-
16:00-16:59		-		-	632	632	646	646		-		-		-
17:00-17:59		-		-	594	594	582	582		-		-		-
18:00-18:59		-		-	436	436	500	500		-		-		-
19:00-19:59		-		-	358	358	367	367		-		-		-
20:00-20:59		-		-	312	312	338	338		-		-		-
21:00-21:59		-		-	214	214	230	230		-		-		-
22:00-22:59		-		-	106	106	118	118		-		-		-
23:00-23:59		-		-	64	64	70	70		-		-		-
Daily Total	-	-	-	-	-	-	7,859	7,859	-	-	-	-	-	-
AM Peak	-	-	-	-	-	-	566	566	528	528	-	-	-	-
Hour	-	-	-	-	-	-	08:00	08:00	07:00	07:00	-	-	-	-
MD Peak	-	-	-	-	-	-	528	528	504	504	-	-	-	-
Hour	-	-	-	-	-	-	12:00	12:00	13:00	13:00	-	-	-	-
PM Peak	-	-	-	-	-	632	632	646	646	-	-	-	-	-
Hour	-	-	-	-	-	15:00	15:00	16:00	16:00	-	-	-	-	-
Daily Peak	-	-	-	-	-	-	-	646	646	-	-	-	-	-
Hour	-	-	-	-	-	-	-	16:00	16:00	-	-	-	-	-
% of Total	-	-	-	-	-	-	-	8.2%	8.2%	-	-	-	-	-
Daily Ave	-	-	-	-	-	-	-	327	327	-	-	-	-	-
Seasonal Fctr					0.924	0.924	0.924	0.924	0.924	0.924				
Daily Fctr					0.948	0.948	0.948	0.948	0.914	0.914				
Axle Factor					0.489	0.489	0.489	0.489	0.489	0.489				
Pulse Fctr					2.000	2.000	2.000	2.000	2.000	2.000				
Overall Fctr	0.000	0.000	0.000	0.000	0.857	0.857	0.857	0.857	0.826	0.826	0.000	0.000	0.000	0.000

Hour	Mon-Thurs Average Undivided Hwy	Mon-Thurs Average Total	Mon-Fri Average Undivided Hwy	Mon-Fri Average Total	7 Day Average Undivided Hwy	7 Day Average Total	Estimated Annual Ave Undivided Hwy	Estimated Annual Ave Total
00:00-00:59	40	40	-	-	-	-	34	34
01:00-01:59	13	13	-	-	-	-	11	11
02:00-02:59	11	11	-	-	-	-	9	9
03:00-03:59	13	13	-	-	-	-	11	11
04:00-04:59	34	34	-	-	-	-	29	29
05:00-05:59	99	99	-	-	-	-	83	83
06:00-06:59	304	304	-	-	-	-	256	256
07:00-07:59	538	538	-	-	-	-	453	453
08:00-08:59	512	512	-	-	-	-	431	431
09:00-09:59	432	432	-	-	-	-	363	363
10:00-10:59	431	431	-	-	-	-	363	363
11:00-11:59	467	467	-	-	-	-	393	393
12:00-12:59	512	512	-	-	-	-	431	431
13:00-13:59	490	490	-	-	-	-	412	412
14:00-14:59	490	490	-	-	-	-	412	412
15:00-15:59	583	583	-	-	-	-	499	499
16:00-16:59	639	639	-	-	-	-	547	547
17:00-17:59	588	588	-	-	-	-	504	504
18:00-18:59	468	468	-	-	-	-	401	401
19:00-19:59	363	363	-	-	-	-	311	311
20:00-20:59	325	325	-	-	-	-	278	278
21:00-21:59	222	222	-	-	-	-	190	190
22:00-22:59	112	112	-	-	-	-	96	96
23:00-23:59	67	67	-	-	-	-	57	57
Daily Total	7,750	7,750	-	-	-	-	6,573	6,573
AM Peak	538	538	-	-	-	-	453	453
Hour	07:00	07:00	-	-	-	-	07:00	07:00
MD Peak	512	512	-	-	-	-	431	431
Hour	12:00	12:00	-	-	-	-	12:00	12:00
PM Peak	639	639	-	-	-	-	547	547
Hour	16:00	16:00	-	-	-	-	16:00	16:00
Daily Peak	639	639	-	-	-	-	547	547
Hour	16:00	16:00	-	-	-	-	16:00	16:00
% of Total	8.2%	8.2%	-	-	-	-	8.3%	8.3%
Daily Ave	323	323	-	-	-	-	274	274

364

353

↑46.4%

528

510

↑17.7%

N

Wisconsin Department of Transportation

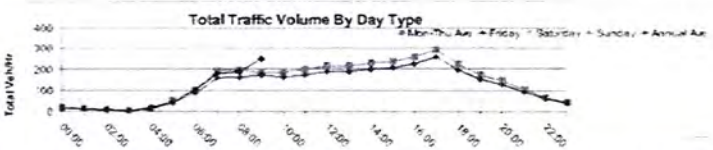
Hourly Traffic Volume Report 2011-Aug-02 to 2011-Aug-05

Coverage Count

72 Hour Count - Averages and Graphs Do Not Include All Days

Location	ERIE ST NORTH OF CTH G CALEDONIA TNSHP
Site #	511003
Region	SE
County	RACINE
Funct. Class	U Collector

Segment ID	
Seasonal Factor Group	2
Daily Factor Group	2
Axle Factor Group	7
Growth Factor Group	



Hour	Sun Undivided Hwy	Sun Total	Mon Undivided Hwy	Mon Total	Tues 2011-08-02 Undivided Hwy	Tues Total	Wed 2011-08-03 Undivided Hwy	Wed Total	Thur 2011-08-04 Undivided Hwy	Thur Total	Fri 2011-08-05 Undivided Hwy	Fri Total	Sat Undivided Hwy	Sat Total
00:00-00:59							16	16	23	23	15	15		
01:00-01:59							9	9	15	15	11	11		
02:00-02:59							6	6	7	7	8	8		
03:00-03:59							4	4	4	4	4	4		
04:00-04:59							11	11	14	14	20	20		
05:00-05:59							51	51	55	55	40	40		
06:00-06:59							104	104	103	103	103	103		
07:00-07:59							194	194	186	186	178	178		
08:00-08:59							219	219	168	168	187	187		
09:00-09:59							194	194	169	169	245	245		
10:00-10:59					179	179	208	208	169	169				
11:00-11:59					179	179	202	202	210	210				
12:00-12:59					196	196	209	209	237	237				
13:00-13:59					216	216	209	209	215	215				
14:00-14:59					223	223	209	209	243	243				
15:00-15:59					197	197	252	252	252	252				
16:00-16:59					230	230	255	255	277	277				
17:00-17:59					276	276	294	294	295	295				
18:00-18:59					209	209	226	226	225	225				
19:00-19:59					160	160	152	152	209	209				
20:00-20:59					133	133	166	166	148	148				
21:00-21:59					113	113	121	121	83	83				
22:00-22:59					70	70	70	70	60	60				
23:00-23:59					49	49	35	35	45	45				
Daily Total	-	-	-	-	-	-	- 3,418	3,418	- 3,409	3,409	-	-	-	-
AM Peak	-	-	-	-	-	-	- 219	219	- 188	188	- 245	245	-	-
Hour	-	-	-	-	-	-	- 08:00	08:00	- 07:00	07:00	- 09:00	09:00	-	-
MD Peak	-	-	-	-	- 223	223	- 209	209	- 243	243	-	-	-	-
Hour	-	-	-	-	- 14:00	14:00	- 12:00	12:00	- 14:00	14:00	-	-	-	-
PM Peak	-	-	-	-	- 276	276	- 294	294	- 295	295	-	-	-	-
Hour	-	-	-	-	- 17:00	17:00	- 17:00	17:00	- 17:00	17:00	-	-	-	-
Daily Peak	-	-	-	-	-	-	- 294	294	- 295	295	-	-	-	-
Hour	-	-	-	-	-	-	- 17:00	17:00	- 17:00	17:00	-	-	-	-
% of Total	-	-	-	-	-	-	- 8.6%	8.6%	- 8.7%	8.7%	-	-	-	-
Daily Ave	-	-	-	-	-	-	- 142	142	- 142	142	-	-	-	-
Seasonal Fctr					0.943	0.943	0.943	0.943	0.943	0.943	0.943	0.943		
Daily Fctr					0.955	0.955	0.929	0.929	0.913	0.913	0.872	0.872		
Axle Factor					0.500	0.500	0.500	0.500	0.500	0.500	0.500	0.500		
Pulse Fctr					2.000	2.000	2.000	2.000	2.000	2.000	2.000	2.000		
Overall Fctr	0.000	0.000	0.000	0.000	0.901	0.901	0.876	0.876	0.861	0.861	0.822	0.822	0.000	0.000

Hour	Mon-Thurs Average Undivided Hwy	Mon-Thurs Average Total	Mon-Fri Average Undivided Hwy	Mon-Fri Average Total	7 Day Average Undivided Hwy	7 Day Average Total	Estimated Annual Ave Undivided Hwy	Estimated Annual Ave Total
00:00-00:59	- 16	16	- 17	17	-	-	- 15	15
01:00-01:59	- 12	12	- 12	12	-	-	- 10	10
02:00-02:59	- 7	7	- 7	7	-	-	- 6	6
03:00-03:59	- 4	4	- 4	4	-	-	- 3	3
04:00-04:59	- 13	13	- 15	15	-	-	- 13	13
05:00-05:59	- 53	53	- 49	49	-	-	- 42	42
06:00-06:59	- 104	104	103	103	-	-	- 88	88
07:00-07:59	- 190	190	186	186	-	-	- 159	159
08:00-08:59	- 194	194	191	191	-	-	- 163	163
09:00-09:59	- 182	182	203	203	-	-	- 172	172
10:00-10:59	- 185	185	-	-	-	-	- 163	163
11:00-11:59	- 197	197	-	-	-	-	- 173	173
12:00-12:59	- 214	214	-	-	-	-	- 188	188
13:00-13:59	- 213	213	-	-	-	-	- 188	188
14:00-14:59	- 225	225	-	-	-	-	- 198	198
15:00-15:59	- 234	234	-	-	-	-	- 205	205
16:00-16:59	- 254	254	-	-	-	-	- 223	223
17:00-17:59	- 288	288	-	-	-	-	- 253	253
18:00-18:59	- 221	221	-	-	-	-	- 194	194
19:00-19:59	- 174	174	-	-	-	-	- 152	152
20:00-20:59	- 149	149	-	-	-	-	- 131	131
21:00-21:59	- 106	106	-	-	-	-	- 93	93
22:00-22:59	- 67	67	-	-	-	-	- 59	59
23:00-23:59	- 43	43	-	-	-	-	- 38	38
Daily Total	- 3,344	3,344	-	-	-	-	- 2,928	2,928
AM Peak	- 194	194	- 203	203	-	-	- 172	172
Hour	- 08:00	08:00	- 09:00	09:00	-	-	- 09:00	09:00
MD Peak	- 225	225	-	-	-	-	- 198	198
Hour	- 14:00	14:00	-	-	-	-	- 14:00	14:00
PM Peak	- 288	288	-	-	-	-	- 253	253
Hour	- 17:00	17:00	-	-	-	-	- 17:00	17:00
Daily Peak	- 288	288	-	-	-	-	- 253	253
Hour	- 17:00	17:00	-	-	-	-	- 17:00	17:00
% of Total	- 8.6%	8.6%	-	-	-	-	- 8.7%	8.7%
Daily Ave	- 139	139	-	-	-	-	- 122	122

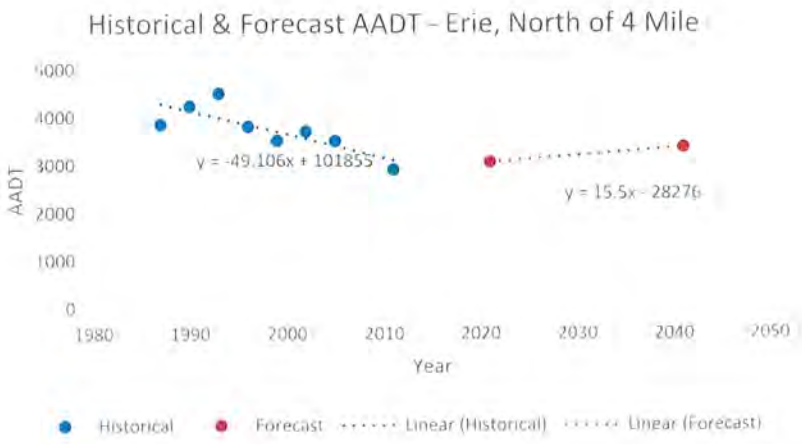
384 vs 387 → 2021 Ent Higher

488 vs 529 → 2021 Cont Higher

Historical Traffic Trends & Forecast

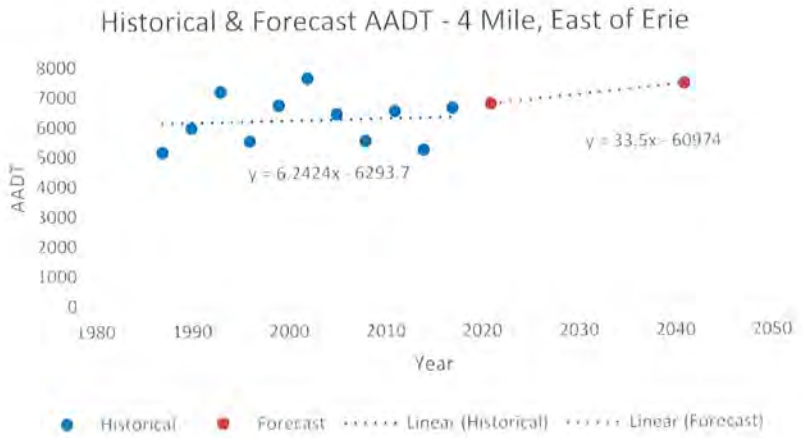
511003 - Erie, North of 4 Mile

1987	3850	
1990	4230	
1993	4500	
1996	3800	
1999	3500	
2002	3700	
2005	3500	
2011	2900	
2021	*3050*	*0.52%*
2041	*3360*	*0.51%*



511002 - 4 Mile, East of Erie

1987	5140	
1990	5940	
1993	7160	
1996	5500	
1999	6700	
2002	7600	
2005	6400	
2008	5500	
2011	6500	
2014	5200	
2017	6600	
2021	*6730*	*0.49%*
2041	*7400*	*0.50%*



Year 2021 Existing Traffic Analysis Outputs

Lanes, Volumes, Timings
100: Erie Street & 4 Mile Road

08/03/2021

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	45	240	45	5	235	15	55	20	5	25	35	70
Future Volume (vph)	45	240	45	5	235	15	55	20	5	25	35	70
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	95		0	100		0	0		0	0		0
Storage Lanes	1		0	1		0	0		0	0		0
Taper Length (ft)	50			50			50			50		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.976			0.991			0.991			0.927	
Flt Protected	0.950			0.950				0.967			0.991	
Satd. Flow (prot)	1671	1717	0	1787	1864	0	0	1785	0	0	1711	0
Flt Permitted	0.950			0.950				0.967			0.991	
Satd. Flow (perm)	1671	1717	0	1787	1864	0	0	1785	0	0	1711	0
Link Speed (mph)		35			35			30			30	
Link Distance (ft)		726			167			241			618	
Travel Time (s)		14.1			3.3			5.5			14.0	
Peak Hour Factor	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88
Heavy Vehicles (%)	8%	8%	8%	1%	1%	1%	2%	2%	2%	2%	2%	2%
Adj. Flow (vph)	51	273	51	6	267	17	63	23	6	28	40	80
Shared Lane Traffic (%)												
Lane Group Flow (vph)	51	324	0	6	284	0	0	92	0	0	148	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Sign Control		Stop			Stop			Stop			Stop	

Intersection Summary	
Area Type:	Other
Control Type: Unsignalized	
Intersection Capacity Utilization 39.8%	ICU Level of Service A
Analysis Period (min) 15	

HCM 6th AWSC
100: Erie Street & 4 Mile Road

08/03/2021

Intersection	
Intersection Delay, s/veh	12.3
Intersection LOS	B

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	45	240	45	5	235	15	55	20	5	25	35	70
Future Vol, veh/h	45	240	45	5	235	15	55	20	5	25	35	70
Peak Hour Factor	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88
Heavy Vehicles, %	8	8	8	1	1	1	2	2	2	2	2	2
Mvmt Flow	51	273	51	6	267	17	63	23	6	28	40	80
Number of Lanes	1	1	0	1	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	2	2	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	2	2
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	2	2
HCM Control Delay	13.3	12.8	10.3	10.3
HCM LOS	B	B	B	B

Lane	NBLn1	EBLn1	EBLn2	WBLn1	WBLn2	SBLn1
Vol Left, %	69%	100%	0%	100%	0%	19%
Vol Thru, %	25%	0%	84%	0%	94%	27%
Vol Right, %	6%	0%	16%	0%	6%	54%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	80	45	285	5	250	130
LT Vol	55	45	0	5	0	25
Through Vol	20	0	240	0	235	35
RT Vol	5	0	45	0	15	70
Lane Flow Rate	91	51	324	6	284	148
Geometry Grp	2	7	7	7	7	2
Degree of Util (X)	0.154	0.088	0.505	0.01	0.447	0.23
Departure Headway (Hd)	6.102	6.225	5.608	6.215	5.666	5.6
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes
Cap	586	576	644	576	636	640
Service Time	4.15	3.956	3.338	3.948	3.399	3.643
HCM Lane V/C Ratio	0.155	0.089	0.503	0.01	0.447	0.231
HCM Control Delay	10.3	9.6	13.9	9	12.9	10.3
HCM Lane LOS	B	A	B	A	B	B
HCM 95th-tile Q	0.5	0.3	2.9	0	2.3	0.9

Lanes, Volumes, Timings
100: Erie Street & 4 Mile Road

08/03/2021

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	70	265	80	5	300	35	55	40	5	25	35	80
Future Volume (vph)	70	265	80	5	300	35	55	40	5	25	35	80
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	95		0	100		0	0		0	0		0
Storage Lanes	1		0	1		0	0		0	0		0
Taper Length (ft)	50			50			50			50		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.965			0.984			0.994			0.923	
Flt Protected	0.950			0.950				0.973			0.991	
Satd. Flow (prot)	1787	1815	0	1752	1815	0	0	1819	0	0	1704	0
Flt Permitted	0.950			0.950				0.973			0.991	
Satd. Flow (perm)	1787	1815	0	1752	1815	0	0	1819	0	0	1704	0
Link Speed (mph)		35			35			30			30	
Link Distance (ft)		726			167			241			618	
Travel Time (s)		14.1			3.3			5.5			14.0	
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Heavy Vehicles (%)	1%	1%	1%	3%	3%	3%	1%	1%	1%	2%	2%	2%
Adj. Flow (vph)	74	282	85	5	319	37	59	43	5	27	37	85
Shared Lane Traffic (%)												
Lane Group Flow (vph)	74	367	0	5	356	0	0	107	0	0	149	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Sign Control		Stop			Stop			Stop			Stop	

Intersection Summary	
Area Type:	Other
Control Type: Unsignalized	
Intersection Capacity Utilization 44.3%	ICU Level of Service A
Analysis Period (min) 15	

HCM 6th AWSC
100: Erie Street & 4 Mile Road

08/03/2021

Intersection	
Intersection Delay, s/veh	14.5
Intersection LOS	B

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	70	265	80	5	300	35	55	40	5	25	35	80
Future Vol, veh/h	70	265	80	5	300	35	55	40	5	25	35	80
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Heavy Vehicles, %	1	1	1	3	3	3	1	1	1	2	2	2
Mvmt Flow	74	282	85	5	319	37	59	43	5	27	37	85
Number of Lanes	1	1	0	1	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	2	2	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	2	2
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	2	2
HCM Control Delay	14.9	16.4	11.1	11
HCM LOS	B	C	B	B

Lane	NBLn1	EBLn1	EBLn2	WBLn1	WBLn2	SBLn1
Vol Left, %	55%	100%	0%	100%	0%	18%
Vol Thru, %	40%	0%	77%	0%	90%	25%
Vol Right, %	5%	0%	23%	0%	10%	57%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	100	70	345	5	335	140
LT Vol	55	70	0	5	0	25
Through Vol	40	0	265	0	300	35
RT Vol	5	0	80	0	35	80
Lane Flow Rate	106	74	367	5	356	149
Geometry Grp	2	7	7	7	7	2
Degree of Util (X)	0.191	0.131	0.576	0.01	0.581	0.248
Departure Headway (Hd)	6.455	6.32	5.649	6.449	5.867	5.984
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes
Cap	553	566	639	554	613	597
Service Time	4.531	4.073	3.401	4.203	3.621	4.054
HCM Lane V/C Ratio	0.192	0.131	0.574	0.009	0.581	0.25
HCM Control Delay	11.1	10	15.9	9.3	16.5	11
HCM Lane LOS	B	A	C	A	C	B
HCM 95th-tile Q	0.7	0.4	3.7	0	3.7	1

Year 2041 Forecast Traffic Analysis Outputs

Lanes, Volumes, Timings
100: Erie Street & 4 Mile Road

08/03/2021

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	50	265	50	5	260	15	60	20	5	30	40	75
Future Volume (vph)	50	265	50	5	260	15	60	20	5	30	40	75
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	95		0	100		0	0		0	0		0
Storage Lanes	1		0	1		0	0		0	0		0
Taper Length (ft)	50			50			50			50		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.976			0.992			0.992			0.930	
Flt Protected	0.950			0.950				0.966			0.990	
Satd. Flow (prot)	1671	1717	0	1787	1866	0	0	1785	0	0	1715	0
Flt Permitted	0.950			0.950				0.966			0.990	
Satd. Flow (perm)	1671	1717	0	1787	1866	0	0	1785	0	0	1715	0
Link Speed (mph)		35			35			30			30	
Link Distance (ft)		726			167			241			618	
Travel Time (s)		14.1			3.3			5.5			14.0	
Peak Hour Factor	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88
Heavy Vehicles (%)	8%	8%	8%	1%	1%	1%	2%	2%	2%	2%	2%	2%
Adj. Flow (vph)	57	301	57	6	295	17	68	23	6	34	45	85
Shared Lane Traffic (%)												
Lane Group Flow (vph)	57	358	0	6	312	0	0	97	0	0	164	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Sign Control		Stop			Stop			Stop			Stop	

Intersection Summary	
Area Type:	Other
Control Type: Unsignalized	
Intersection Capacity Utilization 41.7%	ICU Level of Service A
Analysis Period (min) 15	

HCM 6th AWSC
100: Erie Street & 4 Mile Road

08/03/2021

Intersection	
Intersection Delay, s/veh	13.8
Intersection LOS	B

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	50	265	50	5	260	15	60	20	5	30	40	75
Future Vol, veh/h	50	265	50	5	260	15	60	20	5	30	40	75
Peak Hour Factor	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88
Heavy Vehicles, %	8	8	8	1	1	1	2	2	2	2	2	2
Mvmt Flow	57	301	57	6	295	17	68	23	6	34	45	85
Number of Lanes	1	1	0	1	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	2	2	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	2	2
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	2	2
HCM Control Delay	15.2	14.4	10.8	11.1
HCM LOS	C	B	B	B

Lane	NBLn1	EBLn1	EBLn2	WBLn1	WBLn2	SBLn1
Vol Left, %	71%	100%	0%	100%	0%	21%
Vol Thru, %	24%	0%	84%	0%	95%	28%
Vol Right, %	6%	0%	16%	0%	5%	52%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	85	50	315	5	275	145
LT Vol	60	50	0	5	0	30
Through Vol	20	0	265	0	260	40
RT Vol	5	0	50	0	15	75
Lane Flow Rate	97	57	358	6	312	165
Geometry Grp	2	7	7	7	7	2
Degree of Util (X)	0.171	0.101	0.573	0.01	0.508	0.268
Departure Headway (Hd)	6.381	6.386	5.767	6.395	5.849	5.849
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes
Cap	559	561	626	559	616	611
Service Time	4.451	4.131	3.511	4.142	3.596	3.908
HCM Lane V/C Ratio	0.174	0.102	0.572	0.011	0.506	0.27
HCM Control Delay	10.8	9.9	16	9.2	14.5	11.1
HCM Lane LOS	B	A	C	A	B	B
HCM 95th-tile Q	0.6	0.3	3.6	0	2.9	1.1

Lanes, Volumes, Timings
100: Erie Street & 4 Mile Road

08/03/2021

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	75	290	90	5	330	40	60	45	5	30	40	90
Future Volume (vph)	75	290	90	5	330	40	60	45	5	30	40	90
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	95		0	100		0	0		0	0		0
Storage Lanes	1		0	1		0	0		0	0		0
Taper Length (ft)	50			50			50			50		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.964			0.984			0.994			0.924	
Flt Protected	0.950			0.950				0.973			0.991	
Satd. Flow (prot)	1787	1813	0	1752	1815	0	0	1819	0	0	1706	0
Flt Permitted	0.950			0.950				0.973			0.991	
Satd. Flow (perm)	1787	1813	0	1752	1815	0	0	1819	0	0	1706	0
Link Speed (mph)		35			35			30			30	
Link Distance (ft)		726			167			241			618	
Travel Time (s)		14.1			3.3			5.5			14.0	
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Heavy Vehicles (%)	1%	1%	1%	3%	3%	3%	1%	1%	1%	2%	2%	2%
Adj. Flow (vph)	80	309	96	5	351	43	64	48	5	32	43	96
Shared Lane Traffic (%)												
Lane Group Flow (vph)	80	405	0	5	394	0	0	117	0	0	171	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Sign Control		Stop			Stop			Stop			Stop	

Intersection Summary	
Area Type:	Other
Control Type: Unsignalized	
Intersection Capacity Utilization 48.4%	ICU Level of Service A
Analysis Period (min) 15	

HCM 6th AWSC
100: Erie Street & 4 Mile Road

08/03/2021

Intersection	
Intersection Delay, s/veh	17.4
Intersection LOS	C

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	75	290	90	5	330	40	60	45	5	30	40	90
Future Vol, veh/h	75	290	90	5	330	40	60	45	5	30	40	90
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Heavy Vehicles, %	1	1	1	3	3	3	1	1	1	2	2	2
Mvmt Flow	80	309	96	5	351	43	64	48	5	32	43	96
Number of Lanes	1	1	0	1	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	2	2	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	2	2
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	2	2
HCM Control Delay	18.1	20.4	11.9	12.2
HCM LOS	C	C	B	B

Lane	NBLn1	EBLn1	EBLn2	WBLn1	WBLn2	SBLn1
Vol Left, %	55%	100%	0%	100%	0%	19%
Vol Thru, %	41%	0%	76%	0%	89%	25%
Vol Right, %	5%	0%	24%	0%	11%	56%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	110	75	380	5	370	160
LT Vol	60	75	0	5	0	30
Through Vol	45	0	290	0	330	40
RT Vol	5	0	90	0	40	90
Lane Flow Rate	117	80	404	5	394	170
Geometry Grp	2	7	7	7	7	2
Degree of Util (X)	0.225	0.145	0.661	0.01	0.668	0.303
Departure Headway (Hd)	6.923	6.563	5.886	6.696	6.111	6.402
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes
Cap	521	542	606	530	586	565
Service Time	4.933	4.359	3.681	4.494	3.908	4.409
HCM Lane V/C Ratio	0.225	0.148	0.667	0.009	0.672	0.301
HCM Control Delay	11.9	10.5	19.6	9.6	20.5	12.2
HCM Lane LOS	B	B	C	A	C	B
HCM 95th-tile Q	0.9	0.5	4.9	0	5	1.3

Year 2021 Build Traffic Analysis Outputs

Lanes, Volumes, Timings
100: Erie Street & 4 Mile Road

08/03/2021

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	45	245	45	5	235	15	60	20	5	30	35	70
Future Volume (vph)	45	245	45	5	235	15	60	20	5	30	35	70
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	95		0	100		0	0		0	0		0
Storage Lanes	1		0	1		0	0		0	0		0
Taper Length (ft)	50			50			50			50		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.977			0.991			0.992			0.930	
Flt Protected	0.950			0.950				0.966			0.989	
Satd. Flow (prot)	1671	1719	0	1787	1864	0	0	1785	0	0	1713	0
Flt Permitted	0.950			0.950				0.966			0.989	
Satd. Flow (perm)	1671	1719	0	1787	1864	0	0	1785	0	0	1713	0
Link Speed (mph)		35			35			30			30	
Link Distance (ft)		726			167			241			618	
Travel Time (s)		14.1			3.3			5.5			14.0	
Peak Hour Factor	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88
Heavy Vehicles (%)	8%	8%	8%	1%	1%	1%	2%	2%	2%	2%	2%	2%
Adj. Flow (vph)	51	278	51	6	267	17	68	23	6	34	40	80
Shared Lane Traffic (%)												
Lane Group Flow (vph)	51	329	0	6	284	0	0	97	0	0	154	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Sign Control		Stop			Stop			Stop			Stop	

Intersection Summary	
Area Type:	Other
Control Type: Unsignalized	
Intersection Capacity Utilization 40.3%	ICU Level of Service A
Analysis Period (min) 15	

HCM 6th AWSC
100: Erie Street & 4 Mile Road

08/03/2021

Intersection	
Intersection Delay, s/veh	12.6
Intersection LOS	B

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	45	245	45	5	235	15	60	20	5	30	35	70
Future Vol, veh/h	45	245	45	5	235	15	60	20	5	30	35	70
Peak Hour Factor	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88
Heavy Vehicles, %	8	8	8	1	1	1	2	2	2	2	2	2
Mvmt Flow	51	278	51	6	267	17	68	23	6	34	40	80
Number of Lanes	1	1	0	1	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	2	2	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	2	2
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	2	2
HCM Control Delay	13.7	13	10.4	10.5
HCM LOS	B	B	B	B

Lane	NBLn1	EBLn1	EBLn2	WBLn1	WBLn2	SBLn1
Vol Left, %	71%	100%	0%	100%	0%	22%
Vol Thru, %	24%	0%	84%	0%	94%	26%
Vol Right, %	6%	0%	16%	0%	6%	52%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	85	45	290	5	250	135
LT Vol	60	45	0	5	0	30
Through Vol	20	0	245	0	235	35
RT Vol	5	0	45	0	15	70
Lane Flow Rate	97	51	330	6	284	153
Geometry Grp	2	7	7	7	7	2
Degree of Util (X)	0.165	0.089	0.518	0.01	0.452	0.241
Departure Headway (Hd)	6.154	6.275	5.659	6.273	5.724	5.661
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes
Cap	581	571	636	571	631	634
Service Time	4.205	4.009	3.393	4.01	3.46	3.708
HCM Lane V/C Ratio	0.167	0.089	0.519	0.011	0.45	0.241
HCM Control Delay	10.4	9.6	14.3	9.1	13.1	10.5
HCM Lane LOS	B	A	B	A	B	B
HCM 95th-tile Q	0.6	0.3	3	0	2.3	0.9

Lanes, Volumes, Timings
110: East Drwy & 4 Mile Road

08/03/2021

Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	270	10	5	255	0	5
Future Volume (vph)	270	10	5	255	0	5
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.995					0.865
Flt Protected				0.999		
Satd. Flow (prot)	1750	0	0	1879	0	1611
Flt Permitted				0.999		
Satd. Flow (perm)	1750	0	0	1879	0	1611
Link Speed (mph)	35			35	25	
Link Distance (ft)	167			699	91	
Travel Time (s)	3.3			13.6	2.5	
Peak Hour Factor	0.88	0.88	0.88	0.88	0.88	0.88
Heavy Vehicles (%)	8%	8%	1%	1%	2%	2%
Adj. Flow (vph)	307	11	6	290	0	6
Shared Lane Traffic (%)						
Lane Group Flow (vph)	318	0	0	296	0	6
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	12			12	0	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)		9	15		15	9
Sign Control	Free			Free	Stop	

Intersection Summary

Area Type: Other
Control Type: Unsignalized
Intersection Capacity Utilization 24.8% ICU Level of Service A
Analysis Period (min) 15

HCM 6th TWSC
110: East Drwy & 4 Mile Road

08/03/2021

Intersection

Int Delay, s/veh 0.2

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	270	10	5	255	0	5
Future Vol, veh/h	270	10	5	255	0	5
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	-	0
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	88	88	88	88	88	88
Heavy Vehicles, %	8	8	1	1	2	2
Mvmt Flow	307	11	6	290	0	6

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	318	0	-	313
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	-	4.11	-	-	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	-	2.209	-	-	3.318
Pot Cap-1 Maneuver	-	-	1248	-	0	727
Stage 1	-	-	-	-	0	-
Stage 2	-	-	-	-	0	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1248	-	-	727
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0.2	10
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	727	-	-	1248	-
HCM Lane V/C Ratio	0.008	-	-	0.005	-
HCM Control Delay (s)	10	-	-	7.9	0
HCM Lane LOS	B	-	-	A	A
HCM 95th %tile Q(veh)	0	-	-	0	-

Lanes, Volumes, Timings
120: Erie Street & South Drwy

08/03/2021

Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	5	5	80	5	1	85
Future Volume (vph)	5	5	80	5	1	85
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.850	0.992			
Flt Protected	0.950					0.999
Satd. Flow (prot)	1770	1583	1848	0	0	1861
Flt Permitted	0.950					0.999
Satd. Flow (perm)	1770	1583	1848	0	0	1861
Link Speed (mph)	25		30			30
Link Distance (ft)	116		460			241
Travel Time (s)	3.2		10.5			5.5
Peak Hour Factor	0.88	0.88	0.88	0.88	0.88	0.88
Adj. Flow (vph)	6	6	91	6	1	97
Shared Lane Traffic (%)						
Lane Group Flow (vph)	6	6	97	0	0	98
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	12		0			0
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9		9	15	
Sign Control	Stop		Free			Free

Intersection Summary

Area Type: Other
Control Type: Unsignalized
Intersection Capacity Utilization 15.3% ICU Level of Service A
Analysis Period (min) 15

HCM 6th TWSC
120: Erie Street & South Drwy

08/03/2021

Intersection

Int Delay, s/veh 0.6

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	5	5	80	5	1	85
Future Vol, veh/h	5	5	80	5	1	85
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	0	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	88	88	88	88	88	88
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	6	6	91	6	1	97

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	193	94	0	0	97	0
Stage 1	94	-	-	-	-	-
Stage 2	99	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218	-
Pot Cap-1 Maneuver	796	963	-	-	1496	-
Stage 1	930	-	-	-	-	-
Stage 2	925	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	795	963	-	-	1496	-
Mov Cap-2 Maneuver	795	-	-	-	-	-
Stage 1	930	-	-	-	-	-
Stage 2	924	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	9.2	0	0.1
HCM LOS	A		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	WBLn2	SBL	SBT
Capacity (veh/h)	-	-	795	963	1496	-
HCM Lane V/C Ratio	-	-	0.007	0.006	0.001	-
HCM Control Delay (s)	-	-	9.6	8.8	7.4	0
HCM Lane LOS	-	-	A	A	A	A
HCM 95th %tile Q(veh)	-	-	0	0	0	-

Lanes, Volumes, Timings
100: Erie Street & 4 Mile Road

08/03/2021

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	70	275	85	5	300	35	65	45	5	30	35	80
Future Volume (vph)	70	275	85	5	300	35	65	45	5	30	35	80
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	95		0	100		0	0		0	0		0
Storage Lanes	1		0	1		0	0		0	0		0
Taper Length (ft)	50			50			50			50		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.965			0.984			0.994			0.925	
Flt Protected	0.950			0.950				0.972			0.990	
Satd. Flow (prot)	1787	1815	0	1752	1815	0	0	1818	0	0	1706	0
Flt Permitted	0.950			0.950				0.972			0.990	
Satd. Flow (perm)	1787	1815	0	1752	1815	0	0	1818	0	0	1706	0
Link Speed (mph)		35			35			30			30	
Link Distance (ft)		726			167			241			618	
Travel Time (s)		14.1			3.3			5.5			14.0	
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Heavy Vehicles (%)	1%	1%	1%	3%	3%	3%	1%	1%	1%	2%	2%	2%
Adj. Flow (vph)	74	293	90	5	319	37	69	48	5	32	37	85
Shared Lane Traffic (%)												
Lane Group Flow (vph)	74	383	0	5	356	0	0	122	0	0	154	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Sign Control		Stop			Stop			Stop			Stop	

Intersection Summary	
Area Type:	Other
Control Type: Unsignalized	
Intersection Capacity Utilization 45.9%	ICU Level of Service A
Analysis Period (min) 15	

HCM 6th AWSC
100: Erie Street & 4 Mile Road

08/03/2021

Intersection	
Intersection Delay, s/veh	15.3
Intersection LOS	C

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	70	275	85	5	300	35	65	45	5	30	35	80
Future Vol, veh/h	70	275	85	5	300	35	65	45	5	30	35	80
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Heavy Vehicles, %	1	1	1	3	3	3	1	1	1	2	2	2
Mvmt Flow	74	293	90	5	319	37	69	48	5	32	37	85
Number of Lanes	1	1	0	1	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	2	2	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	2	2
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	2	2
HCM Control Delay	16.1	17.1	11.5	11.4
HCM LOS	C	C	B	B

Lane	NBLn1	EBLn1	EBLn2	WBLn1	WBLn2	SBLn1
Vol Left, %	57%	100%	0%	100%	0%	21%
Vol Thru, %	39%	0%	76%	0%	90%	24%
Vol Right, %	4%	0%	24%	0%	10%	55%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	115	70	360	5	335	145
LT Vol	65	70	0	5	0	30
Through Vol	45	0	275	0	300	35
RT Vol	5	0	85	0	35	80
Lane Flow Rate	122	74	383	5	356	154
Geometry Grp	2	7	7	7	7	2
Degree of Util (X)	0.223	0.133	0.612	0.01	0.593	0.262
Departure Headway (Hd)	6.553	6.427	5.751	6.576	5.994	6.119
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes
Cap	543	556	624	542	599	583
Service Time	4.643	4.189	3.513	4.341	3.759	4.206
HCM Lane V/C Ratio	0.225	0.133	0.614	0.009	0.594	0.264
HCM Control Delay	11.5	10.2	17.2	9.4	17.2	11.4
HCM Lane LOS	B	B	C	A	C	B
HCM 95th-tile Q	0.8	0.5	4.2	0	3.9	1

Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	295	15	10	340	0	10
Future Volume (vph)	295	15	10	340	0	10
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.993					0.865
Flt Protected				0.999		
Satd. Flow (prot)	1868	0	0	1843	0	1611
Flt Permitted				0.999		
Satd. Flow (perm)	1868	0	0	1843	0	1611
Link Speed (mph)	35			35	25	
Link Distance (ft)	167			699	91	
Travel Time (s)	3.3			13.6	2.5	
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94
Heavy Vehicles (%)	1%	1%	3%	3%	2%	2%
Adj. Flow (vph)	314	16	11	362	0	11
Shared Lane Traffic (%)						
Lane Group Flow (vph)	330	0	0	373	0	11
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	12			12	0	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)		9	15		15	9
Sign Control	Free			Free	Stop	

Intersection Summary	
Area Type:	Other
Control Type: Unsignalized	
Intersection Capacity Utilization 29.3%	ICU Level of Service A
Analysis Period (min) 15	

Intersection	
Int Delay, s/veh	0.3

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	295	15	10	340	0	10
Future Vol, veh/h	295	15	10	340	0	10
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	-	0
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	94	94	94	94	94	94
Heavy Vehicles, %	1	1	3	3	2	2
Mvmt Flow	314	16	11	362	0	11

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	330	0	-	322
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	-	4.13	-	-	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	-	2.227	-	-	3.318
Pot Cap-1 Maneuver	-	-	1224	-	0	719
Stage 1	-	-	-	-	0	-
Stage 2	-	-	-	-	0	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1224	-	-	719
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0.2	10.1
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	719	-	-	1224	-
HCM Lane V/C Ratio	0.015	-	-	0.009	-
HCM Control Delay (s)	10.1	-	-	8	0
HCM Lane LOS	B	-	-	A	A
HCM 95th %tile Q(veh)	0	-	-	0	-

Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	10	15	100	10	5	120
Future Volume (vph)	10	15	100	10	5	120
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.850	0.987			
Flt Protected	0.950					0.998
Satd. Flow (prot)	1787	1599	1839	0	0	1859
Flt Permitted	0.950					0.998
Satd. Flow (perm)	1787	1599	1839	0	0	1859
Link Speed (mph)	25		30			30
Link Distance (ft)	116		460			241
Travel Time (s)	3.2		10.5			5.5
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94
Heavy Vehicles (%)	1%	1%	2%	2%	2%	2%
Adj. Flow (vph)	11	16	106	11	5	128
Shared Lane Traffic (%)						
Lane Group Flow (vph)	11	16	117	0	0	133
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	12		0			0
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9		9	15	
Sign Control	Stop		Free			Free

Intersection Summary		
Area Type:	Other	
Control Type: Unsignalized		
Intersection Capacity Utilization 20.4%		ICU Level of Service A
Analysis Period (min) 15		

Intersection	
Int Delay, s/veh	1

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	10	15	100	10	5	120
Future Vol, veh/h	10	15	100	10	5	120
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	0	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	94	94	94	94	94	94
Heavy Vehicles, %	1	1	2	2	2	2
Mvmt Flow	11	16	106	11	5	128

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	250	112	0	0	117	0
Stage 1	112	-	-	-	-	-
Stage 2	138	-	-	-	-	-
Critical Hdwy	6.41	6.21	-	-	4.12	-
Critical Hdwy Stg 1	5.41	-	-	-	-	-
Critical Hdwy Stg 2	5.41	-	-	-	-	-
Follow-up Hdwy	3.509	3.309	-	-	2.218	-
Pot Cap-1 Maneuver	741	944	-	-	1471	-
Stage 1	915	-	-	-	-	-
Stage 2	891	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	738	944	-	-	1471	-
Mov Cap-2 Maneuver	738	-	-	-	-	-
Stage 1	915	-	-	-	-	-
Stage 2	887	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	9.3	0	0.3
HCM LOS	A		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	WBLn2	SBL	SBT
Capacity (veh/h)	-	-	738	944	1471	-
HCM Lane V/C Ratio	-	-	0.014	0.017	0.004	-
HCM Control Delay (s)	-	-	9.9	8.9	7.5	0
HCM Lane LOS	-	-	A	A	A	A
HCM 95th %tile Q(veh)	-	-	0	0.1	0	-

Year 2041 Build Traffic Analysis Outputs

Lanes, Volumes, Timings
100: Erie Street & 4 Mile Road

08/03/2021

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	50	270	50	5	260	15	65	20	5	35	40	75
Future Volume (vph)	50	270	50	5	260	15	65	20	5	35	40	75
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	95		0	100		0	0		0	0		0
Storage Lanes	1		0	1		0	0		0	0		0
Taper Length (ft)	50			50			50			50		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.977			0.992			0.992			0.932	
Flt Protected	0.950			0.950				0.965			0.988	
Satd. Flow (prot)	1671	1719	0	1787	1866	0	0	1783	0	0	1715	0
Flt Permitted	0.950			0.950				0.965			0.988	
Satd. Flow (perm)	1671	1719	0	1787	1866	0	0	1783	0	0	1715	0
Link Speed (mph)		35			35			30			30	
Link Distance (ft)		726			167			241			618	
Travel Time (s)		14.1			3.3			5.5			14.0	
Peak Hour Factor	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88
Heavy Vehicles (%)	8%	8%	8%	1%	1%	1%	2%	2%	2%	2%	2%	2%
Adj. Flow (vph)	57	307	57	6	295	17	74	23	6	40	45	85
Shared Lane Traffic (%)												
Lane Group Flow (vph)	57	364	0	6	312	0	0	103	0	0	170	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Sign Control		Stop			Stop			Stop			Stop	

Intersection Summary	
Area Type:	Other
Control Type: Unsignalized	
Intersection Capacity Utilization 42.2%	ICU Level of Service A
Analysis Period (min) 15	

HCM 6th AWSC
100: Erie Street & 4 Mile Road

08/03/2021

Intersection	
Intersection Delay, s/veh	14.2
Intersection LOS	B

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	50	270	50	5	260	15	65	20	5	35	40	75
Future Vol, veh/h	50	270	50	5	260	15	65	20	5	35	40	75
Peak Hour Factor	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88
Heavy Vehicles, %	8	8	8	1	1	1	2	2	2	2	2	2
Mvmt Flow	57	307	57	6	295	17	74	23	6	40	45	85
Number of Lanes	1	1	0	1	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	2	2	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	2	2
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	2	2
HCM Control Delay	15.7	14.7	11	11.3
HCM LOS	C	B	B	B

Lane	NBLn1	EBLn1	EBLn2	WBLn1	WBLn2	SBLn1
Vol Left, %	72%	100%	0%	100%	0%	23%
Vol Thru, %	22%	0%	84%	0%	95%	27%
Vol Right, %	6%	0%	16%	0%	5%	50%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	90	50	320	5	275	150
LT Vol	65	50	0	5	0	35
Through Vol	20	0	270	0	260	40
RT Vol	5	0	50	0	15	75
Lane Flow Rate	102	57	364	6	312	170
Geometry Grp	2	7	7	7	7	2
Degree of Util (X)	0.183	0.102	0.588	0.01	0.513	0.28
Departure Headway (Hd)	6.436	6.441	5.824	6.459	5.913	5.911
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes
Cap	554	556	618	553	609	605
Service Time	4.511	4.189	3.571	4.211	3.664	3.977
HCM Lane V/C Ratio	0.184	0.103	0.589	0.011	0.512	0.281
HCM Control Delay	11	9.9	16.6	9.3	14.8	11.3
HCM Lane LOS	B	A	C	A	B	B
HCM 95th-tile Q	0.7	0.3	3.8	0	2.9	1.1

Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	300	10	5	280	0	5
Future Volume (vph)	300	10	5	280	0	5
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.996					0.865
Flt Protected				0.999		
Satd. Flow (prot)	1752	0	0	1879	0	1611
Flt Permitted				0.999		
Satd. Flow (perm)	1752	0	0	1879	0	1611
Link Speed (mph)	35			35	25	
Link Distance (ft)	167			699	91	
Travel Time (s)	3.3			13.6	2.5	
Peak Hour Factor	0.88	0.88	0.88	0.88	0.88	0.88
Heavy Vehicles (%)	8%	8%	1%	1%	2%	2%
Adj. Flow (vph)	341	11	6	318	0	6
Shared Lane Traffic (%)						
Lane Group Flow (vph)	352	0	0	324	0	6
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	12			12	0	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)		9	15		15	9
Sign Control	Free			Free	Stop	

Intersection Summary	
Area Type:	Other
Control Type: Unsignalized	
Intersection Capacity Utilization 26.4%	ICU Level of Service A
Analysis Period (min) 15	

Intersection	
Int Delay, s/veh	0.1

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	300	10	5	280	0	5
Future Vol, veh/h	300	10	5	280	0	5
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	-	0
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	88	88	88	88	88	88
Heavy Vehicles, %	8	8	1	1	2	2
Mvmt Flow	341	11	6	318	0	6

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	352	0	-	347
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	-	4.11	-	-	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	-	2.209	-	-	3.318
Pot Cap-1 Maneuver	-	-	1212	-	0	696
Stage 1	-	-	-	-	0	-
Stage 2	-	-	-	-	0	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1212	-	-	696
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0.1	10.2
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	696	-	-	1212	-
HCM Lane V/C Ratio	0.008	-	-	0.005	-
HCM Control Delay (s)	10.2	-	-	8	0
HCM Lane LOS	B	-	-	A	A
HCM 95th %tile Q(veh)	0	-	-	0	-

Lanes, Volumes, Timings
120: Erie Street & South Drwy

08/03/2021

Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	5	5	85	5	1	95
Future Volume (vph)	5	5	85	5	1	95
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.850	0.992			
Flt Protected	0.950					
Satd. Flow (prot)	1770	1583	1848	0	0	1863
Flt Permitted	0.950					
Satd. Flow (perm)	1770	1583	1848	0	0	1863
Link Speed (mph)	25		30			30
Link Distance (ft)	116		460			241
Travel Time (s)	3.2		10.5			5.5
Peak Hour Factor	0.88	0.88	0.88	0.88	0.88	0.88
Adj. Flow (vph)	6	6	97	6	1	108
Shared Lane Traffic (%)						
Lane Group Flow (vph)	6	6	103	0	0	109
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	12		0			0
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9		9	15	
Sign Control	Stop		Free			Free

Intersection Summary

Area Type: Other
Control Type: Unsignalized
Intersection Capacity Utilization 15.8% ICU Level of Service A
Analysis Period (min) 15

HCM 6th TWSC
120: Erie Street & South Drwy

08/03/2021

Intersection

Int Delay, s/veh 0.5

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	5	5	85	5	1	95
Future Vol, veh/h	5	5	85	5	1	95
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	0	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	88	88	88	88	88	88
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	6	6	97	6	1	108

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	210	100	0	0	103	0
Stage 1	100	-	-	-	-	-
Stage 2	110	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218	-
Pot Cap-1 Maneuver	778	956	-	-	1489	-
Stage 1	924	-	-	-	-	-
Stage 2	915	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	777	956	-	-	1489	-
Mov Cap-2 Maneuver	777	-	-	-	-	-
Stage 1	924	-	-	-	-	-
Stage 2	914	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	9.3	0	0.1
HCM LOS	A		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	WBLn2	SBL	SBT
Capacity (veh/h)	-	-	777	956	1489	-
HCM Lane V/C Ratio	-	-	0.007	0.006	0.001	-
HCM Control Delay (s)	-	-	9.7	8.8	7.4	0
HCM Lane LOS	-	-	A	A	A	A
HCM 95th %tile Q(veh)	-	-	0	0	0	-

Lanes, Volumes, Timings
100: Erie Street & 4 Mile Road

08/03/2021

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	75	300	95	5	330	40	70	50	5	35	40	90
Future Volume (vph)	75	300	95	5	330	40	70	50	5	35	40	90
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	95		0	100		0	0		0	0		0
Storage Lanes	1		0	1		0	0		0	0		0
Taper Length (ft)	50			50			50			50		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.964			0.984			0.995			0.926	
Flt Protected	0.950			0.950				0.973			0.990	
Satd. Flow (prot)	1787	1813	0	1752	1815	0	0	1821	0	0	1708	0
Flt Permitted	0.950			0.950				0.973			0.990	
Satd. Flow (perm)	1787	1813	0	1752	1815	0	0	1821	0	0	1708	0
Link Speed (mph)		35			35			30			30	
Link Distance (ft)		726			167			241			618	
Travel Time (s)		14.1			3.3			5.5			14.0	
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Heavy Vehicles (%)	1%	1%	1%	3%	3%	3%	1%	1%	1%	2%	2%	2%
Adj. Flow (vph)	80	319	101	5	351	43	74	53	5	37	43	96
Shared Lane Traffic (%)												
Lane Group Flow (vph)	80	420	0	5	394	0	0	132	0	0	176	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Sign Control		Stop			Stop			Stop			Stop	

Intersection Summary

Area Type: Other
Control Type: Unsignalized
Intersection Capacity Utilization 50.2% ICU Level of Service A
Analysis Period (min) 15

HCM 6th AWSC
100: Erie Street & 4 Mile Road

08/03/2021

Intersection	
Intersection Delay, s/veh	19.1
Intersection LOS	C

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	75	300	95	5	330	40	70	50	5	35	40	90
Future Vol, veh/h	75	300	95	5	330	40	70	50	5	35	40	90
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Heavy Vehicles, %	1	1	1	3	3	3	1	1	1	2	2	2
Mvmt Flow	80	319	101	5	351	43	74	53	5	37	43	96
Number of Lanes	1	1	0	1	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	2	2	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	2	2
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	2	2
HCM Control Delay	20.7	22.2	12.6	12.7
HCM LOS	C	C	B	B

Lane	NBLn1	EBLn1	EBLn2	WBLn1	WBLn2	SBLn1
Vol Left, %	56%	100%	0%	100%	0%	21%
Vol Thru, %	40%	0%	76%	0%	89%	24%
Vol Right, %	4%	0%	24%	0%	11%	55%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	125	75	395	5	370	165
LT Vol	70	75	0	5	0	35
Through Vol	50	0	300	0	330	40
RT Vol	5	0	95	0	40	90
Lane Flow Rate	133	80	420	5	394	176
Geometry Grp	2	7	7	7	7	2
Degree of Util (X)	0.26	0.151	0.714	0.01	0.696	0.32
Departure Headway (Hd)	7.05	6.794	6.113	6.953	6.366	6.571
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes
Cap	508	530	592	517	571	546
Service Time	5.109	4.507	3.826	4.668	4.081	4.624
HCM Lane V/C Ratio	0.262	0.151	0.709	0.01	0.69	0.322
HCM Control Delay	12.6	10.7	22.6	9.7	22.4	12.7
HCM Lane LOS	B	B	C	A	C	B
HCM 95th-tile Q	1	0.5	5.9	0	5.5	1.4

Lanes, Volumes, Timings
110: East Drwy & 4 Mile Road

08/03/2021

Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	325	15	10	375	0	10
Future Volume (vph)	325	15	10	375	0	10
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.994					0.865
Flt Protected				0.999		
Satd. Flow (prot)	1870	0	0	1843	0	1611
Flt Permitted				0.999		
Satd. Flow (perm)	1870	0	0	1843	0	1611
Link Speed (mph)	35			35	25	
Link Distance (ft)	167			699	91	
Travel Time (s)	3.3			13.6	2.5	
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94
Heavy Vehicles (%)	1%	1%	3%	3%	2%	2%
Adj. Flow (vph)	346	16	11	399	0	11
Shared Lane Traffic (%)						
Lane Group Flow (vph)	362	0	0	410	0	11
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	12			12	0	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)		9	15		15	9
Sign Control	Free			Free	Stop	

Intersection Summary

Area Type: Other
Control Type: Unsignalized
Intersection Capacity Utilization 31.1% ICU Level of Service A
Analysis Period (min) 15

HCM 6th TWSC
110: East Drwy & 4 Mile Road

08/03/2021

Intersection

Int Delay, s/veh 0.2

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	325	15	10	375	0	10
Future Vol, veh/h	325	15	10	375	0	10
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	-	0
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	94	94	94	94	94	94
Heavy Vehicles, %	1	1	3	3	2	2
Mvmt Flow	346	16	11	399	0	11

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	362	0	-	354
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	-	4.13	-	-	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	-	2.227	-	-	3.318
Pot Cap-1 Maneuver	-	-	1191	-	0	690
Stage 1	-	-	-	-	0	-
Stage 2	-	-	-	-	0	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1191	-	-	690
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0.2	10.3
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	690	-	-	1191	-
HCM Lane V/C Ratio	0.015	-	-	0.009	-
HCM Control Delay (s)	10.3	-	-	8.1	0
HCM Lane LOS	B	-	-	A	A
HCM 95th %tile Q(veh)	0	-	-	0	-

Lanes, Volumes, Timings
120: Erie Street & South Drwy

08/03/2021

Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	10	15	110	10	5	135
Future Volume (vph)	10	15	110	10	5	135
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.850	0.988			
Flt Protected	0.950					0.998
Satd. Flow (prot)	1787	1599	1840	0	0	1859
Flt Permitted	0.950					0.998
Satd. Flow (perm)	1787	1599	1840	0	0	1859
Link Speed (mph)	25		30			30
Link Distance (ft)	116		460			241
Travel Time (s)	3.2		10.5			5.5
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94
Heavy Vehicles (%)	1%	1%	2%	2%	2%	2%
Adj. Flow (vph)	11	16	117	11	5	144
Shared Lane Traffic (%)						
Lane Group Flow (vph)	11	16	128	0	0	149
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	12		0			0
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9		9	15	
Sign Control	Stop		Free			Free

Intersection Summary

Area Type: Other
Control Type: Unsignalized
Intersection Capacity Utilization 21.2% ICU Level of Service A
Analysis Period (min) 15

HCM 6th TWSC
120: Erie Street & South Drwy

08/03/2021

Intersection

Int Delay, s/veh 1

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	10	15	110	10	5	135
Future Vol, veh/h	10	15	110	10	5	135
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	0	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	94	94	94	94	94	94
Heavy Vehicles, %	1	1	2	2	2	2
Mvmt Flow	11	16	117	11	5	144

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	277	123	0	0	128	0
Stage 1	123	-	-	-	-	-
Stage 2	154	-	-	-	-	-
Critical Hdwy	6.41	6.21	-	-	4.12	-
Critical Hdwy Stg 1	5.41	-	-	-	-	-
Critical Hdwy Stg 2	5.41	-	-	-	-	-
Follow-up Hdwy	3.509	3.309	-	-	2.218	-
Pot Cap-1 Maneuver	715	931	-	-	1458	-
Stage 1	905	-	-	-	-	-
Stage 2	877	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	712	931	-	-	1458	-
Mov Cap-2 Maneuver	712	-	-	-	-	-
Stage 1	905	-	-	-	-	-
Stage 2	873	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	9.4	0	0.3
HCM LOS	A		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	WBLn2	SBL	SBT
Capacity (veh/h)	-	-	712	931	1458	-
HCM Lane V/C Ratio	-	-	0.015	0.017	0.004	-
HCM Control Delay (s)	-	-	10.1	8.9	7.5	0
HCM Lane LOS	-	-	B	A	A	A
HCM 95th %tile Q(veh)	-	-	0	0.1	0	-